



**TRANSPORT ASSESSMENT
PROPOSED ARTIFICIAL GRASS
PITCH, HAYDON SCHOOL,
WILTSHIRE LANE**

SURFACING STANDARDS LTD

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1. INTRODUCTION

INTRODUCTION

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Surfacing Standards Ltd to prepare a Transport Assessment to support a planning application for the development of a 3G artificial grass pitch (AGP) on land at Haydon School, Pinner.

Site Location and Development Proposals

- 1.2 The site forms part of land operated by Haydon School and is located approximately 3.5 west of Pinner town centre and 6.2km north-west of Harrow town centre. The site is bound by residential dwellings on Norwich Road to the north, Wiltshire Lane to the west and south and Joel Street to the east. The site location is shown in **Figure 1.1** below, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

- 1.3 The proposals will result in the replacement of part of the existing grass playing fields to provide a fully floodlit 3G playing surface. Use of the site during the weekdays will be limited to Haydon School only and then by community users during weekday evenings and at weekends.
- 1.4 Pedestrian and vehicular access will continue to be taken from Wiltshire Lane to the west of the site, which runs broadly north-west to south-east through the surrounding residential area. As can be seen at **Appendix A**, the site benefits from existing car parking area comprising of 140 spaces (including 3 disabled bays and 3 minibus spaces). The school benefits from formal cycle storage capable of accommodating 124 bicycles.
- 1.5 The proposed 3G AGP will be capable of accommodating the following pitch configurations:
- 1 x 11 vs 11 Adult pitch (100m x 64m); or
 - 2 x 9 vs 9 Under 11s/12s; or
 - 2 x 7 vs 7 Under 9s/10s; or
 - 4 x 5 vs 5 Under 7s/8s.
- 1.6 It should be noted that the site was previously subject to a planning application for a similar, but smaller, 3G playing surface in 2014. The application was refused for a number of reasons, including a failure to demonstrate how the demand for parking associated with visitors to the site will be accommodated and managed as a result of the intensification of use. As such, this Transport Assessment has been prepared to provide this information and to demonstrate the application's compliance with local and national planning policy.

REPORT STRUCTURE

- 1.7 Following this introductory section:
- **Section 2** describes the transport planning policy context within which the proposals will be assessed;
 - **Section 3** details the accessibility of the development site by non-car modes;
 - **Section 4** describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;
 - **Section 5** summarises the anticipated vehicle trip generation associated with the development proposals;

- **Section 6** considers the access, parking and servicing arrangements; and
- **Section 7** offers a summary and conclusion.

2. POLICY REVIEW

INTRODUCTION

- 2.1 This section of the Transport Assessment identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

NATIONAL POLICY CONTEXT

National Planning Policy Framework (NPPF – MHCLG, December 2024)

- 2.2 The revised National Planning Policy Framework was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development. The key change in the most recent NPPF is the emphasis placed upon a vision-led approach, indeed Paragraph 109 states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places."
- 2.3 The focus of development proposals should be to create a vision for the site and identify how that will be achieved, prioritising accessibility by sustainable modes through design whilst ensuring that "Any significant impacts from the development on the transport network (in terms of capacity and congestions), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."
- 2.4 Paragraph 116 identifies that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."
- 2.5 This Transport Assessment will demonstrate that the proposals take full advantage of existing facilities for sustainable travel locally. Furthermore, this Transport Assessment will demonstrate that the development proposals will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

LOCAL POLICY

Harrow Local Plan Core Strategy 2012-2026

- 2.6 The Harrow Local Development Framework (LDF) consists of a collection of individual planning documents created by the Council to guide land use and shape development across the Borough over a 15-year period
- 2.7 The Core Strategy outlines the long-term plan how Harrow and its distinct areas should evolve by 2026. It also details the Council's approach to realising this vision.
- 2.8 The Spatial Vision for Harrow is the *"development [of] opportunities, on previously-developed sites across the Borough, will have been successfully managed to integrate with their surroundings and will have contributed to environmental improvement and infrastructure in the locality"*. This Spatial Vision will be achieved through a focus on Harrow-on-the-Hill station, Harrow Bus Station and Harrow & Wealdstone Station being accessible public transport nodes.
- 2.9 Strategic Objective 5 sets out to encourage sustainable modes of transport and decrease dependency on private vehicles; the strategy seeks to enhance Harrow's public transport infrastructure and service provision. This objective is further supported by the implementation of policies and initiatives that actively promote walking and cycling as viable alternatives to car travel.
- 2.10 Core Policy 10 CS10 of Harrow Local Development Framework outlines the council's commitment to enhancing the borough's strategic transport infrastructure. The policy priorities initiatives that improve accessibility to key growth areas, specifically the Harrow & Wealdstone intensification area and Harrow town centre. It also aims to alleviate congestion on the local road network, support a modal shift toward more sustainable forms of travel, such as walking and cycling, and to contribute to improvements in air quality, aligning with the objectives set out in the Mayor's Air Quality Strategy. To achieve this, upgrades to transport interchanges and stations at Harrow-on-the-Hill and Harrow & Wealdstone, as well as enhancements across other rail and underground stations throughout the borough will be provided. A particular emphasis is placed on accessibility, within the policy advocating for step-free access to all stations. Furthermore, the strategy supports the expansion of bus services and facilitates, the implementation of Travel Plans and Transport Assessments for major developments, and the development of a comprehensive and safe cycling network, especially along key east-west and north-south corridors. Improvements to pedestrian

infrastructure, including enhanced access to green space and integration with Harrow's green grid, are also integral components of the council's transport vision.

