



# THE BARN HOTEL, WEST END ROAD, RUISLIP

## HEALTHY STREETS TRANSPORT STATEMENT

August 2024

Chase New Homes Limited

**RESIDENTIAL DEVELOPMENT  
THE BARN HOTEL, WEST END ROAD  
RUISLIP**

**HEALTHY STREETS TRANSPORT STATEMENT**

**CONTROLLED DOCUMENT**

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<i>Prepared by:</i>	Naomi Bruen	December 2022	
<i>Checked by:</i>	Laura Jones	December 2022	
<i>Approved by:</i>	Will Fayers	December 2022	

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*The Excitement is Building*

Chase New Homes Limited  
Jasmine House  
8 Parkway  
Welwyn Garden City  
Hertfordshire  
AL8 6HG



Paul Basham Associates Ltd  
Vision Park  
Compass House  
Chivers Way  
Histon  
Cambridge  
CB24 9AD

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RUISLIP**

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## 1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Chase New Homes Ltd to support a planning application for the partial demolition of 1no. Grade II Listed Building and conversion of both (2no.) listed buildings to provide 3no. dwellings, demolition and redevelopment of the remainder of the site for residential use with associated infrastructure, public open space and landscaping. Access to the site is achieved from West End Road, Ruislip in the London Borough of Hillingdon.
- 1.2 The application site is located approximately 350m south of Ruislip High Street (A1480) and Ruislip tube station (4-minute walk or 2- minute cycle). The site location is identified within **Figure 1** and a site layout has been attached as **Appendix A**.



**Figure 1:** Site Location

- 1.3 Pre-application advice was sought from Hillingdon London Borough Council (HLBC) Highway Authority with a meeting held on 25<sup>th</sup> November 2022 where the principle of development, access arrangements, scope of junction modelling and parking requirements were discussed.
- 1.4 An application was subsequently submitted (reference: 7969/APP/2023/1473) to HLBC for 96 dwellings, which was refused in September 2023. The associated decision notice is included in **Appendix B** The following response was provided with regards to transport and highways:

*'The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).'*

- 1.5 Following refusal of planning application 7969/APP/2023/1473, a revised scheme has been prepared for 72 dwellings. The scope of this HSTS considers the aforementioned pre-application discussions and planning decision. The HSTS will cover site accessibility, servicing arrangements, visibility and access arrangements, parking provision and the impact of the proposed scheme on the local road network.

## 2. LOCAL AND NATIONAL PLANNING POLICY

2.1 The development proposals will adhere to policies set out at a national, regional, and local level and relate to:

- National Planning Policy (NPPF) (2023);
- The London Plan (2021)
- Hillingdon Local Plan Part 2: Development Management Policies (2020);
- Healthy Streets (2017)
- The Mayors Transport Strategy (2022)

### Revised National Planning Policy Framework (NPPF)

2.2 The NPPF was adopted in 2012 with the latest revision adopted in December 2023, which acts as the central guidance for development planning. The following NPPF extracts are relevant to transport and the proposed development.

It will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport).

**(NPPF Para. 89)**

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised.
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high-quality places.

**(NPPF Para. 108)**

Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

<b>(NPPF Para. 109)</b>
<p>In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:</p> <ul style="list-style-type: none"> <li>a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;</li> <li>b) safe and suitable access to the site can be achieved for all users;</li> <li>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</li> <li>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.</li> </ul> <p style="text-align: right;"><b>(NPPF Para. 114)</b></p>
<p>Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.</p> <p style="text-align: right;"><b>(NPPF Para. 115)</b></p>
<p>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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed.</p> <p style="text-align: right;"><b>(NPPF Para. 117)</b></p>

### **The London Plan (2021)**

2.3 Chapter 10 of the London Plan 2021 sets out the strategic goals of development and the integration of accessibility and public transport. The policies that are relevant to the proposed development have been set out below:

- Policy T1 Strategic approach to transport
  - A) Development plans should support, and development proposals should facilitate:
    - 1) The delivery of the mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041
    - 2) the proposed transport schemes set out in Table 10.1
  - B) All development should make the most effective use of land reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated



- Policy T2 Healthy Streets

- A) Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.
- B) Development Plans should:
  - 1) Promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity: and support these outcomes through sensitively designed freight facilities.
  - 2) Identify opportunities to improve the balance of space given to people to dwell, walk, cycle and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.
- C) In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.
- D) Development proposals should:
  - 1) Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance
  - 2) Reduce the dominance of vehicles on London's Streets whether stationary or moving
  - 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

## 2.4 Policy T5 Cycling

- A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle.

This will be achieved through:

- 1) Supporting the delivery of a London- wide network of cycle routes, with new routes and improved infrastructure
- 2) Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short -stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

- B) Cycle Parking should be designed and laid out in accordance with the guidance and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
- C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.
- D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.
- E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently- located, on-street parking facilities such as bicycle hangers.

## 2.5 Policy T6 Car Parking

- A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.
- B) Car- free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in-line with Part E of this policy.
- C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.
- D) The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.
- E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential Parking to Policy T6.5 Non-residential disabled persons parking.
- F) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking.

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

- 2.6 This Development Management Policies document forms part of Hillingdon’s Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Councils decisions on individual planning applications, chapter 8 sets out the transport policies:
- 2.7 Part one of Hillingdon’s Local Plan promotes sustainable forms of transport with an overall aim of improving air quality and reducing private car dependency. It seeks to provide a sustainable transport system that addresses whole length of journeys, reduces car dependency, supports the economy, encourages active travel and improves quality of life. The growth to locations that are near public transport interchanges, encouraging walking and cycling improving existing public transport and ensuring ease of access for all.

### **Healthy Streets (2017) and The Mayors Transport Strategy (2022)**

- 2.8 The development proposals seek to support the healthy streets criteria and support the Mayor’s Transport Strategy, Vision Zero, and the London Plan in the following ways:
- The development supports Policy ‘T2 – Healthy Streets’ of the London Plan as the site is located within walking and cycling distances to numerous amenities and facilities, many of which are located north on Ruislip High Street.
  - The site is located in an area with a PTAL rating of 4, which indicates that it has a good level of connectivity with public transport. This is a result of the site’s proximity to Ruislip Tube Station and bus stops along West End Road, Station Approach, High Street and surrounding area.
  - The development supports Policy ‘T5 -Cycling’ of the London Plan by providing cycle parking on site in line with the adopted standards.
  - The development supports policy T6.1- ‘Residential Parking’ in the London Plan by providing a level of parking on site that is within the threshold of 0.5-0.75 per unit.
  - The development also supports policies T6.1C for electric parking provision and T6.1G1 and T6.1G2 by providing disabled and electric charging parking in line with adopted standards in the London Plan.
- 2.9 The development supports ‘Policy 1’ of the Mayor’s Transport Strategy of reducing dependency on cars in favour of active, efficient and sustainable modes of travel by not exceeding 0.5-0.75 spaces per dwelling and thus necessitating active, efficient and sustainable travel modes.

### 3. EXISTING CONDITIONS & SITE ACCESSIBILITY

#### Existing Access

- 3.1 The site currently comprises a 72-bed hotel and is accessed via West End Road from a mini-roundabout. The site is bound by Ruislip Tube Station to the north, residential use to the east and south and, West End Road (A4180) to the west. This is shown in **Photograph One** and **Photograph Two** below.



**Photograph 1:** Existing Conditions West End Road northbound



**Photograph 2:** Existing Conditions West End Road southbound

- 3.2 The existing site currently has approximately 28 car parking spaces and no facilities available for cycle parking for guests of the hotel.

#### Local Road Network

- 3.3 West End Road is a single carriageway road of a north-south alignment and measures approximately 7m wide across the site frontage. West End Road connects to Ruislip High Street 350m north and Western Avenue (A40) 3km south, which itself connects to the City of London to the east and M40 to the west. The site is therefore considered to be well connected to local facilities and the Strategic Road Network (SRN).
- 3.4 Garden Close is single carriageway road of an east-west alignment that operates as a cul-de-sac for existing residential properties.

### Pedestrian Network

- 3.5 The site is already well equipped to support pedestrian movements with footways measuring approximately 3m wide adjacent to either side of West End Road (see **Photograph 4**). West End Road also benefits from a dropped kerb crossing with a pedestrian refuge island adjacent to the site in addition to a dropped kerb crossing with tactile paving adjacent to each arm of the West End Road/Pembroke Road/Kingsend signalised junction. This supports safe pedestrian access to Ruislip Tube Station and High Street to the north which will benefit future users of the site. The site also benefits from a pedestrian link to Garden Close from the eastern boundary (see **Photograph 3**).



**Photograph 3:** Pedestrian access at Garden Close



**Photograph 4:** Existing footway conditions on West End Road

### PROWs

- 3.6 There are a number of Public Rights of Way located in the vicinity of the site. They are demonstrated in **Figure 2** below and provide alternative routes to surrounding amenities. The closest to the proposed development is the R167 and provides an alternative access from West End Road to and from Willow Grove which in turn connects with Garden Close and will benefit end users of the proposed residential development. The route is lit and has CCTV as it backs onto Ruislip Underground Station which can be seen in **Photograph 5**.





Photograph 5: PRoW R167

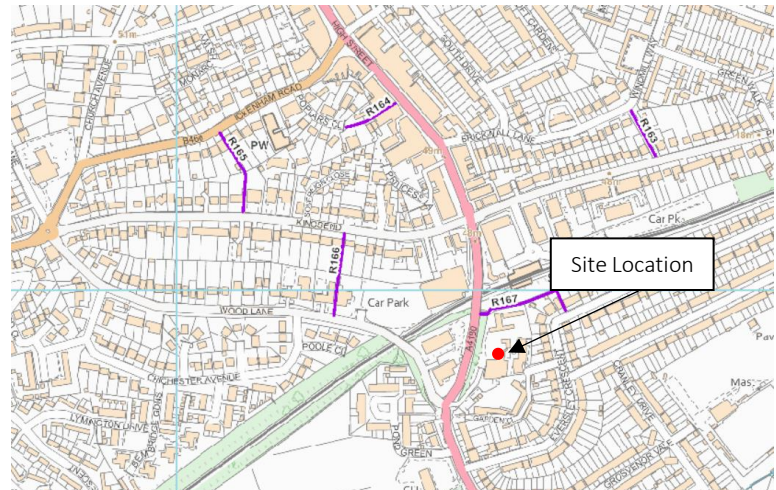


Figure 2: PRoWs in relation to the site

### Cycle Network

- 3.7 The London Borough of Hillingdon have provided a digital cycle map which can be found here: <https://www.hillingdon.gov.uk/cycling-routes>. The site provides a recommendation of several routes within the borough using Google Maps as a guide. Hillingdon also offers a service to provide guided bike tours to get people used to cycling. These are offered to families as well as single riders looking for long cycle rides.
- 3.8 The nearest National Cycle Route (NCR) is Route 6 and is located approximately 28-minutes cycle west of the site. NCR 6 provides a connection between Derby in the north of England to Cowley in south-west London. See **Figure 3** below.

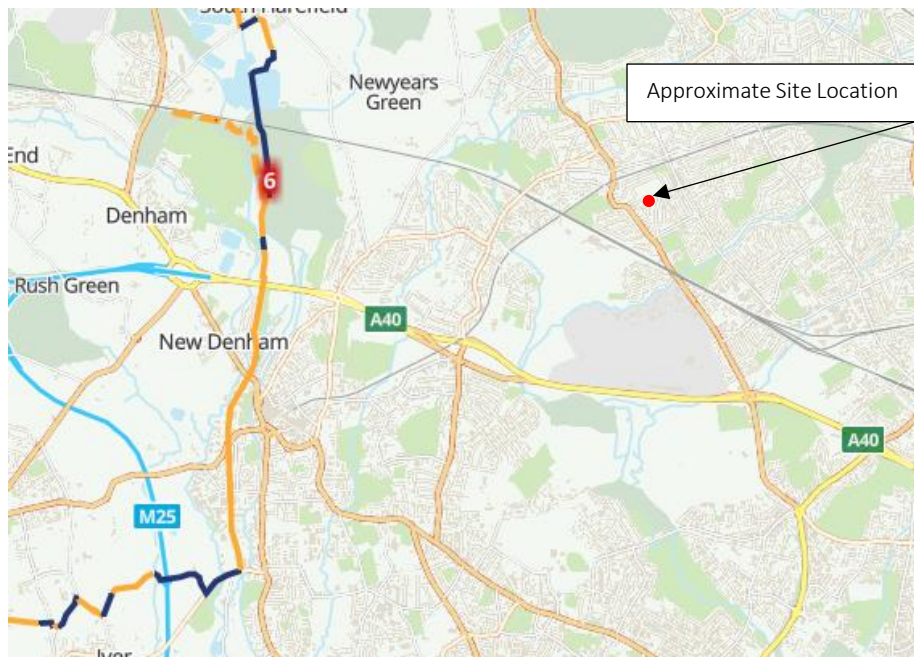


Figure 3: NCR 6 Derby to Cowley (<https://www.sustrans.org.uk/national-cycle-network>)

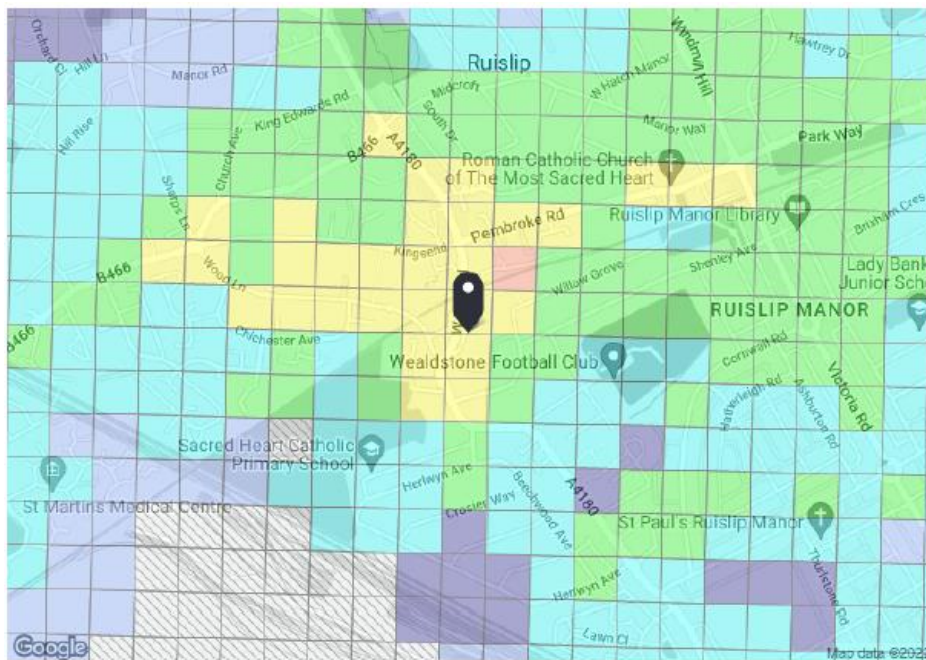
- 3.9 It is therefore considered that the proposed development site is well situated to encourage cycling as a means of travel for both shorter, frequent journeys in and around Ruislip, making use of Hillingdon's cycle network, and for journeys further beyond utilising the NCR network.

