



**Client:**

**Mr. Opi Chahal**

**Project:**

**74-76 Cromwell Road, Hayes**

**Transport Statement**

**June 2026**

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# 1 INTRODUCTION

- 1.1 Mr Opi Chahal has commissioned Pulsar to prepare a Transport Statement to support a planning application for additional residential development at 74-76 Cromwell Road, Hayes, UB3 2PS.

## **Background/Overview**

- 1.2 The site is located on the eastern side of Cromwell Road, approximately 1.7km northwest of Hayes Town Centre. It is situated within the administrative boundaries of The London Borough of Hillingdon who act as the Local Planning Authority and the Local Highway Authority.
- 1.3 The existing site consists of a two-storey flat roofed block, containing eight residential units. To the rear of the site are two standalone garages, which are separated from the main building and are understood to be used for storage purposes. The site currently accommodates a parking area at the rear of the site, accessed from Cromwell Road via a crossover and undercroft access driveway. Parking bays are not marked, with space currently to accommodate approximately six unobstructed vehicles.
- 1.4 A planning application was submitted to LBH in September 2023 for the erection of an additional second floor to block of flats to create 3 self-contained residential units with associated refuse, car parking and cycle facility. This application was refused in November 2023. Included in the reasons for refusal was the following:

*The proposed access and parking arrangements would result in the inappropriate intensification of use of the existing substandard undercroft vehicular access and would fail to provide adequate manoeuvring space to allow ease of access to the two new parking spaces in front of the building. As such, the proposal, would give rise to vehicular and pedestrian conflict within the site and on the adjoining public highway, restricting the free flow of traffic and causing obstruction to the detriment of highway safety, contrary to Policies T2 and T4 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Local Plan: Part Two (2020).*

- 1.5 The proposed development outlined below represents a minor amendment to this previously submitted proposal. This Transport Statement has been prepared to support the updated scheme, with due regard to the reason for refusal noted above.

## **Proposed Development**

- 1.6 The development proposals consist of the erection of an additional second floor to block of flats to provide three new self-contained residential units. The proposals will also involve the demolition of one of the garage units and the formalisation of the

car parking arrangements at the rear of the site to provide 11 car parking bays. A new covered and secure cycle shelter will also be provided.

- 1.7 The proposed layout is shown on the architect's plans in **Appendix A**.

### **Transport Statement Structure**

- 1.8 The Transport Statement is structured as follows:

- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
- **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
- **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.
- **Section 5: Trip Generation** – A review of the likely number of trips to be generated by the proposed development.
- **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

## 2 EXISTING CONDITIONS

2.1 This section describes existing conditions at the site in relation to transport.

### Site Location

2.2 The site is located at 74-76 Cromwell Road, Hayes, UB3 2PS. **Figure 1** shows the site location plan, and **Figure 2** gives the strategic site location in relation to the surrounding area.

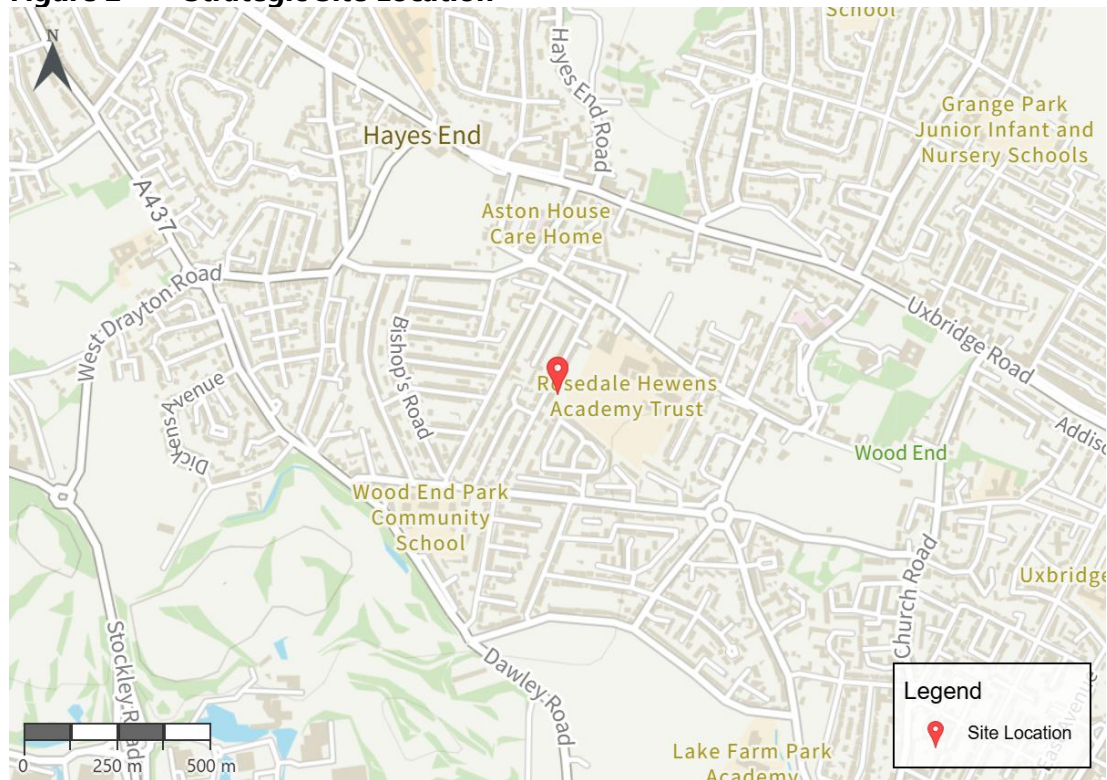
**Figure 1 Site Location Plan**



2.3 Access is gained via a crossover on the eastern side of Cromwell Road, at the northern end of the site's frontage. The crossover leads to an access road that, via an undercroft, leads to the parking and garages to the rear of the building. This undercroft also serves as the pedestrian access to the existing flats.

2.4 A pedestrian access is also provided to the site at the southern end of the site frontage, which is predominantly used for access to the bin store.

**Figure 2 Strategic Site Location**



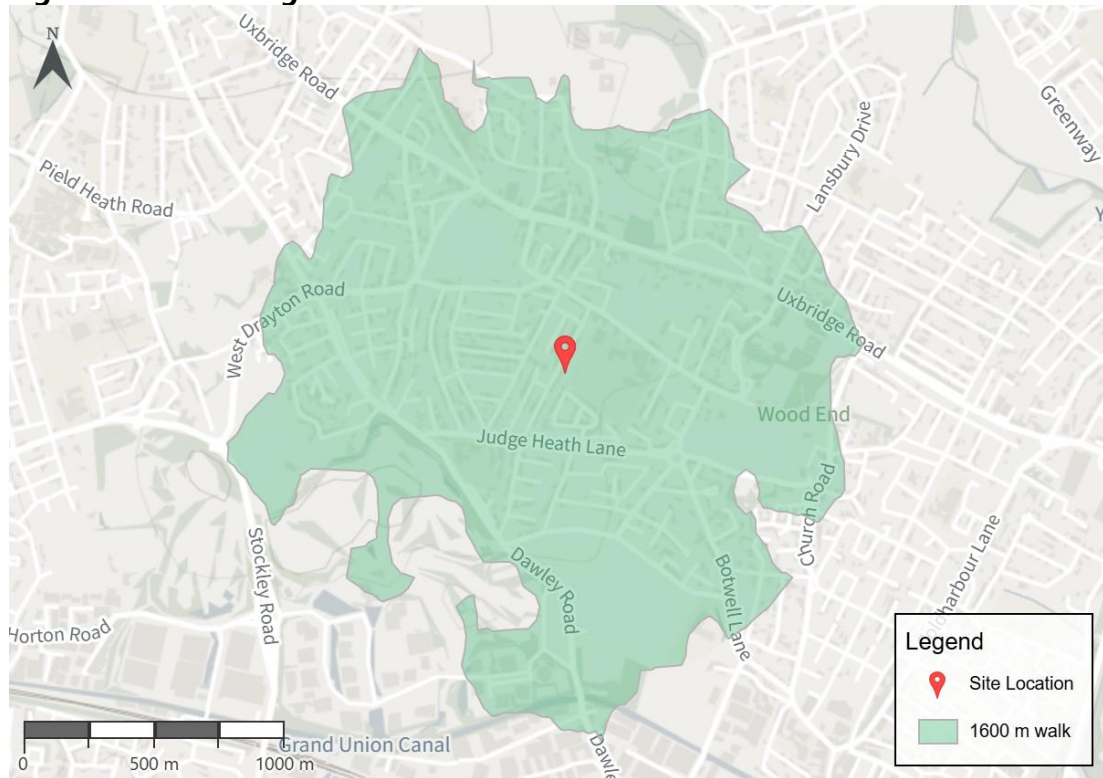
## Accessibility

- 2.5 This section provides information on access to and from the site by sustainable modes of transport.

### ***Walking & Cycling***

- 2.6 In the National Travel Survey 2024, 81% of journeys shorter than 1 mile were made wholly on foot, a level which as reported in the CIHT document 'Planning for Walking' (2015) has hardly changed in the past thirty years indicating that if destinations are within a mile, it is highly likely that walking will be the preferred trip.
- 2.7 'Planning for Walking' (2015) suggests that the main reason for the decline in walking journeys is the fall in the total number of journeys shorter than 1 mile because fewer journeys that people make are able to be accomplished on foot. For walking trips between 1 and 5 miles the proportion of walking trips drops to 21% in the 2022 NTS.
- 2.8 It is therefore considered that prospective (and existing) residents at the site are likely to undertake journeys to destinations within one mile of the site by foot. **Figure 3** illustrates the areas that are therefore considered to be located within a comfortable walking distance. This includes the several facilities and amenities on the Uxbridge Road, as well as Barra Hall Park, Lake Farm Country Park and the northern end of Stockley Park.

