



Client:

Bika Construction

Project:

**82-84 High Street,
Ruislip, HA4 7AB**

Transport Statement

August 2025

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REPORT CONTROL

Document: Transport Statement

Project: 82-84 High Street Ruislip HA4 7AB

Client: Bika Construction.

Job Number: 24071

File Reference: R02-QO-82-84 High Street Transport Statement 250818

Document Checking:

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Initialled: QO

Issue	Date	Status	Checked for Issue
1	18.08.2025	Updated Transport Statement for Latest Planning Submission	SE
2			
3			

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1 INTRODUCTION

- 1.1 Bika Construction has commissioned Pulsar to prepare a Transport Statement in support of a planning application for development at 82-84 High Street Ruislip HA4 7AB.

Background/Overview

- 1.2 The site is located High Street (A4180) within the administrative boundaries of The London Borough of Hillingdon (LBH) as the Local Planning Authority and the Local Highway Authority.
- 1.3 The existing site consists of a three-storey building, consented as Class E Land Use floorspace (totalling 535.8sqm). The site is currently vacant and most recently occupied by Lloyds Bank.

Proposed Development

- 1.4 The Applicant seeks approval for the conversion of the first and second floors of the site to residential use, and the construction of an infill extension at first floor level. A total of five flats would be created, comprising 5 x one-bed flats. The existing commercial use at ground floor and basement level would be retained (comprising 225.4sqm).
- 1.5 The proposed layout is shown on the architect's plans in **Appendix A**. The scheme would remain car free.
- 1.6 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: Delivery & Servicing Strategy** – A review of servicing and delivery vehicle strategy and measures to minimise delivery and servicing impacts
 - **Section 6: Trip Generation** – A review of the likely number of trips to be generated by the proposed development.
 - **Section 7: 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 82-84 High Street within Ruislip town centre. The site is bounded by Midcroft to the east and is neighboured by other commercial sites fronting the High Street to the north and south. To the west is a private car park, accessed from King Edwards Road.

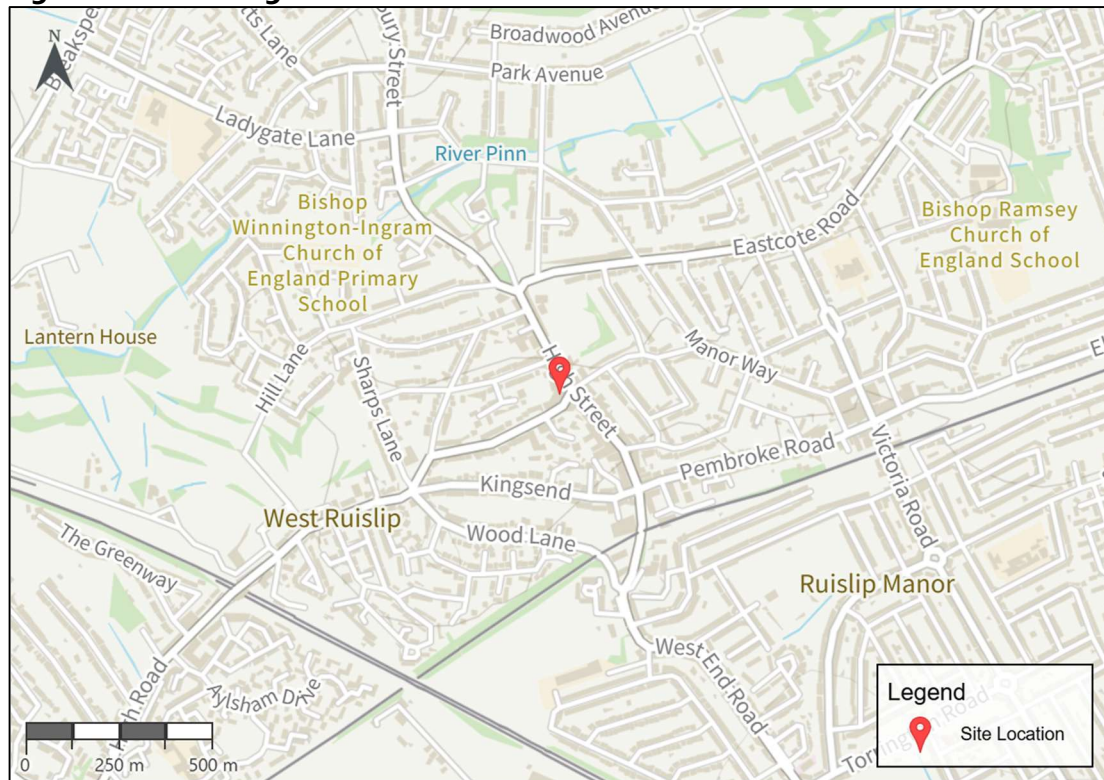
2.3 The surrounding area predominantly comprises retail/commercial sites, given the town centre location, with many of the local shops hosting residential uses above.

2.4 **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



Figure 1 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 Government research previously included within Planning Policy Guidance 13: Transport, states that:

Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres.

- 2.7 Whilst PPG13 has now been superseded, the research underpinning the above is still considered relevant. A 2km walk would be expected to take 25 minutes on average.
- 2.8 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). This catchment would include several local areas such as Pinner, Harrow and Uxbridge.
- 2.9 London Cycle Network (LCN) Route 89 operates along Bury Street/Eastcote Road, approximately 300m to the north of the site. LCN 89 connects to several destinations locally, including West Ruislip, Uxbridge and Cowley.