### Street Furniture

- 3.10 Certain street furniture can also play a significant role in creating an appealing environment for encouraging pedestrian travel, including benches, street lighting and postal facilities.
- 3.11 West End Road and Garden Close/Eversley Crescent benefits from ample street lighting to facilitate safe pedestrian activity in lower levels of light and visibility and acts as a crime deterrent to enable pedestrians to feel safer when walking in lower levels of light.

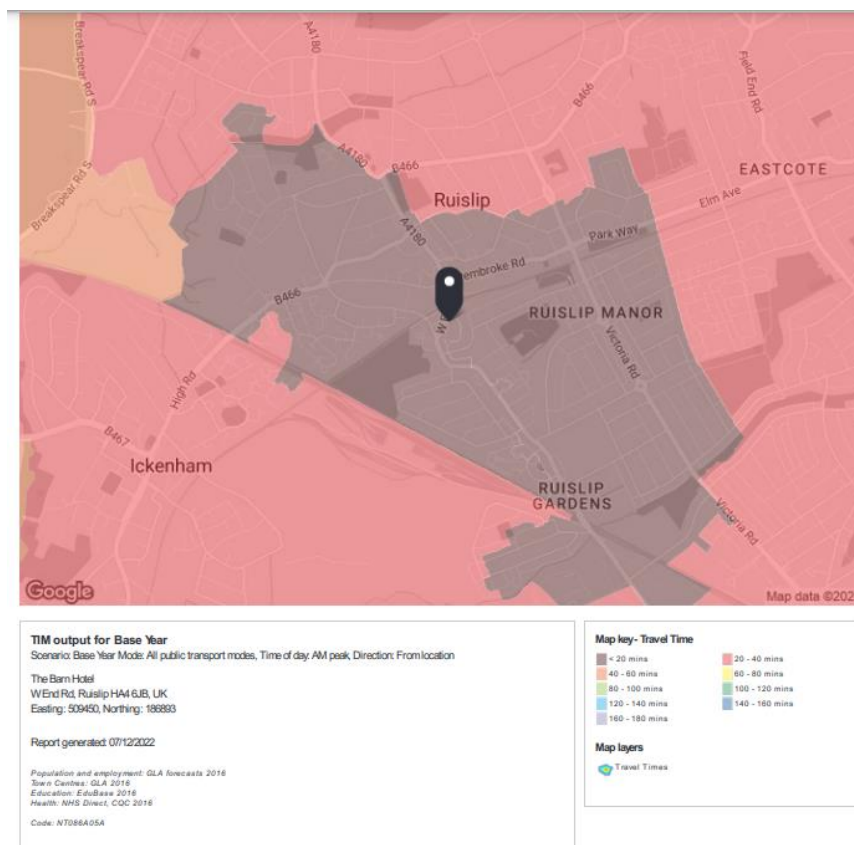
### Public Transport

- 3.12 **Figure 4** illustrates that the proposed development site receives a Public Transport Accessibility Level (PTAL) of 4 on a scale of 0-6, suggesting that the site benefits from good accessibility to public transport facilities. As such this provides the opportunity for residents to utilise public transport to and from the site. Ruislip Underground Station is located 150m from the site and is accessible with use of an existing stepped access from the West End Road footway directly to the site.



**Figure 4:** Tfl PTAL Rating (<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat/>)

- 3.13 **Figure 5** shows an isochrone map of the site's connectivity via public transport within 20 minutes of the site.



**Figure 5:** Public Transport Isochrone 10 and 20 minutes (<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat>)

## Bus Services

- 3.14 The closest bus stops to the site are located on West End Road at Brickwall Lane stops C and D approximately 350m north of the site. These bus stops operate from Ruislip High Street and provide frequent services to Northwood (H13 service) in the north and Ealing Broadway, Uxbridge and Yiewsley (E7, 331 or U1 services respectively) in the south. Bus services also operate from Station Approach adjacent to Ruislip Underground Station approximately 400m (a 5-minute walk) north of the site. The additional bus services available from this location include the U10 provide services to Uxbridge. The Bus stop conditions on Brickwall Lane are shown below in **Photographs 6** and **7**. The services provided are set out in more detail in **Table 1** below.



	Stop	Route	Frequency		
			Mon-Fri	Sat	Sun
H13	Stop D	Towards Ruislip Station	Every 20 minutes	Every 30 minutes	Every 30 minutes
E7	Stop C	Ruislip Station – Ealing Broadway/Haven Green	Every 12 minutes	Every 12 minutes	Every 20 minutes
331	Stop C	Ruislip Station – Belmont Road	Every 20 minutes	Every 20 minutes	Every 30 minutes
U1	Stop C	Ruislip Station – West Drayton Station	Every 10 minutes	Every 15 minutes	Every 30 minutes
U10	Stop C	Uxbridge Station- Glenhurst Avenue	Hourly	Hourly	No Service

**Table 1:** Brickwall Lane Bus Services



**Photographs 6 and 7:** Conditions of Bus Stops C and D from Brickwall Lane

## Rail Services

- 3.15 The closest tube station to the site is Ruislip Underground Station which is located in Zone 6 and operates on the metropolitan line, connecting Amersham Underground Station in the north and Aldgate Underground station to the south and the Piccadilly line which runs between Uxbridge to Cockfosters in the northeast or to Heathrow Airport in the south-east. Ruislip Underground Station is located on Station approach approximately 350m (4-minute walk or 2-minute cycle) north of the site.

## Local Amenities

- 3.16 There are a number of amenities located within Ruislip that are within a reasonable walking or cycling distance (**Table 5**) of the site and therefore there are good opportunities to promote sustainable travel within the vicinity of the site and to the surrounding area.

Amenity	Distance (m)	Walking Time (minutes)	Cycling Time (minutes)
Ruislip Physiotherapy sports and spinal clinic	100m	1	1
Ruislip Underground Station	150m	2	1
Waitrose Supermarket	180m	2	1
Woods Lane Medical Centre	215m	2	1
Ruislip High Street (access to banks, local shops, McDonald's, Coffee shops and local bike services)	250m	3	1
Brickwall Lane Bus stops C/D	350m	3	2
Whitehouse Nursery	450m	6	3

**Table 2:** Local amenities located within the vicinity of the site

- 3.17 As shown within **Table 2**, the site is situated in proximity to several local facilities including local shops and supermarkets, areas of recreation, health facilities and public transport connections.
- 3.18 Manual for Streets (MfS) and CIHT 'Planning for Walking' (2015) describe a 'Walkable Neighbourhood' as one which has a range of facilities which can be accessed within 10-minutes' walk time (800m). However, it states that this should not be seen as the maximum as trips between 2km-5km can be taken by foot or by bike. Therefore, the site fits the 'walkable neighbourhood' description with a wide range of facilities within 800m walking and cycling distance.

### Accessibility Summary

- 3.19 The site is located in proximity to a number of local facilities, pedestrian infrastructure and public transport connections. The site meets MfS and CIHT definition of a ‘walkable neighbourhood’ meaning the site is highly accessible in terms of access to amenities. The site is easily accessible by public transport and receives a PTAL rating of 4. There are frequent public transport services which operate to local stations and provide a connection into Central London. The site therefore presents an excellent opportunity to promote a sustainable development to future site users.

### Personal Injury Collision (PIC) Data

- 3.20 Using Crash Map and TfL’s London Collision Map, collisions within proximity of the site have been obtained and analysed for the latest five-year period available (2018-2022), to establish an understanding of the highway safety conditions surrounding the site.
- 3.21 The data presents incidents where individuals have sustained an injury, on a scale of ‘slight’, ‘serious’ and ‘fatal’. **Figure 6** illustrates the collisions and their severity.

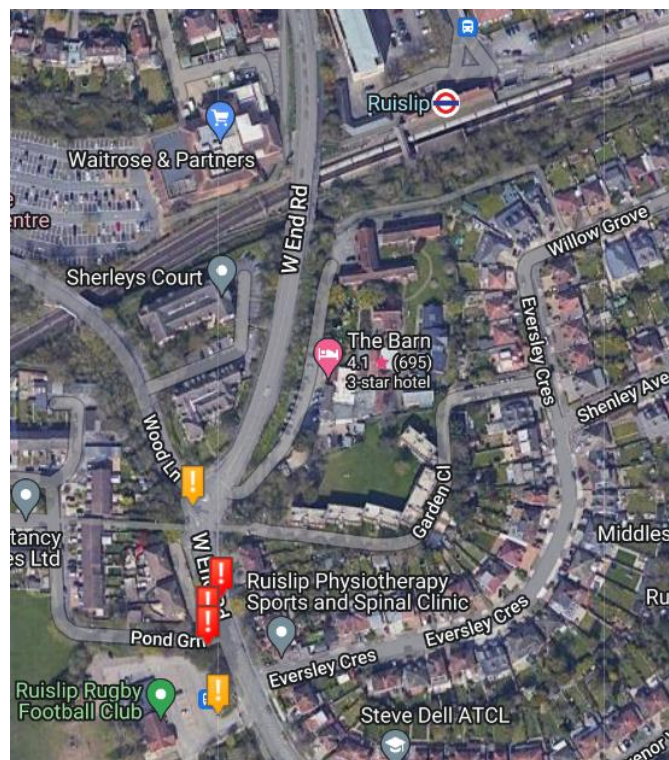


Figure 6: Crashmap 2018-2022

- 3.22 **Figure 6** demonstrates that within the immediate proximity of the site access on West End Road and the proposed access from Garden Close there have been no accidents. However, there has been one slight accident on the western side of the roundabout from which the access operates. There have however been 2 slight accidents on West End Road and three serious accidents on West End Road approximately 100m south of the existing access onto West End Road.
- 3.23 No overall trend has been identified through this analysis and is therefore likely attributable to driver error. Additionally, with five incidents occurring over a five-year period on a major access road in London this represents a minimal risk. Thus, the highway is considered safe and suitable for the level of proposed development, with no anticipation for highway safety concerns to be exacerbated.

## 4. DEVELOPMENT PROPOSALS

- 4.1 This section of the report provides a description of the development proposals, including the number of units, access arrangements and vehicle/cycle parking. The proposals comprise the change of use from an existing 72 bed hotel to provide 72 apartments. **Table 3** sets out the accommodation schedule with the proposed site layout attached as **Appendix A**.

Type of Dwelling	Number of Units
Studio	4 (6%)
1-bedroom	32 (44%)
2-bedroom	21 (29%)
3-bedroom	15 (21%)
Total	72

**Table 3:** Proposed Residential Units

### Private Vehicle Access

- 4.2 The proposed development will primarily be accessed off West End Road (A4180) via the Wood Lane/West End Road mini-roundabout and will utilise the location of the existing access point. The access point will be maintained as per the existing situation measuring approximately 5.5m wide.
- 4.3 In addition to the access from the Wood Lane/ West End Road mini-roundabout, a newly formed secondary access point is also proposed off Garden Close. This will be provided as a continuation of the existing Garden Close carriageway, to provide access for refuse collection and to parking spaces located in the east of the site. The access arrangements from West End Road and Garden Close were both deemed acceptable as part of planning application 7969/APP/2023/1473 and this principle of access has been maintained as part of the proposed development.
- 4.4 Private vehicle tracking has been undertaken demonstrating that two cars are capable of passing simultaneously at the proposed access from Wood Lane/West End Road. This assessment is attached as **Appendix C**.

### Pedestrian/Cycle Access

- 4.5 Pedestrians and cyclists can access the site via West End Road with footways measuring approximately 3m wide adjacent to either side of West End Road (see **Photograph 4**).
- 4.6 Adjacent to the Wood Lane/West End Road roundabout access, the existing footway will be extended to continue into the proposed development site in the form of a 2m wide footway separated from the road internal to the site. This will provide an accessible entrance for all site users.

- 4.7 The existing stepped access north of the site in proximity to Ruislip Underground Station will be retained, although it is noted that where this was obstructed with a locked gate, a publicly accessible route will be maintained. This will result in an entirely new connection for residents to utilise for access to the amenities located north of the proposed development, including Ruislip Train Station and town centre.
- 4.8 In the east, pedestrian access will be possible with use of the exiting Garden Close footway, which will connect into the site, with a public pedestrian footpath connection provided through the site to reach this staircase.
- 4.9 Road Cyclists can also make use of the pedestrian access adjacent to Wood Lane/West End Road roundabout, and both West End Road and Garden Close are deemed appropriate for cyclists.

### **Visibility**

- 4.10 A visibility assessment has been conducted at the West End Road access, demonstrating that a primary visibility splay of 2.4m x 43m is achievable to the north, and that a secondary visibility splay of 2.4m x 41.2m to the carriageway centreline is achievable to the south. It has been confirmed by TfL that the access sight lines are acceptable with the application of a front boundary height condition to ensure no obstruction measuring above 0.6m in height for a distance of at least 2-3 meters are present. A visibility assessment plan is included as **Appendix D**.
- 4.11 Safe and suitable access is considered achievable without causing detriment to the safety or operation of the local road network, particularly when considering the access arrangements onto West End Road are existing, the absence of any accident history that would be exacerbated by the proposals (see Section 5), and the very minimal impact of the proposals (see Section 7).
- 4.12 In addition, a visibility assessment has been conducted at the access arrangements proposed on Garden Close, showing that splays of 2.4m x 25m are achievable in accordance MfS design guidance for 20mph speeds (**Appendix D**). It should also be noted that these access arrangements were considered to be acceptable during pre-application discussions and the subsequent planning submission with the HLBC Highway Authority.

### **Refuse & Emergency Vehicle Access**

- 4.13 Swept path analysis of private and refuse vehicles has been undertaken (**Appendix C**) demonstrating the access arrangements are appropriate for the intended use. It should also be noted these vehicles currently require access to the existing site.

- 4.14 The locations of refuse collection points are specified on the site layout plan within **Appendix A**. This refuse strategy details bin carry distances for residents (not exceeding 30m) and refuse operators (not exceeding 25m) as well as where management company staff will intervene to transfer bins to the relevant collection points on weekly occurrences.
- 4.15 Whilst a delivery vehicle tracking assessment has not been undertaken, it can be assumed delivery vehicles are also capable of entering the site, turning and leaving in a forward given a refuse vehicle is capable of performing this manoeuvre.
- 4.16 Emergency vehicle access for fire operatives has been demonstrated and is included in **Appendix C**. This identifies that a fire tender vehicle can reach within 45m of all parts of the proposed development buildings in accordance with Building Regulation Approved Document B (2024).
- 4.17 A fire tender vehicle has also been demonstrated to be able to manoeuvre within 18m of the dry riser inlet associated with the Railway Block located in the north of the site (**Appendix C**).

