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WATERLOO ROAD UXBRIDGE

PROPOSED CHANGE OF USE B8 (STORAGE) – C3 (RESIDENTIAL)

TRANSPORT STATEMENT

1744/FPEC

July 2017

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Status	Author	Date	Check	Date	Authorised	Date
FINAL	FPEC	06.07.17	AF	06.07.17	MAC	06.07.17

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1. INTRODUCTION

- 1.1 COTTEE Transport Planning are instructed by Jaspar Group of Companies to prepare a Transport Statement (TS) to accompany a planning application to the London Borough of Hillingdon (LBH) for the conversion of a storage unit (B8) to residential (C3) under permitted development (PD) rights for the existing storage unit at 44 Waterloo Road, Uxbridge, UB8 2QX.
- 1.2 The application site is currently occupied by the existing two-storey storage unit and associated car parking to the west of the site. Vehicular access to parking is from Waterloo Road at the south east corner of the building.
- 1.3 The development consists of the conversion of B8 storage space to provide 6 one-bedroom residential units at ground and first floor levels.
- 1.4 This Transport Statement examines the existing transport network and reviews the transport impacts of the proposed development.

2. THE SITE AND EXISTING TRANSPORT NETWORK

The Site

- 2.1 The site is located in south-west Uxbridge to the west of Rockingham Recreation Ground. Residential housing forms the northern boundary of the site, Waterloo Road forms the eastern boundary, whilst the site access road and light industrial buildings form the southern and western boundaries respectively. A site location plan is attached at **Appendix A** and a site context plan at **Appendix B**.
- 2.2 There are currently 2 parking spaces on the western side of the building which are accessed from Waterloo Road, along a shared access road on the southern site boundary. Light industrial buildings and associated parking on the western site boundary share the access on Waterloo Road.
- 2.3 Pedestrian access is taken directly from Waterloo Road on the eastern site boundary.
- 2.4 Uxbridge town centre is around 800m (10 minutes) walk distance north east of the site, where a wide range of local facilities including restaurants, supermarkets, pharmacies, shops, banks, schools, and a library can be accessed.
- 2.5 The site is very well located for employment with several employment areas located within a 15 minute walk distance of the site. Brunel University is also around 25 minutes walk distance south east of the site.

Local Road Network

- 2.6 Waterloo Road is north-south in orientation and connects the A4007 (Rockingham Road) to the north with Cowley Mill Road to the south. The A4007 (Rockingham Road) is the main east-west route in the area providing access to Uxbridge town centre around 0.6km north east of the site.
- 2.7 Waterloo Road is subject to a 20mph speed limit and there are street lit pedestrian footways on both sides of the road.
- 2.8 Junction 1 of the M40 is around 2.4km north of the site which provides access to junction 16 of the M25 a further 2km west.

Parking

- 2.9 The site currently has allocated parking for 2 vehicles in the rear yard to the west of the site.
- 2.10 All roads within 200m of the site are within the LBH Uxbridge U6 Controlled Parking Zone (CPZ) where parking restrictions are in operation between the hours of 0900 and 1700 Monday to Friday. The hours of operation suggest that the CPZ is in place to prevent commuter parking associated with rail stations and commercial units within the vicinity of the site.
- 2.11 There are some Pay and Display shared bays for residents and visitors along both sides of Waterloo Road, with a maximum stay of 2 hours when 'Pay and Display'. The operating times coincide with the CPZ.

Public Transport – Bus Services

- 2.12 The nearest bus stops to the site are located on the A4007 (Rockingham Road) and Cowley Road around 220m (3 minutes) walk distance north and 500m (6 minutes) walk distance south east of the site, respectively. Three regular bus routes serve these stops; the 3, U5, and 222.
- 2.13 Further bus stops are located on Oxford Road around 680m (9 minutes) walk distance north east of the site and provide access to an additional 5 bus services.
- 2.14 In total there are 8 regular bus services and one night service in the vicinity of the site, providing up to 51 bus services per hour Monday – Friday. The bus services available are noted below:

SERVICES	ROUTE	FREQUENCY		
		Mon – Fri	Sat	Sun
3	Slough – Uxbridge	20 mins	20 mins	1 per hour
U5	York Road – Blyth Road	10 – 12 mins	12 mins	20 mins
222	Uxbridge Station – Hounslow Bus Station	6 – 10 mins	7 – 11 mins	12 – 13 mins
U4	Prologis Park – Belmont Road	7 – 10 mins	8 – 12 mins	15 mins
427	York Road – Acton Old Town Hall / Salisbury Street	6 – 10 mins	6 – 10 mins	9 – 12 mins
U3	Uxbridge Station to Heathrow Central Bus Station	10 – 13 mins	9 – 12 mins	20 mins
U1	Ruislip Station – West Drayton Station	15 mins	15 mins	30 mins
U7	Uxbridge Station – Lombardy Retail Park	30 mins	30 mins	30 mins
N207	Uxbridge Station – Bloomsbury Square	30 mins	30 mins	30 mins

- 2.15 All the bus stops provide flagpoles and timetable information. Those on Oxford Road and Cowley Road provide bus shelters and seating.

Public Transport – Rail Services

- 2.16 Uxbridge Underground station is located around 930m (12 minutes walk distance) north east of the site in Uxbridge town centre. The station is served by the Transport for London (TfL) Metropolitan and Piccadilly Underground Lines and provides regular services to Central London.

Public Transport Accessibility Level (PTAL)

- 2.17 The TfL WebCAT service indicates that the site is within a PTAL 0 with no service access points (SAPs) noted. The WebCAT PTAL report is attached at **Appendix C**.

- 2.18 As demonstrated above there are a variety of public transport services accessible within walking distance of the site. Therefore the TfL WebCAT PTAL calculation spreadsheet has been used to undertake a manual PTAL calculation in order to calculate a more representative PTAL for the site. The manual PTAL calculation is attached at **Appendix C**.
- 2.19 The Access Index (AI) of a location determines the PTAL as follows:
- **PTAL 1a** = AI 0.01 – 2.50
 - **PTAL 1b** = AI 2.51 – 5.0
 - **PTAL 2** = AI 5.01 – 10.0
 - **PTAL 3** = AI 10.01 – 15.0
 - **PTAL 4** = AI 15.01 – 20.0
 - **PTAL 5** = AI 20.01 – 25.0
 - **PTAL 6a** = AI 25.01 – 40.0
 - **PTAL 6b (best)** = AI 40.01+
- 2.20 When incorporating all SAPs within the PTAL calculation range (640m for bus stops and 960m for all other modes), the manual PTAL calculation indicates the site is within a PTAL 2 with an AI of 9.02.
- 2.21 The above calculation does not include the 5 bus services accessible on Oxford Road because they are around 40m outside of the calculation range. However, residents of the site would not be deterred from walking a further 40m; if these services are included in the PTAL calculation, the PTAL increases to a PTAL 3 with an AI of 13.72. This PTAL calculation is also attached at **Appendix C**.
- 2.22 It is considered the latter calculation of a PTAL 3 is most representative of the sustainability of the site's location, considering Uxbridge town centre and a wide range of public transport facilities are within a 12 minute walk distance of the site.