- 2.11 This Transport Assessment has been produced taking into account the overarching themes of both national and local policy guidance, which seeks to encourage development that is readily accessible by means other than the private car.

3. ACCESSIBILITY

INTRODUCTION

- 3.1 This section of the Transport Assessment describes the existing infrastructure that will facilitate and encourage users of the facility to walk, cycle or use public transport, rather than to travel by car.

ACTIVE TRAVEL OPTIONS

Pedestrian Access

- 3.2 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

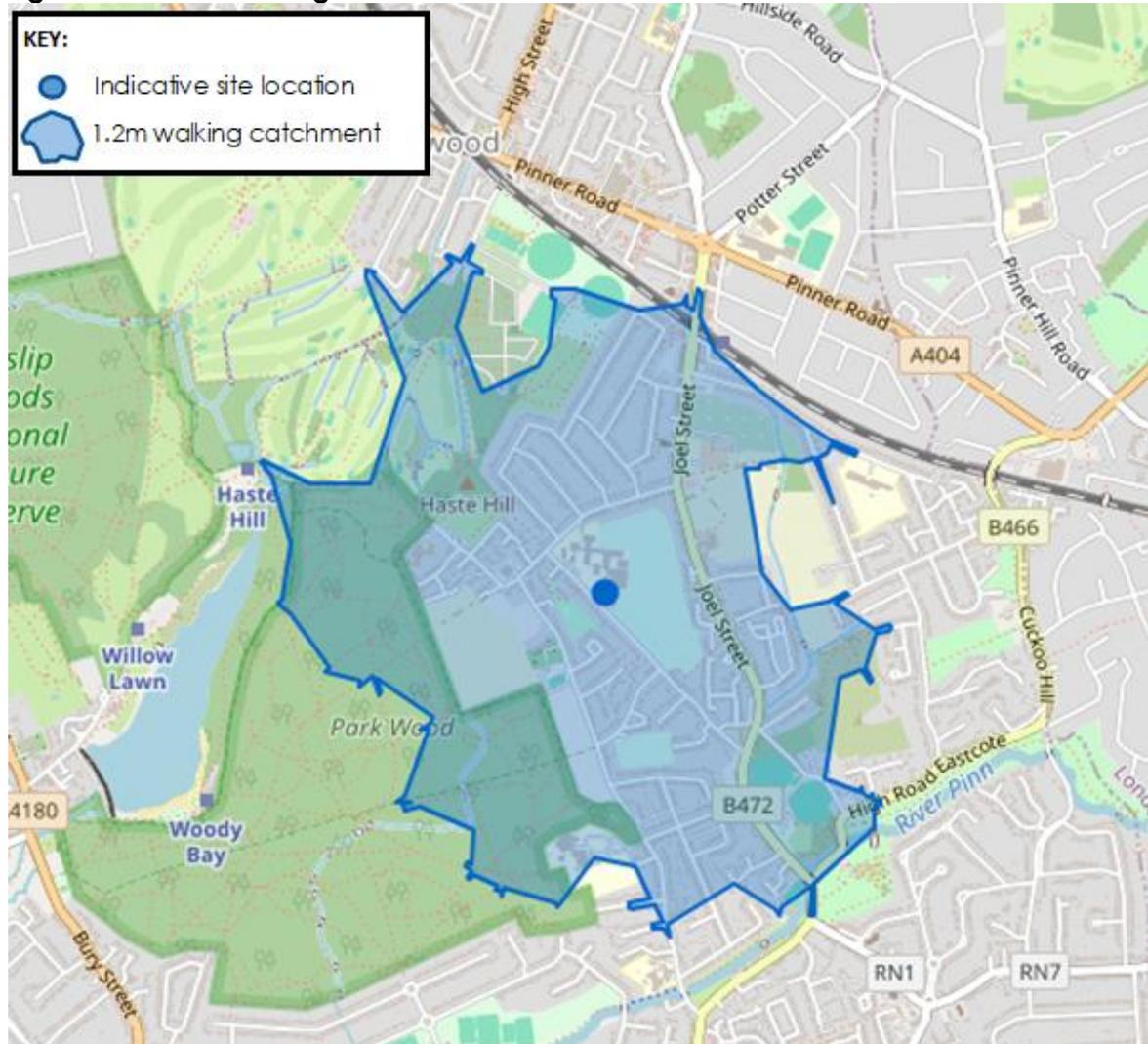
Table 3.1: Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

(Source: IHT)

- 3.3 As **Table 3.1** shows, a 1.2km catchment is the preferred maximum walking distance for 'elsewhere'. A 1.2km walking catchment of the site includes residential areas surrounding the site and Northwood Hills railway station, which is set out in **Figure 3.1**, overleaf.