Figure 2 Walking Isochrone

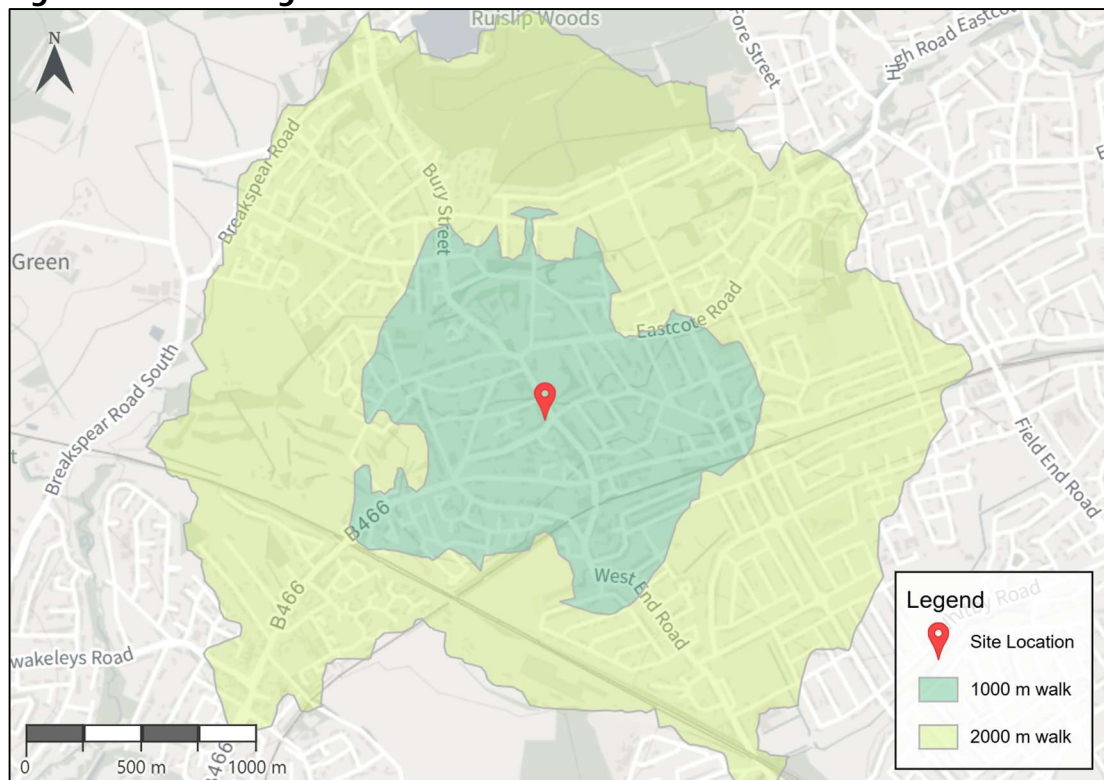
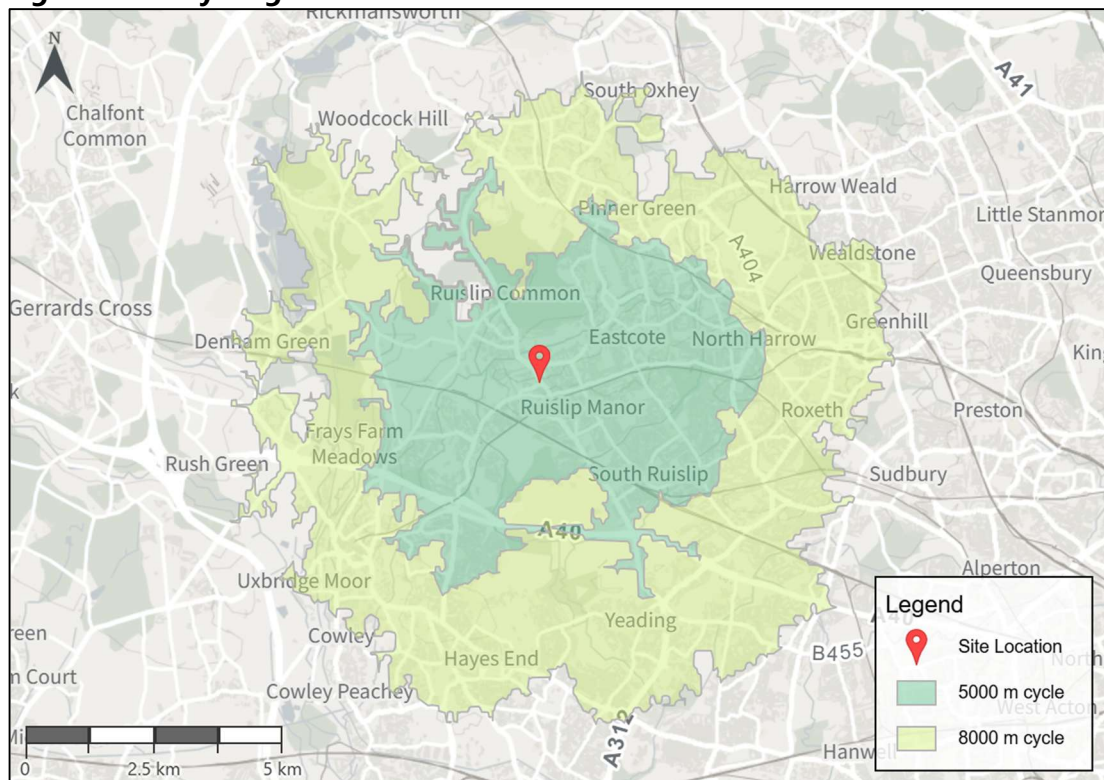


Figure 3 Cycling Catchment Plan



Local Amenities and Facilities

2.10 The local amenities closest to the site are set out in **Figure 5** and **Table 2.1**.

Figure 5 Walking & Amenities Plan

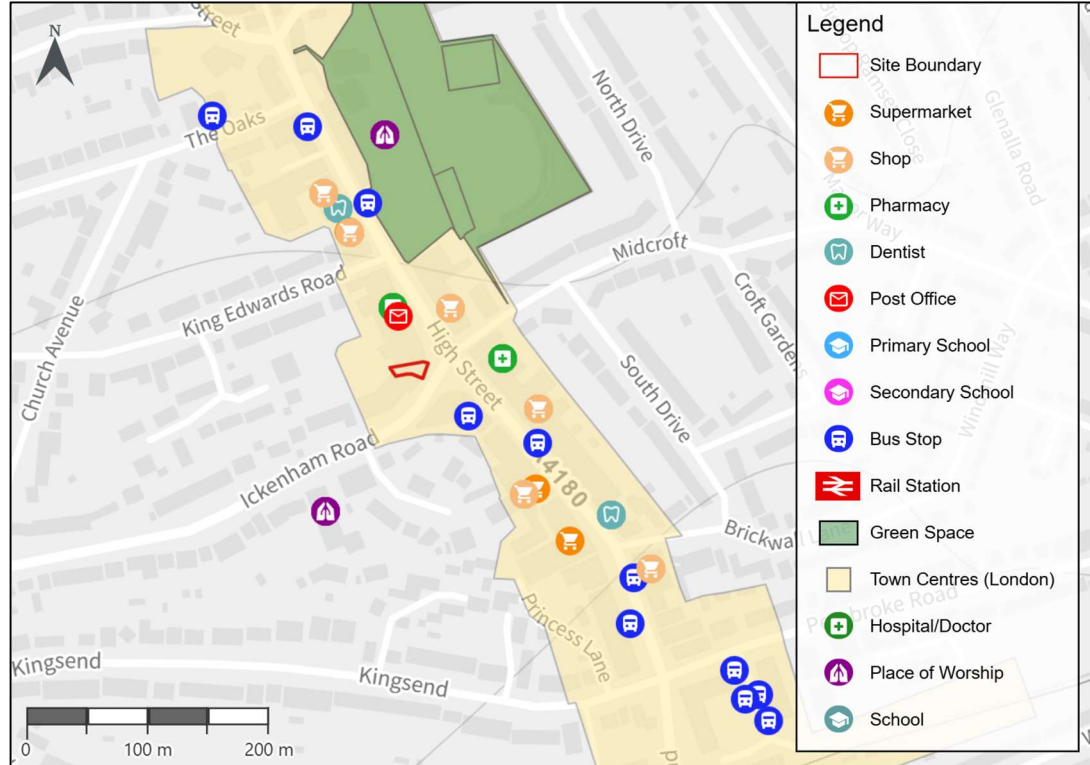


Table 2.1 Facilities and Amenities within Walking distance of the site

Facility / Amenity	Walking Distance from Site
Wenzel's the Bakers	5m
Pizza Express	30m
Lidos Less Convenience Store	30m
Ruislip Post Office	50m
Boots Pharmacy	60m
Costa Coffee	65m
Sainsbury's Local	130m
Superdrug Pharmacy	140
Tesco Express	150m
Woodlands Nursery	190m
Church Field Gardens Park & Playground	200m
Ruislip Bowls Club	450m
Ruislip Station	500m
Waitrose & Partners	500m
Wood Lane Medical Practice	600m

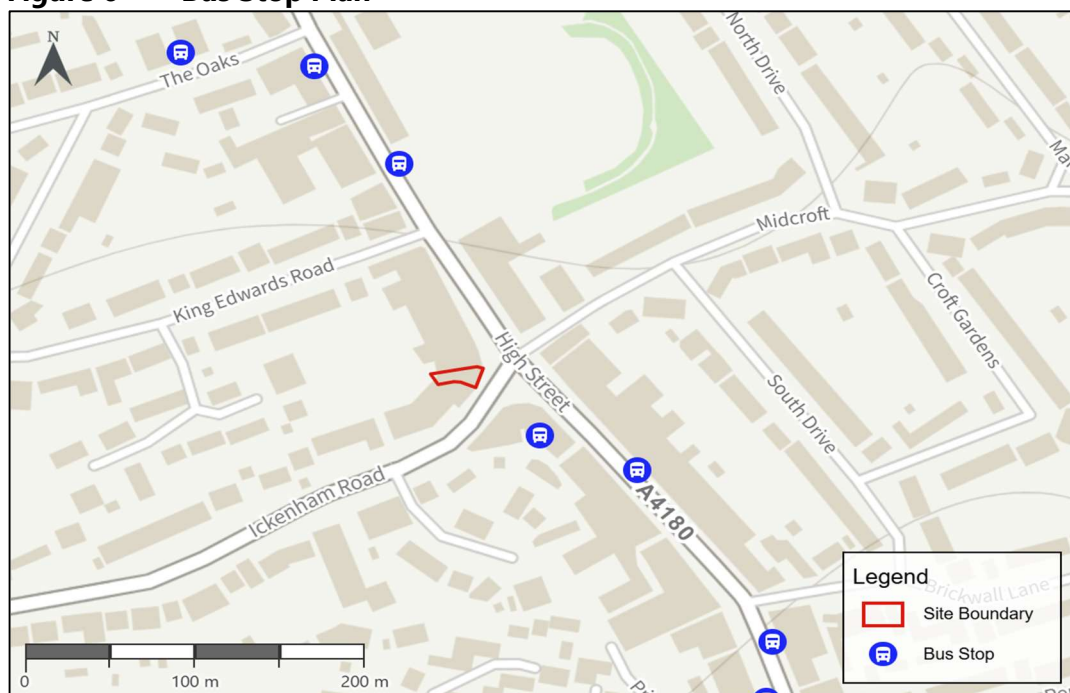
Local Bus Services

- 2.11 The closest bus stop to the site are located on High Street, with the westbound stop located approximately 70m east of the site and the eastbound stop located approximately 120m walk-distance from the site. These stops both serve routes 278, 331, E7, H13, U1 and U10.
- 2.12 Further information on the accessible bus services is provided in **Table 2.2**.