Pedestrian and Cycle Routes

- 2.23 Waterloo Road and the local streets have a good standard of footways and are street lit. A footpath traverses the northern part of the Rockingham Recreation Ground to the east of the site. This footpath is street lit and provides a good pedestrian connection to Cowley Road and Uxbridge town centre.
- 2.24 Signed local cycle route 89 passes parallel to Waterloo Road, and can be accessed around 900m east of the site on Whitehall Road. This route is located on a mixture of quieter and busier roads and runs between Heathrow to the south and Pinner to the north.
- 2.25 Route 6 of the National Cycle Network (NCN) which runs between Uxbridge and the Lake District passes along the towpath to the west of the site, parallel to Waterloo Road. The route can be accessed around 300m north of the site from the A4007 (Rockingham Road).

- 2.26 Waterloo Road itself is a cycle route recommended by other cyclists that provides a link between NCN Route 6 and local routes 89 and 93.
- 2.27 The wider cycle network is shown on the plan at **Appendix D**.

Parking Surveys

- 2.28 Extensive on-street parking surveys were undertaken over two days on roads within 200m of the site in June 2017, this included parts of Waterloo Road, Fray's Way, and Austin Way. A distance of 200m (or 2 minute walk) is considered the distance within which a resident may want to park from where they live.
- 2.29 The full survey results are attached at **Appendix E** and the following maximum parking stresses over the two days were observed:

Time	No. of parking spaces	No. of parked cars	Parking Stress (%)	No. of available spaces
03:00	134	81	60%	53
07:00	134	76	57%	58
08:00	134	65	49%	69
09:00	134	62	46%	72
11:00	134	56	42%	78
13:00	134	48	36%	86
17:00	134	55	41%	79
18:00	134	84	63%	50
19:00	134	90	67%	44
21:00	134	92	69%	42

- 2.30 A parking stress of above 90% is considered to be nearing capacity whereby finding a parking space can become difficult. The results above show that during the survey period all streets within 200m of the site vicinity operated well below 90% occupancy.
- 2.31 The maximum parking stress observed on any one road was 74% on Waterloo Road at 21:00. At this point 27 on-street parking spaces remained available.
- 2.32 The table above demonstrates that the area surveyed operated well below capacity with the maximum overall parking stress observed being 69%, at which point there were 42 available spaces.

3. DEVELOPMENT PROPOSALS AND IMPACTS

- 3.1 The proposed development includes the conversion of the existing B8 storage space to provide 6 one-bedroom residential dwellings. The proposed site layout is attached at **Appendix F**.
- 3.2 The conversion is proposed under Permitted Development rights which is outlined within Class P of the Town and County Planning Act (General Permitted Development Order (GPDO) 2015. Class P permits development of B8 storage to C3 (dwellingshouses) subject to local planning authority (LPA) prior approval.

Proposed Vehicle Movements

- 3.3 The Trip Rate Information and Computer System (TRICS) database includes details of multi-modal surveys for residential sites (flats privately owned) across the UK. The database has been examined to establish the total number of vehicle trips associated with residential developments in edge of town centre and edge of town locations. The TRICS output is attached at **Appendix G**, whilst the trip rates are summarised in the following table:

Time period	Arrivals	Departures	Total	Range Total Vehicle Movements per Unit
Weekday AM peak (08:00-09:00)	0.064	0.168	0.232	0.000 – 0.591
Weekday PM peak (17:00-18:00)	0.196	0.101	0.297	0.000 – 0.500
Weekday daily (07:00-19:00)	1.213	1.251	2.464	1.200 – 3.191

- 3.4 For 6 residential units the total number of trips will be:

Time period	Arrivals	Departures	Total	Range Total Vehicle Movements per Unit
Weekday AM peak (08:00-09:00)	0	1	1	0 - 4
Weekday PM peak (17:00-18:00)	1	1	2	0 - 3
Weekday daily (07:00-19:00)	7	8	15	7 - 19

- 3.5 Based on the above assessment it is considered the proposed residential development will generate between 0 – 4 vehicle trips during the AM peak hour (0800 – 0900) and between 0 – 3 vehicle trips during the PM peak hour of 1700 - 1800.
- 3.6 The existing use of the site is B8 storage, and until recently the site was used for the storage and distribution of used car spares. It is considered this use will likely have attracted a higher number of vehicle movements than the proposed residential use, therefore the proposed development will not have a material impact on the surrounding highway network and will not therefore have a severe impact in the context of paragraph 32 of the National Planning Policy Framework (NPPF).

- 3.7 The current level of car ownership in the site output area is lower than the Borough average with 39% of households having no car or van compared with the whole of Hillingdon (23% no car). This indicates that households in the area around the site already take advantage of the public transport services available and that not all residents own cars. Car ownership data from the 2011 Census is attached at **Appendix H**.

Vehicle Parking

- 3.8 Parking standards for the proposed development are outlined within Annex 1 of the LBH Unitary Development Plan (UDP) Saved Policies Document September 2007 and note to refer to the London Plan for parking standards unless a specific LBH standard is listed.
- 3.9 Parking standards are outlined in Table 6.2 of the London Plan and indicate a maximum standard of **less than 1 space per unit for 1 – 2 bed units**. The London Plan also states:

“All developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit.”

- 3.10 The development will not provide parking onsite. It is proposed that one on-street residential parking permit will be available to each unit.
- 3.11 Census data indicates car ownership is low in the area, with 39% of households not owning a car or van. Therefore it is expected that not all units will take up the use of a parking permit. Furthermore, given the public transport accessibility of the site (PTAL 3) residents will make use of the public transport services available.
- 3.12 Parking survey data outlined in **Section 2** demonstrates the roads in the vicinity of the site operate at well below capacity with the maximum parking stress observed being 69%, at which point there were 42 available spaces. If an additional 6 vehicles were parked on-street there would still be 36 available parking spaces with a parking stress of 73%. This indicates there is parking capacity on the local roads and the proposed development will therefore not impact on the surrounding streets.