Figure 3.1: 1.2km Walking Catchment



(Source: Open Street Map)

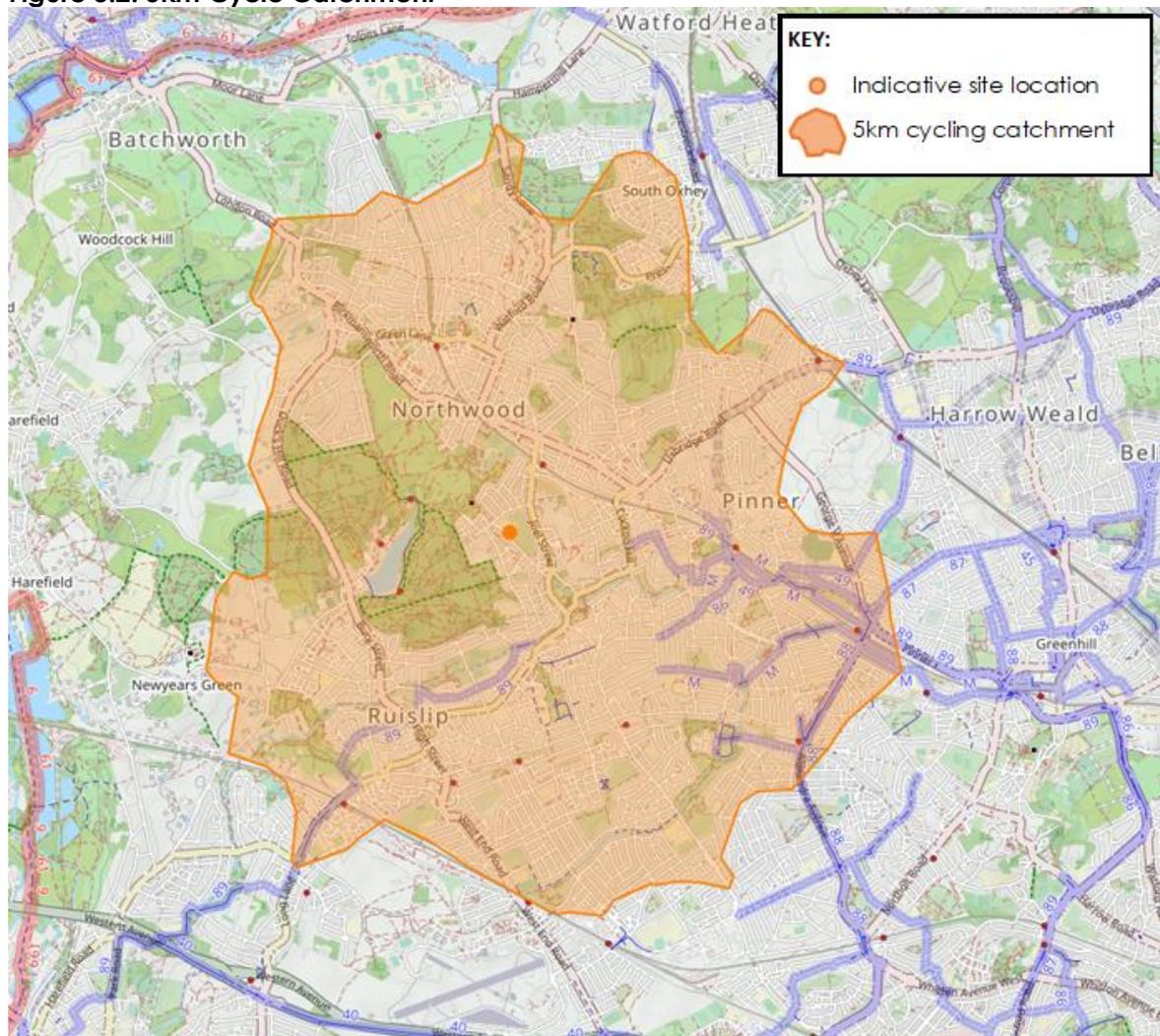
- 3.5 The proposed AGP is located on land at Haydon School and, therefore, access will be taken via the existing pedestrian access on the western boundary, from Wiltshire Lane. Internally, footpaths extend throughout the site to connect to the proposed AGP.
- 3.6 Running broadly north-west to south-east along the western boundary of the site, Wiltshire Lane benefits from footways and street lighting on both sides and in parts is separated from the carriageway by a grass verge. Wiltshire Lane is subject to a 20mph speed limit along the site frontage. Approximately 100m north-west of the site access, Wiltshire Lane forms the minor arm of a priority T-junction with Norwich Road. This junction benefits from dropped kerbs on both sides, supporting pedestrian movement west to east. Norwich Road is bound by footways and street lighting on both sides of the carriageway.

- 3.7 From the site access, Wiltshire Lane extends south-east for approximately 700m and forms the major arm of a number of priority T-junction along its length, giving access to the surrounding residential area. Throughout, the carriageway is bound by footways and street lighting on both sides and vehicles are subject to a 20mph speed limit along the site frontage, with signage indicating a school zone.
- 3.8 Accessible from either Wiltshire Lane or Norwich Road, Joel Street runs broadly north to south and forms part the eastern boundary of the site. Approximately 700m south-east of the site access Wiltshire Lane forms a T-junction with Joel Street. Approximately 20m north of the junction Joel Street benefits from a zebra crossing with dropped kerbs and tactile pavement.

Cycle Access

- 3.9 Cycling can be a substitute for car trips, particularly those up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes the entirety Northwood, Ruislip and the majority of Pinner. The catchment also includes underground stations such as Northwood, Pinner, Ruislip and Rayners Lane. **Figure 3.2**, overleaf, illustrates a 5km cycle catchment of the site.