**Figure 3 Walking Catchment Plan**

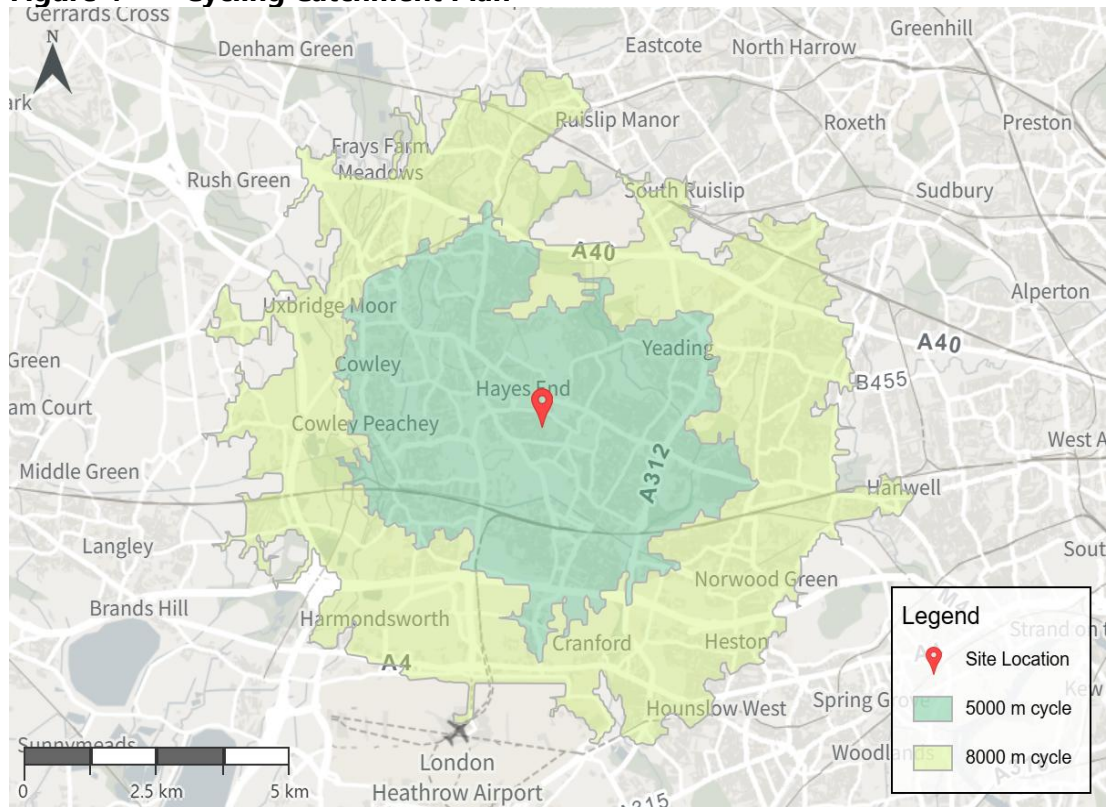


- 2.9 The topography in the area is generally flat which is good for walking and cycling activity. Cromwell Road provides footways on both sides of the carriageway. Dropped kerbs and tactile paving are installed at various intersections.
- 2.10 In terms of cycling, The CIHT guidance “Planning for Cycling” notes that cycling should be considered a potential mode for trips up to 5 miles (8km). Therefore, areas including Yeading, Southall, West Drayton and Hillingdon are all considered to be accessible by bicycle. This is illustrated in **Figure 4** below.
- 2.11 The site benefits from a good provision of cycling infrastructure in the surrounding area, including a segregated shared cycleway on the Uxbridge Road. The surrounding streets, including Cromwell Road and Wood End Green Road, are subject to a 20 mph speed limit, reinforcing a safe, low-traffic environment for cyclists.

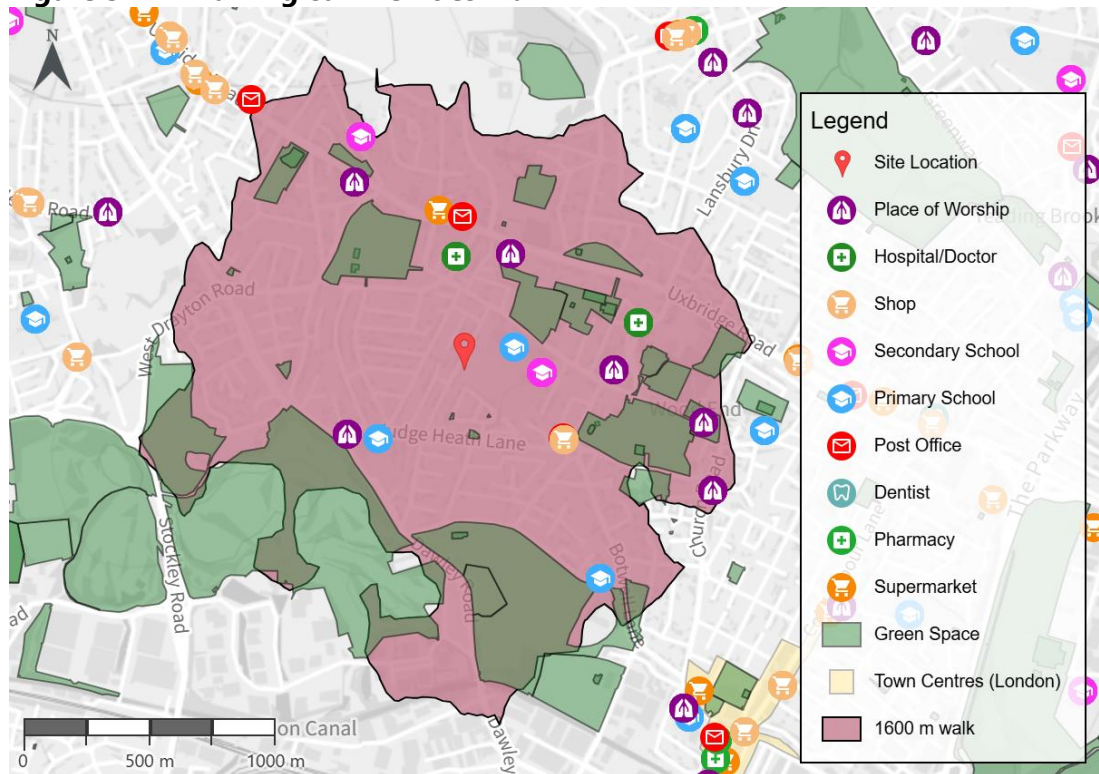
### ***Local Amenities and Facilities***

- 2.12 As noted above, there are a number of facilities and amenities available within a close proximity of the site. **Figure 5** and **Table 2.1** outline a selection of these facilities and amenities that are within a 2km (approximately 15-minute) walking distance.

**Figure 4 Cycling Catchment Plan**



**Figure 5 Walking & Amenities Plan**



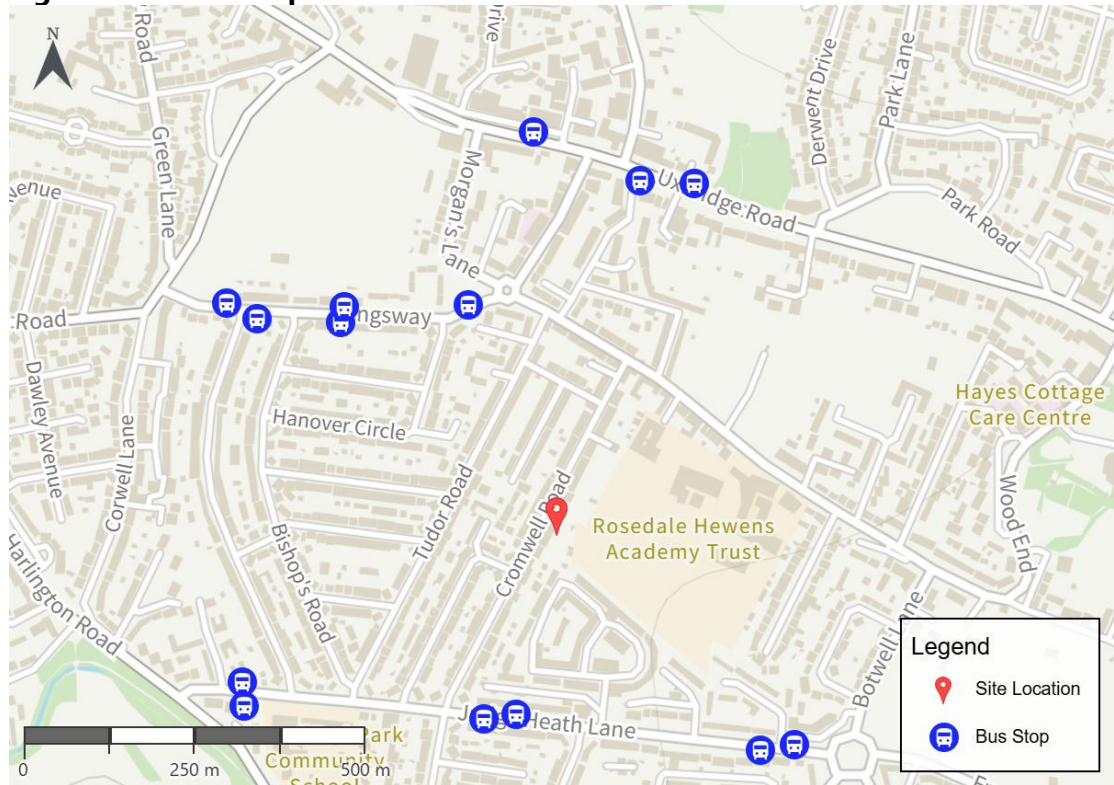
**Table 2.1 Facilities and Amenities within Walking Distance of the Site**

