MAGNA TRANSPORT PLANNING LTD

TRANSPORT NOTE

PROPOSED RESIDENTIAL DEVELOPMENT

90 LONG LANE, ICKENHAM,
UXBRIDGE UB10 8SX

On behalf of **Oracle Global Investments**
Report Reference: **26/923/B**
April 2026

MAGNA TRANSPORT PLANNING LTD
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Registered in England & Wales

MAGNA TRANSPORT PLANNING LTD

REPORT CONTROL SHEET

Magna Ref. 26/923/B

April 2026

Revision	Status	Date	Author
A	CLIENT DRAFT 1	09/04/2026	AP
B	CLIENT DRAFT 2	16/04/2026	AP

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CONTENTS

1 INTRODUCTION

1.1 Purpose Of Report

1.1.1 Magna Transport Planning Ltd has been appointed by Oracle Global Investments ("the Applicant") to prepare a Transport Note in support of a planning application for the proposed demolition of an existing detached house and construction of nine flats (2 x one-bed, 5 x two-bed and 2 x three-bed) (use Class C3) with associated parking and amenities, located at 90 Long Lane, Ickenham, Uxbridge UB10 8SX.

1.1.2 This Transport Note has been prepared to assess the transport and highways impacts of the proposed development. It has been prepared in accordance with the National Planning Policy Framework (NPPF, 2024), the London Plan (2021) and the Hillingdon Local Plan (November 2012).

1.2 Recent Planning History

1.2.1 A planning application 8905/APP/2024/2478 for the proposed erection of a residential building comprising nine flats was submitted to the Local Planning Authority (LPA) in September 2024. This application was supported by a Transport Note prepared by Magna.

1.2.2 The Local Highway Authority (LHA) comments were as follows:

- Nine car parking spaces acceptable
- Parking spaces to be allocated and leased, not sold, to the dwellings to which they relate
- Two active and seven passive electric vehicle charging points (EVCOs) acceptable
- Cycle parking comprising 18 spaces for residents and two spaces for visitors required
- Removal of the access gate was noted and welcomed
- Vehicle tracking within the Magna Transport Note was found to be acceptable
- Any vehicular trip generation uplift as a result of the proposed development is predicted to be minimal and therefore does not raise any specific highway concerns
- Location of the refuse bins was noted, with further details of materials to be secured via a planning condition

- A Demolition and Construction Logistics Plan required in the event of an approval.

1.2.3 The LHA's comments did not raise any objections.

1.2.4 However, the planning application was refused on non-highways grounds. Accordingly, the transport and highways conclusions from the previous application have been carried forward, where applicable.

1.3 Structure of Report

1.3.1 Chapter 2 provides details of site and surrounding area.

1.3.2 Chapter 3 provides details of the accessibility by non-car modes of transport.

1.3.3 Chapter 4 provides description of the proposed development.

1.3.4 Chapter 5 outlines the traffic and parking impact assessment.

1.3.5 Chapter 6 concludes the study.

2 SITE AND SURROUNDING AREA

2.1 The Site

2.1.1 The application site is located in Ickenham, approximately one kilometre south of Ickenham town centre and Ickenham Underground Station, and approximately 500 metres north of Hillingdon Underground Station. The site location in its wider context is shown in Figure 2A.

Figure 2A Site Location

2.1.2 The site is accessed directly from B466 Long Lane. It is located on its northwestern side. The site is located in a predominantly residential area, comprising semi-detached and detached dwellings, with the exception of Douay Martyrs School located to the north of the site.

2.1.3 The existing site is shown in Figure 2B.

Figure 2B Existing Site [Approximate Red Line Boundary]

2.2 Local Highway Network

2.2.1 The site is accessed directly from B466 Long Lane. Long Lane is a single carriageway street with multiple driveways serving residential properties on both sides. It is subject to a 30 mph speed limit and benefits from street lighting and wide footways on both sides.

2.2.2 The carriageway of Long Lane has a width of approximately 10.5 metres adjacent to the site access. It comprises one lane in each direction, 3 metres wide northeastbound and 2.5 metres wide southwestbound separated by 3.0 metres hatched area. There are single yellow line parking restrictions along both sides of the street (Monday - Saturday between 8am and 6.30pm). An advisory cycle lane runs along both sides of the street in the vicinity of the site.

2.2.3 A search on the Crashmap website has revealed that there have been **no** collisions reported on Long Lane at or in the proximity to the site access over the latest available five-year period.

2.2.4 One 'serious' collision occurred approximately 135 metres southwest from the site at the junction with Halford Road, near a pedestrian crossing. This collision involved a car and a pedestrian crossing the road, near the pedestrian crossing.

2.2.5 The collision report is provided in Appendix 1.

2.2.6 Although all PICs are regrettable, the overall volume of collisions does not suggest there are any specific safety problems that would be exacerbated by the proposed development.