Cycle Parking

- 3.13 Cycle parking standards are outlined in Table 6.3 of the London Plan and require 1 cycle parking space per studio and 1 bedroom unit as well as 1 short stay visitor space per 40 units. The proposed development therefore requires provision for 7 secure cycle parking spaces.
- 3.14 Cycle parking will be located on the western part of the site.

Access and Distribution

- 3.15 Each unit will be accessed independently. Unit 1 will be accessed directly from Waterloo Road on the eastern site boundary and units 2 – 6 will be accessed on the southern site boundary.
- 3.16 Access to cycle parking on the western part of the site will be via the existing shared access on the southern site boundary.
- 3.17 As outlined earlier within this TS the proposed development will lead to a reduction in the total number of vehicle trips when compared to the existing site. It is not therefore considered that the proposed development will have a material or severe impact on the surrounding highway network.

Servicing

- 3.18 Bins will be located on the western part of the site and residents will move bins to the east of the building on collection days.
- 3.19 Refuse collection will take place weekly on-street to the east of the site as existing. It is anticipated the number of delivery and servicing vehicle movements will be less than existing due to the change of use from a storage and distribution facility to residential use.

4. SUSTAINABLE MODES OF TRAVEL

Pedestrian and Cycle Movement

- 4.1 The site benefits from being located 800m (10 minutes) walk distance from Uxbridge Town centre where a wide range of local facilities including restaurants, supermarkets, pharmacies, shops, banks, and a library can be accessed.
- 4.2 The site is very well located for employment with several employment areas located within a 15 minute walk distance of the site. Brunel University is also around 25 minutes walk distance south east of the site. It is therefore likely the proposed residential units will appeal to residents who are currently employed in the surrounding area.
- 4.3 Waterloo Road and local streets have a good standard of footways and are street lit, including a footpath traversing Rockingham Recreation Ground, which enables safe and convenient access to the local area east of the site and bus services on Oxford Road.
- 4.4 Signed local cycle route 89 and NCN Route 6 pass in close proximity to the site and can be easily accessed from Waterloo Road which is itself a cycle route recommended by cyclists.

Public Transport

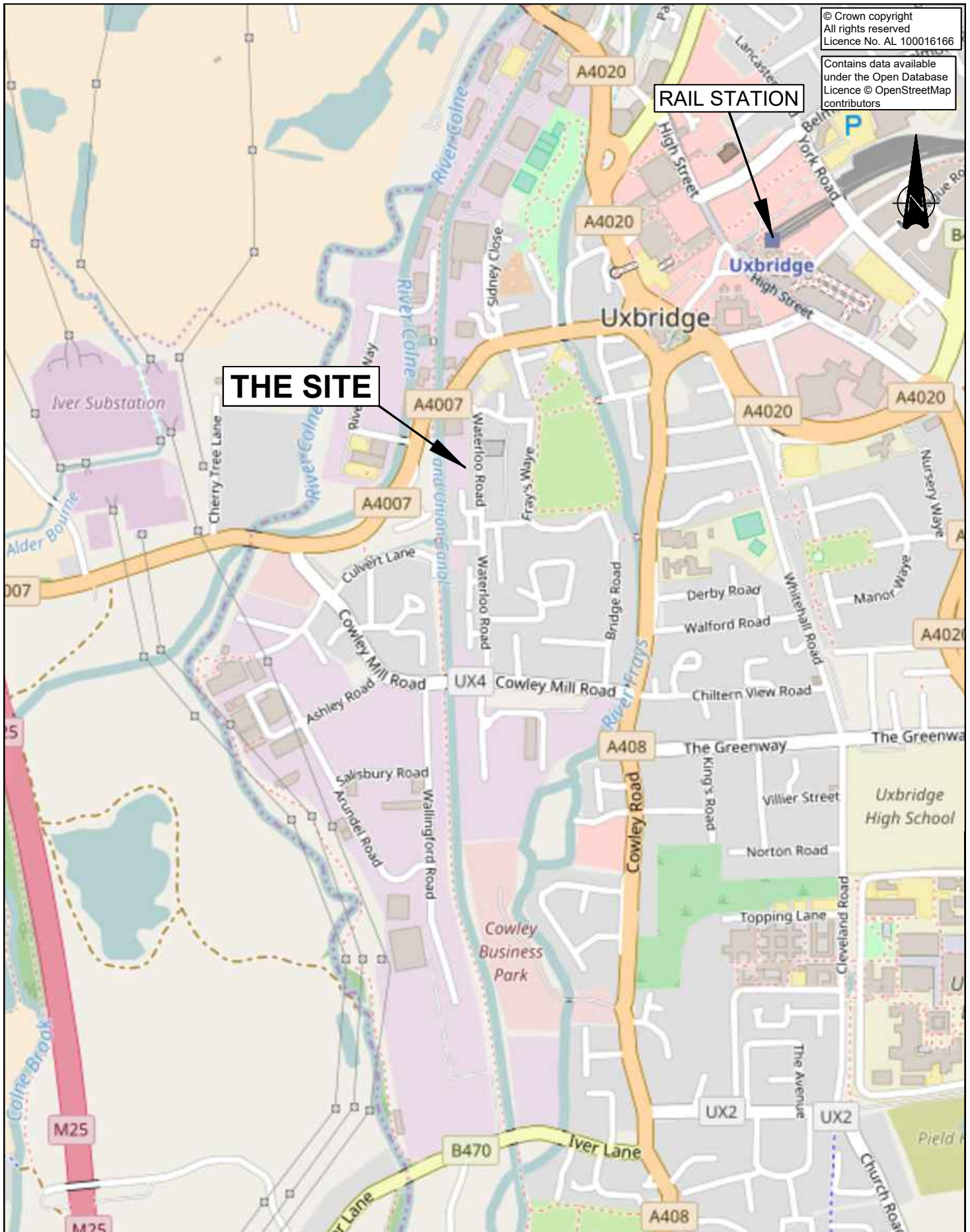
- 4.5 The site is in a PTAL 3 location and within 9 minutes walking distance of 6 bus stops providing 8 regular services to the surrounding areas.
- 4.6 Uxbridge Underground Station is located around 12 minutes walk distance north east of the site, providing access to services on the Metropolitan and Piccadilly Underground Lines.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement supports a planning application for the conversion of a storage unit (B8) to 6 one – bedroom residential (C3) units under permitted development (PD) rights for the existing storage unit at 44 Waterloo Road, Uxbridge, UB8 2QX.
- 5.2 The site is well located for pedestrian access to local facilities and the local cycle network can be accessed from the site.
- 5.3 The proposed development will be accessed as existing from Waterloo Road and via the shared access road on the southern site boundary.
- 5.4 In total there are 8 regular bus services and one night service in the vicinity of the site, providing around 42 bus services per hour Monday – Friday.
- 5.5 The site is within close proximity to Uxbridge Underground station which is located within a 12 minute walk distance north east of the site and provides regular services to Central London on the TfL Metropolitan and Piccadilly lines.
- 5.6 The TfL WebCAT service indicates the site is located within a PTAL 0. However, this is not considered representative of the site's proximity to public transport services. A manual PTAL calculation has been undertaken which indicates a PTAL 3 which better represents the sustainable location of the site.
- 5.7 The proposed residential development will generate between 0 – 4 vehicle trips during the AM peak hour (0800 – 0900) and between 0 – 3 vehicle trips during the PM peak hour of 1700 - 1800.
- 5.8 The site was most recently under use as a storage and distribution facility of car spares which would likely have resulted in a greater number of vehicle movements than the proposed use. Therefore, it is considered the development site will decrease the number of vehicle movements to and from the site during the AM and PM peak periods, whilst also decreasing the overall number of vehicle movements throughout the day. It is therefore considered that the proposed development will not have a material impact on the surrounding highway network.
- 5.9 The proposed development will not provide car parking onsite. One residential on-street parking permit will be available for each unit. In addition, 7 cycle parking spaces will be provided onsite. This provision is in accordance with London Plan parking standards.
- 5.10 Extensive parking surveys undertaken on roads in the site vicinity demonstrate there is on-street parking capacity. The development will therefore not impact local roads. Furthermore, census data indicates that car ownership in the site output area is low, therefore it is expected that not all units will have a vehicle associated with them.
- 5.11 It is therefore considered that the transport impacts of the proposed scheme are not severe in the context of NPPF and the proposals should not be refused on transport grounds.