| Facility / Amenity                       | Walking Distance from Site |
|------------------------------------------|----------------------------|
| Sant Bedi Travels                        | 200m                       |
| Ria Superstore Off License               | 270m                       |
| McMillian Nursery School                 | 400m                       |
| Wood End Green Road Allotment Site       | 400m                       |
| Hayes Amateur Boxing Club                | 500m                       |
| Wood End Park Academy                    | 500m                       |
| Rosedale College                         | 550m                       |
| Parkside Studio College                  | 550m                       |
| Aston House Care Home                    | 550m                       |
| Little Marvels Nursery                   | 600m                       |
| Chiltern Wellbeing Foot and Ankle Clinic | 600m                       |
| St Jerome Church West Hayes              | 650m                       |
| Rosedale Football Club Sports Field      | 700m                       |
| Ali Baba Lounge                          | 750m                       |
| Hayes End Community Park                 | 800m                       |
| Hayes Police Station                     | 800m                       |
| Hayes End Community Centre               | 850m                       |
| Stockley Park                            | 950m                       |
| Botwell Medical Centre                   | 1km                        |
| Kingsley Court Care Home                 | 1.1km                      |
| St Mary the Virgin Church                | 1.2km                      |
| Parkview Surgery                         | 1.2km                      |
| London Superstore                        | 1.3km                      |

### ***Local Bus Services***

- 2.13 The closest bus stops to the site are located on Judge Heath Lane, approximately 400m south of the site. The U4 bus service is accessible from this bus stop. Both stops are marked with a bus flag, with the westbound stop provided with sheltered seating.
- 2.14 Additional bus stops are located on Kingsway (approximately 550m to the north of the site) and Uxbridge Road, approximately 550m (westbound) and 700m (eastbound) to the north of the site. These stops provide further access to routes 278, 427, 697, 698, H98, 207 and SL8. The SL8 route forms part of the TfL Superloop, a network of 12 express bus routes improving connections and journey times between key outer London town centres and transport hubs. This has significantly boosted bus connectivity in the area recently.
- 2.15 Further information on the accessible bus services is provided in **Table 2.2**.

**Figure 6 Bus Stop Plan**



**Table 2.2 Accessible Bus Services: Typical Frequencies**

| No.        | Route                                                                                                                                     | Week                    | Sat        | Sun        |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|------------|------------|
| <b>U4</b>  | Prologis Park – Waltham Avenue – Millington Road – Hayes Town Centre – Princes Park Lane – Hillingdon Hospital – Manor Way – Belmont Road | 15 mins                 | 15 mins    | 15 mins    |
| <b>278</b> | Ruislip – West Ruislip Station – Hillingdon Station – Hayes End – Hayes & Harlington Station – Heathrow Airport                           | 15 mins                 | 15 mins    | 20 mins    |
| <b>207</b> | White City -Galloway Road – Acton Park – Ealing Broadway Station – Southall Park – Hayes By-Pass                                          | 7.5 mins                | 10 mins    | 12 mins    |
| <b>427</b> | Southall Station – Hayes Bridge – Hillingdon Primary School - Uxbridge – York Road                                                        | 7.5 mins                | 12 mins    | 15 mins    |
| <b>697</b> | Whittington Avenue – Gurney Road – Hayes/the Grapes – Uxbridge County Court – Hillingdon Primary School – Swakeleys Drive                 | 2/service on schooldays | No Service | No Service |
| <b>698</b> | Conway Drive – Clement Gardens – Hayes & Harlington Station – Church Road – Hillingdon Primary School – Swakeleys Drive                   | 2/service on schooldays | No Service | No Service |
| <b>SL8</b> | Uxbridge – Hayes End – Hayes – Southall – Ealing Hospital – Ealing Broadway – Acton – Shepherds Bush – White City Bus Station             | 10 mins                 | 10 mins    | 12 mins    |

| No.        | Route                                                                                                                                                | Week    | Sat     | Sun     |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------|---------|
| <b>H98</b> | School Road – Hounslow West Station –<br>The Parkway – Brickfield Lane – Clayton<br>Road – Uxbridge County Court – New Road<br>– Wood End Green Road | 12 mins | 15 mins | 15 mins |

### ***Rail Services***

- 2.16 The closest station to the site is Hayes & Harlington, located approximately 3.1 km from the site. This corresponds to an approximate 37-minute walk or an 11-minute cycle, and is also accessible via a number of the bus routes indicated above.
- 2.17 Hayes & Harlington is served by the Elizabeth Line, offering regular westbound services towards Reading and Heathrow Terminals 4 and 5, and eastbound services to Abbey Wood and Shenfield. This station had step-free access to all platforms, waiting rooms, toilets and ticket machines.
- 2.18 Further information on the rail services servicing Hayes & Harlington is provided in **Table 2.3**.

**Table 2.3 Accessible Rail Services: Typical Frequencies (Mins)**

| Destination.               | Journey Time |
|----------------------------|--------------|
| <b>Southall</b>            | 4 mins       |
| <b>West Drayton</b>        | 4 mins       |
| <b>Ealing Broadway</b>     | 7 mins       |
| <b>Langley (Berkshire)</b> | 8 mins       |
| <b>Slough</b>              | 11 mins      |
| <b>London Paddington</b>   | 15 mins      |
| <b>Burnham (Bucks)</b>     | 18 mins      |
| <b>Maidenhead</b>          | 18 mins      |
| <b>Reading</b>             | 32 mins      |

### ***PTAL***

- 2.19 PTAL is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.
- 2.20 The PTAL measure, reflects:
- The walking distance from the point of interest to the public transport access points;
  - The reliability of the service modes available;
  - The number of services available within the catchment; and
  - The level of service at the public transport access points – i.e. average waiting time.

2.21 According to TfL, the site has a public transport accessibility level (PTAL) rating of 1b on a scale of 1 (very poor) to 6 (excellent). It should be noted that only two of the bus services identified above are included in the PTAL calculation, given the bus stops on Uxbridge Road are slightly over the 640m maximum walking distance to a bus stop in PTAL calculations.

2.22 However, PTAL is only one measure of a site's accessibility and, given the proximity to regular and well connected bus services just beyond the PTAL area, as well as local amenities and facilities within walking distance, the site is considered to be well located for residential development, with some opportunities for sustainable travel available.

### Local Highway Network

2.23 Cromwell Road is a single-carriageway road accommodating two-way traffic in a broadly north-south alignment. It is subject to a 20mph speed limit. The road connects to Wood End Green Road to the north and Judge Heath Lane to the south, within a largely residential area.

2.24 Footways are present on both sides of the carriageway. Vehicle access to the site is provided via a dropped-kerb crossover arrangement on the eastern side of Cromwell Road, consistent with the access arrangements for the majority of neighbouring properties. On-street parking, including marked disabled bays, is available along both the eastern and western sides of the carriageway.

### Local Car Ownership

2.25 2021 Census data (for the Hillingdon 024 middle super output area) was referenced to understand local car ownership levels with the results given below:

- Zero cars – 24%
- 1 car – 44%
- 2 or more cars – 32%

2.26 According to Census data, 68% of all household types in the area have one or fewer cars. However, there is a fairly substantial difference between levels of ownership of flatted units and houses. This is demonstrated in **Table 2.4** below.

**Table 2.4 Car Ownership by Household Type**

| Number of Cars per Household | House | Flat |
|------------------------------|-------|------|
| <b>Zero</b>                  | 19%   | 36%  |
| <b>One</b>                   | 42%   | 48%  |
| <b>Two or More</b>           | 39%   | 16%  |
| <b>Total</b>                 | 100%  | 100% |

- 2.27 The data demonstrates that flatted households in the area are less likely to own a vehicle or have more than one vehicle for the household. 36% of flatted households do not own a vehicle.
- 2.28 The data above equates to an average of approximately 0.83 cars per flatted household in the vicinity of the site.

### 3 POLICY REVIEW

#### Introduction

- 3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

#### National Policy

##### ***National Planning Policy Framework (NPPF)***

- 3.2 The revised NPPF was updated in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied.
- 3.3 The NPPF, at paragraphs 7 and 11, states that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a **presumption in favour of sustainable development***".
- 3.4 Section 9 deals with promoting sustainable transport. Paragraph 109 states that
- Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.*
- 3.5 Paragraph 109 also notes that plan-making and development proposals should involve the following:
- a) making transport considerations an important part of early engagement with local communities;*
  - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
  - c) understanding and addressing the potential impacts of development on transport networks;*
  - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
  - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
  - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

3.6 Paragraph 110 states that the planning system should actively manage patterns of growth in support of the above objectives, whilst paragraph 115 states that in assessing specific applications for development, the following should be ensured:

*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.*

3.7 Paragraph 116 goes on to state:

*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.*

3.8 The NPPF states at paragraph 118 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.

***National Planning Practice Guidance (NPPG), 2014***

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

*"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".*

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *“encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.”*

## **Regional Policy**

### ***The London Plan 2021***

3.12 The London Plan is a broad plan to shape the way London develops over the next 20-25 years. Following an extensive consultation process, an Examination in Public (EIP), and comments from the Secretary of State, the London Plan was published and adopted in March 2021.