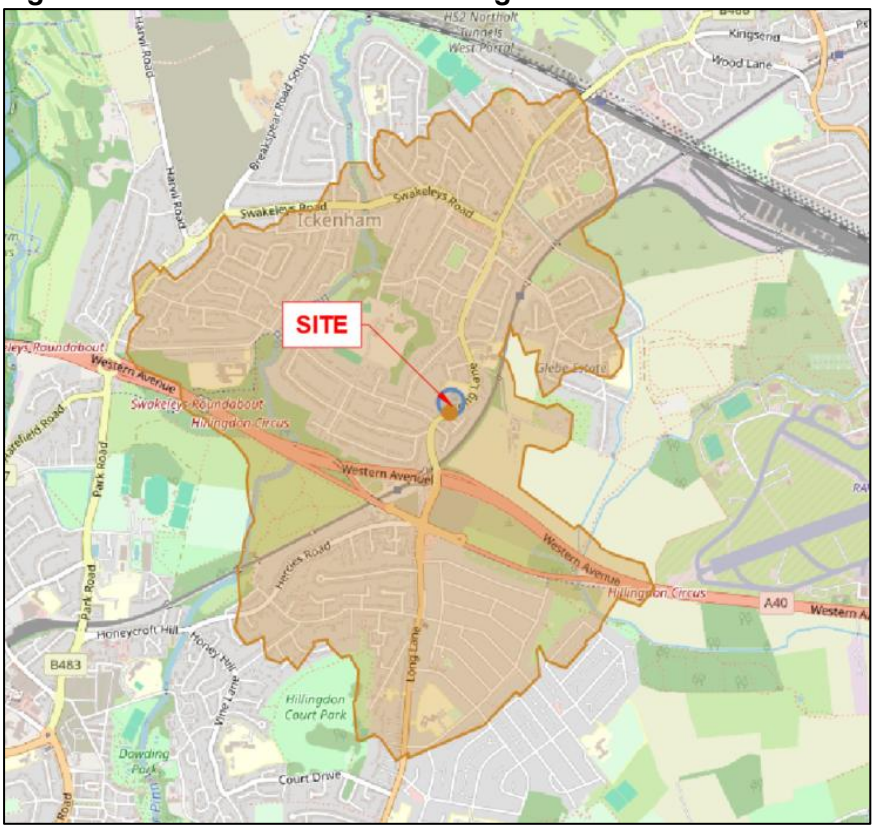
3 ACCESSIBILITY

3.1 Pedestrians and Cyclists

3.1.1 Chartered Institute of Highways and Transportation (CIHT) document – 'Planning for Walking' (2015) states that 80% of journeys shorter than one mile (1.6 kilometres) are made wholly on foot. Therefore, a distance of 1.6 kilometres could be classed as an 'acceptable' walking distance.

3.1.2 Figure 3A shows the 1.6 kilometre walking isochrone.

Figure 3A 1.6 Kilometres Walking Isochrone



3.1.3 The local amenities in the vicinity of the site are well within this distance, as follows:

- The Douay Martyrs School – located 80 metres northeast from the site
- Bus stops on Long Lane – located 30 metres northeast and southwest from the site
- Hillingdon Underground Station – located 500 metres southwest from the site
- Swakeleys tennis club – located 700 metres west from the site
- Hillingdon Park Baptist Church – located 750 metres southwest from the site
- Co-op Food – located 750 metres southwest from the site

- St Giles' Church Ickenham – located one kilometre northeast from the site
- Ickenham Underground Station – located one kilometre northeast from the site

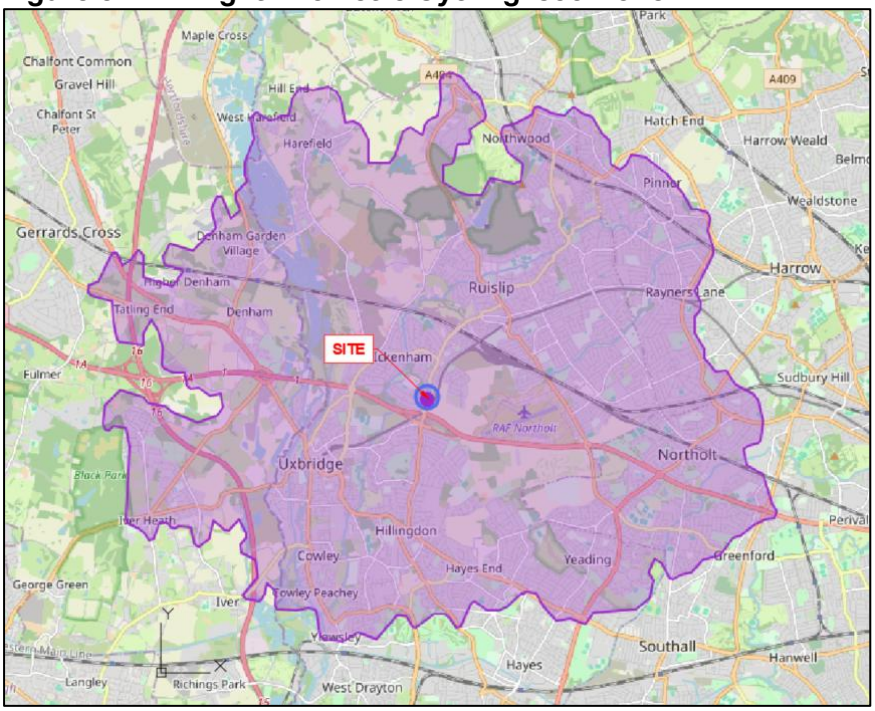
3.1.4 In terms of access to local shops and services including schools and public transport, the site location is therefore considered to be very sustainable.