APPENDIX A

SITE LOCATION PLAN



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Contains data available
under the Open Database
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Drawn	FPEC	Checked	AF
Scale	NTS	Date	JUNE 2017
Drawing No.	1744/01		
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Project
JASPAR GROUP OF COMPANIES

WATERLOO ROAD, UXBRIDGE

SITE LOCATION PLAN

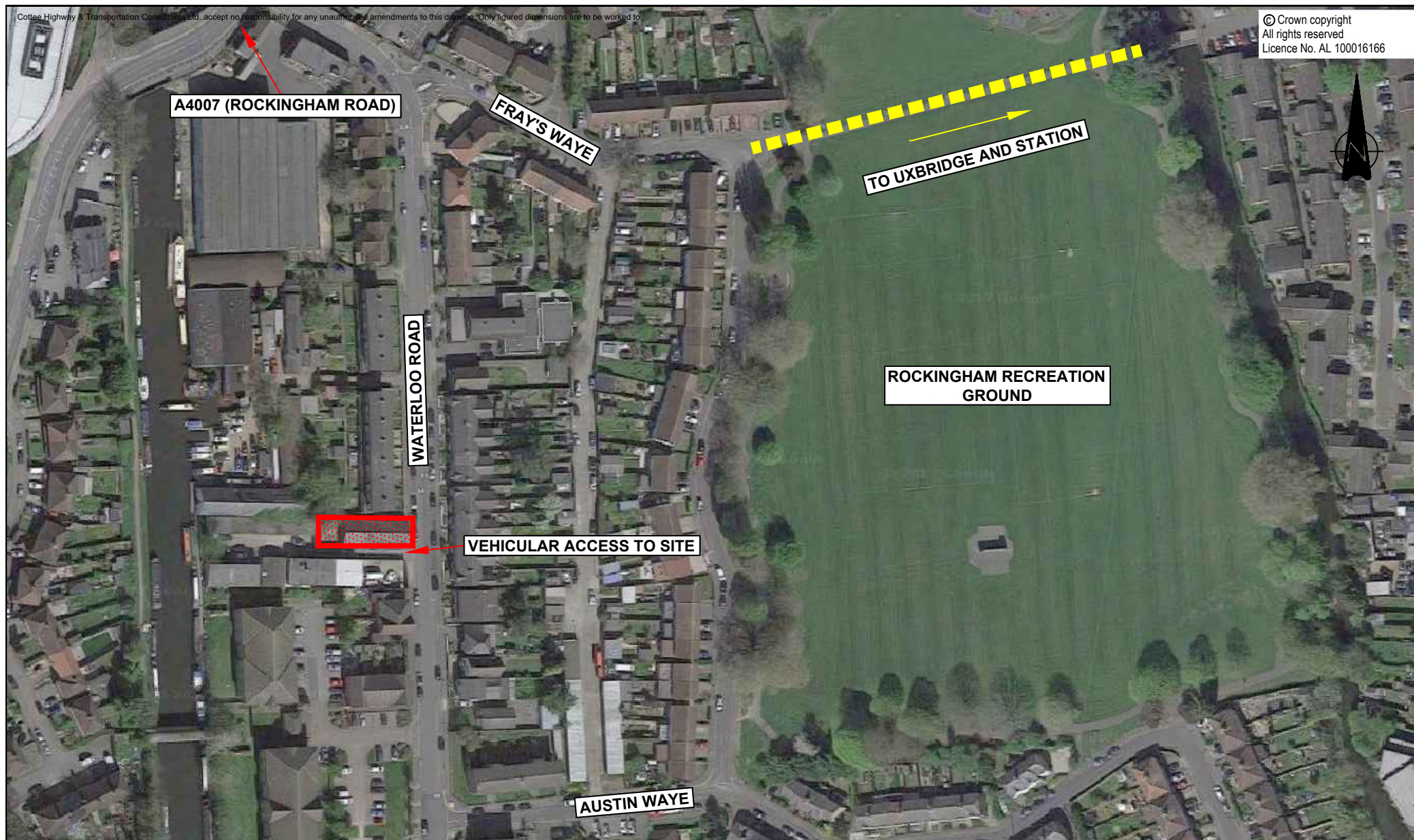
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APPENDIX B