Figure 3.2: 5km Cycle Catchment



(Source: Open Cycle Map)

- 3.10 As can be seen in **Figure 3.2**, the closest cycle network is from local cycle routes east of the site. These routes have designated cycle paths connecting residential areas with Pinner underground station. There is no National Cycle Network (NCN) accessible within the 5km catchment.
- 3.11 Given the large residential area within a 5km cycling catchment, it is expected that some users of the AGP could access the site by bike. This will be facilitated through the provision of dedicated cycle parking on site.

PUBLIC TRANSPORT

Bus Services

- 3.12 The closest bus stops to the site are located on Norwich Road, approximately 140m and 180m north of the site, respectively. Both stops benefit from a flagpole and timetable information. These stops are served by the H13 bus.
- 3.13 Additional bus stops can be accessed on Joel Street approximately 600m from the site. For the southbound service, this stop benefits from shelter, seating and a flagpole. The northbound stop can be located 800m from the site access and benefits from shelter, seating and a flagpole. The 282 service can be accessed from these stops. **Figure 3.3**, below, illustrates the location of the closest bus stops whilst **Table 3.2**, overleaf, provides a breakdown of the bus services available.

Figure 3.3: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Service Summary

Service	Bus Route	Approximate Headway			Last Service	
		Weekday	Saturday	Sunday	Weekday	Weekend
Norwich Road						
H13	Northwood Hills – Pinner – Ruislip Lido	20 mins	20 mins	20 mins	c. 00:00	c. 00:00
Joel Street						
282	Ealing Hospital – Mount Vernon Hospital	10 mins	10 mins	15 mins	c. 00:35	c. 00:35

(Source: PT Operators)

- 3.14 As can be seen in **Table 3.2**, there are frequent services available Monday-Sunday, which offer services to a range of local and regional destinations. It is, therefore, considered that travel by bus would be a viable option for those accessing the site from further afield and surrounding residential areas.

Rail

- 3.15 The closest Railway station is Northwood Hills; this station is part of the London underground system and sits on the Metropolitan line. This station is located approximately 1.5km north-east of the site and can be accessed by a 14-minute walk or a 4 minute-cycle via Joel Street. The Metropolitan line has services, on average, every 15 minutes. This line has 4 routes, all of which begin or end with Aldgate station, connecting with Amersham, Chesham, Uxbridge, and Watford.

Summary

- 3.16 Overall, the site is within easy reach of surrounding residential areas on foot, by bike or public transport. It is considered that there is very good sustainable transport infrastructure within the vicinity of the proposed development site and, as such, the proposals are consistent with national and local policy objectives.

4. LOCAL HIGHWAY NETWORK

INTRODUCTION

- 4.1 This section of the Transport Assessment considers the nature of the existing highway network and summarises the historic accident data for the area surrounding the site.

HIGHWAY NETWORK

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**, below.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

- 4.3 Vehicular access is to be taken from Wiltshire Lane on the western boundary of Haydon School, via the existing site access. Wiltshire Lane is approximately 5.7m wide and is subject

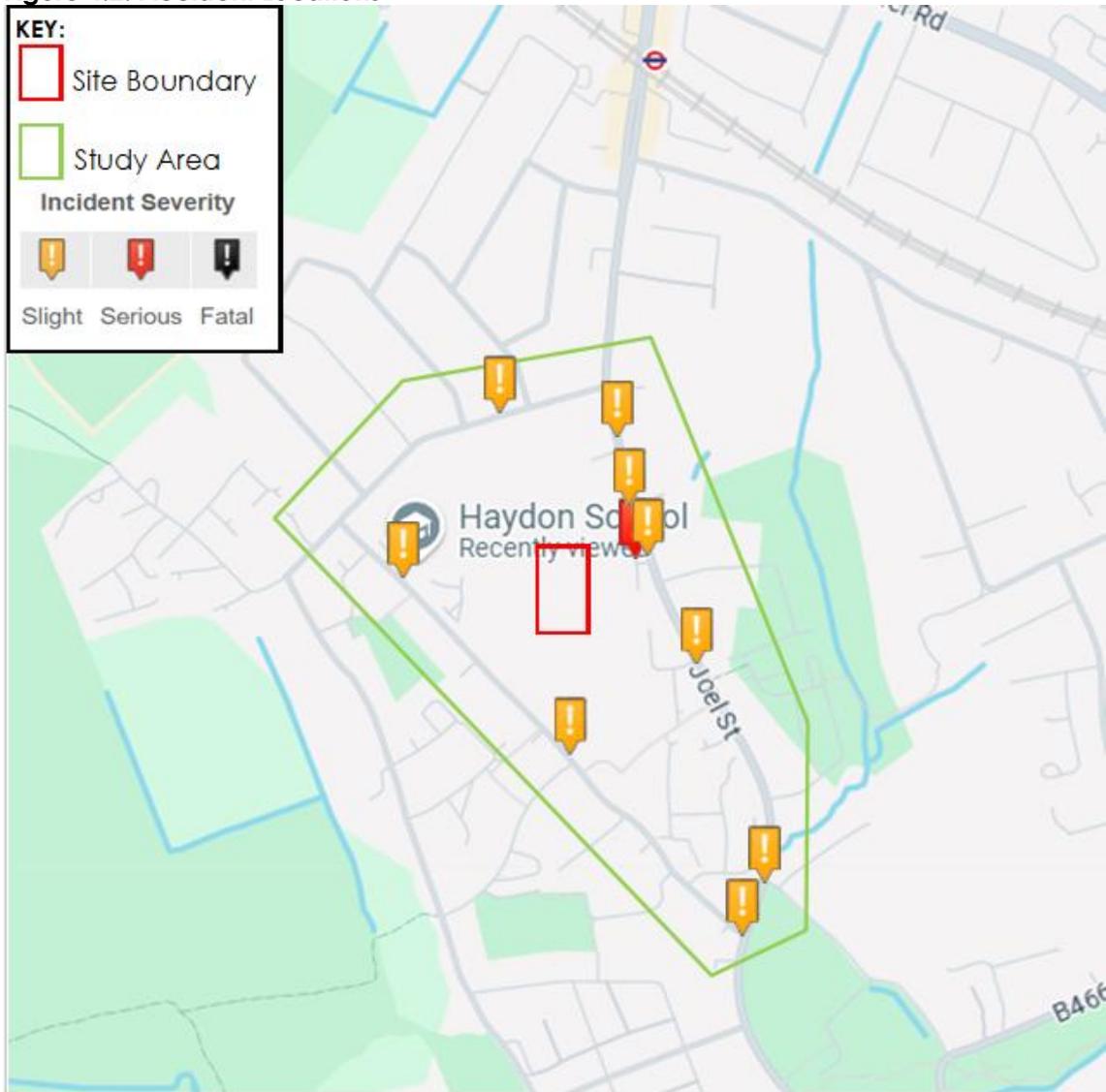
to a 20mph speed limit from the junction with Joel Street through to Norwich Road. Traffic calming measures, in the form of speed humps, are in place throughout. Wiltshire Lane has signage indicating a school zone to slow vehicles down along the school frontage. Along the site frontage, the carriageway has 'SCHOOL-KEEP-CLEAR' road markings. Signage indicates that no stopping is permitted on the entrance markings between 08:00-10:00 and 14:30 -16:30 on Monday to Friday.