3.1.5 There are footways on both sides of Long Lane adjacent to the site access and it continues in both directions and provides direct pedestrian access to Ickenham town centre, Hillingdon bus stops and railway station.

3.1.6 There are a number of crossing opportunities in the form of dropped kerbs on Long Lane and adjacent streets, which are lightly trafficked. There is also an uncontrolled crossing in the vicinity of The Douay Martyrs School, approximately 60 metres northeast of the site.

3.1.7 Local Transport Note 1/20 (Cycle Infrastructure Design) states that two out of every three personal trips are less than five miles (eight kilometres) in length, which is an achievable distance to cycle for most people. An eight kilometre cycling isochrone is shown in Figure 3B.

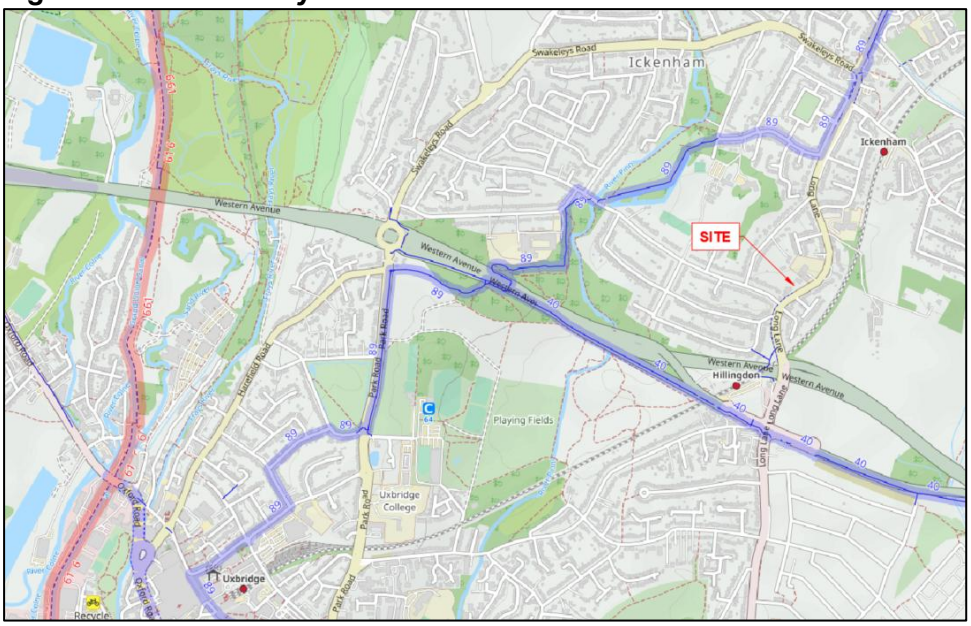
Figure 3B Eight Kilometre Cycling Isochrone



3.1.8 Figure 3B shows that the areas of Ickenham, Hillingdon, Uxbridge, Denham, Cowley, Northolt and Northwood are within an acceptable cycling distance from the site.

3.1.9 There are advisory cycle lanes on both sides of B466 Long Lane. They provide connections to Local Cycle Route 89 to the north and Local Cycle Route 40 to the south of the site. These routes connect to National Cycle Routes 6 and 61, which run in a north–south direction to the west of the site, as shown in Figure 3C.

Figure 3C Local Cycle Routes



3.1.10 The site is therefore located in an environment which is conducive to encouraging residents to walk and cycle for short journeys.

3.2 Public Transport

Buses

3.2.1 There are bus stops on Long Lane, within 30 metres walking distance from the site (less than one minute walk). These bus stops are served by a number of bus routes, which are summarised in Table 3A.