#### **Car Parking Provision**

- 4.18 Policy T6.1- 'Residential Parking' of the London Plan (2021) stipulates a maximum of 0.5-0.75 parking spaces per dwelling for developments in Outer London with a PTAL of 4 should be provided. For the proposed 72 dwellings, this equates to a maximum requirement of 36-54 spaces. A total of 26 parking spaces will be provided including 8 accessible spaces to directly serve the 8 accessible dwellings. 100% of spaces will have active charging facilities in line exceeding the level required by T6.1C of the London Plan.
- 4.19 This parking provision is below the maximum standards and is based on a parking ratio of 0.36. This level of car parking is considered to represent the accessible location of the site and the opportunity to encourage sustainable travel for future residents and visitors. As demonstrated within this HSTS the site is located within a short walking distance to an array of amenities and facilities and within a 5-minute walk of Ruislip Station and with bus stops within a short walk from the site

#### **Car Parking Management**

- 4.20 It is proposed that the monitoring and management of parking will be implemented from the time of first occupation at the proposed development. The management company will provide information to residents on the occupation of their dwelling regarding the parking arrangements at the proposed development.



- 4.21 All residents will be made aware of the car parking arrangements prior to occupation. All residents will be issued with car parking guidance on occupation which will include details regarding the restrictions on the use of car parking spaces and outline the first come first use basis of the spaces.. Where parking is provided, residents will be required to provide details of their vehicle along with proof of ownership. This will allow the management company to monitor parking usage through periodic checks to ensure no unregistered vehicles occupy the proposed development.
- 4.22 It is proposed that signage be installed to display the rules of use of the proposed development parking provision. The management company will be empowered to enforce restrictions on vehicles parking inappropriately. These measures are considered to allow a combination of both passive and active management of the proposed development parking provision.
- 4.23 One accessible parking space will be assigned directly to each of the eight accessible dwellings, with numbered spaces allocated accordingly. The provision of accessible spaces will be monitored by the management company so that, where additional demand is required, unused standard spaces can be converted to meet the capacity needs of the proposed development.
- 4.24 Information provided to residents will be updated regularly to ensure parking arrangements are clearly explained and transparent. Parking provision will be reviewed on an annual basis to ensure parking is efficiently and fairly provided.

### Cycle Parking

- 4.25 Policy T5 of the London Plan sets out the minimum cycle parking standards for residential developments and is summarised below in **Table 2**.

Use Class	Long Stay	Short Stay
Dwellings (all)	<ul style="list-style-type: none"> <li>1 space per studio flat / per 1 person 1 bedroom dwelling</li> <li>1.5 spaces per 2-person 1 bedroom dwelling</li> <li>2 spaces per all other dwellings</li> </ul>	<ul style="list-style-type: none"> <li>5 to 40 dwellings: 2 spaces</li> <li>Thereafter: 1 space per 40 dwellings</li> </ul>

**Table 4:** Minimum Cycle Parking Standards (London Plan 2021)

- 4.26 A total of 125 long stay cycle parking spaces will be provided in accordance with the standards set out within **Table 4**, provided within three separate secure cycles stores. This is above the standards set out in **Table 4** (which would require 114 long-stay spaces and 3 short-stay spaces) and will provide a suitable provision for additional visitor cycle parking.



## 5. TRANSPORT PLANNING FOR PEOPLE

### Introduction

- 5.1 This section of the report discusses who the development will be occupied by, along with how and why they travel to and from the site.

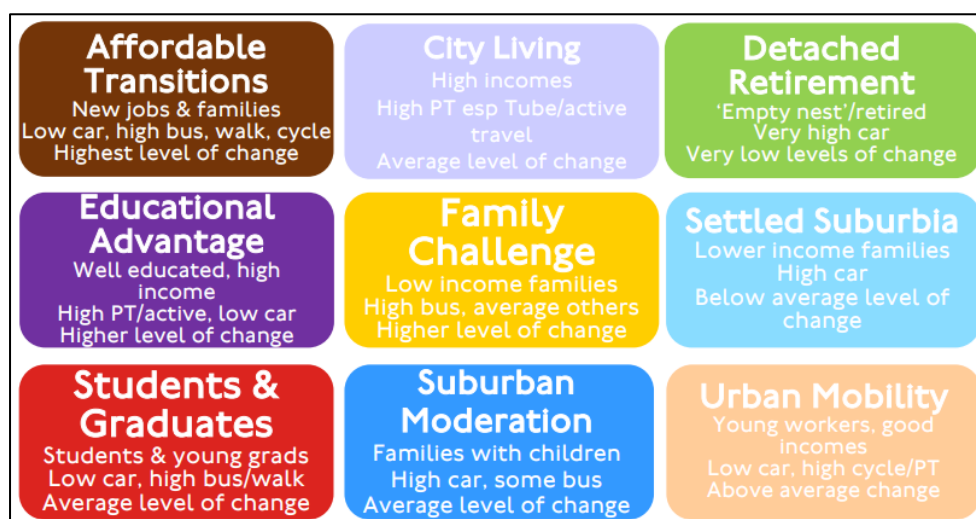
### Site users and travel patterns

- 5.2 The Healthy Streets TS guidance refers to Transport for London's (TfL) Transport Classifications of Londoners - Presenting the Segments (TCoL), a tool developed by TfL to categorise Londoners by key demographic indicators, along with their travel behaviours and motivations.

- 5.3 There are seven key variables used to help classify Londoners for TCoL, which are:

- Propensity to change travel
- Mode usage and dominant mode
- Life stage
- Income
- Ethnicity
- Changes in behaviour motivated by health and fitness
- Use of mobile phones for email

- 5.4 The subsequent segments derived from the above variables are shown below in **Figure 2**



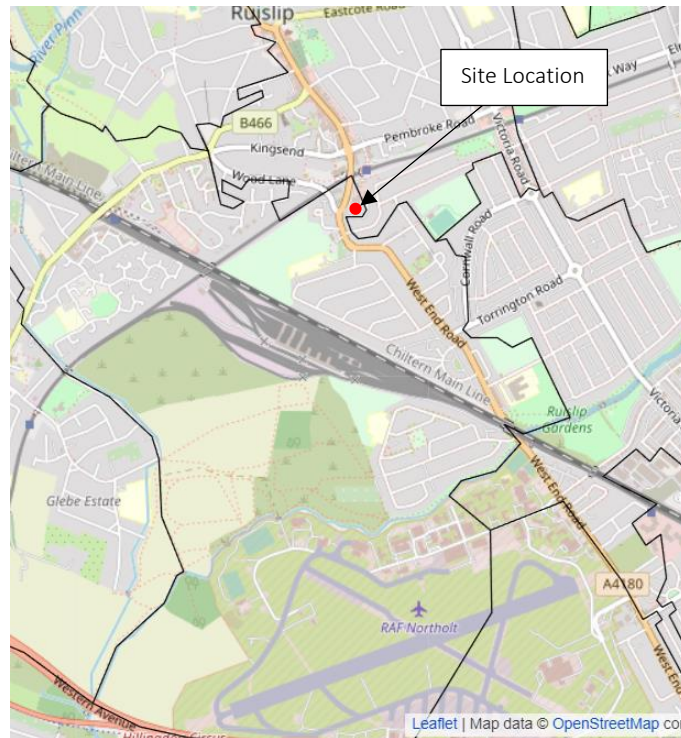
**Figure 7:** TfL Transport Classification of Londoners

- 5.5 The borough of Hillingdon is primarily categorised as 'Detached Retirement' at 31%, followed by 'Settled Suburbia' (30%) and 'Suburban Moderation' (26%). However, this is predominantly a result of the largely suburban characteristics across the area, including a higher number of houses and larger properties.

- 5.6 7% fall into the Family Challenge category 4% fall into the Students and Graduates category and 1% into the Affordable transitions category.
- 5.7 The proposed development comprises 1, 2 and 3 bedroom units and future residents are not expected to fall into the 'Detached Retirement' or 'Suburban Moderation' segments. The majority of residents at the proposed development are expected to be categorised as 'Settled Suburbia' or 'Urban Mobility'.
- 5.8 'Settled Suburbia' is characterised by having at least one child, above average car use, along with below average public transport and active modes of travel. This segment is also associated with low levels of change, motivated by changes to the roads and driving, money, and changes to public transport.
- 5.9 Conversely, the 'Urban Mobility' segment is characterised by young working adults with no children, who exhibit low levels of car use, high levels of cycling / bus use and average levels of walking / London Underground use. This segment is also associated with above average levels of change, motivated by lifestyle changes, health & fitness and changes to public transport.

#### **Modal Share**

- 5.10 Census travel to work data – ref: WU03EW (2011) has been consulted to establish a modal split for how residents in the area travel. The data selection area is shown below in **Figure 3**, with full data outputs attached as **Appendix E**.



**Figure 8:** Census data selection site - E02000502 – Hillingdon 009

5.11 The modal split obtained from the census data is illustrated below in **Table 5**.

Travel Mode	Split (%)
Underground, metro, light rail or tram	11%
Train	6%
Bus, minibuss or coach	8%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	59%
Passenger in a car or van	4%
Bicycle	2%
On foot	8%
Other method of travel to work	0%

**Table 5:** Census Data Modal Split

5.12 This shows that the primary mode of travel in this area is car or van at 59%, followed by travel by rail at 18%. 8% travel by bus or on foot, 4% travel as a passenger in a car or van, 2% cycle and 1% using Taxi's or Motorcycles, scooters, or mopeds. It is therefore anticipated that residents of the proposed development would adopt similar travel behaviours. A Travel Plan that further details travel behaviours and modes of travel has been provided to accompany the application submission.

## 6. ACTIVE TRAVEL ZONE

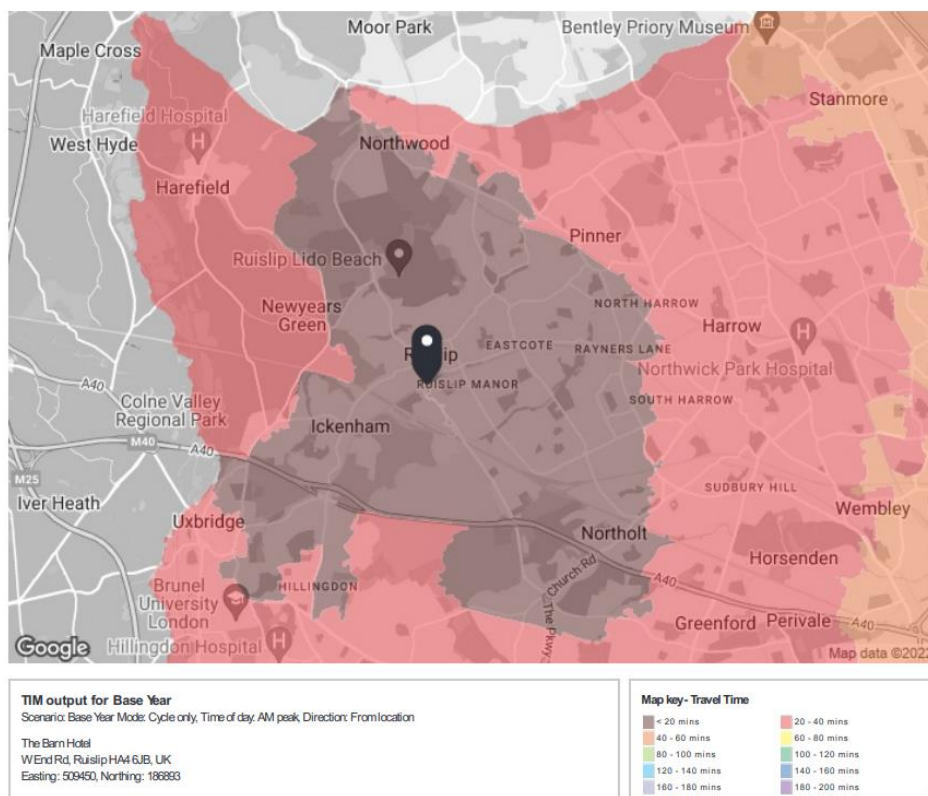
### Introduction

- 6.1 The Healthy Streets Approach sets out ten indicators which make streets a more appealing, accessible and healthy place. These are illustrated below in **Figure 9**.



**Figure 9:** Healthy Streets Indicators

- 6.2 Active Travel Zone (ATZ) assessments have been designed by TfL to determine a site's ability to sustain a car-free lifestyle.
- 6.3 ATZ is defined as a 20-minute cycle around the site, which is illustrated by an isochrone map obtained from TfL's Time Mapping tool (TIM) in **Figure 9**.



**Figure 10:** TfL TIM Cycling Isochrone (20 minutes) (<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>)

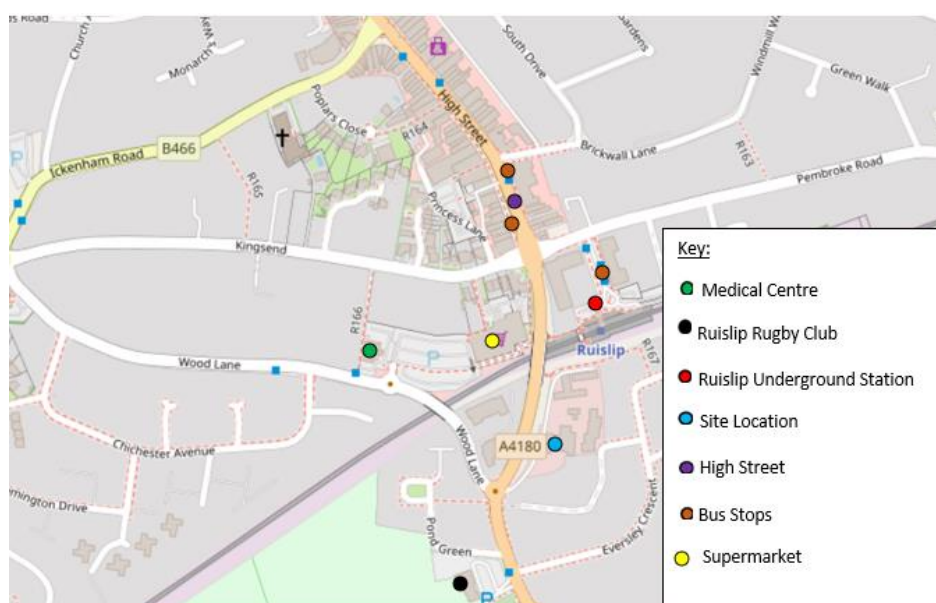
6.4 **Figure 10** demonstrates that within a 20-minute cycle, areas including Ruislip Town centre, Ickenham, Northwood, Northolt and some parts of eastern Hillingdon are all accessible, with a wide range of facilities and amenities located within this distance.

6.5 The development proposals will provide 72 residential apartments taking into consideration the expected demographics that will occupy the development, relevant destinations from the site have been identified and categorised into high, medium and low priority. Journeys undertaken on a frequent/daily basis are classed as high priority, with weekly or bi-weekly journeys classed as medium and less frequent journeys as low. These destinations are summarised in **Table 5**.

Destination / Facility	Priority
Recreation Ground	Low
Bus stops	High
Train Station	High
High Street	Medium
Medical Practice	Low

**Table 6:** ATZ Destination Priorities

6.6 **Figure 11** illustrates the proximity of the closest amenities and key ATZ destinations to the site.