Table 5.2 Accessible Bus Services: Typical Frequencies

No.	Route	Week	Sat	Sun
278	Heathrow Central – Hayes & Harlington – Hillingdon Station – Ickenham Station – West Ruislip Station – Ruislip Station	12-15	15	15
331	Ruislip Station – Northwood Station – Mount Vernon Hospital – Denham Station – Belmont Road	20	20	30
E7	Ruislip Station – Ruislip Gardens – West Ealing Station – Ealing Broadway Station	12	12	20
H13	Northwood Hills Station – Pinner Station – Ruislip Manor Station – Ruislip Station – Ruislip Lido	20	20	20
U1	Ruislip Station – West Ruislip Station – Uxbridge High Street – Hillingdon Hospital – West Drayton Station	15	15	30
U10	Uxbridge Station – Ickenham Station – West Ruislip Station – Ruislip Station – Glenhurst Avenue	90	90	-

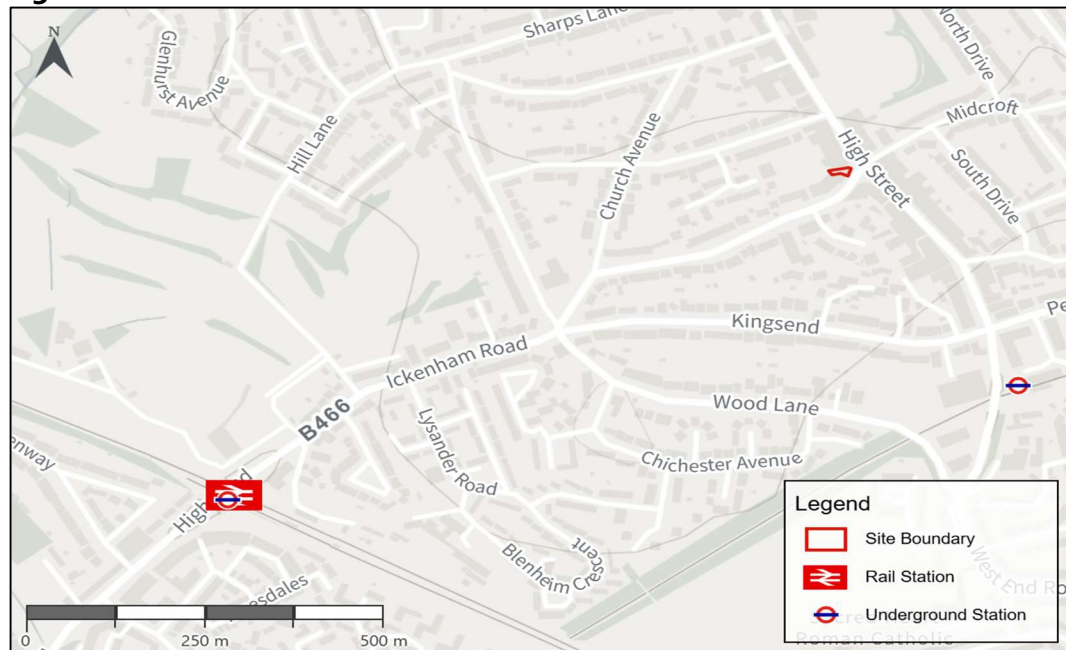
Figure 6 Bus Stop Plan



Rail Services

- 2.13 Ruislip Underground Station is located approximately 500m from the site (a 7-minute walk). The station is served by the Metropolitan and Piccadilly lines. Average weekday peak hour service frequency is as follows:
- Nine services per hour (westbound Metropolitan) to Uxbridge
 - Three services per hour (eastbound Metropolitan) to Baker St
 - Six services per hour (eastbound Metropolitan) to Aldgate
 - Eight services per hour (westbound Piccadilly) to Uxbridge
 - Six services per hour (eastbound Piccadilly) to Cockfosters
 - Two services per hour (eastbound Piccadilly) to Oakwood
- 2.14 The site is also within walking distance of West Ruislip station, located approximately 1.1km southwest of the site, a 15-minute walk. West Ruislip serves both London Underground trains (Central line) and National Rail trains (Chiltern Railways). West Ruislip is the western terminus of the Central Line West Ruislip branch, with eastbound services available with a typical peak hour frequency of nine trains per hour (towards Epping).
- 2.15 West Ruislip is on Chiltern Railways' London Marylebone to High Wycombe line, with destinations including Beaconsfield and Wembley Stadium. Direct trains operate approximately every 2 hours towards High Wycombe, and hourly towards London Marylebone, with higher frequency in the peak hours.

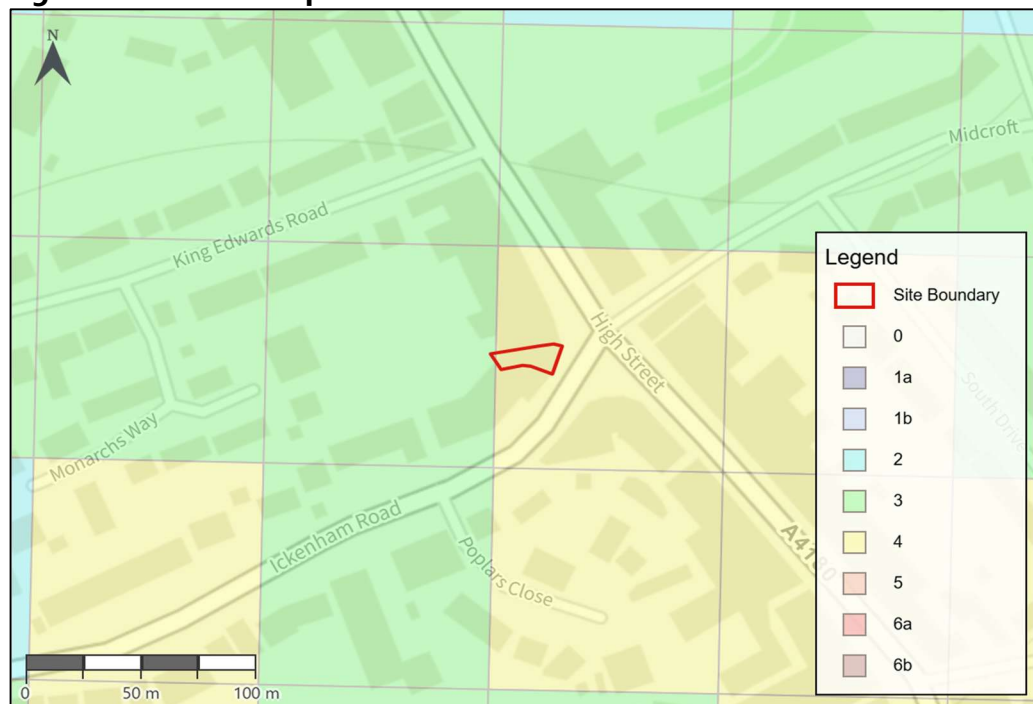
Figure 7 Rail Station Plan



PTAL

- 2.16 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.
- 2.17 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.
- 2.18 According to TfL, the site has a public transport accessibility level (PTAL) rating of 4 on a scale of 1 (very poor) to 6 (excellent). This accessibility rating is supported by local bus and Underground services. The TfL PTAL output is included in **Appendix B**.