SITE CONTEXT PLAN

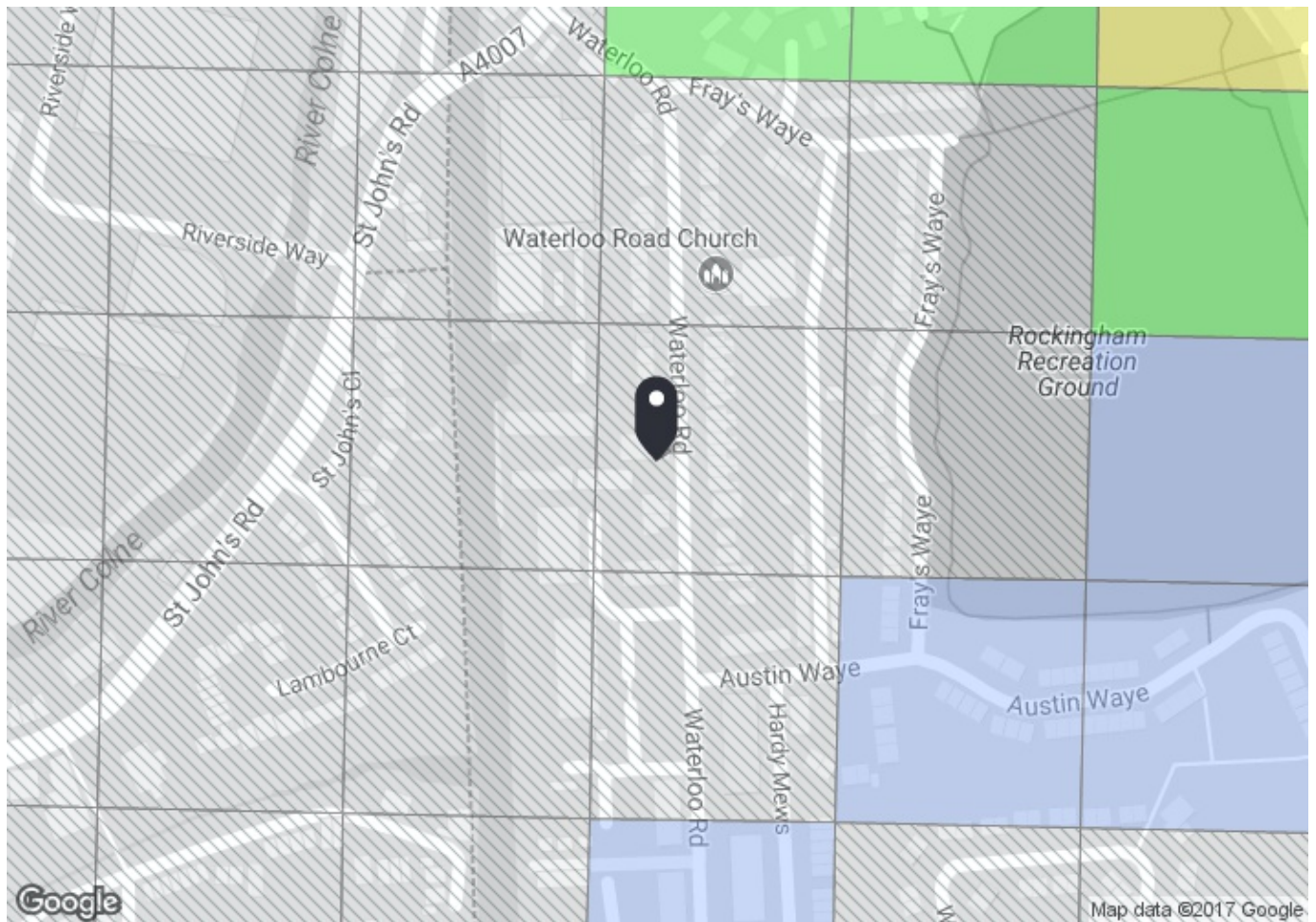


Drawn FPEC	Checked AF	Project JASPAR GROUP OF COMPANIES	COTTEE Transport Planning Fir Lodge Threshelfords Business Park Feering Essex CO5 9SE Tel : 01376 573400 Fax : 01376 573480 email : info@cottee-tp.co.uk www.cotteetransportplanning.co.uk	KEY:
Scale NTS	Date JUNE 2017	WATERLOO ROAD, UXBRIDGE		SITE LOCATION
Drawing No. 1744/02		SITE CONTEXT PLAN		FOOTPATH



APPENDIX C

PTAL CALCULATIONS



PTAL output for Base Year

0

42-58 Waterloo Rd, Uxbridge UB8, UK

Easting: 505021, Northing: 183639

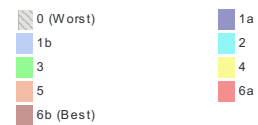
Grid Cell: 96421

Report generated: 20/06/2017

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Site Details

Grid Cell: 96421

Easting: 505045
Northing: 183652

Report Date: 19/06/2017
Scenario: Base Year

Calculation Parameters

Day of Week: M-F
Time Period: AM Peak
Walk Speed: 4.8 kph
Bus Node Max Walk Access Time (mins): 8
Bus Reliability Factor: 2.0
LU Station Max Walk Access Time (mins): 12
LU Reliability Factor: 0.75
National Rail Station Max Walk Access Time (mins): 12
National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (n	Frequency	Walk Time	SWT (mins	TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE OXFORD ROAD	222	495.3	7.5	6.19125	6	12.19125	2.460781	1	2.460781
Bus	UXBRIDGE OXFORD ROAD	U5	495.3	5	6.19125	8	14.19125	2.113979	0.5	1.056989
Bus	ROCKINGHAM ROAD	3	225.9	3	2.82375	12	14.82375	2.023779	0.5	1.01189
LUL	Uxbridge	'Uxbridge-AldSlow '	926.4	5.33	11.58	6.378518	17.95852	1.670516	1	1.670516
LUL	Uxbridge	'Uxbridge-BStreetSI '	926.4	3.67	11.58	8.924387	20.50439	1.463102	0.5	0.731551
LUL	Uxbridge	'Uxbridge-Cockfosters'	926.4	3.67	11.58	8.924387	20.50439	1.463102	0.5	0.731551
LUL	Uxbridge	'BkStr-UxbridgeSFast '	926.4	2.33	11.58	13.62554	25.20554	1.190215	0.5	0.595107
LUL	Uxbridge	'ArnosGrove-Uxbridge '	926.4	1	11.58	30.75	42.33	0.708717	0.5	0.354359
LUL	Uxbridge	'HarrowHill-Uxbridge '	926.4	0.67	11.58	45.52612	57.10612	0.525338	0.5	0.262669
LUL	Uxbridge	'Oakwood-Uxbridge '	926.4	0.33	11.58	91.65909	103.2391	0.290588	0.5	0.145294