- 4.4 Approximately 100m north of the site access, Wiltshire Lane forms the minor arm of a T-junction with Norwich Road, which runs broadly west-east, the carriageway measures approximately 7.3m wide. Along its length, Norwich Road is subject to 20mph speed limit and has footways and streetlighting on both sides of the carriageway, with residential dwellings taking direct frontage access on the north side and the Haydon School to the south. Along the frontage of the school the carriageway has 'SCHOOL-KEEP-CLEAR' road markings and signage that indicates that no stopping is permitted near the staff entrance between 08:00-10:00 and 14:30 -16:30 on Monday to Friday.
- 4.5 Approximately 700m south-east of the site access, Wiltshire Lane forms the minor arm of a T-junction with Joel Street, which runs broadly north-south. The carriageway measures approximately 9.2m wide and benefits from footways on both sides and street lighting on the east side. Approximately 350m north of the junction of Wiltshire Lane/Joel Street, public footpath R196 provides a route for pedestrians, connecting Wiltshire Lane with Joel Street, which reduces walk distances to the bus stops on Joel Street.

ROAD SAFETY

- 4.6 Accident data for the most recent 5-year period (2019 – 2023) has been obtained from www.crashmap.co.uk for the network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The accident study area is shown overleaf in **Figure 4.2**, overleaf, whilst **Table 4.1** summarises the accidents by location, date and severity.

Figure 4.2: Accident Locations



(Source: Crashmap)

Table 4.1: Accident Summary

	2019	2020	2021	2022	2023	Total
Site Access / Wiltshire Lane						
Slight	1	0	0	0	1	2
Serious	0	0	0	0	0	0
Fatal	0	0	0	0	0	0
Total	1	0	0	0	1	2
Wiltshire Lane / Joel Street						
Slight	1	1	0	0	0	2
Serious	0	0	0	0	0	0
Fatal	0	0	0	0	0	0
Total	1	1	0	0	0	2
Joel Street						
Slight	1	0	1	0	2	4
Serious	0	1	0	0	0	1
Fatal	0	0	0	0	0	0
Total	1	1	1	0	2	5
Norwich Road						
Slight	0	1	0	0	0	1
Serious	0	0	0	0	0	0
Fatal	0	0	0	0	0	0
Total	0	1	0	0	0	1

- 4.7 As can be seen from **Figure 4.2**, 10 accidents have been recorded within the study area in the most recent 5-year period. Of the 10 accidents recorded, 9 were slight in nature and 1 was serious. As set out in **Table 4.1**, 2 accidents were recorded along Wiltshire Lane in the vicinity of the site access, of which both were slight in nature. The first accident occurred in 2019 and involved a car and a motorcyclist, resulting in 1 casualty whilst the other accident was recorded to the south of the site access and involved 2 cars; 1 casualty suffered slight injuries.
- 4.8 In the vicinity of the Wiltshire Lane / Joel Street junction, 2 accidents were recorded in the most recent 5-year period. Both accidents involved cars only, albeit the first accident (recorded in 2019) resulted in 3 casualties suffering slight injuries whilst the latter (recorded in 2020) resulted in 1 casualty suffering slight injuries.
- 4.9 Along Joel Street, 5 accidents have been recorded, of which 4 were slight in nature and 1 was serious. The serious accident occurred in 2020 and involved a car and a cyclist, resulting in 1 casualty suffering serious injuries. Of the slight accidents recorded along Joel Street, there were no discernible patterns which suggest there is an existing highway safety issue

along this route. To the north of the site, along Norwich Road, an accident was recorded in 2020. This accident involved 1 car and 1 pedestrian and resulted in a casualty suffering slight injuries.