Figure 8 PTAL Map



Local Highway Network

- 2.19 The A4180/High Street is a two-way, single carriageway road which operates in a broadly northwest-southeast alignment, to the north of the site. The A4180 connects the A404 Rickmansworth Road in the north to the A40 and A312 in the south. A 30mph speed limit is in place along the road.
- 2.20 Wide footways are present along both sides of the carriageway. There are multiple Sheffield stands on the footway at regular intervals along High Street available for public cycle parking. Regular crossing points are provided, with both signalised crossings and zebra crossings located along the High Street.
- 2.21 Double yellow lines are present intermittently on both sides of the carriageway. Sections of on-street parking are provided, these are pay-and-display bays within the operational hours of 08:00-18:30 (maximum stay of 2 hours). Loading bays are present intermittently along the High Street, these have a maximum stay of 20 minutes, within the same hours of operation.
- 2.22 High Street is show below in **Photos 2.1** and **2.2**.

Photo 2.1 View West Along High Street



Photo 2.2 View West Along High Street



- 2.23 The B466/Midcroft is a two-way road operating in a southwest/northeast alignment to the southeast of the site. It meets a junction with the A4180/High Street immediately east of the site, and to the southwest the B466 continues through West Ruislip and Ickenham before terminating in Hillingdon.
- 2.24 In the vicinity of the site (when operating under the name 'Midcroft'), the B466 is single carriageway and has a 30mph speed limit in place.
- 2.25 Footways are present on both sides of Midcroft. The northernmost end of Midcroft, covering a section approximately 65m south of the junction, is within a controlled zone with operational hours of 08:00-18:30. A section of on-street parking on the southbound side of the carriageway in the vicinity of the site is pay-and-display within these hours.
- 2.26 A loading bay is located on the southbound side of Midcroft, with a maximum dwell time of 20 minutes, approximately 20m walk-distance from the site frontage. Double yellow lines and double yellow kerb markings (blips) are present on the northbound side of the carriageway, prohibiting loading at any time. Single yellow lines are present to the south where Midcroft becomes Ickenham Road, with no stopping permitted between 08:00 and 18:30.
- 2.27 Midcroft is show below in **Photo 2.3**.

Photo 2.3 View North Along Midcroft



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 117 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

3.1 The New 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 new London Plan was published and adopted in March 2021.

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

3.3 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

3.4 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.

3.5 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.

3.6 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.

3.7 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.

3.8 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

LBH Local Plan: Part 1 Strategic Policies (adopted November 2012)

3.9 The Strategic Policies document was developed to lay out the planning vision and strategy for Hillingdon, through to 2026.

3.10 Part of the vision set out for LBH is 'Improved environment and infrastructure is supporting healthier living and helping the borough to mitigate and adapt to climate change'. This vision is supported by Strategic Objective SO12: 'Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans'.

LBH Local Plan: Part 2 Development Management Policies (adopted January 2020)

3.11 The Development Management Policies document's purpose is to provide details policies which form the basis of Council's decisions on individual planning applications.

3.12 On the requirement for Transport Statements, the document states:

Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments¹¹ that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

3.13 It is noted that proposals should meet transport requirements of the development and 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.

Summary

3.14 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 a focus on transport infrastructure. **Appendix A** contains the architect's layout.
- 4.2 The proposals comprise the conversion of the first and second floors of the site to residential use, and the construction of an infill extension at first floor level. Five flats would be created, comprising 5 x one-bed flats. The existing commercial use at ground floor and basement level would be retained (comprising 225.4sqm).
- 4.3 The proposed development will be car-free, which is considered to be appropriate given the town centre location and the access to public transport.

Pedestrian Access

- 4.4 Pedestrian access will be maintained from Midcroft at the east of the site. Separate entrances are provided for the residents and for the commercial unit from the site frontage on Midcroft. The commercial entrance is accessed via a ramp or stairs (retained from the existing use).
- 4.5 Rear pedestrian access is also provided (again, separately for both residential and commercial uses) from the car park to the west of the site. This rear commercial access would be for employees only.

Vehicular Access/Parking

- 4.6 The London Plan (2021) includes residential parking standards, which take on board the site PTAL. For PTAL 4 sites in Outer London, the maximum permitted is 0.5-0.75 spaces per dwelling. Therefore, the car-free proposals for the site are considered to be compliant with planning policy. Residents would not be eligible to apply for a residential parking permit, in order to prevent any potential overspill parking in the vicinity of the site.

Cycle Parking

- 4.7 Cycle parking for the residential element would be provided to London Plan standards. The location of the cycle store is shown in the proposed site plan in **Appendix A**.
- 4.8 Given the reduction in floorspace of the retained commercial element, no additional cycle parking will be provided. There are several opportunities for on-street cycle parking in the vicinity of the site, with an example shown below in **Photo 4.1**.

Photo 4.1 Cycle Parking at Midcroft/High Street Junction



5 DELIVERY & SERVICING STRATEGY

5.1 This section sets out the operation of the proposed development and includes a strategy for managing servicing and delivery vehicle movements and measures to minimise delivery and service vehicle impacts. This section has been prepared in accordance with the TfL 'Managing Freight Effectively: Delivery and Servicing Plans' document.

5.2 The overall objective of this section is:

To reduce and manage the number of delivery and servicing trips and ensure they have no adverse effect on the local highway.

5.3 To support the realisation of this overarching objective, several sub-objectives have been set out, and include:

- Promoting smarter operations that reduce the need for additional trips, particularly in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles; and
- Encouraging the most efficient management of servicing/delivery trips.

Proposed Deliveries Arrangements

Commercial

5.4 Deliveries to the commercial aspect would continue as per the current use, via the existing loading bay on Midcroft. Given the small scale of development, the number of servicing movements associated with the commercial unit on site is considered to be very low and should potentially decrease given the reduced floorspace.

Residential

5.5 It is expected that the proposed development will be typically serviced by refuse vehicles, home food and non-food deliveries and infrequent maintenance. The vast majority of deliveries are likely to be from small, online delivery vans, which involve deliveries undertaken in a short space of time.

5.6 It is proposed that delivery vehicles will utilise the existing loading bay on Midcroft if available and walk to the residential entrance. If the loading bay is in use, vehicles can also enter the car park to the west of the site and deliver via the rear residential pedestrian access. This is the current operation for deliveries to existing dwellings above the commercial units fronting the High Street.

- 5.7 Given the town centre location of the site, directly on the high street and with numerous retail opportunities locally, it is anticipated that servicing/delivery trips associated with the residential units would be relatively low. Deliveries are also often consolidated and therefore included within a vehicle already travelling on the same road.

Proposed Refuse Collection

Commercial

- 5.8 Commercial refuse collection will continue as per the existing arrangement on site, whereby bins are stored at the rear of No.82-84 and collected from within the rear car park.

Residential

- 5.9 Residential refuse collection is proposed via regular Council kerbside collection on Midcroft/High Street, as per the arrangement for other flats fronting the High Street.

Measures & Initiatives

- 5.10 Given the scale of development and anticipated low servicing demand, it is considered that the specific targets and monitoring would not be necessary. Nevertheless, several measures are proposed to be implemented on site, to help achieve the overarching aims outlined above.
- 5.11 The site management will ensure that all deliveries and servicing to the site is undertaken efficiently and in accordance with the current restrictions. This will ensure that conflicts between service vehicles and other users of the public highway will be minimised.
- 5.12 Deliveries and servicing to the commercial units will be encouraged to take place during the least busy periods of the day, i.e. not during peak hours. Delivery companies will be advised of the current on-street loading restrictions and the proposed delivery and servicing strategy contained within this document.
- 5.13 Site management will also encourage deliveries using cargo bikes.

6 TRIP ASSESSMENT

6.1 This section considers the likely number of trips that the development is forecast to generate as well as the net number of trips.

Existing Trip Generation

6.2 Reference has been made to the TRICS database to estimate the trip rates associated with the existing consented use. Calculations have been undertaken for the quantum of commercial floorspace that would change as part of the proposals, i.e. of the 535.8sqm of commercial space currently on site, 310.4sqm would be converted to residential use (comprising part of the ground floor and the upper two floors). Part of the ground floor as well as the basement area (225.4sqm) will remain unchanged and have been excluded from the analysis.