**Figure 11:** Proximity to key ATZ destinations

6.7 **Figure 11** demonstrates that a number of amenities within the ATZ can be reached by foot or bicycle and as a result, routes to the following key ATZ destinations have been undertaken and assessed against the aforementioned healthy streets indicators.

6.8 The full assessment, including the outward and inward view assessment photographs, is attached as **Appendix F**.

#### **Pedestrian Route to Ruislip Underground Station**

6.9 This route provides a key route between the site and a number of amenities, including bus services and Ruislip Underground Station (**Photographs 8 and 9**). **Figure 11** illustrates the route with 150m intervals in line with TfL ATZ assessment guidance, representing photo locations. A full copy of photos along the route are included in **Appendix F**.



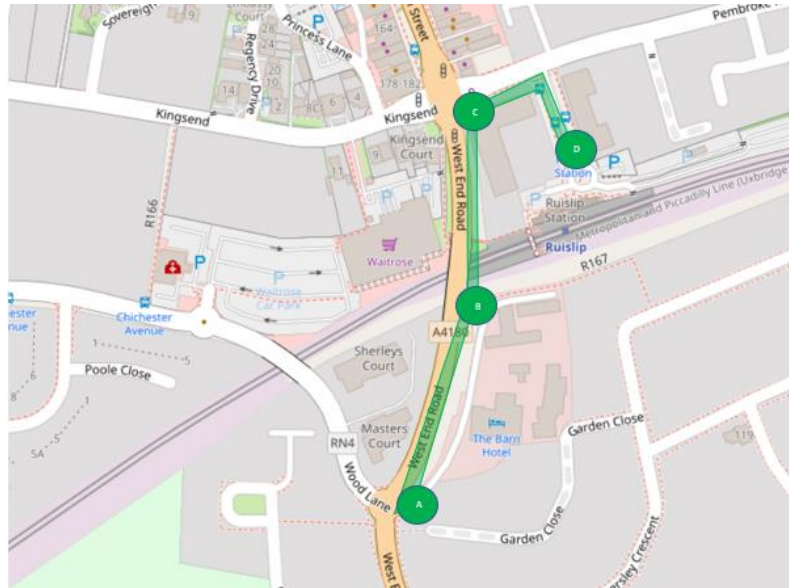


Figure 12: Pedestrian Route to Ruislip Underground Station



Photograph 8 and 9: Ruislip Underground Station Inward and Outward View

- 6.10 The route was found to be of an excellent standard, with wide footways along the route measuring c.2.0m-3.0m wide. These widen at the entrance to the underground station to accommodate high levels of pedestrian activity during the peak hours.
- 6.11 The route benefits from a signalised pedestrian crossing with a refuge island on West End Road / High Street junction. Tactile paving and dropped kerbs are provided at all crossing points, catering for those with mobility or visual impairments. Way finding signs are provided at the station to provide pedestrians with routes to local amenities including the high street and Ruislip Rugby Club. The healthy Streets assessment is set out in **Table 7** below.

Healthy Streets Indicator	Comments	Possible Improvement Measures
Shade and Shelter	The photo location is located directly outside Ruislip Underground Station, which provides shelter and seating areas.	None needed.
Places to stop and rest	Seating is provided within the station for public use. Seating is also available at adjacent bus stops.	None needed
Not too noisy	Given the busy nature of Station Approach, both vehicular and pedestrian, the area can be noisy. However, this is to be expected in an urban location.	None needed
People choose to walk, cycle, and use public transport	The photo location is directly outside Ruislip Underground Station and is next to multiple bus stops. Wide footways are provided for high levels of pedestrian activity. Cycle parking is provided at the station, and the section of road directly outside the station is identified by LBH as an on-road cycle route.	Cycle advance stop lines could be introduced as part of wider improvements in Ruislip.
People feel safe	The Station Approach is street lit and densely populated; hence it is suggested that surveillance is acceptable.	None needed
Things to see and do	The Station Approach is located within approximately 150m south of Ruislip High Street which provides multiple retail units and facilities and provides a multi-modal hub for people travelling to and from Ruislip.	None needed
People feel relaxed	The footways provided are wide and there are multiple crossing opportunities for pedestrians.	None needed
Clean air	The Station Approach has high levels of vehicular activity that could impact the air quality along this route.	None needed.

**Table 7:** Route Ruislip Underground Station Healthy Streets Assessment



### Pedestrian Route to Ruislip High Street

- 6.12 The route was found to be of a similarly good standard, with footways measuring c.2.0-3.0m in width and featuring dropped kerbs where junctions are present along the route a detailed healthy streets assessment is set out below in **Table 8**. The route from the site to Ruislip High Street is presented in **Figure 13** below. Conditions of the route are shown below in **Photographs 10** and **11**.



**Figure 13:** Pedestrian Route to High Street and Bus Stops



**Photograph 10 and 11:** Ruislip High Street Inward and Outward View

Healthy Streets Indicator	Comments	Possible Improvement Measures
Shade and Shelter	There is no specific shelter or shade along this route, however the streets are tree lined which provides shelter during certain seasons.	None needed
Places to stop and rest	Seating is located within Ruislip High Street in the form of Benches and Bus Stop Seating.	None needed.
Not too noisy	A1480/West End Road is a moderately trafficked route as the main through road of the High Street however where areas narrow bollards are in place to provide increased pedestrian segregation from traffic.	None needed
People choose to walk, cycle, and use public transport	Footways are wide for the full extent. The road is moderately trafficked and wide, making it a good route for cyclists. Bus stops are accessible within a 5-minute walk on Station Approach.	Cycle advance stop lines could be introduced as part of wider improvements in Ruislip.
People feel safe	West End Road is street lit and the road is monitored by CCTV, therefore it features an element of both natural and official surveillance	None needed
Things to see and do	Ruislip High Street is a hub of shops and supermarkets, cafes, restaurants and services.	None needed
People feel relaxed	The route is lined with trees and there is a moderate level of vehicle traffic with wide footways.	None needed
Clean air	There is a moderate level of vehicle traffic along A1480/ West End Road and it is located in proximity to green space, therefore the air quality is expected to be reasonable.	None needed

**Table 8:** Pedestrian Route to Ruislip High Street

## 7. LONDON WIDE NETWORK

- 7.1 This section of the HSTS assesses the likely vehicular trip generation associated with the proposed development and the methodology has been agreed as part of pre-application discussions with the London Borough of Hillingdon Highway Authority.

### Existing Development Trip Generation

- 7.2 In order to accurately represent the impact of the proposed development and provide a robust assessment, a turning count survey was undertaken on Wednesday 16<sup>th</sup> November 2022 which is a neutral weekday during the AM and PM peak whilst the hotel is still in operation. The results of the turning count survey with regard to arrivals and departures associated to the site are set out in **Table 9** below and the surveys undertaken are attached as **Appendix G**.

Proposed Site	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
<i>Turning Count Survey Result</i>	2	9	11	2	7	9

**Table 9:** Existing 72 Bed Hotel Trip Generation (Turning Count Surveys)

- 7.3 The Turning Count surveys show that in the AM peak there are a total of 11 movements and in the PM peak a total of 9 movements.

### Proposed Development Trip Generation

- 7.4 A TRICS assessment has been undertaken using 'Privately Owned Flats' to represent the proposed development. The following parameters were selected:
- TRICS (v.7.9.3);
  - 'Residential', 'Flats Privately Owned' Use Class;
  - 6 to 500 Units;
  - Greater London Sites only;
  - Weekday surveys only; and
  - 'Edge of Town Centre' and 'Residential Zone'.
- 7.5 The result of the TRICS assessment are demonstrated in **Table 10** with full outputs included in **Appendix H**.

Proposed Site	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
TRICS Trip Rate per unit (Flats Privately Owned)	0.031	0.059	0.09	0.129	0.077	0.206	1.781
Proposed Development Trip Generation (72 Units)	2	4	6	9	6	15	128

**Table 10:** Proposed Development Trip Generation – TRICS (\*Figures subject to rounding)

- 7.6 The TRICS assessment demonstrates that the proposed development is anticipated to generate 6 trips in the AM peak, 15 trips in the PM peak and 128 trips across the 12-hour period.
- 7.7 It should be noted that due to the limited data available on TRICS the sites were assessed against surveys that were the most similar in nature and location to the site within and sites that are only in located in Greater London.
- 7.8 It should also be noted that the surveys collected from TRICS represented areas with lower PTAL ratings therefore it is more likely that residents would use a private car. Therefore, this represents a worst-case scenario as the proposal has a PTAL rating of 4 and it can be assumed that it is likely that future residents will be less car dependant.
- 7.9 The forecasted impact of the proposed development is anticipated to generate fewer trips than that of the previous application submitted (7969/APP/2023/1473), to which highways officers stated that ‘the proposed development would not give rise to an unacceptable increase in trip generation which would be detrimental to the highway network’.

### Net Trip Generation

- 7.10 The vehicle trip generation set out in **Table 9** has been assessed against the vehicle trip generation set out in **Table 10**. The results are shown in **Table 11**.

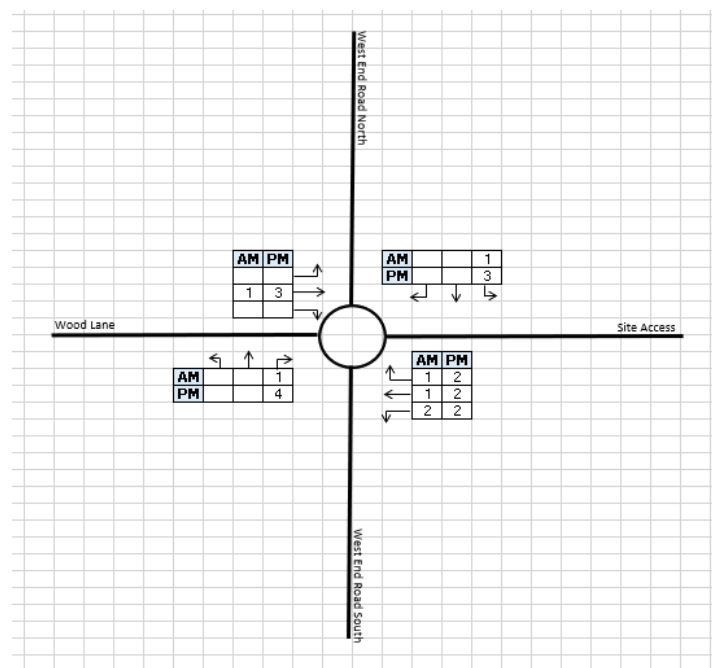
Land Use	AM Peak Period (0800-0900)			PM Peak Period (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Existing Hotel 72-Bedrooms	2	9	11	2	7	9
Proposed 72 Units	2	4	6	9	6	15
Net change	0	-5	-5	+7	-1	+6

**Table 11:** Net Trip Generation

- 7.11 **Table 11** illustrates that the proposed development is expected to result in a net decrease in the AM peak (-5), and a net increase in the PM peak (+6). The proposals are therefore anticipated to have a negligible impact on the operation of the existing roundabout with an average of one additional trip every ten minutes in the PM peak.

### Scope of Modelling Assessment

- 7.12 Following a review of the trip generation data and pre-application discussions with the highway authority it is considered that a modelling assessment is not required. This is further supported by a distribution diagram (**Figure 14**) which has been informed by 2011 Census travel to work data using google maps to assign routes to destinations.



**Figure 14:** Distribution Diagram

- 7.13 **Figure 14** demonstrates there is anticipated to be a maximum of 4 additional trips on any one arm which occurs during the PM peak on the Site Access arm. This equates to one additional trip every 15 minutes during this period. Therefore, it can be concluded the proposals are anticipated to have a very modest impact and will not cause detriment to the existing safety or operation of the local road network.

## 8. SUMMARY AND CONCLUSIONS

- 8.1 This Healthy Streets Transport Statement (HSTS) has been prepared by Paul Basham Associates on behalf of Chase New Homes Ltd to support a planning application for the change of use from the existing hotel to a 72-unit residential development.
- 8.2 Pre-application advice was sought from Hillingdon London Borough Council (HLBC) Highway Authority with a meeting held on 25<sup>th</sup> November 2022 where the principle of development, access arrangements, scope of junction modelling and parking requirements were discussed. An application was subsequently submitted to HLBC but which received a refusal decision in September 2023, however, no highway safety concerns were raised.
- 8.3 The existing site is currently accessed via a roundabout off West End Road. This access will be maintained and utilised to serve as the primary access for the proposed development. A newly formed secondary access point will be provided onto Garden Close on the eastern boundary of the site. Vehicle access for cars, refuse operators and emergency vehicles has been demonstrated with appropriate space available to enter, turn and exit in a forward gear.
- 8.4 Vehicle parking, including accessible and electric, and cycle parking has been provided in line with the London Plan, with a total of 26 parking spaces will be provided including 8 accessible spaces to directly serve the 8 accessible dwellings. Cycle parking has been provided in excess of the required standards.
- 8.5 A review of the demographics likely to occupy the site was undertaken to understand the anticipated travel behaviour at the proposed development. Future residents are expected to fall into the 'Settled Suburbia' and 'Urban Mobility' segments.
- 8.6 The site is located within walking distance of the nearest bus stops, train station and town centre, affording it a PTAL 4. This reflects that it is highly accessible for pedestrian, cyclist and public transport movements from the site, reducing the reliance on personal vehicles. Bus services serve West End Road and Brick Hill Road with further services accessible within a 5-minute walk from Station Approach. Bus services connect the site with the immediate area and town centre, along with further connections across the borough and beyond.
- 8.7 London Underground services are accessible within 5-minute walk of the site, providing routes across Greater London and beyond at a regular frequency. Nearby bus services also provide a connection to the Railway Stations such as West and South Ruislip.

- 8.8 An Active Travel Zone (ATZ) assessment was carried out against the Healthy Streets Criteria, which identified a series of pedestrian routes likely to be undertaken by future users of the sites, based on the previously identified future demographics likely to occupy the site. The ATZ assessments thoroughly analysed the routes and identified where the route performed strongest against the criteria, along with the poorest sections of the routes, with possible suggestions for future improvement. Overall, the routes were found to be of a high quality and provide a sound environment to encourage pedestrian movements at the proposed site.
- 8.9 To determine the net trips associated with the site, a TRICS assessment was carried out for the proposed apartments and compared with data obtained from a turning count survey to accurately understand the trips associated with the existing hotel. These were assessed against the typical peak hours of highway usage (0800-0900 and 1700-1800) to provide a robust assessment. The assessment illustrated that the proposed development is expected to result in a net decrease in the AM peak (-5), and a net increase in the PM peak (+6). A distribution diagram was produced which demonstrated there is anticipated to be a maximum of 4 additional trips on any one arm which occurs during the PM peak on the West End Road South arm. This equates to one additional trip every 15 minutes during this period. Therefore, it can be concluded the proposals are anticipated to have a very modest impact and will not cause detriment to the existing safety or operation of the local road network.
- 8.10 This Healthy Streets Transport Statement has therefore demonstrated that the proposed development will not have a severe impact on the operation of the highway network and that safe and suitable access is achievable. We therefore encourage London Borough of Hillingdon to look favourably upon this development in relation to highways.