- 4.10 Given the above, it is considered that the level of accidents recorded over the most recent 5-year period does not indicate that there is an existing road safety issue in the vicinity of the site. Furthermore, as will be discussed further in **Section 5**, the predicted uplift in trips associated with the proposals is not considered to be material and would be outside of the peak operational hours of the school, with the impact being significantly less than the impact of drop-off/pick-up of school children and arrival/departure patterns of staff.

5. TRIP GENERATION

INTRODUCTION

- 5.1 As has been discussed, the development proposals will result in the replacement of an existing area of playing field, to provide a fully floodlit 3G playing surface, to be used by Haydon School during weekdays and community/sports groups on weekday evenings and at weekends. The pitch will be located to the east of the main school building, with vehicular access to be taken from Wiltshire Lane, via the existing gated accesses.
- 5.2 The proposed 3G AGP will be capable of accommodating the following pitch configurations:
- 1 x 11 vs 11 Adult pitch; or
 - 2 x 9 vs 9 Under 11s/12s; or
 - 2 x 7 vs 7 Under 9s/10s; or
 - 4 x 5 vs 5 Under 7s/8s.
- 5.3 This section of the Transport Assessment will consider the trip generation associated with the development proposals.

TRIP GENERATION

- 5.4 Pitch usage information has been based on extensive experience of similar developments and the TRICS database has been interrogated to corroborate the likely number of trips that will be generated by the development proposals. During the daytime Monday-Friday, it is expected that use of the AGP will be limited to use by the school only, with the increase in use of the site taking place on weekday evenings and at weekends.
- 5.5 It should be noted that use of the AGP on weekday evenings is likely to have a limited impact on the operation of the local highway network, as trips to/from the site would be outside the peak hours of the local highway network. The AGP is expected to be used similarly on a Saturday and Sunday and, as such, the tables in this section include for a weekend day, rather than replicating the information for both Saturday and Sunday.
- 5.6 **Table 5.1**, overleaf, provides a breakdown of the maximum number of participants per pitch and the maximum number of participants in a single hour period, by pitch configuration. With regard to activities involving children, it has been assumed that children will be

dropped off by their parents, who will remain on site for the duration of the activity and then leave in the period following the activity finishing.

Table 5.1: Maximum Participant Numbers

Pitch	No. of Pitches	Breakdown per Team*	Participants per Pitch*	Participants in a single hour period
5v5	4	5 players and 2 subs	14	56
7v7	2	7 players and 3 subs	20	40
9v9	2	9 players, 3 subs and 1 coach	26	52
11v11	1	11 players, 3 subs and 1 coach	30	30

(Source: Consultant Calculation) *on average

- 5.7 It is typical for uses such as junior football that the coaches and officials are parents of children taking part in the activity and, therefore, would not be considered additional to the total number of participants. As can be seen in **Table 5.1**, the maximum number of participants in a single hour period if all pitches are in use, is 56, associated with the 4no. 5v5 pitches. With this in mind, the following tables will assess the trip generating impact of the facility being used for 5v5 pitches, back-to-back, to demonstrate a worst-case scenario.
- 5.8 Based on the total number of participants expected for each hour period across a typical operating day, it is possible to predict the person trip generation of the site. It has been assumed that participants will arrive in the hour period before their activity and depart in the hour period following their activity. **Table 5.2**, overleaf, outlines the likely two-way person trip generation of the 5v5 pitches, on the assumption that all 4no. pitches will be in use at one time. On the basis that there are 14 participants per pitch (5 players and 2 substitutes), this results in 56 participants per hour slot and, when accounting for arrivals/departures, this results in 112 two-way person trips per hour.

Table 5.2: Total Person Trip Generation

Time Period	Weekday			Weekend		
	Arrival	Departure	Total	Arrival	Departure	Total
08:00-09:00	0	0	0	56	0	56
09:00-10:00	0	0	0	56	0	56
10:00-11:00	0	0	0	56	56	112
11:00-12:00	0	0	0	56	56	112
12:00-13:00	0	0	0	56	56	112
13:00-14:00	0	0	0	56	56	112
14:00-15:00	0	0	0	56	56	112
15:00-16:00	0	0	0	56	56	112
16:00-17:00	56	0	56	56	56	112
17:00-18:00	56	0	56	0	56	56
18:00-19:00	56	56	112	0	56	56
19:00-20:00	56	56	112	0	0	0
20:00-21:00	56	56	112	0	0	0
21:00-22:00	0	56	56	0	0	0
22:00-23:00	0	56	56	0	0	0

(Source: Consultant Calculation)

- 5.9 The information in **Table 5.2** demonstrates that the peak two-way person trip generation of the site will be occur between 18:00-21:00 on a weekday, and between 10:00-17:00 on a weekend, based on the worst-case potential usage of the site.
- 5.10 Not all those travelling by car to the pitches will do so as a single vehicle occupant. To provide further assurance, interrogation of the TRICS database has been carried out to corroborate the likely number of trips generated by the development proposals and the resultant demand for parking. While no full-size football pitches are included within the TRICS database, there are three surveys for 5-a-side pitches, which represent sites most comparable to the development proposals. **Table 5.3**, overleaf, shows the PM weekday peak hour trip rates (per pitch) and trip generation per pitch. The full TRICS output is attached at **Appendix B**.