6.3 Given the change of use predominantly applies to the upper two floors of the existing site, currently a bank, it is considered that an office use is most applicable for calculating existing trips to the site. The upper floors are considered to have operated more similarly to office use and would not have been open to the public. The following criteria was therefore applied when selecting sites:

- Use type Employment - Office;
- Greater London areas;
- 'Town Centre' and 'Edge of Town Centre' sites;
- Sites with PTAL 3-5: and
- Sites with GFA 400-10,000sqm.

6.4 **Table 6.1** below sets out the total person trip rates derived from TRICS and the corresponding number of trips estimated. 'Total person' relates to the sum of all people trips to the site, including pedestrians, cyclists and occupants of vehicles.

6.5 Full TRICS outputs are included in **Appendix C** with a summary of the trip rates and trip generation presented in **Table 6.1** below.

Table 6.1 Existing Trip Rates & Trip Generation: Total Person

Period	Trip Rates			Existing Trip Generation (310.4sqm)		
	In	Out	Total	In	Out	Total
08:00 – 09:00	1.125	0.02	1.145	3	0	4
17:00 – 18:00	0.122	1.327	1.449	0	4	5
07:00 – 19:00	6.640	6.261	12.901	21	19	40

6.6 The existing development would be expected to generate 4 two-way person trips during 08:00 to 09:00 and 5 two-way all person trips during 17:00 to 18:00. Overall, approximately 40 two-way person trips would be anticipated between 07:00-21:00.

Proposed Trip Generation

6.7 Reference has been made to the TRICS database to estimate the residential trip rates generated by the proposed development. The following criteria was applied when selecting sites:

- Use type Residential – Privately Owned Flats;
- Greater London areas;
- 'Town Centre' and 'Edge of Town Centre' sites;
- Sites with PTAL 3-5: and
- Sites with 6-100 flats.

6.8 Full TRICS outputs are included in **Appendix C** with a summary of the trip rates and trip generation presented in **Table 6.2** below.

Table 6.2 Proposed Trip Rates & Trip Generation: Total Person

Period	Trip Rates (Trips per unit)			Proposed Trip Generation (5 units)		
	In	Out	Total	In	Out	Total
08:00 – 09:00	0.153	0.58	0.733	1	3	4
17:00 – 18:00	0.446	0.29	0.736	2	2	4
06:00 – 21:00	3.675	3.598	7.273	18	18	36

6.9 The proposed residential development is expected to generate 4 two-way person trips during the peak hours and approximately 32 two-way person trips are anticipated between 06:00-21:00.

6.10 As per the existing trip generation assessment, the areas of the development that will remain unchanged have not been included.

Net Trip Generation and Impact

6.11 A net trip generation for total person movements is shown below in **Table 6.3**.

Table 6.3 Net Trip Generation: All Modes

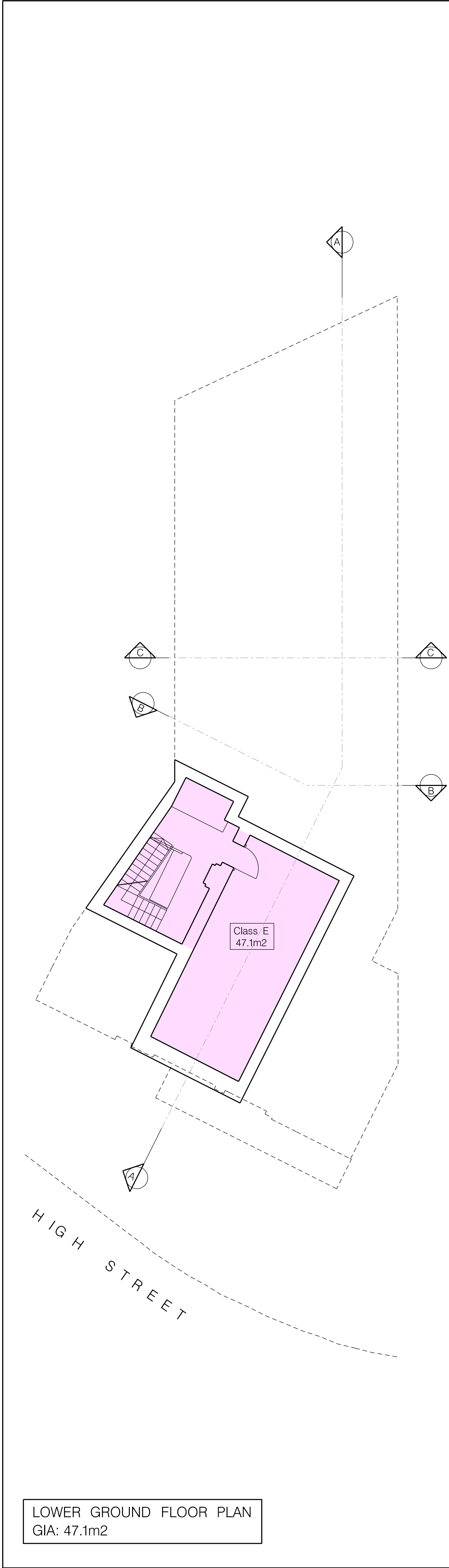
Period	Net Trip Generation		
	In	Out	Total
08:00 – 09:00	-3	3	0
17:00 – 18:00	2	-3	-1
07:00 – 19:00	-3	-1	-4

6.12 Overall, it is estimated that there would be a net reduction in trips to the site. Given the proximity of local amenities and public transport options, a high proportion of trips to the site will be made by public transport and active travel modes and overall, it is concluded that the development will have an insignificant impact on the transport network.