Table 3A Bus Services

Route No.	Route Location	Frequency		
		Mon-Fri	Saturday	Sunday
278	Ruislip – Hayes - Heathrow Airport	4 per hr	4 per hr	3 per hour
695	Cherry Lane School – Swakeleys Drive	2 services AM /3 services PM	-	-
697	Wood End – Yeading - Ickenham	2 services AM /3 services PM	-	-
698	West Drayton – Hayes - Ickenham	4 services AM /5 services PM	-	-

3.2.2 As shown in Table 3A, there are regular bus routes providing access to Ruislip, Ickenham, Hillingdon, Hayes, West Drayton and Heathrow Airport.

Rail

3.2.3 Hillingdon Underground Station is located at a walking distance of 500 metres southwest from the site (or seven-minute walk). It is served by the Metropolitan and Piccadilly Lines, with the following train frequencies:

- 6 trains per hour to Aldgate (including two fast trains)
- 2 trains per hour to Baker Street
- 6 trains per hour to Uxbridge

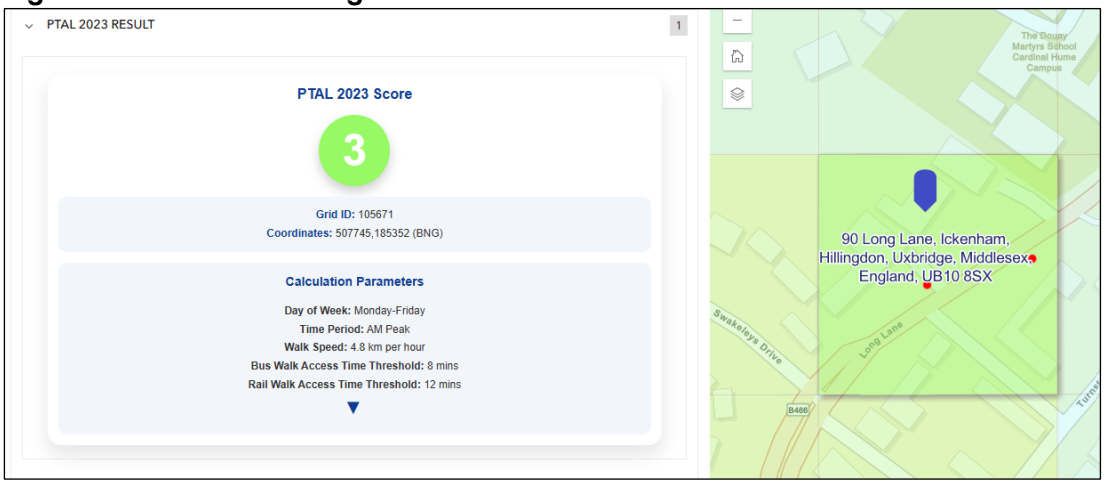
PTAL

3.2.4 Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London.

3.2.5 Each area is graded between 0 and 6b, where a score of 0 is very poor access to public transport, and 6b is excellent access to public transport.

3.2.6 As such, based on TfL's WebCAT, the PTAL (Public Transport Accessibility Level) rating of the site is 3 i.e., moderate. The WebCAT extract is shown in Figure 3D.

Figure 3D PTAL Rating



3.2.7 Although the theoretical PTAL rating of the site is moderate, this does not take into account the existing good pedestrian infrastructure in the area and access to typical local services and amenities such as schools, shops which are located within an acceptable walking distance of one kilometre from the site.

4 PROPOSED DEVELOPMENT

4.1 The Proposals

4.1.1 The planning permission is sought to demolish the existing bungalow and construct nine residential flats. The proposed schedule of accommodation is as follows:

- 2 x 1-bed flats
- 5 x 2-bed flats
- 2 x 3-bed flats

4.2 Access Arrangements

Vehicular Access

4.2.1 The existing site access will be retained. This access is approximately 4.3 metres wide at its entrance adjacent to Long Lane. The existing gate will be removed thus ensuring that vehicles entering the site do not have to wait/obstruct the highway, as this was raised as a concern by the Highways Officer at the 2023 planning application.

4.2.2 The site access achieves the vehicular visibility splays of 2.4 metres x 43 metres in both directions, and pedestrian visibility splays of 2.0 metres x 2.0 metres. The existing access arrangements are provided in Appendix 2. The access meets the required highway safety standards and is therefore considered to be safe and suitable for the proposed development.

Pedestrian and Cycle Access

4.2.3 A separate pedestrian and cycle access is proposed, at approximately eight metres south of the vehicular access. This access will be 1.5 metres wide minimum. This provision enhances accessibility into the site for pedestrians and cyclists, as they do not need to walk through the car park, thereby avoiding potential conflicts.

4.3 Car Parking

4.3.1 The London Plan (2021) requires residential developments in Outer London boroughs with a PTAL rating of 3 to provide a maximum of 0.75 spaces per one- and two-bedroom dwelling and 1.0 space per three-bedroom dwelling. Based on these standards, approximately eight car parking spaces will be required.

4.3.2 The provision of nine car parking spaces ensures that both resident and occasional visitor parking demand can be accommodated entirely within the site, thereby preventing overspill parking on the local road network.