3.13 A key objective of the London Plan is to enable “Good Growth”, i.e. delivering a more socially integrated and sustainable city.

3.14 Policy GG2 “Making Best Use of Land” supports use of brownfield land and sites that are well connected by public transport and promotes the utilisation of small sites.

*where local amenities are within walking and cycling distance, and public transport options are available for longer distance trips, supporting good health, allowing strong communities to develop, and boosting the success of local businesses.*

*Making the best use of land means directing growth towards the most accessible and well-connected places, making the most efficient use of the existing and future public transport, walking and cycling networks.*

*All options for using the city’s land more effectively will need to be explored as London’s growth continues, including the redevelopment of brownfield sites and the intensification of existing places*

3.15 Specific transport related policies are dealt with in Chapter 10 of the new London Plan. There is a focus on reducing car dependency and promoting a significant shift towards active modes of travel and public transport use.

3.16 Policy T1 “Strategic approach to transport” states:

*A. Development Plans and development proposals should support and 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 4.1*

*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.*

- 3.17 Policy T2 "Healthy Streets" is seeking a pattern of land use that facilitate shorter, regular trips by walking or cycling. This is in line with the Mayor's Transport Strategy to deliver infrastructure and public realm to increase levels of walking, cycling and public transport use.
- 3.18 Policy T4 "Assessing and mitigating transport impacts" notes that Transport Assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network are fully assessed.
- 3.19 Policy T6 "Car Parking" notes that car parking "*should be restricted in line with existing and future public transport accessibility and connectivity*" and that car-free development should be the starting point for all development proposals in places where there is (or will be) high levels of public transport.

### **Local Policy**

#### ***London Borough of Hillingdon Local Plan Part 2 (Development Management Policies – January 2020)***

- 3.20 The Hillingdon Local Plan sets out a long-term spatial vision and a series of strategic objectives for the Borough. Its purpose is to provide detailed policies that guides future development and land use across Hillingdon. The local plan contains detailed policies that form the basis of the Council's decisions on individual planning applications, setting out t what is planned to happen, where and how it will be achieved.

- 3.21 Policy DMT 2: Highways Impacts

Development proposals must ensure that;

- *Safe and efficient vehicular access to the highway network is provided to the council's standard;*
- *They do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;*
- *Safe, secure and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;*
- *Impacts on local amenity and congestion are minimised by routing traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and*

- *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.*

### 3.22 Policy DMT 6: Vehicle Parking

- *Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:*
  - The variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*
  - a transport appraisal and travel plan has been approved, and parking provision is in accordance with its recommendations.*
- *All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.*

**Table 3.1 LBH Parking Requirements for Residential Flats (Appendix C)**

| <b>Car and Other Vehicle Parking<br/>(Maximum Requirement)</b>                                                                | <b>Bicycle Parking (Minimum Requirement)</b>                      |
|-------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>3 - 4 or more bedrooms - 2 spaces per unit<br/>1 – 2 bedrooms - 1.5-1 spaces per unit<br/>Studio - 1 space per 2 units</b> | a) 1 per studio, 1 or 2 bed unit.<br>b) 2 per 3 or more bed unit. |

### Summary

- 3.23 The focus of transport and land use planning policy is on the development of sustainable travel measures and the encouragement of development proposals which widen the accessibility of sustainable travel to site attendees and the wider community. Further information is provided later in this report which details the transport infrastructure proposed for the site.

## **4 THE PROPOSED DEVELOPMENT**

- 4.1 This section of the report provides a description of the proposed development with focus on transport infrastructure.
- 4.2 The development proposals will involve the erection of an additional second floor on top of the existing block of flats to create three additional self-contained residential units, taking the total number of units on the site to 11 flats. In addition to this, the proposals involve the demolition of the southern garage in the rear car parking area to allow for the formalisation and extension of the car parking on the site, to provide 11 car parking spaces. A new cycle store will also be provided to the rear of the building.
- 4.3 The Architect's Layout is attached within **Appendix A** of this report.

### **Access Arrangements**

- 4.4 Access to the rear parking area is proposed to be maintained via the crossover from Cromwell Road. The access driveway and undercroft are also proposed to remain as existing. This will also continue to form the main pedestrian access to the site.
- 4.5 This access is at grade to enable mobility by all users including those pushchairs and the mobility impaired.
- 4.6 Swept path analysis, provided in **Appendix B**, demonstrates that a large car is able to safely enter and exit the site via the existing crossover and undercroft arrangement.

### **Servicing and Deliveries**

- 4.7 It is expected that the proposed development will be typically serviced by refuse vehicles, home food and non-food deliveries and infrequent maintenance. Given the modest scale of the proposals, delivery and servicing demand is expected to be low. It is anticipated that all deliveries will take place from the kerbside, as existing and as per other residential properties in the vicinity of the site.
- 4.8 Refuse collection will continue to take place from the kerbside on Cromwell Road, consistent with the existing arrangement. The bin store is proposed to remain in the same location as existing, adjacent to the southern pedestrian entrance to the site. Collection operatives will be able to enter this area, transfer bins from the store to the kerbside for collection, and return them to the store thereafter.

### **Car Parking**

- 4.9 The proposed development will involve to the formalisation of the existing on-site parking arrangements. As noted above, the existing car parking area is unmarked, with space for approximately six unobstructed vehicles to park. Through the proposed demolition of one of the existing garages at the rear of the development,

the parking area will be extended and marked for the provision of 11 spaces (equating to one space per unit. Each space will be allocated to a specific residential unit. This meets the LBH Parking Standard requirement for 1 space per unit. It also exceeds the existing car ownership levels in the local area (based on Census data).

- 4.10 As noted above, as confirmed by the existing site manager, the existing garages are not currently used for the parking of any vehicles and are used exclusively for storage. Therefore, the demolition of the garage is not considered to be a loss of any existing car parking provision, and will not generate any additional car parking demand within the site or on the local roads.
- 4.11 Swept path analysis is provided within **Appendix B** illustrating that large cars can safely manoeuvre into and out of the proposed car parking spaces, entering and exiting the site in a forward gear.

### **Cycle Parking**

- 4.12 A covered, secure and safely accessible bicycle store will be provided to the rear of the development, containing 12 cycle parking spaces. The spaces will be provided in the form of Sheffield stands, designed to conform to the requirements set out in the London Cycle Design Standards.
- 4.13 The proposed provision exceeds the minimum requirements set out in the London Plan and the Hillingdon Local Plan and is therefore considered to be appropriate.

## 5 TRIP ASSESSMENT

- 5.1 This section considers the likely number of trips associated with the development proposals.
- 5.2 As noted above, the proposals involve an additional three residential units at the site, taking the total number of units from 8 to 11.
- 5.3 In order to understand the likely number of additional trips that will be generated by the proposals, the TRICS database has been interrogated to give an estimated vehicle trip rate at the site. The parameters used in the filtering process were as follows:
- 03 Residential – C, Flats Privately Owned;
  - Sites between 6 – 20 units;
  - January 2015 to September 2025 surveys;
  - Monday and Friday surveys; and
  - Suburban Area, Edge of Town and Neighbourhood Centre sites.
- 5.4 The parameters above provided trip rates based on seven similar sites. The vehicle trip rates and corresponding additional vehicle trip generation are outlined in **Table 5.1** below, whilst the full TRICS output is attached to this report within **Appendix C**.

**Table 5.1 Trip Rates & Additional Trip Generation: Total Vehicles**

| Period               | Trip Rates |       |       | Additional Trip Generation<br>(3 units) |     |       |
|----------------------|------------|-------|-------|-----------------------------------------|-----|-------|
|                      | In         | Out   | Total | In                                      | Out | Total |
| <b>08:00 – 09:00</b> | 0.065      | 0.176 | 0.241 | 0                                       | 1   | 1     |
| <b>17:00 – 18:00</b> | 0.204      | 0.102 | 0.306 | 1                                       | 0   | 1     |
| <b>07:00 – 19:00</b> | 1.288      | 1.325 | 2.613 | 4                                       | 4   | 8     |