Table 5.3: TRICS Vehicle Trip Rates and Trip Generation – 5-a-side Pitch – Development Peak Hour

	Weekday PM (17:00 – 18:00)		
	Arrival	Departure	Two-Way
Trip Rates	4.130	1.696	5.826
Trip Generation (per pitch)	4	2	6

(Source: TRICS Database)

- 5.11 **Table 5.3** illustrates that a typical 5-a-side pitch would generate some 6 two-way vehicle trips in the weekday peak hour. On the assumption that a typical 5-a-side team arrives with 6 players, which includes for 1 substitute, a likely multi-occupancy rate of 2 players per car can be calculated. To demonstrate a worst-case scenario, an additional player has been attributed to each 5-a-side team, and the multi-occupancy rate of 2 player per car has been applied, resulting in 7 two-way vehicle trips per pitch.
- 5.12 This calculation does not account for spectator trips, however, many of the activities at the site are anticipated to be related to junior sport where it would be expected that parents/guardians would make up the majority of spectators and will have already brought their child by car. Therefore, them staying to watch their child and utilising a space in the car park has already been taken account of in the assessment. Applying the multi-occupancy rate of 2 players per car, **Table 5.4**, overleaf, summarises the total vehicle trips (two-way) by hour/day as a consequence of the development proposals.

Table 5.4: Proposed Two-Way Vehicle Trip Generation

Time Period	Weekday			Weekend		
	Arrival	Departure	Total	Arrival	Departure	Total
08:00-09:00	0	0	0	28	0	28
09:00-10:00	0	0	0	28	0	28
10:00-11:00	0	0	0	28	28	56
11:00-12:00	0	0	0	28	28	56
12:00-13:00	0	0	0	28	28	56
13:00-14:00	0	0	0	28	28	56
14:00-15:00	0	0	0	28	28	56
15:00-16:00	0	0	0	28	28	56
16:00-17:00	28	0	28	28	28	56
17:00-18:00	28	0	28	0	28	28
18:00-19:00	28	28	56	0	28	28
19:00-20:00	28	28	56	0	0	0
20:00-21:00	28	28	56	0	0	0
21:00-22:00	0	28	28	0	0	0
22:00-23:00	0	28	28	0	0	0

(Source: Consultant Calculation)

- 5.13 As can be seen in **Table 5.4**, the peak two-way vehicle trip generation of the site is expected to occur between 18:00-21:00 on a weekday and between 10:00-17:00 on a weekend, where the AGP is expected to generate a maximum of 56 two-way vehicle trips. As previously mentioned, the operational peak hours during the week are not expected to coincide with the peak operating time of the local highway network. On this basis, no operational assessments have been undertaken.

6. ACCESS, PARKING AND SERVICING

INTRODUCTION

- 6.1 This section of the Transport Assessment considers the proposed access arrangements, parking demand and likely car park accumulation associated with the development proposals, during the peak period of use. It also considers servicing of the development.

ACCESS

- 6.2 Pedestrian and vehicular access will continue to be taken from Wiltshire Lane to the west of the site, which runs broadly north-south through the surrounding residential area. As can be seen at **Appendix A**, the site benefits from multiple existing car park areas comprising of 140 spaces (including 3 disabled bays and 3 minibus spaces), as well as formal cycle storage capable of accommodating 124 bicycles.

PARKING DEMAND

- 6.3 As previously discussed, pitch usage information has been based on extensive experience of similar developments and this has been translated into two-way vehicle movements across the day, assuming a multi-occupancy rate of 2 players per car.
- 6.4 Based on the information in **Section 5**, it is anticipated that at the busiest time, there may be a crossover between bookings, with players arriving for the start of one booking, before players of the preceding booking will depart. It is likely that players will arrive between 5-10 minutes before each booking and depart between 5-10 minutes after each booking and, therefore, the period of cross-over and maximum demand is limited in each single hour period.
- 6.5 **Table 6.1**, overleaf, provides a breakdown for arrivals and departures for the use of all 4no. 5v5 pitches, and subsequent parking accumulation based on timetable information provided earlier in this report.

Table 6.1: Parking Accumulation – 5v5 Pitches

Time Period	Weekday			Weekend		
	Arrival	Departure	Accum	Arrival	Departure	Accum
08:00 – 09:00	0	0	0	28	0	28
09:00 - 10:00	0	0	0	28	0	56
10:00 - 11:00	0	0	0	28	28	56
11:00 - 12:00	0	0	0	28	28	56
12:00 - 13:00	0	0	0	28	28	56
13:00 - 14:00	0	0	0	28	28	56
14:00 - 15:00	0	0	0	28	28	56
15:00 - 16:00	0	0	0	28	28	56
16:00 - 17:00	28	0	28	28	28	56
17:00 - 18:00	28	0	56	0	28	28
18:00 - 19:00	28	28	56	0	28	0
19:00 - 20:00	28	28	56	0	0	0
20:00 - 21:00	28	28	56	0	0	0
21:00 - 22:00	0	28	28	0	0	0
22:00 – 23:00	0	28	0	0	0	0

(Source: Consultant Calculation)

6.6 As can be seen in the parking accumulation provided in **Table 6.1**, the greatest demand for parking, which includes for cross-over between sequential bookings, occurs between the hours of 17:00-21:00 on a weekday evening and 09:00-17:00 on a weekend, with demand for 56 car parking spaces.

6.7 Even at the busiest time, therefore, there would be 84 spaces free within the existing car park. As such, there is sufficient capacity within the existing car park to accommodate the anticipated level of vehicular trips associated with the development proposals. It should also be noted that there is limited crossover with use of the car parks by the school at peak operating time of the AGP.