Total PTAL: 9.020706996

PTAL	Access Index range	Map colour
0 (worst)	0	
1a	0.01 – 2.50	
1b	2.51 – 5.0	
2	5.01 – 10.0	
3	10.01 – 15.0	
4	15.01 – 20.0	
5	20.01 – 25.0	
6a	25.01 – 40.0	
6b (best)	40.01+	

Site Details

Grid Cell: 96421

Easting: 505045

Northing: 183652

Report Date: 19/06/2017

Scenario: Base Year

Calculation Parameters

Day of Week: M-F

Time Period: AM Peak

Walk Speed: 4.8 kph

Bus Node Max Walk Access Time (mins): 8

Bus Reliability Factor: 2.0

LU Station Max Walk Access Time (mins): 12

LU Reliability Factor: 0.75

National Rail Station Max Walk Access Time (mins): 12

National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (n	Frequency	Walk Time	SWT (mins	TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE OXFORD ROAD		222	495.3	7.5	6.19125	6	12.19125	2.460781	1 2.460781
Bus	UXBRIDGE OXFORD ROAD	U4		677.4	7.5	8.4675	6	14.4675	2.073613	0.5 1.036807
Bus	UXBRIDGE OXFORD ROAD		427	425.9	7.5	5.32375	6	11.32375	2.649299	0.5 1.32465
Bus	UXBRIDGE OXFORD ROAD	U5		495.3	5	6.19125	8	14.19125	2.113979	0.5 1.056989
Bus	UXBRIDGE OXFORD ROAD	U3		677.4	5	8.4675	8	16.4675	1.82177	0.5 0.910885
Bus	UXBRIDGE OXFORD ROAD	U1		677.4	4	8.4675	9.5	17.9675	1.669681	0.5 0.834841
Bus	UXBRIDGE OXFORD ROAD	U7		677.4	2	8.4675	17	25.4675	1.177972	0.5 0.588986
Bus	ROCKINGHAM ROAD	3		225.9	3	2.82375	12	14.82375	2.023779	0.5 1.01189
LUL	Uxbridge	'Uxbridge-AldSlow '		926.4	5.33	11.58	6.378518	17.95852	1.670516	1 1.670516
LUL	Uxbridge	'Uxbridge-BStreetSI '		926.4	3.67	11.58	8.924387	20.50439	1.463102	0.5 0.731551
LUL	Uxbridge	'Uxbridge-Cockfosters'		926.4	3.67	11.58	8.924387	20.50439	1.463102	0.5 0.731551
LUL	Uxbridge	'BkStr-UxbridgeSFast '		926.4	2.33	11.58	13.62554	25.20554	1.190215	0.5 0.595107
LUL	Uxbridge	'ArnosGrove-Uxbridge '		926.4	1	11.58	30.75	42.33	0.708717	0.5 0.354359
LUL	Uxbridge	'HarrowHill-Uxbridge '		926.4	0.67	11.58	45.52612	57.10612	0.525338	0.5 0.262669
LUL	Uxbridge	'Oakwood-Uxbridge '		926.4	0.33	11.58	91.65909	103.2391	0.290588	0.5 0.145294

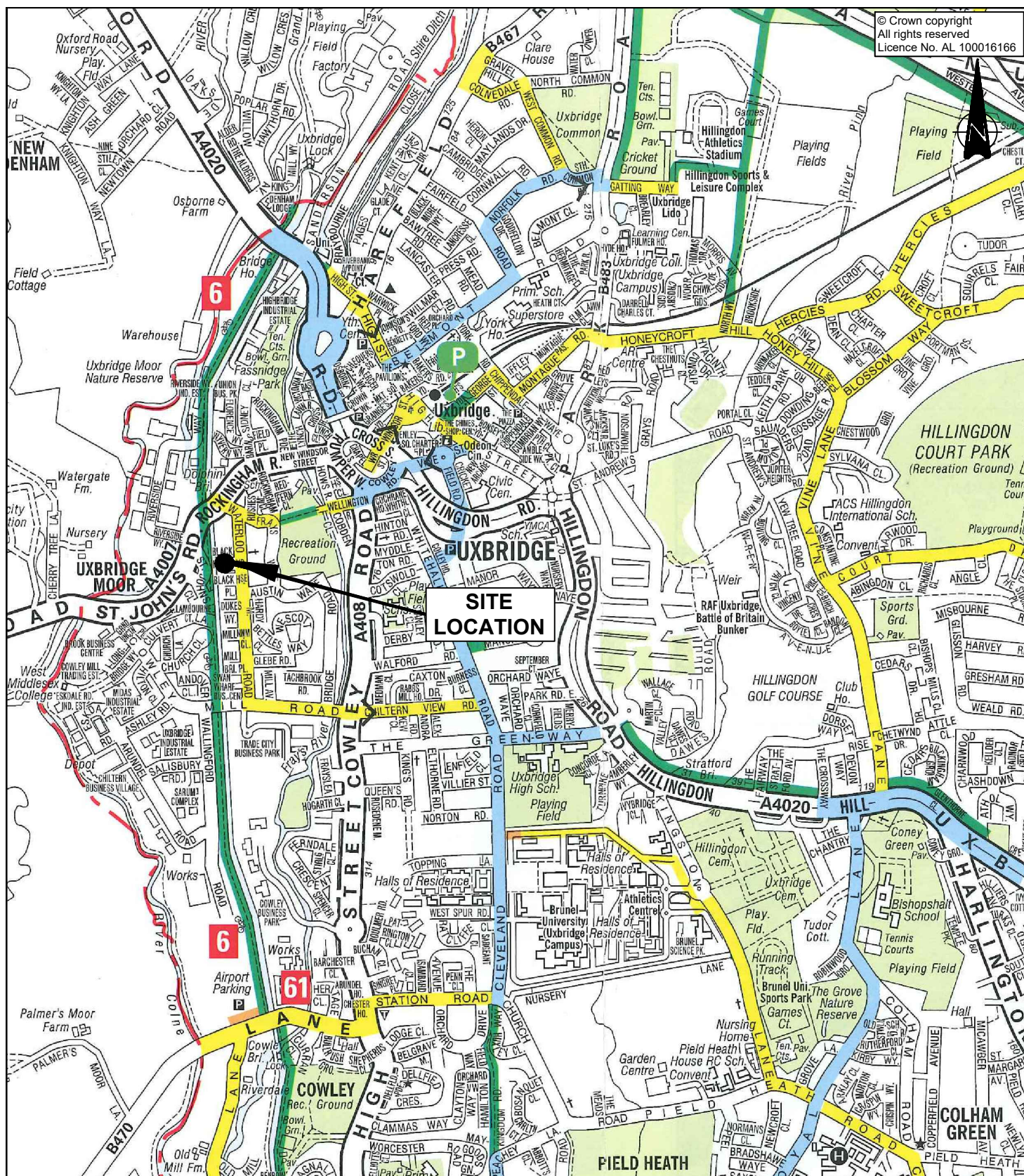
Total PTAL:

13.71687487

PTAL	Access Index range	Map colour
0 (worst)	0	
1a	0.01 – 2.50	
1b	2.51 – 5.0	
2	5.01 – 10.0	
3	10.01 – 15.0	
4	15.01 – 20.0	
5	20.01 – 25.0	
6a	25.01 – 40.0	
6b (best)	40.01+	

APPENDIX D

WIDER CYCLE NETWORK



KEY



Routes signed for use by cyclists on a mixture of quiet and busier roads

Other roads that have been recommended by cyclists

Off-road routes alongside roads, through parks, or along towpaths

Source: London Cycle Guide booklet

Drawn	FPEC	Checked	AF	Project	JASPAR GROUP OF COMPANIES	COTTEE	Transport Planning
Scale	NTS	Date	JUNE 2017		WATERLOO ROAD, UXBRIDGE	Fir Lodge	Threselfords Business Park
Drawing No.	1744/03				CYCLE NETWORK PLAN	Essex	CO5 9SE
Cottee Highway & Transportation Consultants Ltd. accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.				Tel : 01376 573400 Fax : 01376 573480 email : info@cotee-tp.co.uk www.coteetransportplanning.co.uk			

APPENDIX E

PARKING SURVEY

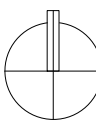
Parking Survey, Uxbridge

Parking Area	WEDNESDAY 14th 03:00						07:00						08:00						09:00						11:00						13:00						17:00						18:00						19:00						21:00					
	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)												
WATERLOO ROAD	972	0	577	105	66	63%	972	0	577	105	59	56%	972	0	577	105	50	48%	972	0	577	105	48	46%	972	0	577	105	40	38%	972	0	577	105	34	32%	972	0	577	105	42	40%	972	0	577	105	56	53%	972	0	577	105	70	67%	972	0	577	105	74	71%
FRAY'S WAY	273	0	68	12	5	40%	273	0	68	12	6	49%	273	0	68	12	5	40%	273	0	68	12	5	40%	273	0	68	12	6	49%	273	0	68	12	4	32%	273	0	68	12	7	57%	273	0	68	12	8	65%	273	0	68	12	9	73%	273	0	68	12	5	40%
AUSTIN WAY	189	0	92	17	10	60%	189	0	92	17	11	66%	189	0	92	17	10	60%	189	0	92	17	9	54%	189	0	92	17	10	60%	189	0	92	17	6	36%	189	0	92	17	6	36%	189	0	92	17	10	60%	189	0	92	17	11	66%	189	0	92	17	6	36%
TOTAL	1434	0	737	134	81	60%	1434	0	737	134	76	57%	1434	0	737	134	65	49%	1434	0	737	134	62	46%	1434	0	737	134	56	42%	1434	0	737	134	44	33%	1434	0	737	134	55	41%	1434	0	737	134	74	55%	1434	0	737	134	90	67%	1434	0	737	134	85	63%

Parking Area	THURSDAY 15th 03:00						07:00						08:00						09:00						11:00						13:00						17:00						18:00						19:00						21:00					
	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Length of restricted parking (m)	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked	Parking Stress (%)												
WATERLOO ROAD	972	0	577	105	60	57%	972	0	577	105	54	51%	972	0	577	105	42	40%	972	0	577	105	43	41%	972	0	577	105	39	37%	972	0	577	105	36	34%	972	0	577	105	40	38%	972	0	577	105	66	63%	972	0	577	105	75	71%	972	0	577	105	78	74%
FRAY'S WAY	273	0	68	12	6	49%	273	0	68	12	5	40%	273	0	68	12	4	32%	273	0	68	12	5	40%	273	0	68	12	5	40%	273	0	68	12	4	32%	273	0	68	12	7	57%	273	0	68	12	9	73%	273	0	68	12	6	49%						
AUSTIN WAY	189	0	92	17	12	72%	189	0	92	17	12	72%	189	0	92	17	8	48%	189	0	92	17	8	48%	189	0	92	17	8	48%	189	0	92	17	8	48%	189	0	92	17	5	30%	189	0	92	17	9	54%	189	0	92	17	8	48%						
TOTAL	1434	0	737	134	78	58%	1434	0	737	134	71	53%	1434	0	737	134	54	40%	1434	0	737	134	57	43%	1434	0	737	134	52	39%	1434	0	737	134	48	36%	1434	0	737	134	52	39%	1434	0	737	134	84	63%	1434	0	737	134	89	66%	1434	0	737	134	92	69%