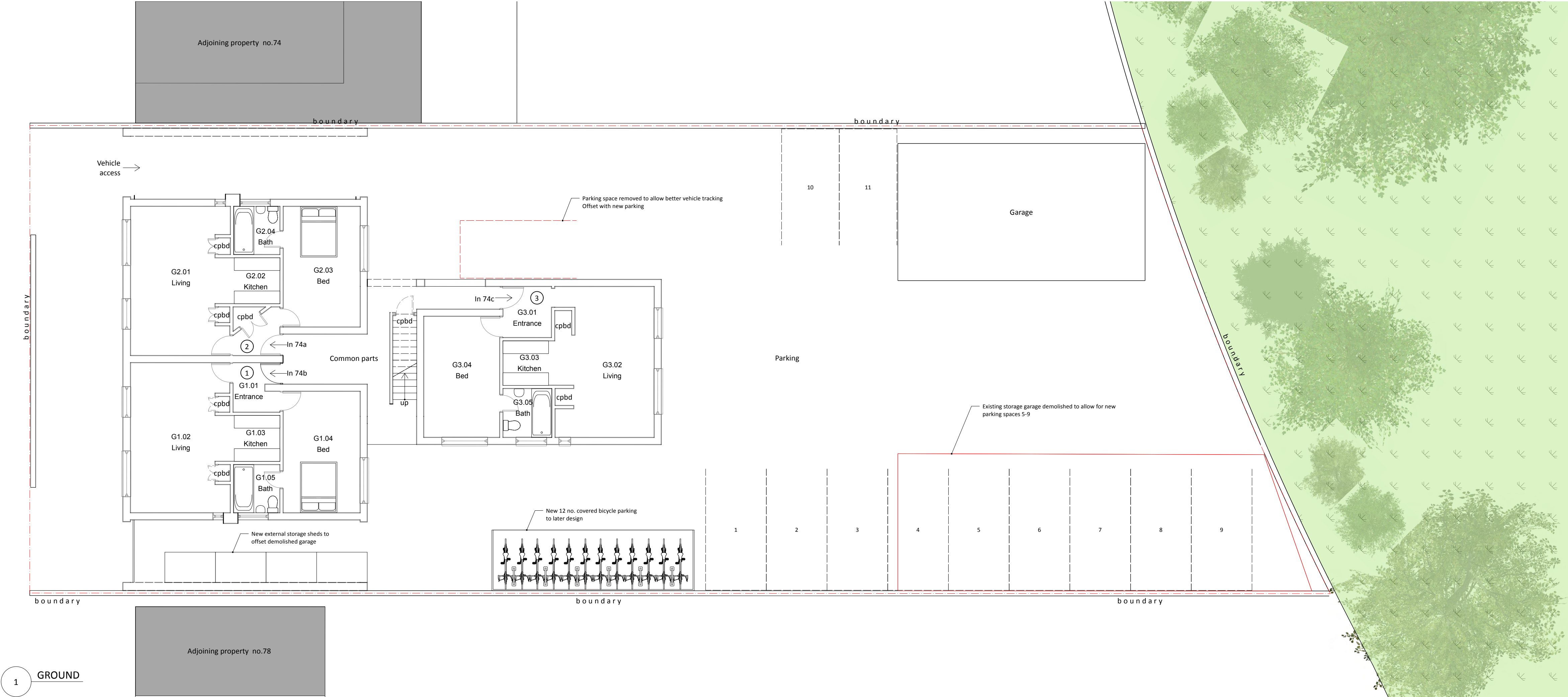
- 5.5 Applying the above trip rates, the existing units is estimated to generate approximately 1 two-way vehicle trip during 08:00 to 09:00 and 1 two-way vehicle trip during 17:00 to 18:00. An additional 8 two-way vehicle trips would be expected daily (07:00-19:00). This will have a insignificant impact on the local highway network.

## **6 SUMMARY & CONCLUSIONS**

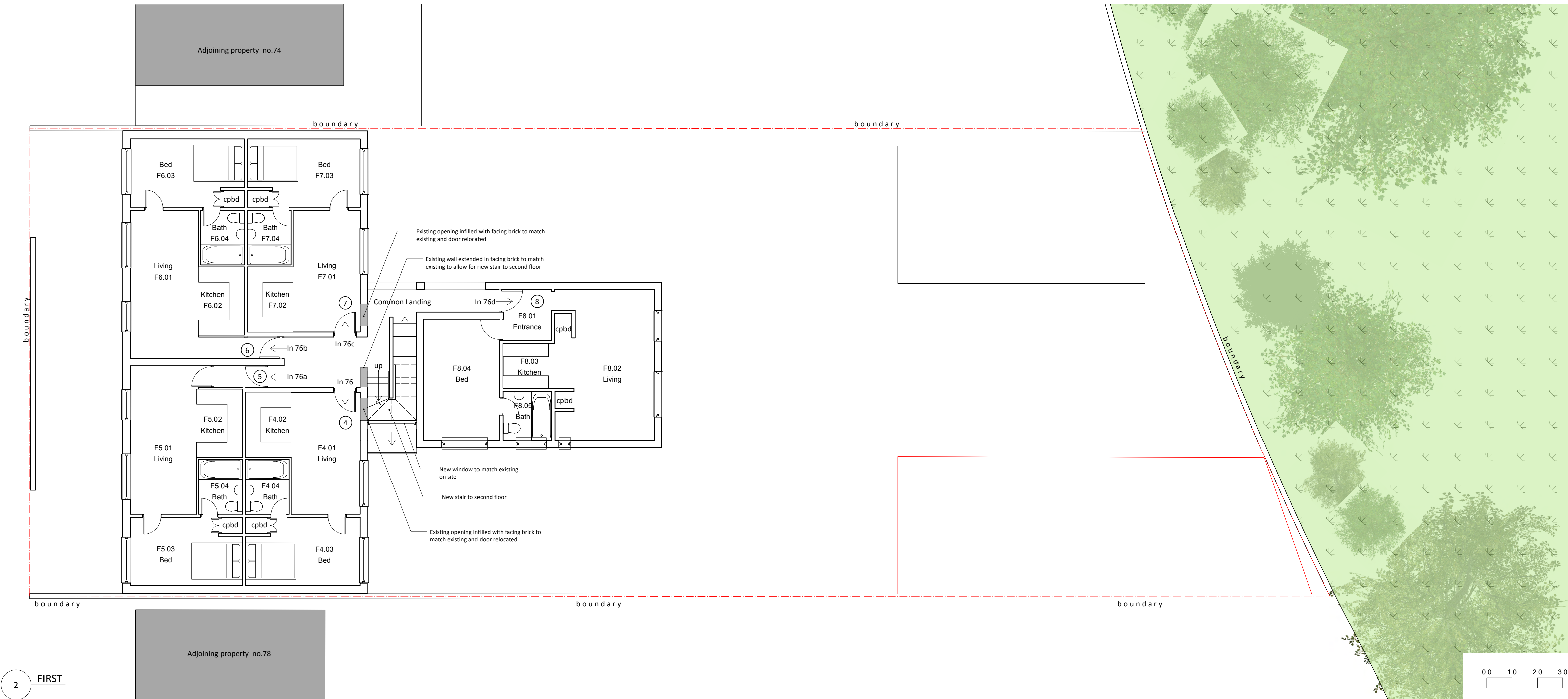
- 6.1 Pulsar have been commissioned to prepare a Transport Statement to support the planning application for the construction of three additional residential units at 74–76 Cromwell Road, Hayes UB3 2PS.
- 6.2 This Transport Statement has considered the transport planning aspects of the proposed development through the assessment of the sustainability of the site and its impact on the local transport network in accordance with local and national policies.
- 6.3 The existing building would be extended to provide a new second floor to house the new units. The existing access from Cromwell Road would be maintained as existing, however the car parking area would be formalised through the demolition of the existing garage. A total of 11 car parking spaces would be provided following the proposals, meeting LBH's parking standards of 1 space per unit.
- 6.4 The proposals also involve the provision of a new cycle store, which will contain 12 cycle parking spaces. This exceeds the requirements set out in the London Plan.
- 6.5 Residents will be able to take advantage of the close proximity of local amenities and facilities, particularly those on Uxbridge Road. Several bus routes are also accessible within a short walking distance of the site, including access to the TfL Superloop.
- 6.6 A trip generation assessment has been undertaken, which shows that the net impact of the proposed development is expected to be insignificant.
- 6.7 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:
- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
  - Safe and suitable access to the site can be achieved for all users;
  - 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; and
  - The proposals do not lead to an unacceptable impact on highway safety, and the residual cumulative impact of the development is not severe, taking into account all reasonable future scenarios.
- 6.8 In conclusion, the site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF and local policy. On the basis of the above, the proposed development should not be prevented on transport and highway grounds.

## **APPENDIX A – ARCHITECT’S LAYOUT**

CROMWELL ROAD



CROMWELL ROAD



- General Notes
1. New work shown shaded
  2. Demolition shown dotted
  3. W: Wardrobe
  4. Cpb: Cupboard
  5. RL: Roof lantern above
  6. RL: Roof light/Lantern below
  7. All dimensions are indicative and in mm
  8. If shown levels indicated in red dotted