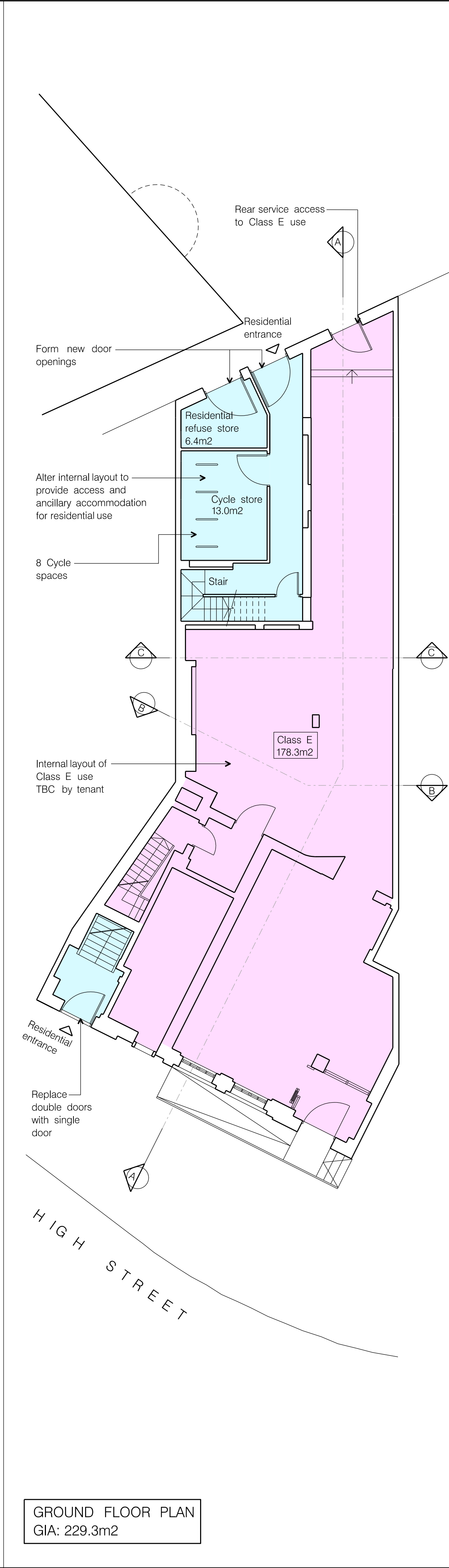
7 SUMMARY & CONCLUSIONS

- 7.1 Bika Construction has commissioned Pulsar to prepare a Transport Statement to support a planning application at 82-84 High Street, Ruislip, HA4 7AB.
- 7.2 The proposals involve the retention of commercial use at ground floor and basement level, and the conversion of the first and second floors to provide 5 flats. The development would be car-free.
- 7.3 The existing arrangements for the commercial servicing/deliveries and refuse collection would be retained.
- 7.4 Residential deliveries would utilise the local loading bay on Midcroft, or via the rear car park as is the case for other residential units in the area. Refuse collection would be via regular Council kerbside collection, as per other residential units fronting the High Street.
- 7.5 The site seeks to maximise the sustainable characteristics of the site by encouraging active travel. Residents and visitors will have access to a range of travel options including buses and trains from both Ruislip and West Ruislip stations, which together provide access to Metropolitan line, Piccadilly line, Central line and National Rail services.
- 7.6 Cycle parking will be provided on site in accordance with London Plan standards. Ten cycle parking spaces are proposed, to be located in a secure store at the rear of the residential building.
- 7.7 A trip generation assessment was undertaken, which shows that the proposals would result in a small net decrease in trips to and from the site.
- 7.8 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:
- opportunities for sustainable transport modes have been taken up;
 - safe and suitable access to the site can be achieved by all people;
 - that where necessary, improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
- The impact of the development is not severe.
- 7.9 In conclusion, and on the basis of the above, the proposed development should not be refused on transport grounds. The cumulative residual transport impacts of the proposal would be negligible. The proposal would comply with national and local policy.

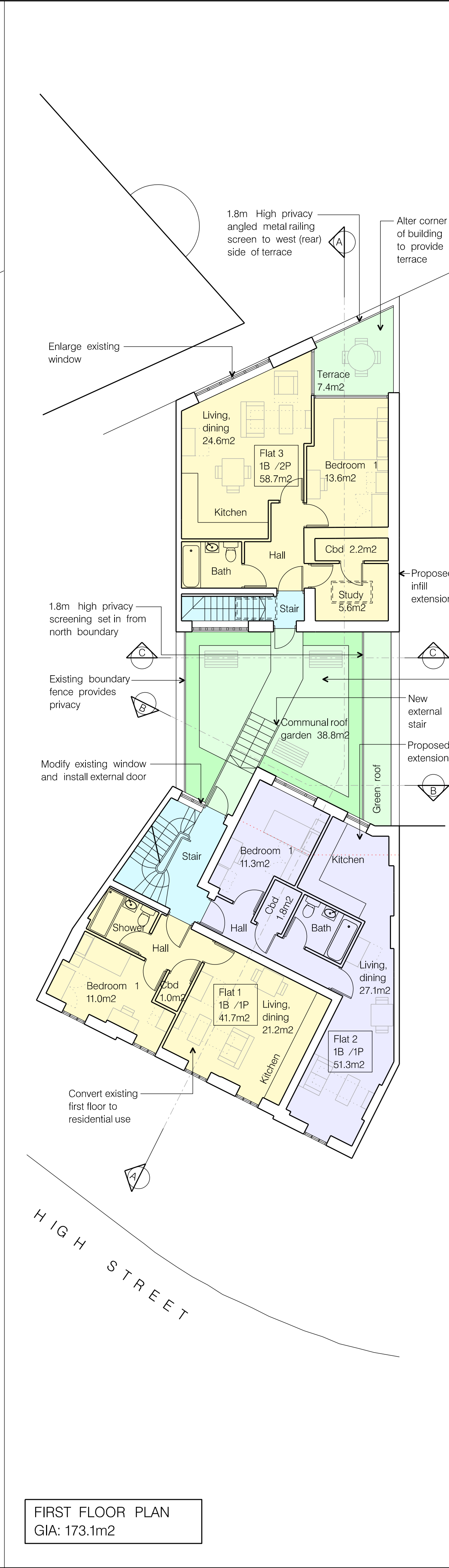
APPENDIX A – ARCHITECT’S LAYOUT



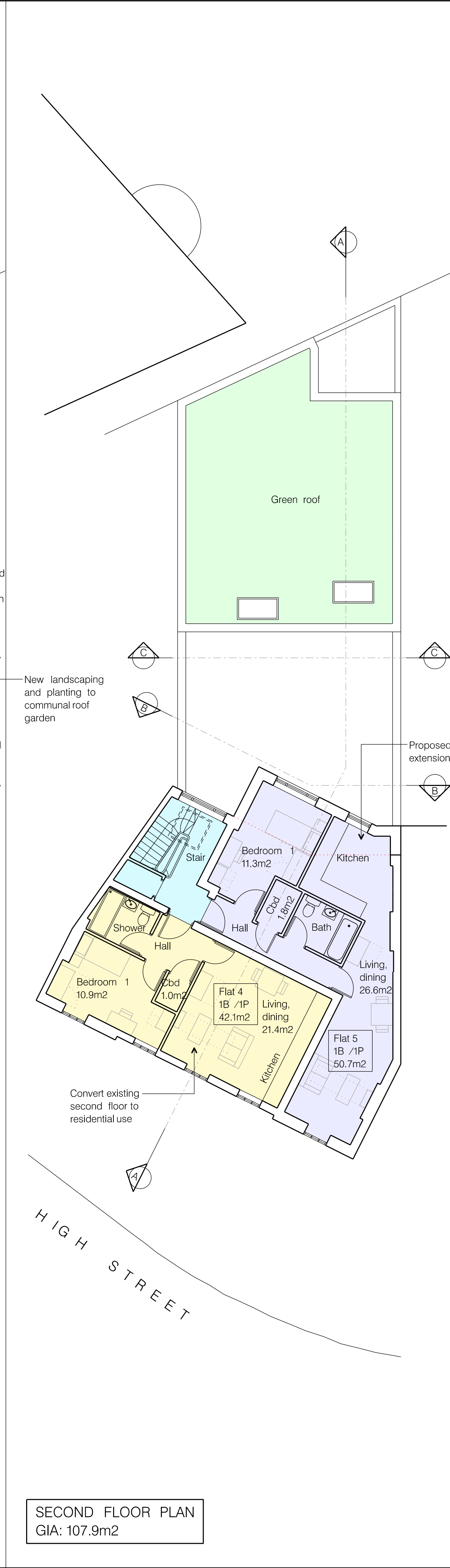
LOWER GROUND FLOOR PLAN
GIA: 47.1m2



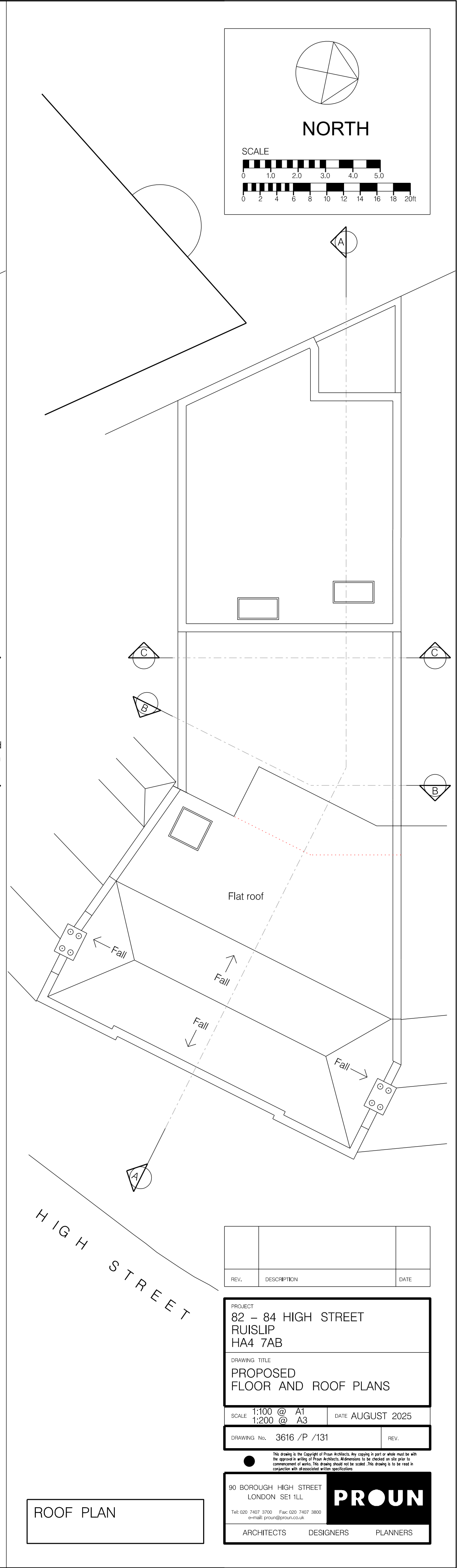
GROUND FLOOR PLAN
GIA: 229.3m2



FIRST FLOOR PLAN
GIA: 173.1m2



SECOND FLOOR PLAN
GIA: 107.9m2



ROOF PLAN

REV.	DESCRIPTION	DATE

PROJECT
82 - 84 HIGH STREET
RUISLIP
HA4 7AB

DRAWING TITLE
**PROPOSED
FLOOR AND ROOF PLANS**

SCALE: 1:100 @ A1
1:200 @ A3

DATE: AUGUST 2025

DRAWING NO.: 3616 /P /131

REV.