SERVICING

6.8 It is expected that refuse collection and servicing of the site will not be materially impacted by the proposed development and will continue to take place as existing, with refuse vehicles entering the site from Wiltshire Lane on the western boundary.

7. SUMMARY & CONCLUSIONS

SUMMARY

7.1 This Transport Assessment has been prepared on behalf of Surfacing Standards Ltd, to accompany a planning application for construction of a fully floodlit 3G playing surface, to be used by Haydon School and other community groups. The following summarises the key findings:

- The proposals have been demonstrated to accord with both national and local transport policy, being in a sustainable and accessible location that is well connected with regards to opportunities for walking, cycling and public transport;
- An analysis of historic accident data suggests that there are no historic accident trends that might be exacerbated by the addition of development traffic;
- Once operational, it is anticipated that the development would generate a maximum of 56 additional two-way vehicle trips during both the weekday and weekend peak hours of operation. The PM weekday peak would not coincide with that of the local highway network;
- The assessment is particularly robust as it considers the most intensive use of the AGP and demonstrates a worst-case scenario; and
- It has been demonstrated that the parking provision at the development is sufficient to cater for the forecast demand associated with the proposed AGP.

CONCLUSION

7.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda.



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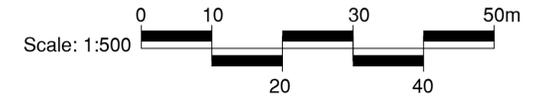
REPORT APPENDICES

Appendix A

Indicative Site Layout

Haydon School

New AGP



SSU
Surfacing Standards Limited
 SPORTS PITCH CONSULTANTS

CONSULTANTS
 Surfacing Standards LTD
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- THIS DRAWING IS COPYRIGHT TO SURFACING STANDARDS LTD.
- ALL PERSONNEL SHOULD BE AWARE OF THE HEALTH AND SAFETY PLAN WHICH IS RETAINED IN THE SITE MANAGERS OFFICE.

- Artificial Turf Playing Area
- Footpaths & Hard Standing Areas
- 4.5m High Fence Line
- 1.2m High Fence Line

Notes:
 Line markings to accommodate:
 1Nr. 11v11 91x55m (white)
 1Nr. 9v9 73x46m (blue)
 2Nr. 7v7 54.8x37m* (yellow)
 4Nr. 5v5 37x25.32m* (red)

*Smaller than recommended size but acceptable for FA match play



00	PLANNING ISSUE	ME	02/12/25
REV	DESCRIPTION	REV	CK DATE

SSU
Surfacing Standards Limited
 SPORTS PITCH CONSULTANTS

AUTHOR
 ME

TITLE
Haydon School
 New AGP
 Proposed Site Plan

PROJECT	SCALE	SIZE
G-214594	1:500	A1
DRAWING No	REVISION	
03	00	

Appendix B

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	YO YORK	1 days
10	WALES	
	CF CARDIFF	1 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: Number of pitches
 Actual Range: 5 to 11 (units:)
 Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 24/09/22

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:

Tuesday 1 days
 Wednesday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 3 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 3

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:

Industrial Zone 1
 Residential Zone 1
 No Sub Category 1

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 Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 3 days

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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
1.6 to 2.0	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	3 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:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CF-07-L-01	GÔL CENTRES	CARDIFF
	LAWRENNY AVENUE		
	CARDIFF		
	LECKWITH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	11	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
2	WM-07-L-01	POWERLEAGUE	WEST MIDLANDS
	PARK ROAD		
	HALESOWEN		
	Edge of Town		
	Industrial Zone		
	Total Number of pitches:	7	
	Survey date: WEDNESDAY	29/11/17	Survey Type: MANUAL
3	YO-07-L-01	PLAY FOOTBALL	YORK
	STIRLING ROAD		
	YORK		
	CLIFTON MOOR		
	Edge of Town		
	No Sub Category		
	Total Number of pitches:	5	
	Survey date: TUESDAY	10/05/22	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 07 - LEISURE/L - FOOTBALL (5-a-side)

TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	9	0.611	2	9	0.111	2	9	0.722
09:00 - 10:00	2	9	3.500	2	9	0.556	2	9	4.056
10:00 - 11:00	2	9	0.333	2	9	0.222	2	9	0.555
11:00 - 12:00	2	9	0.167	2	9	0.222	2	9	0.389
12:00 - 13:00	2	9	0.222	2	9	0.333	2	9	0.555
13:00 - 14:00	2	9	0.333	2	9	0.444	2	9	0.777
14:00 - 15:00	2	9	0.667	2	9	2.611	2	9	3.278
15:00 - 16:00	3	8	1.435	3	8	1.696	3	8	3.131
16:00 - 17:00	3	8	2.609	3	8	0.652	3	8	3.261
17:00 - 18:00	3	8	4.130	3	8	1.696	3	8	5.826
18:00 - 19:00	3	8	4.870	3	8	3.348	3	8	8.218
19:00 - 20:00	3	8	3.217	3	8	3.304	3	8	6.521
20:00 - 21:00	3	8	2.435	3	8	5.870	3	8	8.305
21:00 - 22:00	3	8	0.130	3	8	3.870	3	8	4.000
22:00 - 23:00	3	8	0.000	3	8	0.348	3	8	0.348
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			24.659			25.283			49.942

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:	5 - 11 (units:)
Survey date range:	01/01/16 - 24/09/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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