#### Schedule of Areas

| EXISTING (GIA unchanged) |        |          |           |
|--------------------------|--------|----------|-----------|
| Unit                     | Floor  | GIA (m2) | GIA (ft2) |
| 1                        | Ground | 53.10    | 571.57    |
| 2                        | Ground | 53.10    | 571.57    |
| 3                        | Ground | 51.56    | 554.99    |
| 4                        | First  | 34.58    | 372.22    |
| 5                        | First  | 40.00    | 430.56    |
| 6                        | First  | 40.20    | 432.71    |
| 7                        | First  | 33.98    | 365.76    |
| 8                        | First  | 50.75    | 546.27    |
| TOTAL                    |        | 357.27   | 3845.65   |

| PROPOSED MANSARD GIA (Calculated at 1m) |        |          |           |
|-----------------------------------------|--------|----------|-----------|
| Unit                                    | Floor  | GIA (m2) | GIA (ft2) |
| 9                                       | Second | 52.10    | 560.80    |
| 10                                      | Second | 53.91    | 580.29    |
| 11                                      | Second | 39.86    | 429.05    |
| TOTAL                                   |        | 145.87   | 1570.14   |

| PROPOSED UNIT AREAS |      |                |           |                        |
|---------------------|------|----------------|-----------|------------------------|
| Unit 9              | 1B1P | Room Number    | Room Name | Area (m <sup>2</sup> ) |
|                     |      | S9.01          | Hall      | 3.72                   |
|                     |      | S9.02          | Bedroom   | 7.71                   |
|                     |      | S9.03          | L/D/K     | 35.15                  |
|                     |      | S9.04          | Shower    | 2.67                   |
|                     |      | S9.05          | cpbd      | 0.75                   |
|                     |      | S9.06          | cpbd      | 0.74                   |
|                     |      | Area Sub-Total |           | 50.74                  |
|                     |      | Unit 9 GIA     |           | 52.1                   |

| Unit 10     | 1B1P | Room Number    | Room Name | Area (m²) |
|-------------|------|----------------|-----------|-----------|
|             |      | S10.01         | Hall      | 5.03      |
|             |      | S10.02         | Bedroom   | 7.71      |
|             |      | S10.03         | L/D/K     | 35        |
|             |      | S10.04         | Shower    | 2.67      |
|             |      | S10.05         | cpbd      | 0.75      |
|             |      | S10.06         | cpbd      | 0.99      |
|             |      | Area Sub-Total |           |           |
| Unit 10 GIA |      |                | 53.91     |           |

| Unit 11 | 1B1P | Room Number    | Room Name |
|---------|------|----------------|-----------|
|         |      | S11.01         | Hall      |
|         |      | S11.02         | cpbd      |
|         |      | S11.03         | L/D/K     |
|         |      | S11.04         | Bedroom   |
|         |      | S11.05         | En-Suite  |
|         |      | Area Sub-Total |           |
|         |      | Unit 11 GIA    |           |

|       |            |                             |
|-------|------------|-----------------------------|
| B     | 05/05/2026 | Minor amendment to parking  |
| A     | 01/05/2026 | Minor amends to site layout |
| ISSUE | DATE       | REVISION                    |

PROJECT  
74-76 Cromwell Road UB3 2PS

CLIENT  
Mr. Opi Chahal

DRAWING  
PROPOSED GROUND AND FIRST FLOOR



|           |            |       |      |     |  |
|-----------|------------|-------|------|-----|--|
| PROJECT # | 2024.061   | DWG # |      | REV |  |
| DATE      | 05/05/2026 |       |      |     |  |
| SCALE     | 1:100 @ A1 |       |      |     |  |
| DRAWN     | S.W.       | CHKD  | J.C. |     |  |

Stones Architects Ltd  
50 Coldharbour Lane Hayes Middlesex UB3 3EP  
t 020 8969 0000 e mail@stonesarchitects.co.uk w stonesarchitects.co.uk

0.0 1.0 2.0 3.0 4.0 5.0 m

## **APPENDIX B – SWEPT PATH ANALYSIS DRAWINGS**



**NOTES :**  
1. Do not scale from this drawing.  
2. This drawing to be read & printed in colour.  
3. This drawing is for illustrative purposes only, and not for construction.

**ESTATE CAR (2006 Volvo 70)**  

|                             |        |
|-----------------------------|--------|
| Estate Car (2006)           | 4.710m |
| Overall Length              | 1.804m |
| Overall Width               | 1.442m |
| Overall Body Height         | 0.207m |
| Min Body Ground Clearance   | 1.756m |
| Max Track Width             | 4.00s  |
| Lock to lock time           | 5.950m |
| Kerb to Kerb Turning Radius |        |

|  |                                                     |
|--|-----------------------------------------------------|
|  | <b>FORWARD MOVEMENTS</b><br>(design speed - 5kph)   |
|  | <b>REVERSE MOVEMENTS</b><br>(design speed - 2.5kph) |

|     |         |       |         |      |
|-----|---------|-------|---------|------|
| ... | ...     | ...   | ...     | ...  |
| REV | DETAILS | DRAWN | CHECKED | DATE |

**CLIENT**  
Mr. Opi Chahal

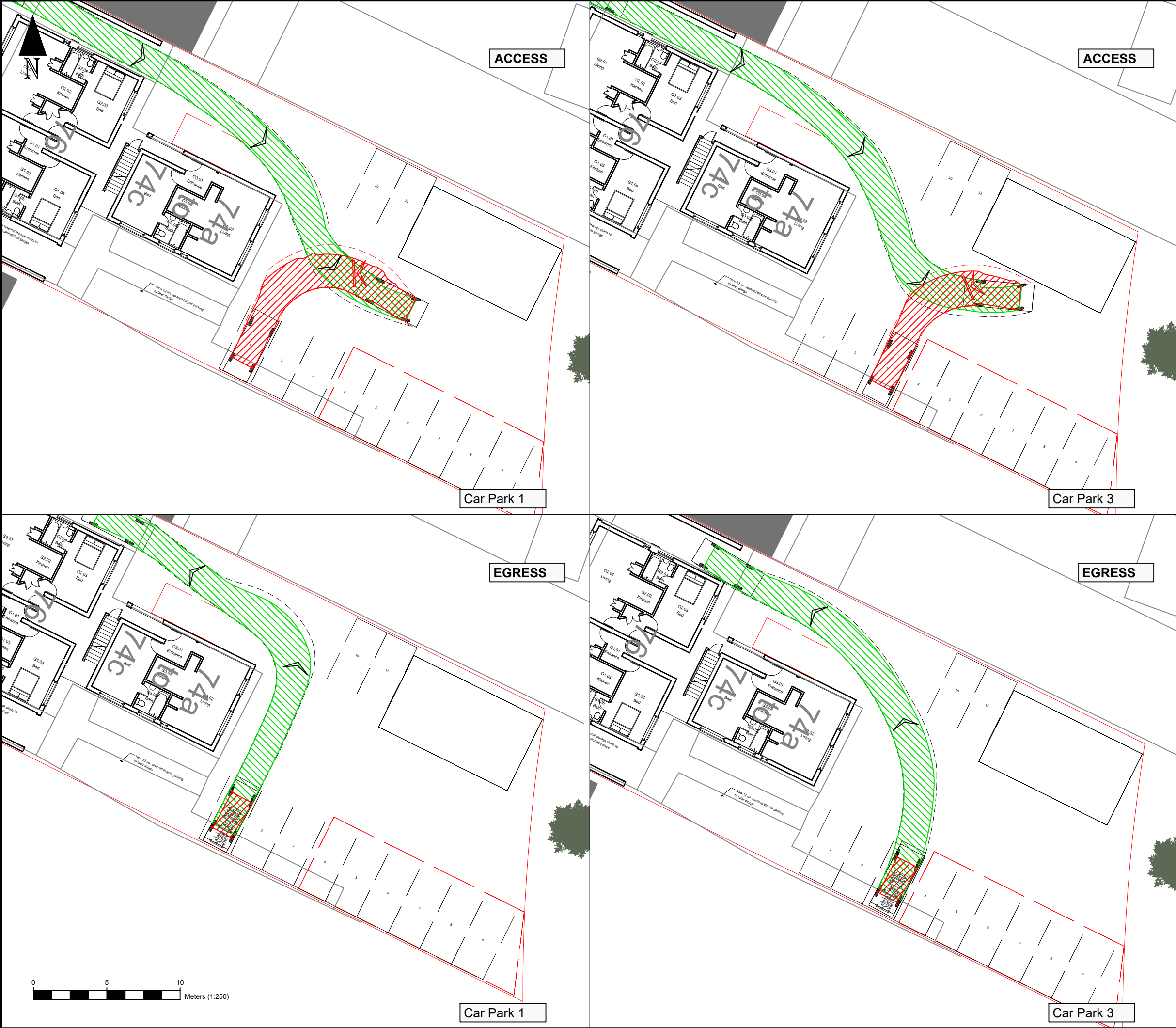
**PROJECT**  
74-76 Cromwell Road.

**DRAWING TITLE**  
Vehicle Swept Path Analysis of Estate Car

|          |       |            |            |
|----------|-------|------------|------------|
| SCALE    | 1:250 | SIZE       | A3         |
| DRAWN BY | QO    | CHECKED BY | AH         |
|          |       | DATE       | 08.05.2026 |

**PULSAR**  
Gilmoor House, 57-61 Mortimer Street, London, W1W 8HS  
www.pulsartransport.co.uk

|             |        |     |
|-------------|--------|-----|
| PROJECT REF | DWG NO | REV |
| 25041       | TR02   | ... |



NOTES :

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2. This drawing to be read & printed in colour.

3. This drawing is for illustrative purposes only, and not for construction.

ESTATE CAR (2006 Volvo 70)

4.71

0.885

2.755

Estate Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.710m

1.804m

1.442m

0.207m

1.756m

4.00s

5.950m

FORWARD MOVEMENTS

(design speed - 5kph)

REVERSE MOVEMENTS

(design speed - 2.5kph)

|     |         |       |         |      |
|-----|---------|-------|---------|------|
| ... | ...     | ...   | ...     | ...  |
| REV | DETAILS | DRAWN | CHECKED | DATE |

CLIENT

Mr. Opi Chahal

PROJECT

74-76 Cromwell Road.

DRAWING TITLE

Vehicle Swept Path Analysis of Estate Car (Sheet 1 of 4)

SCALE

1:250

SIZE

A3

DRAWN BY

QO

CHECKED BY

AH

DATE

08.05.2026

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PROJECT REF

25041

DWG NO

TR01

REV

...

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3. This drawing is for illustrative purposes only, and not for construction.

ESTATE CAR (2006 Volvo 70)

4.71

0.885

2.755

Estate Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.710m

1.804m

1.442m

0.207m

1.756m

4.00s

5.950m

FORWARD MOVEMENTS

(design speed - 5kph)

REVERSE MOVEMENTS

(design speed - 2.5kph)

...