4.3.3 One of the car parking spaces will be designed as a disabled bay. This provision equates to 10% of the total number of dwellings and is therefore in accordance with the London Plan requirements. This provision ensures that the needs of people with disabilities and reduced mobility are appropriately addressed.

4.3.4 The car parking spaces will be allocated and leased to the dwellings. This could be covered within a Parking Management Plan which can be secured via an appropriately worded condition.

4.3.5 20% of these spaces (i.e., two) will be provided with an active Electric Vehicle Charging Point (EVCP) and the remaining seven spaces will have passive provision, in accordance with the London Plan standards.

4.3.6 The swept path of the car park using a large car is provided in Appendix 3.

4.4 Cycle Parking

4.4.1 The London Plan (2021) requires residential developments to provide a minimum of 1.5 cycle parking spaces per one-bedroom dwelling and two cycle parking spaces per all other dwellings. Based on these standards, approximately 17 cycle parking spaces will be required.

4.4.2 A cycle store is proposed on site; within approximately 18 metres from the main entrance to the building. The store will be able to accommodate 20 cycle spaces. This provision exceeds the London Plan, thus demonstrating the Applicant's commitment to encouraging sustainable travel.

4.4.3 The entrance doors into the cycle store will be a minimum of 1.8 metres wide and will operate via key fob entry for ease of access for residents.

4.4.4 In addition to the above, there will be two external cycle parking spaces in the form of one Sheffield stand provided for the visitors to use. The Applicant would be willing to accept an appropriately worded condition which requires them to submit detailed drawings of the cycle parking provision prior to the occupation of the development.

4.5 Refuse Collection

4.5.1 The bin store is located on the southwest corner of the site, at a distance of approximately 15 metres from the main entrance of the building and less than 20 metres from the public highway. The bins will be presented adjacent to the pedestrian entrance on the day of collection.

4.5.2 As such, on-street refuse collection will be undertaken, in the same manner as other properties on Long Lane.

5 TRAFFIC IMPACT ASSESSMENT

5.1 TRICS Assessment

5.1.1 In order to estimate trip generation associated with the proposed development, TRICS database v8 has been interrogated. The following criteria within TRICS have been used:

- Land Use Residential
- Sub-land Use Flats Privately Owned
- Regions Greater London
- PTAL Rating 2 and 4
- Sites with less than 50 flats
- Multi-modal surveys chosen

5.1.2 The TRICS report is provided in Appendix 4, and the results for the typical commuter peak hours of 08:00–09:00 and 17:00–18:00 are summarised in Table 5B.

Table 5B Residential Vehicular Trip Generation

Mode	Hour	Trip Rate		Trips		
		In	Out	In	Out	Two-way
Vehicles	08:00-09:00	0.072	0.175	1	2	3
	17:00-18:00	0.165	0.062	1	1	2
Pedestrians	08:00-09:00	0.021	0.186	0	2	2
	17:00-18:00	0.155	0.124	1	1	2
Cycle	08:00-09:00	0.010	0.031	0	0	0
	17:00-18:00	0.021	0.010	0	0	0
Public Transport	08:00-09:00	0.021	0.258	0	2	2
	17:00-18:00	0.186	0.052	2	0	2

5.1.3 Table 5B shows that the proposed development is likely to generate up to three two-way vehicular trips, two two-way pedestrian trips and two two-way public transport trips in the weekday peak hours.

5.1.4 The level of trip generation is unlikely to give rise to any adverse residual traffic impact on the local road network.

6 CONCLUSIONS

6.1 Magna Transport Planning Ltd has been appointed by Oracle Global Investments to prepare a Transport Note in support of a planning application for the proposed demolition of an existing detached house and construction of nine residential flats (use Class C3) with associated parking and amenities, located at 90 Long Lane, Ickenham, Uxbridge UB10 8SX.

6.2 The Highways Officer raised no objections or concerns in the previous planning application (reference 8905/APP/2024/2478), and therefore the transport and highways aspects of the previous application have been adopted, where applicable.

6.3 The vehicular access gate has been removed. This ensures vehicles do not need to wait/obstruct the highway, directly addressing concerns about obstruction and highway safety. Vehicular visibility splays of 2.4 metres x 43 metres in both directions have been demonstrated, ensuring compliance with highway safety standards.

6.4 A separate pedestrian and cycle access has been introduced, positioned approximately eight metres south of the vehicular access. This ensures safe and convenient movement for pedestrians and cyclists, avoiding potential conflicts with vehicles. The access design complies with the London Cycling Design Standards (LCDS), ensuring that cyclists pushing bicycles can easily navigate the entrance.

6.5 The proposal includes 20 secure cycle parking spaces for residents, which exceeds the London Plan (2021) requirements. Two visitor cycle spaces (i.e., one Sheffield stand) could be provided externally near the entrance to the building, and this provision could be secured via an appropriately worded condition.