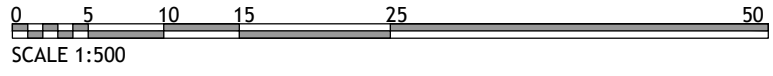
## Appendix A





- KEY**
- Application Boundary
  - Adjacent Land in Client Ownership
  - Trees Existing
  - Trees New
  - 1.8m High Closed Boarded Timber Fence
  - 0.9m High Metal Estate Railings with Hedge behind
  - 1.8m High Metal Railings
  - 0.45m Knee Rail
  - 2.1m High Brick Wall
  - Refuse Collection Point
  - Cycle Store
  - Hardstanding Emergency Access Only
  - Indicative PV Location

**Note:**  
Landscape Proposal Reference:  
The Landscape Partnership Drawings



REV	DESCRIPTION	DRN	CHD	DATE
<input type="checkbox"/>	PRELIMINARY	<input checked="" type="checkbox"/>	INFORMATION	<input type="checkbox"/> TENDER
<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>	AS BUILT	
SCALE	1:500 @ A1	DATE	August 2024	
DRAWN	PJP	CHK	PJP	
DRAWING NO.	2404_P_10.02	REV	A	
TITLE	Barn Hotel Ruislip			
DETAILS	Proposed Site Plan			

## Appendix B



Mr A Ward  
8 Parkway  
Welwyn Garden City  
Hertfordshire  
AL8 6HG

Application Ref: 7969/APP/2023/1473

## **TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)**

### **REFUSAL OF PLANNING PERMISSION**

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **REFUSES** permission for the following:

#### **Description of development:**

Redevelopment of the site for residential use involving the partial demolition of the existing Grade II Listed Building and conversion to 2 new residential units, demolition of surrounding buildings and erection of 2 new residential blocks with associated amenity space, landscaping and parking

**Location of development:** The Barn Hotel West End Road Ruislip

**Date of application:** 2nd June 2023

**Plan Numbers:** See attached Schedule of plans

**Permission is refused for the reason(s) listed on the attached schedule:-**

*R Schin*

**Head of Development Management and Building Control**

**Date: 15 September 2023**

- NOTES:
- (i) Please also see the informatives included in the Schedule of Reasons.
  - (ii) Should you wish to appeal against this decision please read the attached sheet which explains the procedure.

# TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

## REFUSAL OF PLANNING PERMISSION

Application Ref: 7969/APP/2023/1473

### SCHEDULE OF REASONS

- 1 The proposed development by reason of its size, scale, bulk, massing, siting and design would be an inappropriate, over-development of the site that would be detrimental to the setting of these Grade II listed buildings, thus resulting in less than substantial harm to these heritage assets. Furthermore, the proposal lacks necessary detail in respect to the physical impact on and treatment of the historic fabric of the listed buildings. Thus, the level of harm to the fabric of the listed buildings, whilst less than substantial, cannot be fully determined. Consequently, the applicant has failed to demonstrate that the benefits of the proposal would outweigh the identified and potential harms. The application is therefore contrary to Policies HE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 1, DMHB 2 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020), Policy HC1 of the London Plan (2021) and Chapter 16 of the National Planning Policy Framework (2021).
- 2 The proposed development by reason of its size, scale, bulk, massing, design, appearance, layout and visual prominence would result in a visually dominant, overdevelopment of the site, that would be at odds with the distinctive suburban character of the surrounding area, harming the visual amenity and character of the area. As such the proposal fails to accord with Policy BE1 of the Hillingdon Local Plan: Part One (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two Development Management Policies (2020), Policies D3 and D8 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021) including paragraphs 130 and 134.
- 3 The proposed unit mix fails to provide sufficient family sized units, as required by the latest information on housing need in the Borough. The proposed development fails to contribute towards mixed and balanced communities and the range of housing types required within the Borough contrary to Policy DMH 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy H10 of the London Plan (2021).
- 4 The proposed cycle parking design does not conform to the London Cycling Design Standards which would result in the impractical design of cycle parking, thus reducing the level of cycle use. The application submission is therefore contrary to Policy DMT 5 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) and Policy T5 of the London Plan (2021).
- 5 The application fails to demonstrate that the scheme provides the necessary level of overheating mitigation to prevent the unnecessary overheating of the proposed residential units, thus resulting in poor quality and unsustainable living conditions for prospective residents. The application submission is therefore contrary to Policy SI4 of the London Plan (2021) .
- 6 The application fails to demonstrate that the proposed development would be provided with adequate levels of daylight and sunlight amenity, thus resulting in poor quality living conditions for prospective residents. The application submission is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D6 of the London Plan (2021), and the BRE Guidelines: Site layout planning for daylight and sunlight (2022).
- 7 The application fails to demonstrate that suitable and appropriate sustainable drainage systems have been incorporated into the design. The application submission is therefore contrary to Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012), London Plan Policies SI 5, SI 12 and SI 13 (2021) and paragraph 169 of the National Planning Policy Framework (2021).
- 8 The submitted ecology report fails to provide adequate information to demonstrate that the proposed development would not result in detrimental harm to bat roosts. The application submission therefore fails to demonstrate the protection of bats and is contrary to Policy G6 of the London Plan (2021) and

Policy EM7 and DMEI 7 of the Hillingdon Local Plan Parts 1 (2012) and 2 (2020) respectively.

- 9 The proposal fails to provide adequate provision of disabled units designed to accessible standards and therefore fails to adhere to the requirements of inclusive design. As such, the proposed development fails to accord with Policies D5 and D7 of the London Plan (2021) and Chapters 8 and 12 of the National Planning Policy Framework.
- 10 The application fails to provide adequate levels of amenity space to serve the occupants of the development, resulting in poor quality living conditions for prospective residents, contrary to Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020).
- 11 In the absence of a completed section 106 agreement, the applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (air quality mitigation, employment and construction training, carbon offset, health, travel plan and monitoring, public open space, highway improvement works, affordable housing and the prevention of future occupiers from joining the local parking management scheme). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan Part 2 Development Management Policies (2020), the London Borough of Hillingdon Supplementary Planning Document on Planning Obligations (2014) and Policy DF1 of the London Plan 2021).

## INFORMATIVES

- 1 With regards to reasons for refusal 5, 6 and 7, the LPA has requested further information related to the associated technical reports. In the event of an appeal, the LPA would welcome early discussion on these matters to streamline the appeals process and prevent any abortive work for any party. In respect of reason for refusal number 7, it is noted that the applicant failed to submit the revised FRA and Drainage Strategy within the time frame (07.09.23) set by the LPA, which would have allowed time for the document to be reviewed. As such it could not be considered during the assessment of the application.
- 2 The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 3 In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

### Part 1 Policies

- PT1.BE1 (2012) Built Environment
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.HE1 (2012) Heritage

### Part 2 Policies

DMHB 1	Heritage Assets
DMAV 1	Safe Operation of Airports
DMAV 3	RAF Northolt
DMCI 3	Public Open Space Provision
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 5	Hotels and Visitor Accommodation
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 1	Managing Transport Impacts
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
LPP D4	(2021) Delivering good design
LPP G5	(2021) Urban greening



LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI4	(2021) Managing heat risk
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP D5	(2021) Inclusive design
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP H12	(2021) Supported and specialised accommodation
LPP H13	(2021) Specialist older persons housing
LPP HC1	(2021) Heritage conservation and growth
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF11	NPPF 2021 - Making effective use of land
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment

NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport

## END OF SCHEDULE

### Address:

Development Management  
Directorate of Place  
Hillingdon Council  
3 North, Civic Centre, High Street, Uxbridge UB8 1UW  
[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

# REFUSAL OF PLANNING PERMISSION

Application Ref: 7969/APP/2023/1473

## SCHEDULE OF PLANS

Affordable Housing Statement 01.05.23 - received 22 May 2023  
Preliminary Ecological Appraisal B22138 - received 22 May 2023  
Calculation of Biodiversity Net Gain using Defra Metric 3.1B22138 - received 22 May 2023  
Landscaping Details 101A - received 22 May 2023  
CG/39435 Desk Study, Geotechnical and Geoenvironmental Interpretative Report - received 22 May 2023  
Groundshare Site Plan 14 November 2022 - received 22 May 2023  
GS-9196487Geotechnical Information - received 22 May 2023  
22-10869 Ground Testing Summary Report - received 22 May 2023  
FE1523 Rev 2 - received 22 May 2023  
IDL/1143/DS/001 - received 22 May 2023  
01.05.23 Material Details - received 22 May 2023  
01.05.23 Refuse Management Plan - received 22 May 2023  
REF: MG/GI/ROL01027 REV: - 10 March 2023 - received 22 May 2023  
RP01-22530-R1 Noise Impact Assessment - received 22 May 2023  
Planning Statement 01.05.23 - received 22 May 2023  
Statement of Community Involvement - received 22 May 2023  
Telecoms Statement 01.05.23 - received 22 May 2023  
Sustainability Statement May 2023 - received 22 May 2023  
Urban Greening Factor Score 21.02.2023 - received 22 May 2023  
Air Quality Assessment RP02-22530-R1 - received 09 Aug 2023  
22 0063-3 A - received 19 May 2023  
22 0063-50 A - received 19 Aug 2023  
22 0063-2 B - received 19 May 2023  
22 0063-102 H - received 19 May 2023  
22 0063-401 - received 19 May 2023  
22 0063-501 - received 19 May 2023  
22 0063-502 - received 19 May 2023  
22 0063-107 A - received 19 May 2023  
22 0063-204 C - received 19 May 2023  
22 0063-20 A - received 19 May 2023  
22 0063-21 A - received 19 May 2023  
22 0063-22 A - received 19 May 2023

22 0063-201 H - received 19 May 2023

22 0063-202 F - received 19 May 2023

22 0063-203 F - received 19 May 2023

22 0063-1 R - received 19 May 2023

Covering letter from fooding consultant in response to LPA flood comments 11.09.23 - received 15 Sep 2023

UFG Rating and Plan May 2023 - received 06 Jun 2023

22 0063-503 D - received 19 Aug 2023

Transport Statement February 2023 - received 22 May 2023

Travel plan February 2023 - received 22 May 2023

Hotel Valuation and Viability Report 20230313 - received 22 May 2023

2091-KC-XX-YTREE-TCP01Rev0 - received 22 May 2023

2091-KC-XX-YTREE-TreeSurvey-Rev0 The - received 22 May 2023

Archaeological Desk-Based Assessment March 2023 - received 22 May 2023

Heritage & Townscape Visual Impact Assessment May 2023 - received 22 May 2023

The Barn Hotel Energy Statement 04.04.23 - received 22 May 2023

The Barn Hotel Overheating 11.04.2023 - received 22 May 2023

Financial Viability Assessment - received 22 May 2023

Water Cycle Strategy - received 22 May 2023

22 0063-51 A - received 19 Aug 2023

22 0063-100 G - received 22 May 2023

22 0063-101 F - received 22 May 2023

22 0063-103 F - received 22 May 2023

22 0063-104 F - received 22 May 2023

22 0063-105 F - received 22 May 2023

22 0063-106 F - received 22 May 2023

22 0063-108 B - received 22 May 2023

22 0063-200 H - received 22 May 2023

22 0063-205 D - received 22 May 2023

22 0063-301 C - received 22 May 2023

22 0063-302 C - received 22 May 2023

22 0063-402 A - received 22 May 2023

22 0063-12 - received 22 May 2023

22 0063-13 - received 22 May 2023

Design and Access Statement Revised - received 06 Jun 2023

Agent letter of rebuttal in response to feedback from the LBH heritage and urban design officer - received 17 Aug 2023

The Barn Hotel, West End Road, Ruislip - Highways Response Letter - received 19 Aug 2023

Letter of Response to Feedback from Historic England - received 19 Aug 2023

Agent Covering Letter in Response to Internal Consultee Comments 11.09.23 - received 19 Aug 2023

## RIGHTS OF APPLICANTS AGGRIEVED BY DECISION OF LOCAL PLANNING AUTHORITY

### TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspectorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424) Appeal forms can be downloaded from the Planning Inspectorate website at [www.Planning-inspectorate.gov.uk](http://www.Planning-inspectorate.gov.uk)

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate ([inquiryappeals@planninginspectorate.gov.uk](mailto:inquiryappeals@planninginspectorate.gov.uk)) at least 10 days before submitting the appeal.

Further details are available at [www.gov.uk/government/collections/casework-dealt-with-by-inquiries](http://www.gov.uk/government/collections/casework-dealt-with-by-inquiries)

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power inless there are special circumstances, which excuse the delay in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

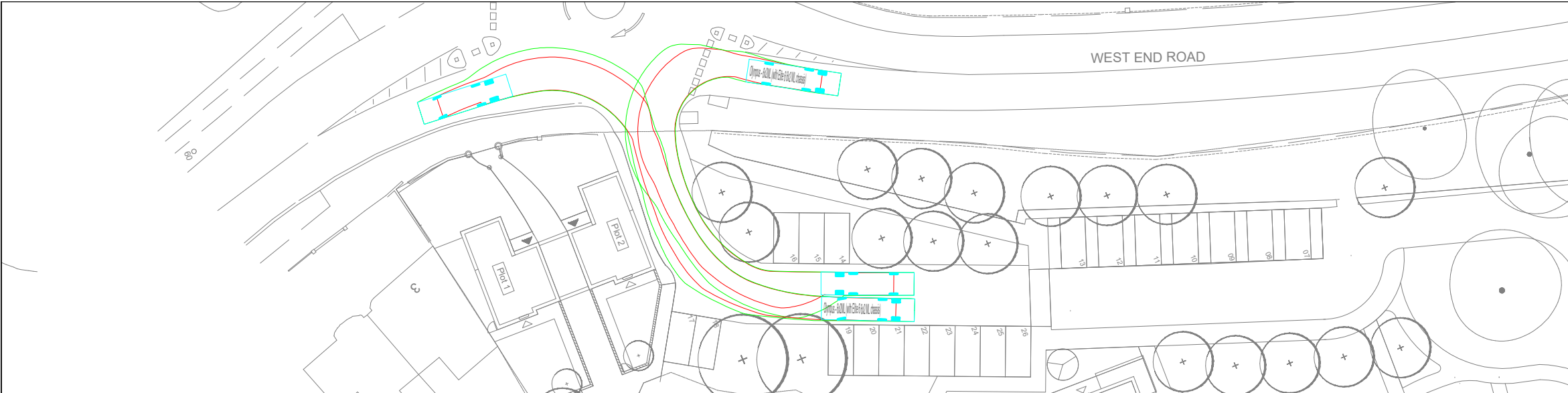
#### **Purchase Notices.**

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

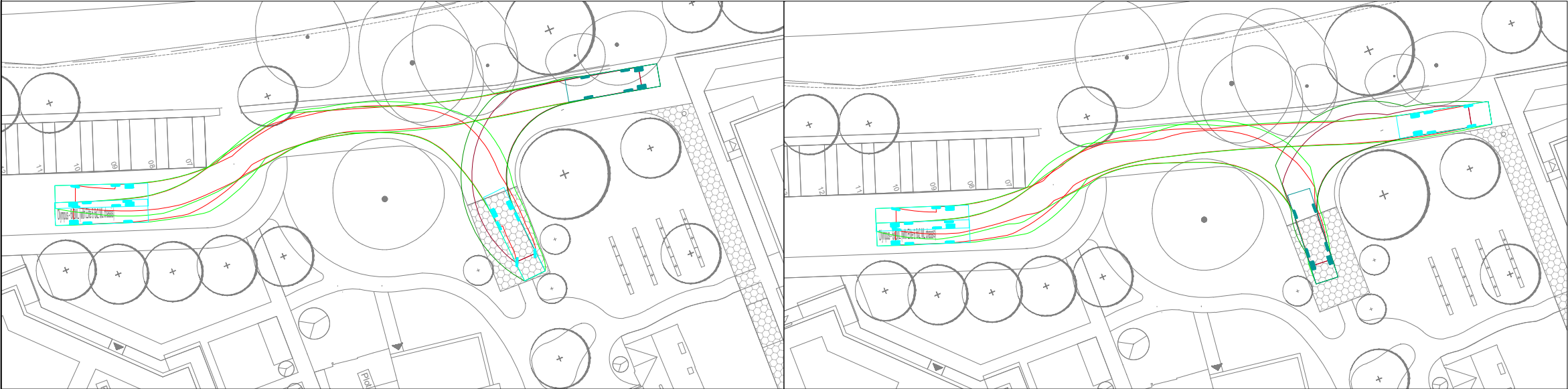
In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.