...

REV

DETAILS

DRAWN

CHECKED

DATE

CLIENT

Mr. Opi Chahal

PROJECT

74-76 Cromwell Road.

DRAWING TITLE

Vehicle Swept Path Analysis of Estate Car (Sheet 2 of 4)

SCALE

1:250

SIZE

A3

DRAWN BY

QO

CHECKED BY

AH

DATE

08.05.2026

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25041

DWG NO

TR01

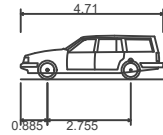
REV

...



- NOTES :**
1. Do not scale from this drawing.
  2. This drawing to be read & printed in colour.
  3. This drawing is for illustrative purposes only, and not for construction.

**ESTATE CAR (2006 Volvo 70)**

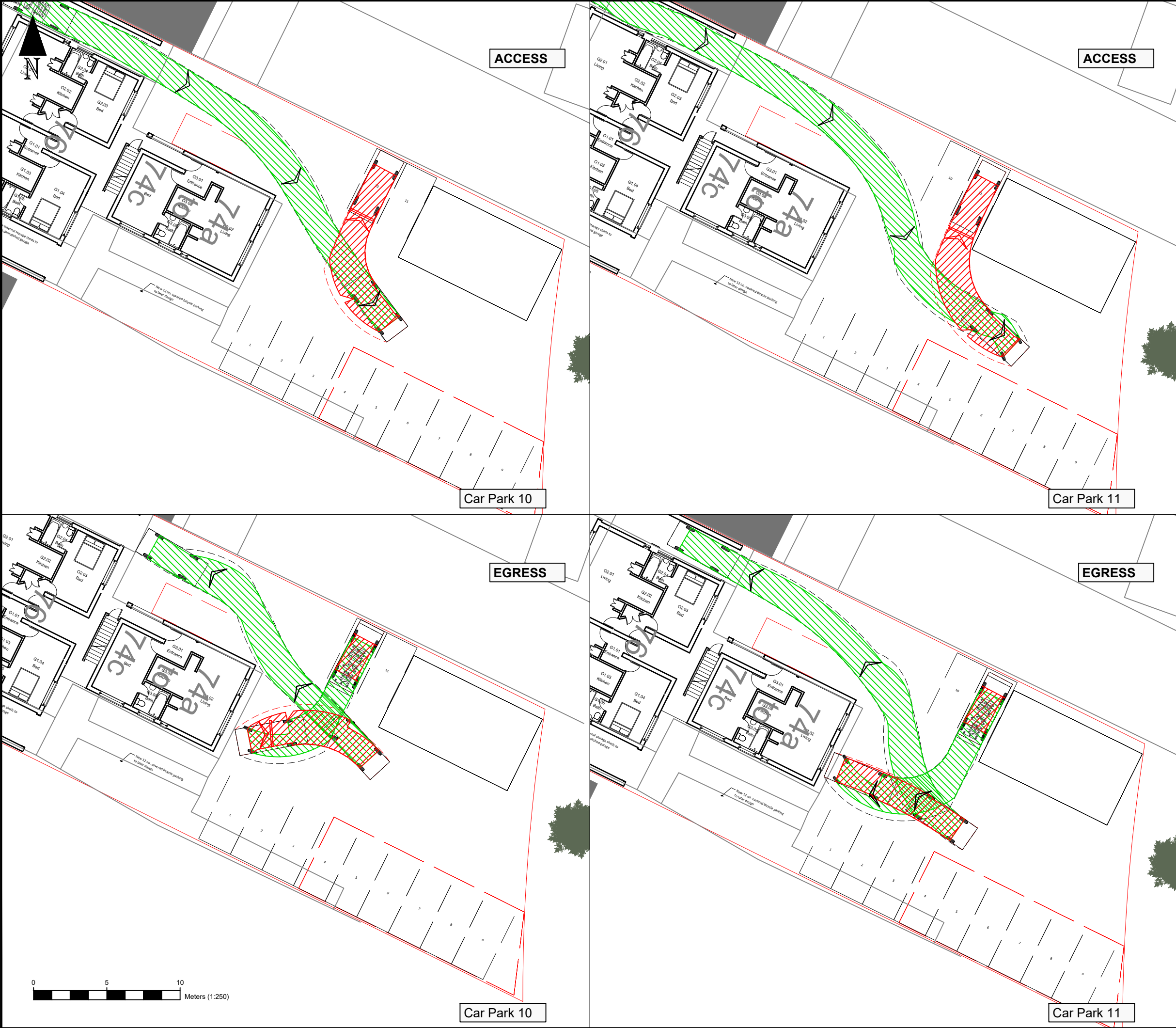


|                             |        |
|-----------------------------|--------|
| Estate Car (2006)           |        |
| Overall Length              | 4.710m |
| Overall Width               | 1.804m |
| Overall Body Height         | 1.442m |
| Min Body Ground Clearance   | 0.207m |
| Max Track Width             | 1.756m |
| Lock to lock time           | 4.00s  |
| Kerb to Kerb Turning Radius | 5.950m |

|  |                                                     |
|--|-----------------------------------------------------|
|  | <b>FORWARD MOVEMENTS</b><br>(design speed - 5kph)   |
|  | <b>REVERSE MOVEMENTS</b><br>(design speed - 2.5kph) |

|     |         |       |         |      |
|-----|---------|-------|---------|------|
| ... | ...     | ...   | ...     | ...  |
| REV | DETAILS | DRAWN | CHECKED | DATE |

|                                                                                    |                                                          |            |            |
|------------------------------------------------------------------------------------|----------------------------------------------------------|------------|------------|
| CLIENT                                                                             | Mr. Opi Chahal                                           |            |            |
| PROJECT                                                                            | 74-76 Cromwell Road.                                     |            |            |
| DRAWING TITLE                                                                      | Vehicle Swept Path Analysis of Estate Car (Sheet 3 of 4) |            |            |
| SCALE                                                                              | 1:250                                                    | SIZE       | A3         |
| DRAWN BY                                                                           | QO                                                       | CHECKED BY | AH         |
|                                                                                    |                                                          | DATE       | 08.05.2026 |
|                                                                                    |                                                          |            |            |
| Gilmoor House, 57-61 Mortimer Street, London, W1W 8HS<br>www.pulsartransport.co.uk |                                                          |            |            |
| PROJECT REF                                                                        | 25041                                                    | DWG NO     | TR01       |
|                                                                                    |                                                          | REV        | ...        |



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2. This drawing to be read & printed in colour.

3. This drawing is for illustrative purposes only, and not for construction.

ESTATE CAR (2006 Volvo 70)

4.71

0.885

2.755

Estate Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.710m

1.804m

1.442m

0.207m

1.756m

4.00s

5.950m

FORWARD MOVEMENTS

(design speed - 5kph)

REVERSE MOVEMENTS

(design speed - 2.5kph)

|     |         |       |         |      |
|-----|---------|-------|---------|------|
| ... | ...     | ...   | ...     | ...  |
| REV | DETAILS | DRAWN | CHECKED | DATE |

CLIENT

Mr. Opi Chahal

PROJECT

74-76 Cromwell Road.

DRAWING TITLE

Vehicle Swept Path Analysis of Estate Car (Sheet 4 of 4)

SCALE

1:250

SIZE

A3

DRAWN BY

QO

CHECKED BY

AH

DATE

08.05.2026

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PROJECT REF

25041

DWG NO

TR01

REV

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## **APPENDIX C – TRICS OUTPUT**



Audit Code: d2c34c84-4547-4145-b4fe-cbc0c20a5383

---

Filtering Summary:

Land Use: 03/C RESIDENTIAL/FLATS PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 6 - 20 DWELLS

Actual Trip Rate Calculation Parameter Range: 9 - 20 DWELLS

Date Range: Minimum: 01/01/2015 Maximum: 26/11/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 1725 5867

Days of the week selected:

|           |   |
|-----------|---|
| Friday    | 3 |
| Monday    | 1 |
| Tuesday   | 2 |
| Wednesday | 1 |

Main Location Types selected:

|                      |   |
|----------------------|---|
| Edge of Town         | 1 |
| Neighbourhood Centre | 2 |
| Suburban Area        | 4 |

Inclusion of Servicing Vehicles Counts:

|                             |   |
|-----------------------------|---|
| Servicing Vehicle Excluded  | 3 |
| Servicing Vehicles Included | 4 |

Population <1 Mile ranges selected:

|                  |   |
|------------------|---|
| 20,001 to 25,000 | 5 |
| 25,001 to 50,000 | 2 |

Audit Code: d2c34c84-4547-4145-b4fe-cbc0c20a5383

---

Population <5 Mile ranges selected:

|                    |   |
|--------------------|---|
| 125,001 to 250,000 | 1 |
| 250,001 to 500,000 | 1 |
| 500,001 or More    | 4 |
| 75,001 to 100,000  | 1 |

Car Ownership <5 Mile ranges selected:

|             |   |
|-------------|---|
| 0.5 or Less | 2 |
| 0.6 to 1.0  | 4 |
| 1.1 to 1.5  | 1 |

PTAL Rating:

|                 |   |
|-----------------|---|
| 1b - Very poor  | 2 |
| No PTAL Present | 5 |