6.6 Car parking provision includes nine spaces. Two of these spaces (20%) will feature active EVCPs, and the remaining seven spaces will include passive provision, addressing the comments from the previous application. A Parking Management Plan will ensure spaces are allocated and managed appropriately.

6.7 The refuse collection arrangements have been designed to comply with local authority requirements. The bin store is located approximately 15 metres from the public highway, ensuring efficient and practical waste management.

6.8 The TRICS analysis indicates that the proposed development will generate up to three two-way vehicular trips during peak hours, which is de minimis and unlikely to have any perceptible impact on the local road network.

6.9 The site is in a sustainable location, with good access to public transport, local amenities, and high-quality pedestrian and cycle infrastructure. While the site's PTAL rating is 3 (moderate), the actual accessibility and connectivity are considered to be better than the PTAL rating suggests.

6.10 The NPPF (2024) states:

> ***Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.***

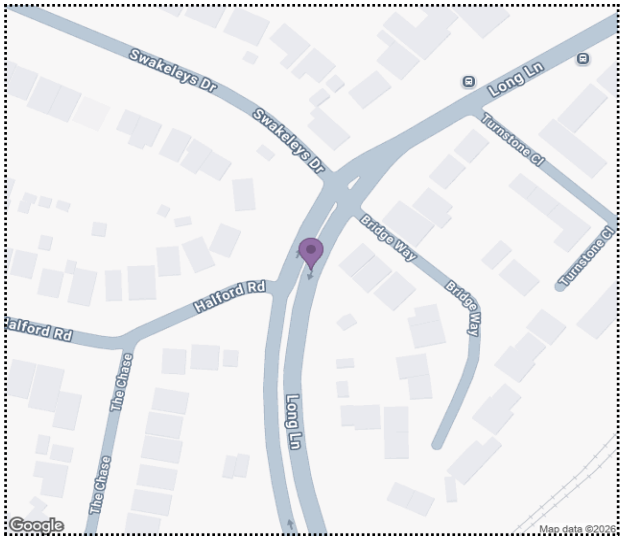
6.11 The proposed development has addressed the previous highways concerns and demonstrated compliance with national and local policies, including the NPPF (2024), the London Plan (2021), and Hillingdon Local Plan. Consequently, there are no highways reasons to refuse this planning application.

Appendix 1. COLLISION REPORT

crashmap.co.uk

Validated Data

Crash Date:	Wednesday, October 5, 2022	**Time of Crash:**	07:40:00	**Crash Reference:**	2022010402921
Highest Injury Severity:	Serious	**Road Number:**	B466	**Casualties:**	1
Highway Authority:	Hillingdon			**Vehicles:**	1
Local Authority:	Hillingdon			**OS Grid Reference:**	507684 185268
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

Crash Date: Wednesday, October 5, 2022 **Time of Crash:** 07:40:00 **Crash Reference:** 2022010402921

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Female	26 - 35	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	16 - 20	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix 2. ACCESS ARRANGEMENTS