## Appendix C



REFUSE VEHICLE ENTRY & EXIT AT WEST ROAD



REFUSE VEHICLE INTERNAL TURNING HEAD MANOEUVRES



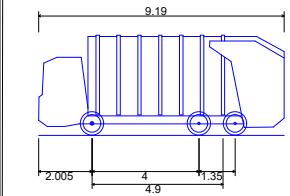
REFUSE VEHICLE FORWARD & REVERSING ENTRY/EXIT AT GARDEN CLOSE

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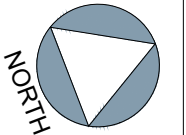
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VEHICLE PROFILE:



Olympus - 6x2ML (with Elite 6 6x2 ML chassis)  
Overall Length 9.190m  
Overall Width 2.250m  
Overall Height 3.754m  
Min Body Ground Clearance 0.306m  
Track Width 2.200m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 9.000m



**PRELIMINARY**

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'  
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P03	REVISED LAYOUT		23.08.2024	NE	WF
P02	REVISED LAYOUT		24.05.2024	NE	WF
P01	FIRST ISSUE		24.02.2023	NB	WF
Rev	Description		Date	By	App'd
Date Created		Drawn By	Approved By	Suitability Code	
24.02.2023		NB	WF	-	
PBA Project Number			Scale		
1000.0025			1:500 (AT A3)		
PBA Drawing No:				Revision	
1000-0025-002				P03	

Project Name	Title
THE BARN HOTEL, WEST END ROAD, RUISLIP	HILLINGDON REFUSE VEHICLE SWEEP PATH ANALYSIS
Project Phase	
PRELIMINARY	



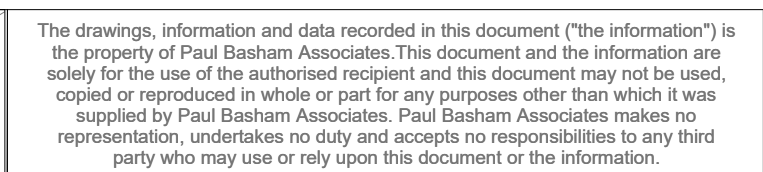
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Paul Basham Associates Ltd  
Vision Park, Compass House, Chivers Way,  
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01223 253699  
info@paulbashamassociates.com www.paulbashamassociates.com



**CHASE**  
NEW HOMES

*The Excitement is Building*





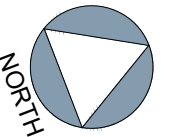
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A diagram of a car with the following dimensions:

- Total length: 4.572
- Distance from front wheel to center: 0.951
- Distance from center to rear wheel: 2.578

Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

<p>Project Name</p> <p>THE BARN HOTEL, WEST END ROAD, RUISLIP</p>	<p>Title</p> <p>STANDARD CAR SWEPT PATH ANALYSIS</p>	 <p>Paul Basham Associates Ltd Vision Park, Compass House, Chivers Way, Histon, Cambridge, CB24 9AD 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com</p>	<p>Client</p> 
<p>Project Phase</p> <p>PRELIMINARY</p>			

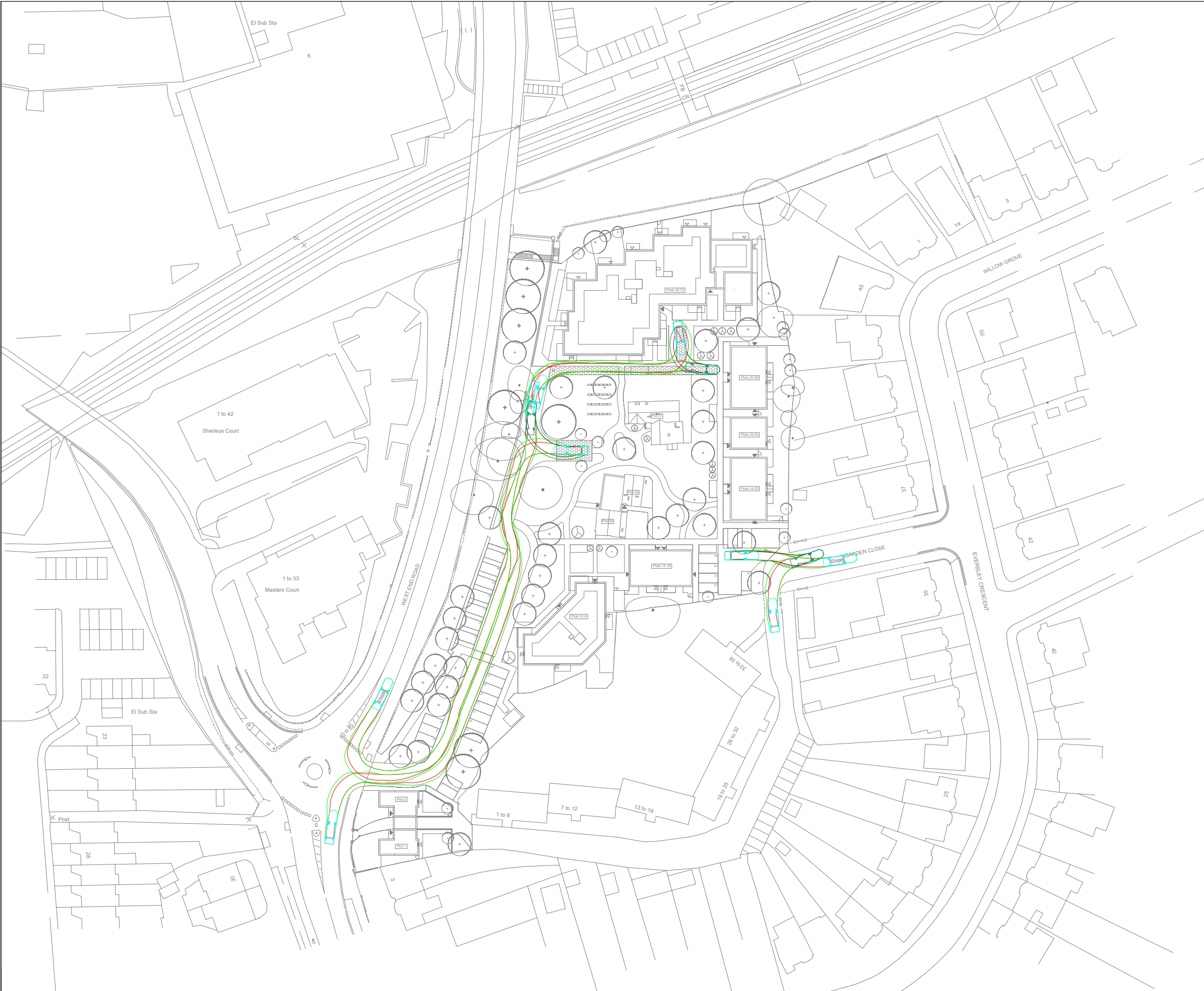


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24.02.2023	NB	WF	-	
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PBA Drawing No:			Revision	
1000-0025-003			P03	



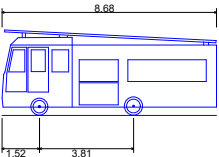


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VEHICLE PROFILE:



DB32 Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00s
Lock to lock time	7.910m
Kerb to Kerb Turning Radius	



**PRELIMINARY**

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PBA Project Number		Scale	(AT A3)	
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PBA Drawing No:			Revision	
1000-0025-004			P02	

Project Name  
THE BARN HOTEL,  
WEST END ROAD, RUISLIP

Title  
FIRE TENDER  
SWEEP PATH ANALYSIS

Project Phase  
PRELIMINARY



**paulbasham**  
associates

Paul Basham Associates Ltd  
Vision Park, Compass House, Chivers Way,  
Histon, Cambridge, CB24 9AD  
01223 253699  
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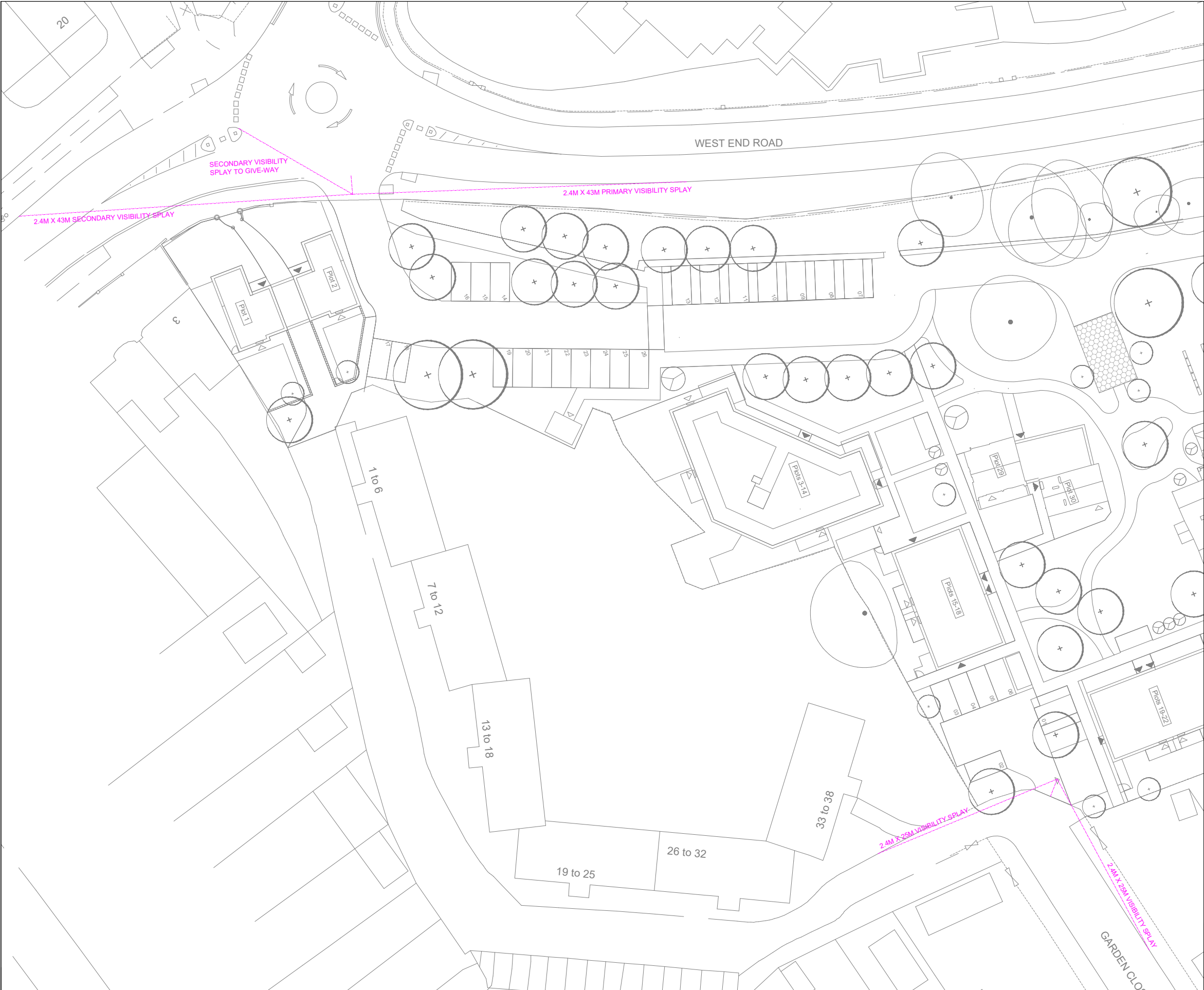
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NEW HOMES

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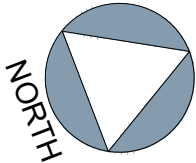
## Appendix D



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Date Created	Drawn By	Approved By	Suitability Code	
24.02.2023	NB	WF	-	
PBA Project Number		Scale	(AT A3)	
1000.0025		1:500		
PBA Drawing No:			Revision	
1000-0025-001			P03	

Project Name  
**THE BARN HOTEL,  
WEST END ROAD, RUISLIP**

Project Phase  
**PRELIMINARY**

Title  
**VISIBILITY SPLAY ASSESSMENT**



**paulbasham**  
associates

Paul Basham Associates Ltd  
Vision Park, Compass House, Chivers Way,  
Histon, Cambridge, CB24 9AD  
01223 253699  
info@paulbashamassociates.com www.paulbashamassociates.com

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**CHASE**  
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## Appendix E

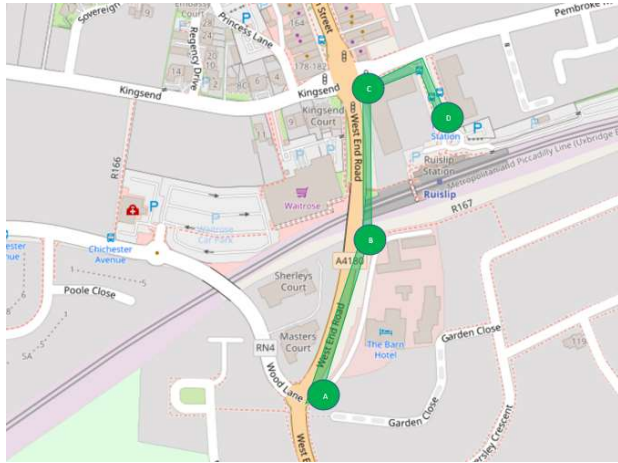
**WP703EW - Method of travel to work (2001 specification) (Workplace population)**

ONS Crown Copyright Reserved [from Nomis on 6 December 2022]

population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
area type	2011 super output areas - middle layer
area name	E02000502 : Hillingdon 009


Method of travel to work	2011	Split (%)
All categories: Method of travel to work (2001 specification)	1,896	
Underground, metro, light rail or tram	168	11%
Train	93	6%
Bus, minibus or coach	119	8%
Taxi	11	1%
Motorcycle, scooter or moped	16	1%
Driving a car or van	906	59%
Passenger in a car or van	67	4%
Bicycle	28	2%
On foot	125	8%
Other method of travel to work	7	0%

## Appendix F



#### Key

 Photo Location

 Walking Route

**Route:** The Barn Hotel to Ruislip Underground Station

**Date of Site visit:** 16.11.2022

**Mapping Source:** Open Street Map

Image	Outward View		Inward View	
A				
B				

C	 A street scene featuring a large, multi-story brick building with many windows. A large tree is on the left side of the road. The road is paved with asphalt and has some white markings. The sky is blue with some clouds.	 A sidewalk made of dark paving stones, bordered by a black metal fence. A red bus is visible on the left side of the sidewalk. The sky is blue with some clouds.
D	 A street scene showing a bus stop with a shelter. A red bus is stopped at the bus stop. The road is paved with asphalt and has some fallen leaves. The sky is blue with some clouds.	 A brick building with a red roof and arched windows. The building is surrounded by a paved area with some fallen leaves. The sky is blue with some clouds.