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90 BOROUGH HIGH STREET
LONDON SE1 1LL

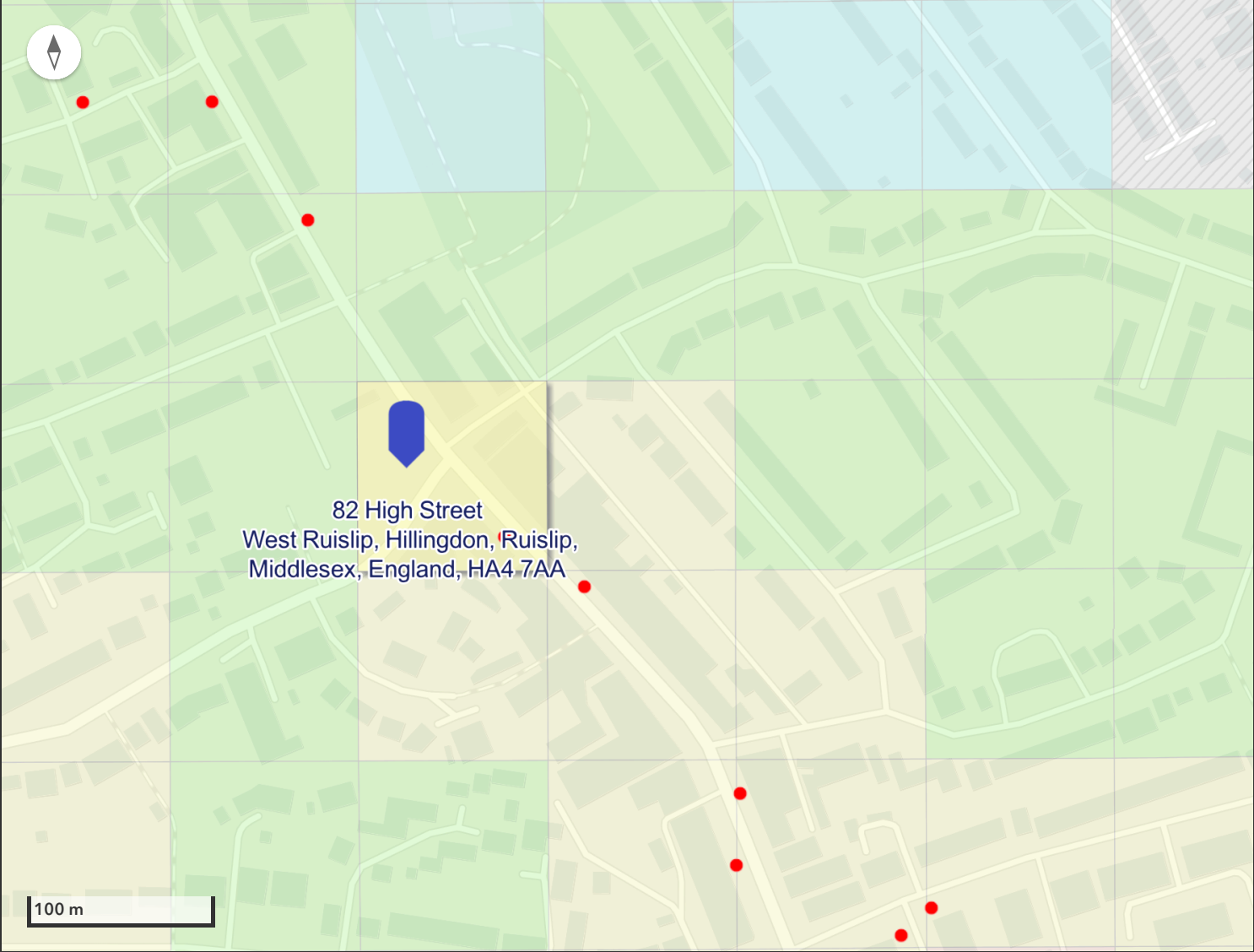
144 020 7407 2020 Fax: 020 7407 3800
e-mail: proun@proun.co.uk

PROUN

ARCHITECTS DESIGNERS PLANNERS

APPENDIX B – PTAL OUTPUT


PTAL Report





Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS


- TfL Stations


Underground Stations



- National Rail Stations



- Bus Stops


- Elizabeth Line Stations

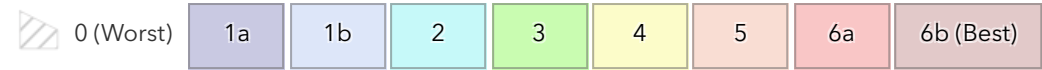

- DLR Stations


- Overground Stations


- Tramlink Stations



PTAL 2023 RESULT



PTAL 2023 Score

4

Grid ID: 116869

Coordinates: 509245,187352 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Midcroft	U1	4.00	61.67

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Midcroft	278	4.00	61.67

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Ruislip Station	114	6.00	455.22

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Midcroft	331	3.00	61.67

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Midcroft	H13	3.00	61.67

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Ruislip Station	E7	5.00	455.22

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Ruislip Station	398	2.00	455.22

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Midcroft	U10	0.67	61.67
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Uxbridge-Cockfosters	6.00	444.86
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Uxbridge-Aldgate	4.67	444.86
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Uxbridge-Baker	3.00	444.86
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Oakwood-Uxbridge	1.67	444.86
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Baker	0.67	444.86
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Aldgate-Uxbridge	0.67	444.86
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	Wembley	0.33	444.86
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Ruislip	South	0.33	444.86

APPENDIX C – TRICS DATA

Audit Code: e1c2dc78-c35b-4f78-bf0a-49b869f11ef7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BN	BARNET 1 day
	CI	CITY OF LONDON 1 day
	EN	ENFIELD 1 day

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

Audit Code: e1c2dc78-c35b-4f78-bf0a-49b869f11ef7

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:	GFA
Actual Range:	1366 to 6552 (units:sqm)
Range Selected by User:	408 to 10000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/13 to 27/06/24

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	1 days
Thursday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	3
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 Centre	1 days
Town Centre	2 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
Commercial Zone	1 days
No Sub Category	1 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 Excluded	1 days
Servicing vehicles Included	2 days

Audit Code: e1c2dc78-c35b-4f78-bf0a-49b869f11ef7

Secondary Filtering Selection:

Use Class:

Not Known

3 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:

209 - 7851

Population within 1 mile:

25,001 to 50,000

2 surveys

50,001 to 100,000

1 surveys

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

Population within 5 miles:

250,001 to 500,000

1 surveys

500,001 or More

2 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

1 surveys

0.6 to 1.0

1 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: e1c2dc78-c35b-4f78-bf0a-49b869f11ef7

Petrol filling station:

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

Travel Plan:

No	2 surveys
Yes	1 surveys

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

PTAL Rating:

3 - Moderate	1 surveys
4 - Good	2 surveys

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.

COVID-19 Restrictions:

No

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.