N

VISIBILITY SPLAY
2.4x43m

PEDESTRIAN
VISIBILITY
2x2m

VISIBILITY SPLAY
2.4x43m

PEDESTRIAN
VISIBILITY
2x2m

Rev	Date	Description	Drn	Chk	App
-	09.04.26	ORIGINAL ISSUE	KJ	AP	AP

MAGNA TRANSPORT PLANNING LTD

Client
-

Project
90 LONG LANE,
HILLINGDON

Drawing Title
SITE ACCESS
VISIBILITY SPLAYS

Drawing Status
FOR INFORMATION

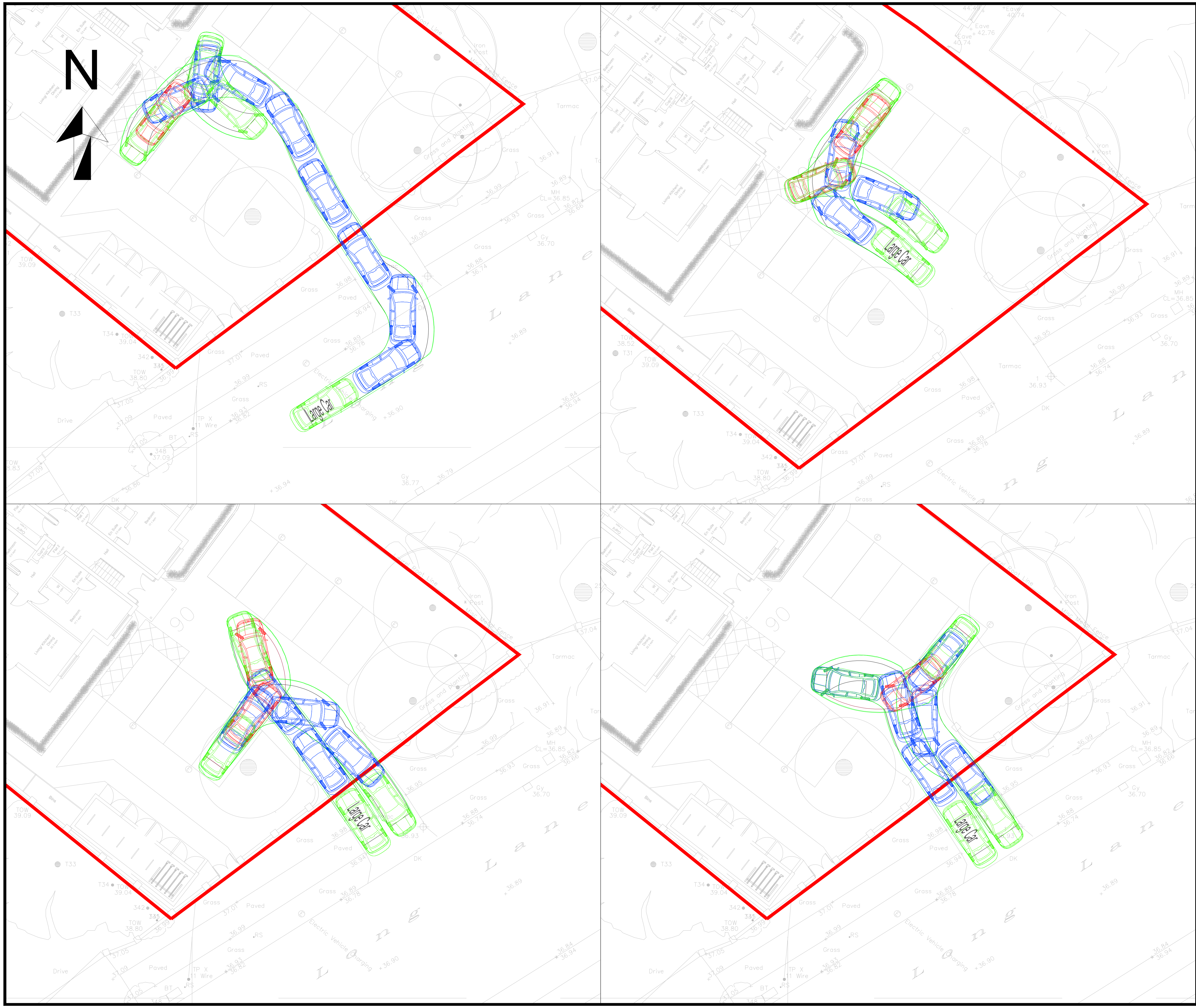
Drawn	Designed	Date	Scale	Size
KJ		APR 2026	1:250	A3

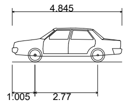
Drawing No. 26-923-SK01

Rev -

PLOT DATE: 09 April 2026 11:02:07

Appendix 3. SWEPT PATH ASSESSMENT





Large Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.495m
Min Body Ground Clearance	0.256m
Track Width	1.750m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

Rev	Date	Description	Drn	Chk	App
-	09.04.26	ORIGINAL ISSUE	KJ	AP	AP

MAGNA
MAGNA TRANSPORT PLANNING LTD

Client
-

Project
90 LONG LANE, HILLINGDON

Drawing Title
SWEPT PATH ANALYSIS
LARGE CAR

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
KJ		FEB 2025	1:250	A3

Drawing No.	Rev
26-923-TR01	-

PLOT DATE: 09 April 2026 11:02:31

Appendix 4. TRICS: FLATS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BN	BARNET	1 day
	HG	HARINGEY	1 day
	HO	HOUNSLOW	1 day
	KI	KINGSTON	1 day

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:	DWELLS
Actual Range:	6 to 48 (units:DWELLS)
Range Selected by User:	6 to 50 (units:DWELLS)
Parking Spaces Range:	2 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/14 to 26/11/25

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

Selected survey days:

Friday	1 days
Monday	1 days
Thursday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Edge of Town Centre	1 days
Neighbourhood Centre	1 days
Suburban Area	1 days

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

Selected Location Sub Categories:

Residential Zone	4 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	3 days
Servicing vehicles Unknown	1 days

Secondary Filtering Selection:

Use Class:

C3	4 surveys

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

Population within 500m Range:

4110 - 9358

Population within 1 mile:

20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

500,001 or More	4 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	1 surveys

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

Petrol filling station:

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

Travel Plan:

No	4 surveys

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

PTAL Rating:

2 - Poor	2 surveys
3 - Moderate	1 surveys
4 - Good	1 surveys

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

COVID-19 Restrictions:

No

1 **BN-03-C-01** **FLATS IN HOUSES** **BARNET**
VICTORIA ROAD
NEW BARNET
Neighbourhood Centre
Residential Zone
Number of dwellings: 33.00 DWELLS
Survey date: Thursday 09/06/2022 Survey Type: Manual

2 **HG-03-C-02** **BLOCK OF FLATS** **HARINGEY**
HIGH ROAD
WOOD GREEN
WOODSIDE PARK
Suburban Area
Residential Zone
Number of dwellings: 30.00 DWELLS
Survey date: Wednesday 01/10/2014 Survey Type: Manual

3 **HO-03-C-05** **BLOCK OF FLATS** **HOUNSLOW**
PARK LANE
HOUNSLOW
CRANFORD
Edge of Town
Residential Zone
Number of dwellings: 14.00 DWELLS
Survey date: Friday 06/03/2020 Survey Type: Manual

4 **KI-03-C-03** **BLOCK OF FLATS** **KINGSTON**
PORTSMOUTH ROAD
SURBITON
Edge of Town Centre
Residential Zone
Number of dwellings: 20.00 DWELLS
Survey date: Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WF-03-C-02|25-05-2021	25-05-2021	survey during COVID
WF-03-C-03|21-05-2021	21-05-2021	survey during COVID
WF-03-C-04|25-05-2021	25-05-2021	survey during COVID
WF-03-C-05|25-05-2021	25-05-2021	survey during COVID

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	24	0.031	0.103	0.134
08:00-09:00	4	24	0.072	0.175	0.247
09:00-10:00	4	24	0.062	0.072	0.134
10:00-11:00	4	24	0.093	0.144	0.237
11:00-12:00	4	24	0.072	0.103	0.175
12:00-13:00	4	24	0.134	0.124	0.258
13:00-14:00	4	24	0.103	0.103	0.206
14:00-15:00	4	24	0.124	0.113	0.237
15:00-16:00	4	24	0.082	0.103	0.185
16:00-17:00	4	24	0.093	0.062	0.155
17:00-18:00	4	24	0.165	0.062	0.227
18:00-19:00	4	24	0.082	0.052	0.134
19:00-20:00	2	17	0.176	0.147	0.323
20:00-21:00	2	17	0.088	0.118	0.206
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.377	1.481	2.858

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	01/10/2014 - 09/06/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	24	0.010	0.031	0.041
08:00-09:00	4	24	0.010	0.031	0.041
09:00-10:00	4	24	0.031	0.041	0.072
10:00-11:00	4	24	0.010	0.010	0.020
11:00-12:00	4	24	0.021	0.000	0.021
12:00-13:00	4	24	0.000	0.010	0.010
13:00-14:00	4	24	0.021	0.010	0.031
14:00-15:00	4	24	0.010	0.010	0.020
15:00-16:00	4	24	0.010	0.000	0.010
16:00-17:00	4	24	0.021	0.010	0.031
17:00-18:00	4	24	0.021	0.010	0.031
18:00-19:00	4	24	0.000	0.010	0.010
19:00-20:00	2	17	0.059	0.000	0.059
20:00-21:00	2	17	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.224	0.173	0.397

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	01/10/2014 - 09/06/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	24	0.031	0.062	0.093
08:00-09:00	4	24	0.021	0.186	0.207
09:00-10:00	4	24	0.062	0.072	0.134
10:00-11:00	4	24	0.052	0.082	0.134
11:00-12:00	4	24	0.062	0.072	0.134
12:00-13:00	4	24	0.113	0.021	0.134
13:00-14:00	4	24	0.021	0.052	0.073
14:00-15:00	4	24	0.062	0.041	0.103
15:00-16:00	4	24	0.144	0.093	0.237
16:00-17:00	4	24	0.196	0.072	0.268
17:00-18:00	4	24	0.155	0.124	0.279
18:00-19:00	4	24	0.124	0.062	0.186
19:00-20:00	2	17	0.029	0.118	0.147
20:00-21:00	2	17	0.147	0.059	0.206
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.219	1.116	2.335

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	01/10/2014 - 09/06/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	24	0.021	0.278	0.299
08:00-09:00	4	24	0.021	0.258	0.279
09:00-10:00	4	24	0.021	0.093	0.114
10:00-11:00	4	24	0.021	0.041	0.062
11:00-12:00	4	24	0.021	0.103	0.124
12:00-13:00	4	24	0.052	0.031	0.083
13:00-14:00	4	24	0.041	0.041	0.082
14:00-15:00	4	24	0.041	0.010	0.051
15:00-16:00	4	24	0.082	0.031	0.113
16:00-17:00	4	24	0.103	0.052	0.155
17:00-18:00	4	24	0.186	0.052	0.238
18:00-19:00	4	24	0.268	0.031	0.299
19:00-20:00	2	17	0.059	0.000	0.059
20:00-21:00	2	17	0.029	0.000	0.029
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.966	1.021	1.987

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	01/10/2014 - 09/06/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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