#### Key



Photo Locations

Walking Route

**Route:** The Barn Hotel to Ruislip High Street

**Date of Site visit:** 16.11.2022

**Mapping Source:** Open Street Map

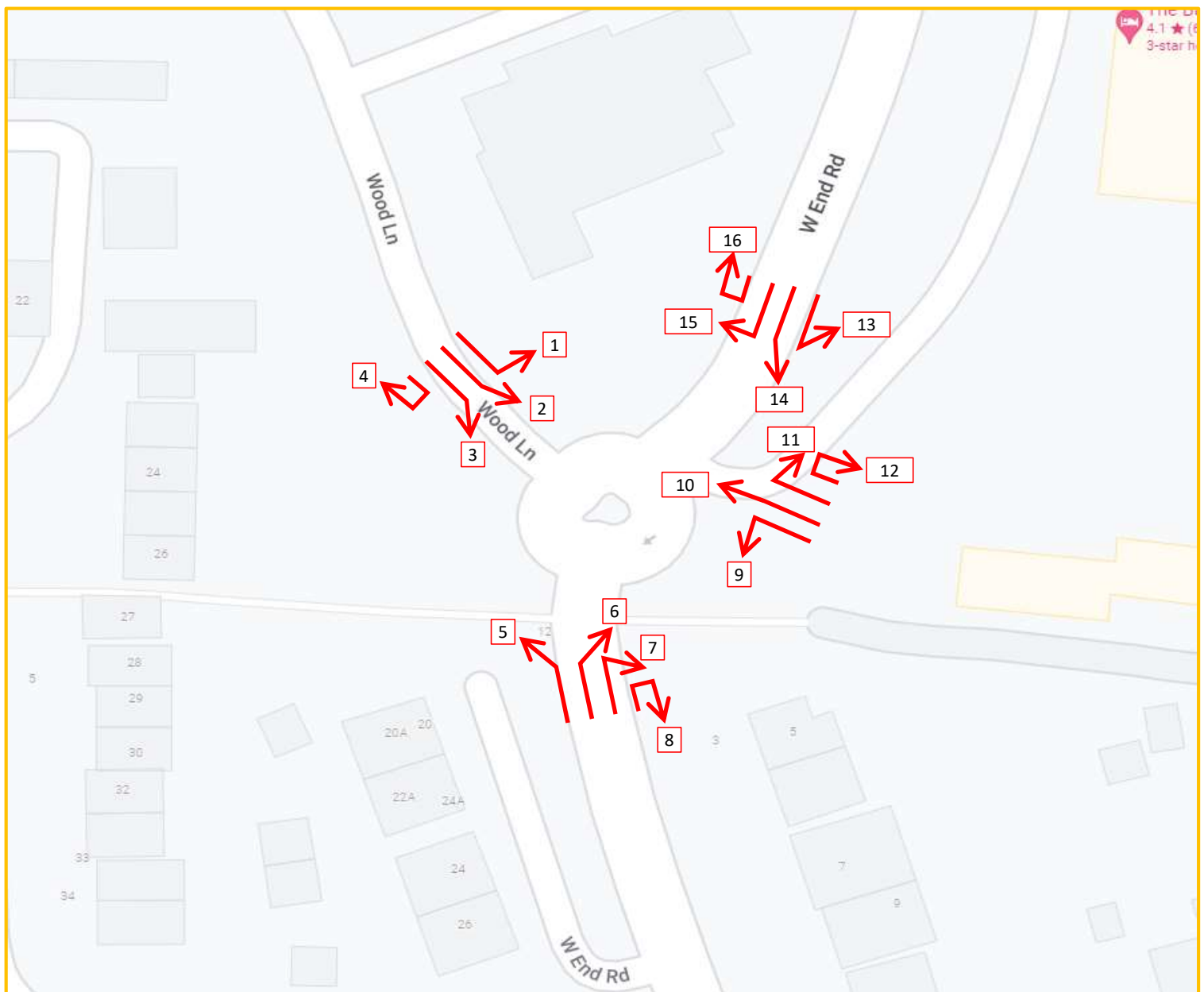
Image	Outward View	Inward View
A		
B		



C



## Appendix G



**Wood Lane / W End Road South / The Barn Hotel / W End Road North (07:00-10:00) AM Peak**

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								MOVEMENT 4							
	FROM WOOD LANE LEFT TURN TO W END ROAD NORTH								FROM WOOD LANE STRAIGHT AHEAD TO THE BARN HOTEL								FROM WOOD LANE RIGHT TURN TO W END ROAD SOUTH								FROM WOOD LANE U-TURN BACK TO WOOD LANE							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0715	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	33	4	1	0	0	0	0	38	0	0	0	0	0	0	0	0
0715-0730	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	58	3	1	0	0	0	0	64	0	0	0	0	0	0	0	0
0730-0745	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	55	6	0	0	0	0	0	61	0	0	0	0	0	0	0	0
0745-0800	7	0	0	0	0	0	0	7	0	1	0	0	0	0	0	1	66	10	1	0	1	0	0	78	0	0	0	0	0	0	0	0
0800-0815	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	65	1	0	0	0	0	1	67	0	1	0	0	0	0	0	1
0815-0830	7	2	0	0	0	0	0	9	1	0	0	0	0	0	0	1	57	5	0	0	0	0	2	64	0	0	0	0	0	0	0	0
0830-0845	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	83	4	1	0	0	1	0	89	0	0	0	0	0	0	0	0
0845-0900	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	52	8	0	0	1	0	0	61	0	0	0	0	0	0	0	0
0900-0915	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	48	3	0	0	0	0	0	51	0	0	0	0	0	0	0	0
0915-0930	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	44	10	0	0	1	0	0	55	0	0	0	0	0	0	0	0
0930-0945	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	33	8	2	0	0	0	2	45	0	0	0	0	0	0	0	0
0945-1000	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	43	10	1	0	1	2	0	57	0	0	0	0	0	0	0	0
<b>0700-1000</b>	<b>85</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>637</b>	<b>72</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>730</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
0700-0800	22	0	1	0	0	0	0	23	0	1	0	0	0	0	0	1	212	23	3	0	1	0	2	241	0	0	0	0	0	0	0	0
0715-0815	30	1	1	0	0	0	0	32	0	1	0	0	0	0	0	1	244	20	2	0	1	1	2	270	0	1	0	0	0	0	0	1
0730-0830	32	3	1	0	0	0	0	36	1	1	0	0	0	0	0	2	243	22	1	0	1	1	2	270	0	1	0	0	0	0	0	1
0745-0845	34	3	0	0	0	0	0	37	2	1	0	0	0	0	0	3	271	20	2	0	1	2	2	298	0	1	0	0	0	0	0	1
0800-0900	31	4	0	0	0	0	0	35	2	0	0	0	0	0	0	2	257	18	1	0	1	2	2	281	0	1	0	0	0	0	0	1
0815-0915	27	3	0	0	0	0	0	30	2	0	0	0	0	0	0	2	240	20	1	0	1	1	2	265	0	0	0	0	0	0	0	0
0830-0930	27	2	0	0	0	0	0	29	1	0	0	0	0	0	0	1	227	25	1	0	2	1	0	256	0	0	0	0	0	0	0	0
0845-0945	32	3	0	0	0	0	0	35	0	0	0	0	0	0	0	0	177	29	2	0	2	2	0	212	0	0	0	0	0	0	0	0
0900-1000	32	2	0	0	0	0	0	34	0	0	0	0	0	0	0	0	168	31	3	0	2	4	0	208	0	0	0	0	0	0	0	0
HOURLY TOTALS									HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

**Wood Lane / W End Road South / The Barn Hotel / W End Road North (16:00-19:00) PM Peak**

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								MOVEMENT 4							
	FROM WOOD LANE								FROM WOOD LANE								FROM WOOD LANE								FROM WOOD LANE							
	LEFT TURN TO								STRAIGHT AHEAD TO								RIGHT TURN TO								U-TURN BACK TO							
	W END ROAD NORTH								THE BARN HOTEL								W END ROAD SOUTH								WOOD LANE							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1615	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	78	11	1	0	2	1	0	93	0	0	0	0	0	0	0	0
1615-1630	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	77	7	1	0	1	0	1	87	0	0	0	0	0	0	0	0
1630-1645	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	73	5	0	0	0	1	0	79	0	0	0	0	0	0	0	0
1645-1700	6	1	0	0	0	0	1	8	0	0	0	0	0	0	0	0	73	5	0	0	0	1	1	80	0	0	0	0	0	0	0	0
1700-1715	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	75	8	0	0	0	0	0	83	0	0	0	0	0	0	0	0
1715-1730	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	79	4	0	0	1	3	1	88	1	0	0	0	0	0	0	1
1730-1745	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	80	3	0	0	0	0	0	83	0	0	0	0	0	0	0	0
1745-1800	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	78	4	0	0	0	0	3	85	0	0	0	0	0	0	0	0
1800-1815	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	70	5	0	0	0	1	0	76	0	0	0	0	0	0	0	0
1815-1830	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	73	4	0	0	0	0	0	77	0	0	0	0	0	0	0	0
1830-1845	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	61	6	1	0	0	0	1	69	0	0	0	0	0	0	0	0
1845-1900	7	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	66	3	0	0	0	0	1	70	1	0	0	0	0	0	0	1
1600-1900	101	3	0	0	0	0	1	106	0	0	0	0	0	0	0	0	883	65	3	0	4	10	5	970	2	0	0	0	0	0	0	2
1600-1700	32	1	0	0	0	0	1	34	0	0	0	0	0	0	0	0	301	28	2	0	3	3	2	339	0	0	0	0	0	0	0	0
1615-1715	34	1	0	0	0	0	1	36	0	0	0	0	0	0	0	0	298	25	1	0	1	2	2	329	0	0	0	0	0	0	0	0
1630-1730	34	1	0	0	0	0	1	36	0	0	0	0	0	0	0	0	300	22	0	0	1	5	2	330	1	0	0	0	0	0	0	1
1645-1745	33	1	0	0	0	0	1	35	0	0	0	0	0	0	0	0	307	20	0	0	1	4	2	334	1	0	0	0	0	0	0	1
1700-1800	36	1	0	0	0	0	0	37	0	0	0	0	0	0	0	0	312	19	0	0	1	6	1	339	1	0	0	0	0	0	0	1
1715-1815	33	1	0	0	0	0	0	34	0	0	0	0	0	0	0	0	307	16	0	0	1	7	1	332	1	0	0	0	0	0	0	1
1730-1830	38	2	0	0	0	0	0	40	0	0	0	0	0	0	0	0	301	16	0	0	0	4	0	321	0	0	0	0	0	0	0	0
1745-1845	35	2	0	0	0	0	0	37	0	0	0	0	0	0	0	0	282	19	1	0	0	4	1	307	0	0	0	0	0	0	0	0
1800-1900	33	1	0	0	0	0	1	35	0	0	0	0	0	0	0	0	270	18	1	0	0	1	2	292	1	0	0	0	0	0	0	1

HOURLY TOTALS	HOURLY TOTALS	HOURLY TOTALS	HOURLY TOTALS
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Wood Lane / W End Road South / The Barn Hotel / W End Road North (07:00-10:00) AM Peak

	MOVEMENT 5								MOVEMENT 6								MOVEMENT 7								MOVEMENT 8								
	FROM W END ROAD SOUTH LEFT TURN TO WOOD LANE								FROM W END ROAD SOUTH STRAIGHT AHEAD TO W END ROAD NORTH								FROM W END ROAD SOUTH RIGHT TURN TO THE BARN HOTEL								FROM W END ROAD SOUTH U-TURN BACK TO W END ROAD SOUTH								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0715	51	5	0	0	0	0	0	56	52	4	2	0	1	1	1	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715-0730	47	10	0	0	1	0	0	58	59	7	3	0	2	1	0	72	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
0730-0745	65	10	2	0	1	0	0	78	59	15	0	1	1	0	0	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745-0800	66	9	0	0	0	0	1	76	70	10	3	1	4	0	0	88	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
0800-0815	70	1	0	0	1	0	0	72	66	11	5	0	4	2	0	88	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
0815-0830	73	4	3	0	2	0	0	82	93	10	1	0	0	3	0	107	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0830-0845	67	9	0	0	0	0	1	77	78	8	0	2	2	1	0	91	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
0845-0900	113	5	2	0	0	0	0	120	109	6	2	0	1	0	3	121	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
0900-0915	55	9	1	0	0	1	0	66	46	10	2	1	2	2	0	63	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
0915-0930	39	10	0	0	0	1	1	51	50	12	1	1	0	2	0	66	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0930-0945	39	4	0	0	0	0	0	43	36	4	1	1	3	5	0	50	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
0945-1000	39	11	2	0	1	0	1	54	31	8	2	1	0	5	0	47	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
0700-1000	724	87	10	0	6	2	4	833	749	105	22	8	20	22	4	930	3	1	0	1	0	0	0	0	5	27	0	0	0	0	0	0	27
0700-0800	229	34	2	0	2	0	1	268	240	36	8	2	8	2	1	297	2	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
0715-0815	248	30	2	0	3	0	1	284	254	43	11	2	11	3	0	324	3	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
0730-0830	274	24	5	0	4	0	1	308	288	46	9	2	9	5	0	359	3	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
0745-0845	276	23	3	0	3	0	2	307	307	39	9	3	10	6	0	374	3	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
0800-0900	323	19	5	0	3	0	1	351	346	35	8	2	7	6	3	407	1	0	0	0	0	0	0	0	1	17	0	0	0	0	0	0	17
0815-0915	308	27	6	0	2	1	1	345	326	34	5	3	5	6	3	382	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18
0830-0930	274	33	3	0	0	2	2	314	283	36	5	4	5	5	3	341	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18
0845-0945	246	28	3	0	0	2	1	280	241	32	6	3	6	9	3	300	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18
0900-1000	172	34	3	0	1	2	2	214	163	34	6	4	5	14	0	226	0	1	0	1	0	0	0	0	2	5	0	0	0	0	0	0	5
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								