Audit Code: d2c34c84-4547-4145-b4fe-cbc0c20a5383

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

|    |                |                      |
|----|----------------|----------------------|
| 01 | GREATER LONDON |                      |
|    | BM             | BROMLEY 1 day        |
|    | EN             | ENFIELD 1 day        |
|    | HO             | HOUNSLOW 1 day       |
| 02 | SOUTH EAST     |                      |
|    | WS             | WEST SUSSEX 1 day    |
| 05 | EAST MIDLANDS  |                      |
|    | LE             | LEICESTERSHIRE 1 day |
| 06 | WEST MIDLANDS  |                      |
|    | SH             | SHROPSHIRE 1 day     |
| 08 | NORTH WEST     |                      |
|    | MS             | MERSEYSIDE 1 day     |

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

Audit Code: d2c34c84-4547-4145-b4fe-cbc0c20a5383

#### Primary Filtering Selection:

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

|                         |                        |
|-------------------------|------------------------|
| Parameter:              | DWELLS                 |
| Actual Range:           | 9 to 20 (units:DWELLS) |
| Range Selected by User: | 6 to 20 (units:DWELLS) |
| Parking Spaces Range:   | 2 - 550                |

#### Public Transport Provision:

|               |                      |
|---------------|----------------------|
| Selection by: | All Surveys Included |
| Date Range:   | 01/01/15 to 26/11/25 |

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

#### Selected survey days:

|           |        |
|-----------|--------|
| Friday    | 3 days |
| Monday    | 1 days |
| Tuesday   | 2 days |
| Wednesday | 1 days |

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

#### Selected survey types:

|                     |   |
|---------------------|---|
| Manual count        | 7 |
| Direction ATC Count | 0 |

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

#### Selected Locations:

|                      |        |
|----------------------|--------|
| Edge of Town         | 1 days |
| Neighbourhood Centre | 2 days |
| Suburban Area        | 4 days |

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

#### Selected Location Sub Categories:

|                  |        |
|------------------|--------|
| Built-Up Zone    | 1 days |
| Development Zone | 1 days |
| Residential Zone | 5 days |

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

#### Inclusion of Servicing Vehicle Counts:

|                             |        |
|-----------------------------|--------|
| Servicing vehicles Included | 4 days |
| Servicing vehicles Unknown  | 3 days |

Audit Code: d2c34c84-4547-4145-b4fe-cbc0c20a5383

Secondary Filtering Selection:

Use Class:

|    |           |
|----|-----------|
| C3 | 7 surveys |
|----|-----------|

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

Population within 500m Range:

1725 - 5867

Population within 1 mile:

|                  |           |
|------------------|-----------|
| 20,001 to 25,000 | 5 surveys |
| 25,001 to 50,000 | 2 surveys |

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

Population within 5 miles:

|                    |           |
|--------------------|-----------|
| 125,001 to 250,000 | 1 surveys |
| 250,001 to 500,000 | 1 surveys |
| 500,001 or More    | 4 surveys |
| 75,001 to 100,000  | 1 surveys |

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

Car ownership within 5 miles:

|             |           |
|-------------|-----------|
| 0.5 or Less | 2 surveys |
| 0.6 to 1.0  | 4 surveys |
| 1.1 to 1.5  | 1 surveys |

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

Audit Code: d2c34c84-4547-4145-b4fe-cbc0c20a5383

---

Petrol filling station:

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

|    |           |
|----|-----------|
| No | 7 surveys |
|----|-----------|

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

PTAL Rating:

|                 |           |
|-----------------|-----------|
| 1b - Very poor  | 1 surveys |
| 2 - Poor        | 2 surveys |
| No PTAL Present | 4 surveys |

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

COVID-19 Restrictions:

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

Audit Code: d2c34c84-4547-4145-b4fe-cbc0c20a5383

LIST OF SITES relevant to selection parameters:

|                     |                      |                      |              |
|---------------------|----------------------|----------------------|--------------|
| Site 1:             | BM-03-C-02           | Number of dwellings: | 20.00 DWELLS |
| Development Name:   | BLOCK OF FLATS       | Survey Date:         | 17/10/2023   |
| Location:           | BROMLEY              | Survey Day:          | Tuesday      |
| Postcode:           | BR1 2TG              |                      |              |
| Main Location Type: | Suburban Area        |                      |              |
| Sub Location Type:  | Residential Zone     |                      |              |
| PTAL:               | 1B                   |                      |              |
| Site 2:             | EN-03-C-01           | Number of dwellings: | 16.00 DWELLS |
| Development Name:   | BLOCK OF FLATS       | Survey Date:         |              |
| Location:           | ENFIELD              | Survey Day:          |              |
| Postcode:           | EN3 4BX              |                      |              |
| Main Location Type: | Suburban Area        |                      |              |
| Sub Location Type:  | Built-Up Zone        |                      |              |
| PTAL:               | 2                    |                      |              |
| Site 3:             | HO-03-C-05           | Number of dwellings: | 14.00 DWELLS |
| Development Name:   | BLOCK OF FLATS       | Survey Date:         | 06/03/2020   |
| Location:           | HOUNSLOW             | Survey Day:          | Friday       |
| Postcode:           | TW5 9RW              |                      |              |
| Main Location Type: | Edge of Town         |                      |              |
| Sub Location Type:  | Residential Zone     |                      |              |
| PTAL:               | 2                    |                      |              |
| Site 4:             | LE-03-C-01           | Number of dwellings: | 19.00 DWELLS |
| Development Name:   | BLOCK OF FLATS       | Survey Date:         | 16/10/2020   |
| Location:           | LEICESTER            | Survey Day:          | Friday       |
| Postcode:           | LE2 5EB              |                      |              |
| Main Location Type: | Neighbourhood Centre |                      |              |
| Sub Location Type:  | Residential Zone     |                      |              |
| PTAL:               | n/a                  |                      |              |
| Site 5:             | MS-03-C-03           | Number of dwellings: | 9.00 DWELLS  |
| Development Name:   | BLOCK OF FLATS       | Survey Date:         | 13/11/2018   |
| Location:           | LIVERPOOL            | Survey Day:          | Tuesday      |
| Postcode:           | L3 4DR               |                      |              |
| Main Location Type: | Suburban Area        |                      |              |
| Sub Location Type:  | Development Zone     |                      |              |
| PTAL:               | n/a                  |                      |              |
| Site 6:             | SH-03-C-02           | Number of dwellings: | 12.00 DWELLS |
| Development Name:   | BLOCK OF FLATS       | Survey Date:         | 16/06/2023   |
| Location:           | SHREWSBURY           | Survey Day:          | Friday       |
| Postcode:           | SY2 6AP              |                      |              |
| Main Location Type: | Suburban Area        |                      |              |
| Sub Location Type:  | Residential Zone     |                      |              |
| PTAL:               | n/a                  |                      |              |
| Site 7:             | WS-03-C-01           | Number of dwellings: | 18.00 DWELLS |
| Development Name:   | BLOCKS OF FLATS      | Survey Date:         | 11/05/2022   |
| Location:           | WORTHING             | Survey Day:          | Wednesday    |
| Postcode:           | BN12 4PB             |                      |              |
| Main Location Type: | Neighbourhood Centre |                      |              |
| Sub Location Type:  | Residential Zone     |                      |              |
| PTAL:               | n/a                  |                      |              |

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

Total Vehicles

Calculation factor: 1 DWELLS

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. DWELLS | Arrivals | Departures | Totals |
|---------------------|----------|-------------|----------|------------|--------|
| 00:00-01:00         |          |             |          |            |        |
| 01:00-02:00         |          |             |          |            |        |
| 02:00-03:00         |          |             |          |            |        |
| 03:00-04:00         |          |             |          |            |        |
| 04:00-05:00         |          |             |          |            |        |
| 05:00-06:00         |          |             |          |            |        |
| 06:00-07:00         |          |             |          |            |        |
| 07:00-08:00         | 7        | 15          | 0.056    | 0.176      | 0.232  |
| 08:00-09:00         | 7        | 15          | 0.065    | 0.176      | 0.241  |
| 09:00-10:00         | 7        | 15          | 0.102    | 0.130      | 0.232  |
| 10:00-11:00         | 7        | 15          | 0.056    | 0.120      | 0.176  |
| 11:00-12:00         | 7        | 15          | 0.083    | 0.083      | 0.166  |
| 12:00-13:00         | 7        | 15          | 0.111    | 0.056      | 0.167  |
| 13:00-14:00         | 7        | 15          | 0.148    | 0.139      | 0.287  |
| 14:00-15:00         | 7        | 15          | 0.093    | 0.102      | 0.195  |
| 15:00-16:00         | 7        | 15          | 0.083    | 0.083      | 0.166  |
| 16:00-17:00         | 7        | 15          | 0.185    | 0.102      | 0.287  |
| 17:00-18:00         | 7        | 15          | 0.204    | 0.102      | 0.306  |
| 18:00-19:00         | 7        | 15          | 0.102    | 0.056      | 0.158  |
| 19:00-20:00         | 2        | 17          | 0.176    | 0.088      | 0.264  |
| 20:00-21:00         | 2        | 17          | 0.059    | 0.088      | 0.147  |
| 21:00-22:00         |          |             |          |            |        |
| 22:00-23:00         |          |             |          |            |        |
| 23:00-00:00         |          |             |          |            |        |
| <b>Total Rates:</b> |          |             | 1.523    | 1.501      | 3.024  |

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

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

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Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 6 - 20 (units: DWELLS)  |
| Survey date date range:                       | 16/11/2015 - 17/10/2023 |
| Number of weekdays (Monday-Friday):           | 7                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 0                       |
| Surveys manually removed from selection:      | 0                       |

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



# PULSAR

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