Audit Code: e1c2dc78-c35b-4f78-bf0a-49b869f11ef7

1	BN-02-A-01	OFFICES	BARNET
MOON LANE HIGH BARNET Edge of Town Centre No Sub Category Gross floor area: 1366 sqm Survey date: Thursday 11/11/2021			
			Survey Type: Manual
2	CI-02-A-03	OFFICES	CITY OF LONDON
MONUMENT STREET CITY OF LONDON MONUMENT Town Centre Commercial Zone Gross floor area: 1951 sqm Survey date: Friday 29/11/2013			
			Survey Type: Manual
3	EN-02-A-01	MICROSOFT OFFICES	ENFIELD
GENOTIN ROAD ENFIELD Town Centre Built-Up Zone Gross floor area: 6552 sqm Survey date: Tuesday 07/06/2022			
			Survey Type: Manual

Audit Code: e1c2dc78-c35b-4f78-bf0a-49b869f11ef7

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	3	3290	0.111	0.020	0.131
08:00-09:00	3	3290	0.243	0.000	0.243
09:00-10:00	3	3290	0.334	0.061	0.395
10:00-11:00	3	3290	0.213	0.081	0.294
11:00-12:00	3	3290	0.081	0.091	0.172
12:00-13:00	3	3290	0.101	0.101	0.202
13:00-14:00	3	3290	0.051	0.081	0.132
14:00-15:00	3	3290	0.071	0.132	0.203
15:00-16:00	3	3290	0.061	0.122	0.183
16:00-17:00	3	3290	0.051	0.111	0.162
17:00-18:00	3	3290	0.051	0.324	0.375
18:00-19:00	3	3290	0.010	0.193	0.203
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.378	1.317	2.695

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

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

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Audit Code: e1c2dc78-c35b-4f78-bf0a-49b869f11ef7

Parameter Summary:

Trip rate parameter range selected:	408 - 10000 (units: sqm)
Survey date date range:	29/11/2013 - 07/06/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: e1c2dc78-c35b-4f78-bf0a-49b869f11ef7

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

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	3	3290	0.274	0.051	0.325
08:00-09:00	3	3290	1.125	0.020	1.145
09:00-10:00	3	3290	1.540	0.111	1.651
10:00-11:00	3	3290	0.537	0.172	0.709
11:00-12:00	3	3290	0.345	0.223	0.568
12:00-13:00	3	3290	0.811	1.175	1.986
13:00-14:00	3	3290	0.892	0.679	1.571
14:00-15:00	3	3290	0.517	0.497	1.014
15:00-16:00	3	3290	0.284	0.588	0.872
16:00-17:00	3	3290	0.152	0.800	0.952
17:00-18:00	3	3290	0.122	1.327	1.449
18:00-19:00	3	3290	0.041	0.618	0.659
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			6.640	6.261	12.901

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

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

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Audit Code: e1c2dc78-c35b-4f78-bf0a-49b869f11ef7

Parameter Summary:

Trip rate parameter range selected:	408 - 10000 (units: sqm)
Survey date date range:	29/11/2013 - 07/06/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 2aabdf21-3b10-4de8-9475-49f4e4fb4143

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BE	BEXLEY 1 day
	BN	BARNET 1 day
	WF	WALTHAM FOREST 5 days

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

Audit Code: 2aabdf21-3b10-4de8-9475-49f4e4fb4143

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:	0.11 to 0.841 (units:DWELLS)
Range Selected by User:	6 to 100 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 04/09/24

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	1 days
Thursday	1 days
Tuesday	4 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 Centre	5 days
Neighbourhood Centre (PPS6 Local Centre)	2 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:	
No Sub Category	1 days
Residential Zone	6 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 Excluded	2 days
Servicing vehicles Included	5 days

Audit Code: 2aabdf21-3b10-4de8-9475-49f4e4fb4143

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:

4110 - 7570

Population within 1 mile:

25,001 to 50,000	6 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

500,001 or More	7 surveys
-----------------	-----------

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

Car ownership within 5 miles:

0.6 to 1.0	7 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: 2aabdf21-3b10-4de8-9475-49f4e4fb4143

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:

3 - Moderate	3 surveys
4 - Good	3 surveys
5 - Very good	1 surveys

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.

COVID-19 Restrictions:

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

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.

Audit Code: 2aabdf21-3b10-4de8-9475-49f4e4fb4143

1	BE-03-C-01	BLOCKS OF FLATS	BEXLEY
CROOK LOG BEXLEYHEATH Edge of Town Centre Residential Zone Site area: 0.841 hect Survey date: Wednesday 19/09/2018			
			Survey Type: Manual
2	BN-03-C-01	FLATS IN HOUSES	BARNET
VICTORIA ROAD NEW BARNET Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 0.64 hect Survey date: Thursday 09/06/2022			
			Survey Type: Manual
3	WF-03-C-01	BLOCKS OF FLATS	WALTHAM FOREST
ERSKINE ROAD WALTHAMSTOW Edge of Town Centre Residential Zone Site area: 0.4 hect Survey date: Tuesday 05/11/2019			
			Survey Type: Manual
4	WF-03-C-02	BLOCKS OF FLATS	WALTHAM FOREST
GROSVENOR ROAD WANSTEAD Edge of Town Centre Residential Zone Site area: 0.27 hect Survey date: Tuesday 25/05/2021			
			Survey Type: Manual
5	WF-03-C-03	FLATS & TERRACED HOUSES	WALTHAM FOREST
FOREST ROAD WALTHAMSTOW Neighbourhood Centre (PPS6 Local Centre) No Sub Category Site area: 0.16 hect Survey date: Friday 21/05/2021			
			Survey Type: Manual
6	WF-03-C-04	BLOCKS OF FLATS	WALTHAM FOREST
GROSVENOR ROAD WANSTEAD Edge of Town Centre Residential Zone Site area: 0.44 hect Survey date: Tuesday 25/05/2021			
			Survey Type: Manual
7	WF-03-C-05	BLOCK OF FLATS	WALTHAM FOREST
NEW WANSTEAD WANSTEAD Edge of Town Centre Residential Zone Site area: 0.11 hect Survey date: Tuesday 25/05/2021			
			Survey Type: Manual

Audit Code: 2aabdf21-3b10-4de8-9475-49f4e4fb4143

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	2	32	0.000	0.000	0.000
07:00-08:00	7	44	0.026	0.094	0.120
08:00-09:00	7	44	0.046	0.085	0.131
09:00-10:00	7	44	0.068	0.059	0.127
10:00-11:00	7	44	0.088	0.104	0.192
11:00-12:00	7	44	0.094	0.094	0.188
12:00-13:00	7	44	0.062	0.081	0.143
13:00-14:00	7	44	0.078	0.104	0.182
14:00-15:00	7	44	0.042	0.049	0.091
15:00-16:00	7	44	0.091	0.081	0.172
16:00-17:00	7	44	0.068	0.072	0.140
17:00-18:00	7	44	0.140	0.085	0.225
18:00-19:00	7	44	0.062	0.055	0.117
19:00-20:00	6	46	0.084	0.047	0.131
20:00-21:00	6	46	0.044	0.033	0.077
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.993	1.043	2.036

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

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

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Audit Code: 2aabdf21-3b10-4de8-9475-49f4e4fb4143

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date range:	19/09/2018 - 09/06/2022
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2aabdf21-3b10-4de8-9475-49f4e4fb4143

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

Total People

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	2	32	0.031	0.000	0.031
07:00-08:00	7	44	0.068	0.270	0.338
08:00-09:00	7	44	0.153	0.580	0.733
09:00-10:00	7	44	0.166	0.280	0.446
10:00-11:00	7	44	0.238	0.303	0.541
11:00-12:00	7	44	0.274	0.270	0.544
12:00-13:00	7	44	0.228	0.176	0.404
13:00-14:00	7	44	0.212	0.235	0.447
14:00-15:00	7	44	0.173	0.163	0.336
15:00-16:00	7	44	0.459	0.270	0.729
16:00-17:00	7	44	0.303	0.228	0.531
17:00-18:00	7	44	0.446	0.290	0.736
18:00-19:00	7	44	0.394	0.270	0.664
19:00-20:00	6	46	0.358	0.164	0.522
20:00-21:00	6	46	0.172	0.099	0.271
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.675	3.598	7.273

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

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Survey date date range:	19/09/2018 - 09/06/2022
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Number of Sundays:	0
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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.



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