Wood Lane / W End Road South / The Barn Hotel / W End Road North (16:00-19:00) PM Peak

	MOVEMENT 5								MOVEMENT 6								MOVEMENT 7								MOVEMENT 8									
	FROM W END ROAD SOUTH								FROM W END ROAD SOUTH								FROM W END ROAD SOUTH								FROM W END ROAD SOUTH									
	LEFT TURN TO								STRAIGHT AHEAD TO								RIGHT TURN TO								U-TURN BACK TO									
	WOOD LANE								W END ROAD NORTH								THE BARN HOTEL								W END ROAD SOUTH									
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT		
1600-1615	81	11	1	0	1	0	1	95	72	9	0	0	0	1	1	83	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
1615-1630	74	11	0	0	0	0	0	85	59	8	0	0	2	4	0	73	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
1630-1645	69	9	2	0	2	0	0	82	73	9	0	0	2	1	0	85	2	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	
1645-1700	55	4	0	0	0	1	1	61	51	7	0	0	0	5	0	63	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	
1700-1715	60	3	0	0	0	2	0	65	74	14	1	0	1	5	0	95	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	
1715-1730	63	3	0	0	0	0	1	67	57	5	0	0	1	6	0	69	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
1730-1745	56	5	0	0	0	1	1	63	61	7	0	0	0	5	0	73	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	
1745-1800	54	7	0	0	0	0	1	62	61	9	0	0	2	5	0	77	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
1800-1815	71	4	0	0	0	1	0	76	50	5	0	0	1	1	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1815-1830	49	3	0	0	0	1	1	54	57	3	0	0	1	7	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830-1845	55	2	1	0	0	2	0	60	66	1	0	0	2	6	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1845-1900	69	3	0	0	0	2	0	74	62	4	0	0	1	3	0	70	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
1600-1900	756	65	4	0	3	10	6	844	743	81	1	0	13	49	1	888	6	0	0	0	0	0	0	0	6	14	1	0	0	0	0	0	0	15
1600-1700	279	35	3	0	3	1	2	323	255	33	0	0	4	11	1	304	3	0	0	0	0	0	0	0	3	7	1	0	0	0	0	0	8	
1615-1715	258	27	2	0	2	3	1	293	257	38	1	0	5	15	0	316	4	0	0	0	0	0	0	0	4	10	0	0	0	0	0	0	10	
1630-1730	247	19	2	0	2	3	2	275	255	35	1	0	4	17	0	312	4	0	0	0	0	0	0	0	4	10	0	0	0	0	0	0	10	
1645-1745	234	15	0	0	0	4	3	256	243	33	1	0	2	21	0	300	3	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	7	
1700-1800	233	18	0	0	0	3	3	257	253	35	1	0	4	21	0	314	2	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7	
1715-1815	244	19	0	0	0	2	3	268	229	26	0	0	4	17	0	276	1	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	
1730-1830	230	19	0	0	0	3	3	255	229	24	0	0	4	18	0	275	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	
1745-1845	229	16	1	0	0	4	2	252	234	18	0	0	6	19	0	277	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
1800-1900	244	12	1	0	0	6	1	264	235	13	0	0	5	17	0	270	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	

HOURLY TOTALS	HOURLY TOTALS	HOURLY TOTALS	HOURLY TOTALS
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## Wood Lane / W End Road South / The Barn Hotel / W End Road North (07:00-10:00) AM Peak

	MOVEMENT 9								MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
	FROM THE BARN HOTEL LEFT TURN TO W END ROAD SOUTH								FROM THE BARN HOTEL STRAIGHT AHEAD TO WOOD LANE								FROM THE BARN HOTEL RIGHT TURN TO W END ROAD NORTH								FROM THE BARN HOTEL U-TURN BACK TO THE BARN HOTEL							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0715	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715-0730	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730-0745	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0815-0830	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845-0900	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945-1000	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700-1000	9	1	0	0	0	0	0	10	6	0	0	0	0	0	0	1	7	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0
0700-0800	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
0715-0815	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	1	4	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0
0730-0830	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	1	4	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0745-0845	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	1	5	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0800-0900	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	1	5	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0815-0915	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0830-0930	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
0845-0945	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
0900-1000	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

## Wood Lane / W End Road South / The Barn Hotel / W End Road North (16:00-19:00) PM Peak

	MOVEMENT 9								MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
	FROM THE BARN HOTEL LEFT TURN TO W END ROAD SOUTH								FROM THE BARN HOTEL STRAIGHT AHEAD TO WOOD LANE								FROM THE BARN HOTEL RIGHT TURN TO W END ROAD NORTH								FROM THE BARN HOTEL U-TURN BACK TO THE BARN HOTEL							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1615	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630-1645	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730-1745	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1800-1815	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845-1900	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600-1900	6	0	1	0	0	0	0	0	7	3	2	0	0	0	0	0	5	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0
1600-1700	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1615-1715	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1630-1730	1	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645-1745	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1700-1800	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1715-1815	5	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1730-1830	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1745-1845	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1800-1900	3	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HOURLY TOTALS	HOURLY TOTALS	HOURLY TOTALS	HOURLY TOTALS
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## Wood Lane / W End Road South / The Barn Hotel / W End Road North (07:00-10:00) AM Peak

	MOVEMENT 13								MOVEMENT 14								MOVEMENT 15								MOVEMENT 16							
	FROM W END ROAD NORTH LEFT TURN TO THE BARN HOTEL								FROM W END ROAD NORTH STRAIGHT AHEAD TO W END ROAD SOUTH								FROM W END ROAD NORTH RIGHT TURN TO WOOD LANE								FROM W END ROAD NORTH U-TURN BACK TO W END ROAD NORTH							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0715	0	0	0	0	0	0	0	0	48	18	0	0	1	1	1	69	9	2	0	0	0	0	0	0	11	0	0	0	0	0	0	0
0715-0730	2	0	0	0	0	0	0	2	61	11	0	0	1	3	0	76	31	1	0	0	0	1	0	33	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0	49	14	0	0	2	3	0	68	58	2	0	0	0	0	0	60	0	0	0	0	0	0	0	0
0745-0800	0	1	0	0	0	0	0	1	62	14	0	2	1	1	0	80	50	4	0	0	1	1	0	56	0	0	0	0	0	0	0	0
0800-0815	1	0	0	0	0	0	0	1	70	8	1	0	1	1	0	81	36	2	0	0	1	0	0	39	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0	88	11	2	1	3	0	0	105	29	1	0	0	0	0	0	30	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0	91	10	0	0	1	1	0	103	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0
0845-0900	1	0	0	0	0	0	0	1	73	5	1	0	5	2	0	86	24	2	0	0	0	1	0	27	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0	58	7	2	0	2	3	0	72	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
0915-0930	1	0	0	0	0	0	0	1	53	5	2	1	3	2	0	66	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0	51	7	0	0	2	3	0	63	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
0945-1000	0	1	0	0	0	0	0	1	43	10	2	0	2	2	0	59	6	0	0	0	0	2	0	8	0	0	0	0	0	0	0	0
0700-1000	5	2	0	0	0	0	0	7	747	120	10	4	24	22	1	928	292	17	0	0	2	5	0	316	2	0	0	0	0	0	0	2
0700-0800	2	1	0	0	0	0	0	3	220	57	0	2	5	8	1	293	148	9	0	0	1	2	0	160	0	0	0	0	0	0	0	0
0715-0815	3	1	0	0	0	0	0	4	242	47	1	2	5	8	0	305	175	9	0	0	2	2	0	188	0	0	0	0	0	0	0	0
0730-0830	1	1	0	0	0	0	0	2	269	47	3	3	7	5	0	334	173	9	0	0	2	1	0	185	0	0	0	0	0	0	0	0
0745-0845	1	1	0	0	0	0	0	2	311	43	3	3	6	3	0	369	135	8	0	0	2	1	0	146	0	0	0	0	0	0	0	0
0800-0900	2	0	0	0	0	0	0	2	322	34	4	1	10	4	0	375	109	6	0	0	1	1	0	117	0	0	0	0	0	0	0	0
0815-0915	1	0	0	0	0	0	0	1	310	33	5	1	11	6	0	366	85	4	0	0	0	1	0	90	0	0	0	0	0	0	0	0
0830-0930	2	0	0	0	0	0	0	2	275	27	5	1	11	8	0	327	66	5	0	0	0	1	0	72	0	0	0	0	0	0	0	0
0845-0945	2	0	0	0	0	0	0	2	235	24	5	1	12	10	0	287	53	4	0	0	0	1	0	58	2	0	0	0	0	0	0	2
0900-1000	1	1	0	0	0	0	0	2	205	29	6	1	9	10	0	260	35	2	0	0	0	2	0	39	2	0	0	0	0	0	0	2
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

## Wood Lane / W End Road South / The Barn Hotel / W End Road North (16:00-19:00) PM Peak

	MOVEMENT 13								MOVEMENT 14								MOVEMENT 15								MOVEMENT 16							
	FROM W END ROAD NORTH LEFT TURN TO THE BARN HOTEL								FROM W END ROAD NORTH STRAIGHT AHEAD TO W END ROAD SOUTH								FROM W END ROAD NORTH RIGHT TURN TO WOOD LANE								FROM W END ROAD NORTH U-TURN BACK TO W END ROAD NORTH							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1615	0	0	0	0	0	0	0	0	33	3	4	0	0	0	1	41	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1615-1630	1	0	0	0	0	0	0	1	52	4	1	0	2	3	0	62	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
1630-1645	1	0	0	0	0	0	0	1	74	3	0	0	3	4	0	84	24	2	0	0	0	0	0	26	0	1	0	0	0	0	0	1
1645-1700	1	0	0	0	0	0	0	1	72	10	0	0	1	3	0	86	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	85	15	1	0	1	3	1	106	19	1	0	0	0	0	0	20	1	0	0	0	0	0	0	1
1715-1730	0	0	0	0	0	0	0	0	89	10	2	1	1	7	1	111	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0	99	10	0	0	1	4	0	114	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0	75	8	0	0	1	2	0	86	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	88	6	0	0	1	7	2	104	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	81	4	0	0	4	6	0	95	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
1830-1845	1	0	1	0	0	0	0	2	82	6	2	0	2	8	0	100	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
1845-1900	0	0	0	0	0	0	0	0	89	4	0	0	2	6	0	101	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
1600-1900	4	0	1	0	0	0	0	5	919	83	10	1	19	53	5	1090	145	3	0	0	0	0	0	148	2	1	0	0	0	0	0	3
1600-1700	3	0	0	0	0	0	0	3	231	20	5	0	6	10	1	273	46	2	0	0	0	0	0	48	0	1	0	0	0	0	0	1
1615-1715	3	0	0	0	0	0	0	3	283	32	2	0	7	13	1	338	62	3	0	0	0	0	0	65	1	1	0	0	0	0	0	2
1630-1730	2	0	0	0	0	0	0	2	320	38	3	1	6	17	2	387	60	3	0	0	0	0	0	63	1	1	0	0	0	0	0	2
1645-1745	1	0	0	0	0	0	0	1	345	45	3	1	4	17	2	417	45	1	0	0	0	0	0	46	1	0	0	0	0	0	0	1
1700-1800	0	0	0	0	0	0	0	0	348	43	3	1	4	16	2	417	52	1	0	0	0	0	0	53	1	0	0	0	0	0	0	1
1715-1815	0	0	0	0	0	0	0	0	351	34	2	1	4	20	3	415	48	0	0	0	0	0	0	48	0	0	0	0	0	0	0	0
1730-1830	0	0	0	0	0	0	0	0	343	28	0	0	7	19	2	399	50	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0
1745-1845	1	0	1	0	0	0	0	2	326	24	2	0	8	23	2	385	51	0	0	0	0	0	0	51	1	0	0	0	0	0	0	1
1800-1900	1	0	1	0	0	0	0	2	340	20	2	0	9	27	2	400	47	0	0	0	0	0	0	47	1	0	0	0	0	0	0	1

HOURLY TOTALS	HOURLY TOTALS	HOURLY TOTALS	HOURLY TOTALS
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## Appendix H



Calculation Reference: AUDIT-247601-221117-1116

## 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 days
IS	ISLINGTON	1 days
KI	KINGSTON	1 days
WF	WALTHAM FOREST	4 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 6 to 97 (units: )  
 Range Selected by User: 6 to 500 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 28/06/22

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

Selected survey days:

Monday	2 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 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
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*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	7
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*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.*

Secondary Filtering selection:

Use Class:

C3 7 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	5 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More 7 days

*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 days
0.6 to 1.0	5 days
1.1 to 1.5	1 days

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

Travel Plan:

No 7 days

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

PTAL Rating:

2 Poor	1 days
3 Moderate	1 days
4 Good	3 days
5 Very Good	1 days
6a Excellent	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:		79	
	Survey date: WEDNESDAY		19/09/18	Survey Type: MANUAL
2	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		14	
	Survey date: MONDAY		27/06/16	Survey Type: MANUAL
3	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS		KINGSTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		20	
	Survey date: MONDAY		11/07/16	Survey Type: MANUAL
4	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		97	
	Survey date: TUESDAY		05/11/19	Survey Type: MANUAL
5	WF-03-C-02 GROSVENOR ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		28	
	Survey date: TUESDAY		25/05/21	Survey Type: MANUAL
6	WF-03-C-04 GROSVENOR ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		42	
	Survey date: TUESDAY		25/05/21	Survey Type: MANUAL
7	WF-03-C-05 NEW WANSTEAD WANSTEAD	BLOCK OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		6	
	Survey date: TUESDAY		25/05/21	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	7	41	0.024	7	41	0.091	7	41	0.115
08:00 - 09:00	7	41	0.031	7	41	0.059	7	41	0.090
09:00 - 10:00	7	41	0.035	7	41	0.035	7	41	0.070
10:00 - 11:00	7	41	0.070	7	41	0.063	7	41	0.133
11:00 - 12:00	7	41	0.070	7	41	0.073	7	41	0.143
12:00 - 13:00	7	41	0.052	7	41	0.066	7	41	0.118
13:00 - 14:00	7	41	0.070	7	41	0.101	7	41	0.171
14:00 - 15:00	7	41	0.038	7	41	0.063	7	41	0.101
15:00 - 16:00	7	41	0.073	7	41	0.056	7	41	0.129
16:00 - 17:00	7	41	0.059	7	41	0.059	7	41	0.118
17:00 - 18:00	7	41	0.129	7	41	0.077	7	41	0.206
18:00 - 19:00	7	41	0.073	7	41	0.070	7	41	0.143
19:00 - 20:00	7	41	0.091	7	41	0.052	7	41	0.143
20:00 - 21:00	7	41	0.052	7	41	0.049	7	41	0.101
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.867			0.914			1.781

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 - 97 (units: )
Survey date range:	01/01/14 - 28/06/22
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.