APPENDIX F

PROPOSED SITE LAYOUT



KEY

Unit 1

Unit 2

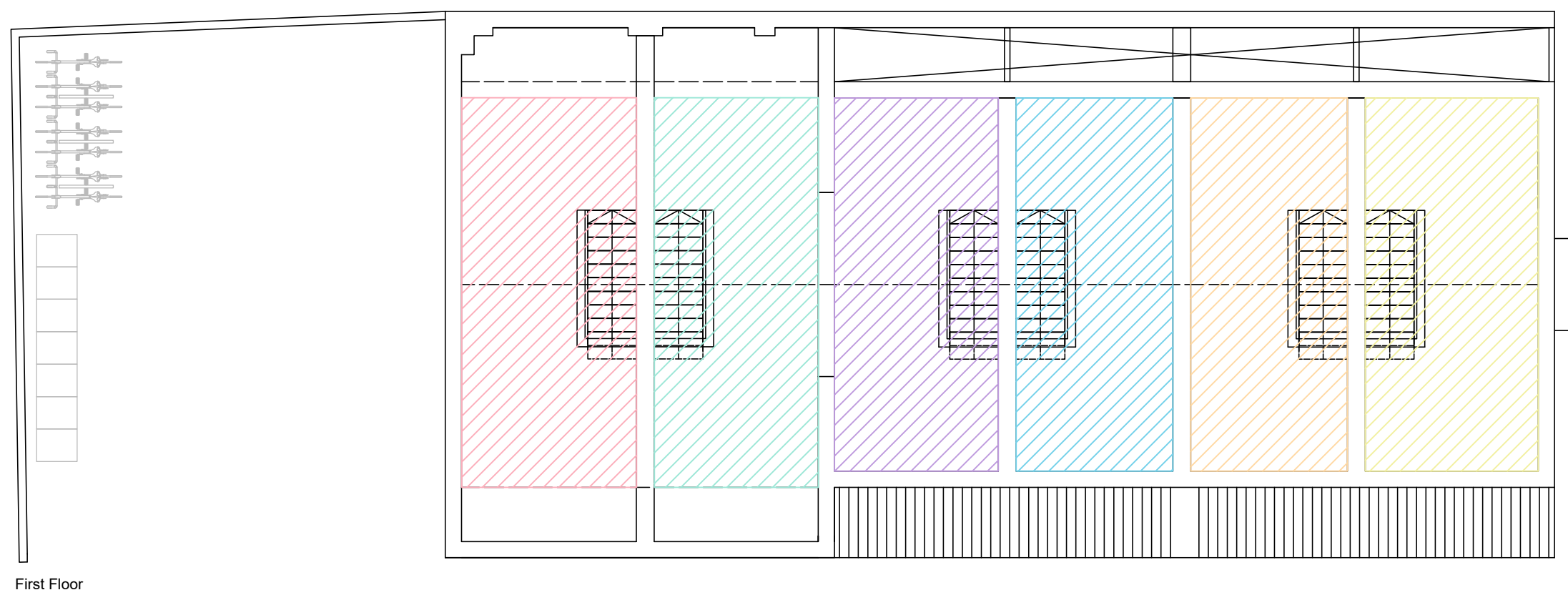
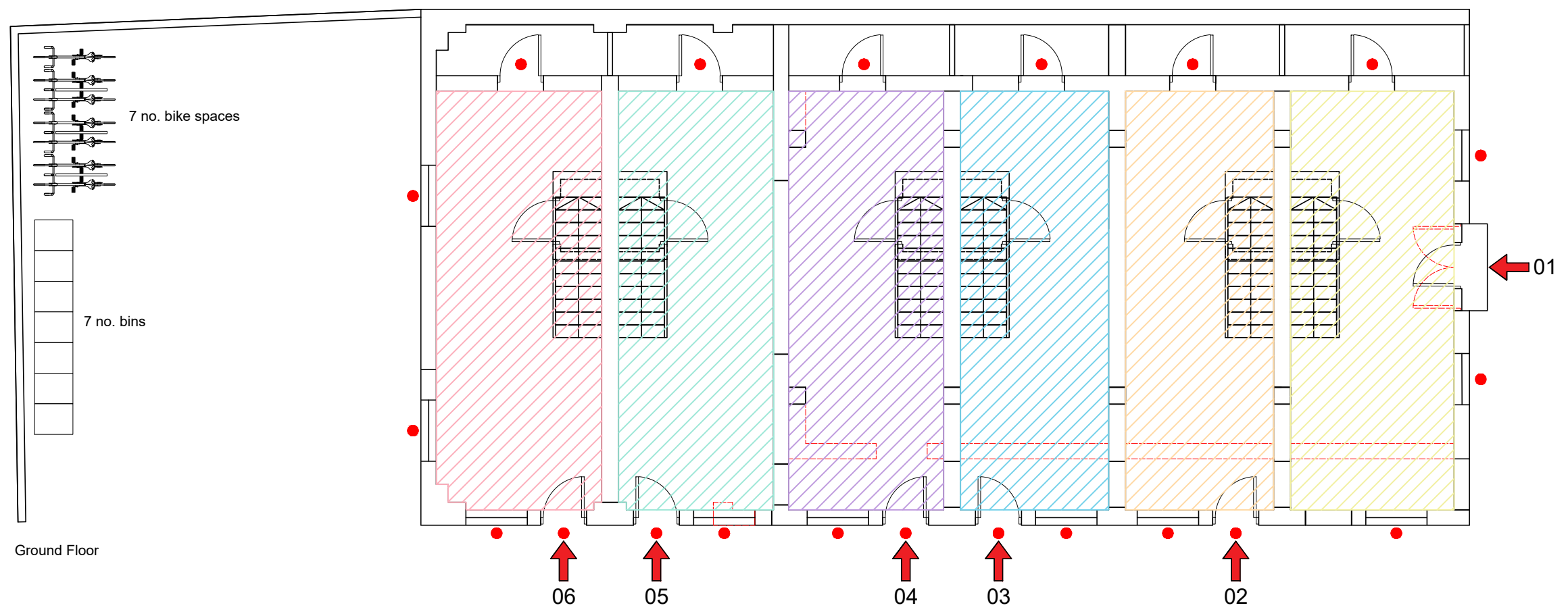
Unit 3

Unit 4

Unit 5

Unit 6

New openings / velux subject to full planning application



Rev	Description	Date
All dimensions and levels to be checked on site by contractor prior to preparation of shop drawings and commencement of work on site. Do not scale from this drawing or reproduce without consent. This drawing and the design is the copyright and property of Jaspargroup and may not be used in part or in whole without prior written consent. This drawing is to be read in conjunction with all relevant consultants and/or specialist's drawings/documents and any discrepancies or variations are to be notified to Jaspargroup before the affected work commences.		
PROJECT: The Old Mission House 44 Waterloo Road Uxbridge Middlesex UB8 2QX		
DRAWING: PERMITTED DEVELOPMENT Proposed Ground Floor & First Floor Plan		
DWN: AM	CKD: -	DATE: 22/05/17
STATUS: PD		REV: -
SCALE: 1:100	DWG NO: JM043 - BPS - GA - 900	

APPENDIX G

TRICS OUTPUT

Calculation Reference: AUDIT-719701-170621-0608

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	FS FLINTSHIRE	1 days
11	SCOTLAND	
	SR STIRLING	1 days
14	LEINSTER	
	LU LOUTH	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Secondary 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 dwellings
Actual Range: 6 to 94 (units:)
Range Selected by User: 6 to 530 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 30/11/16

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	3 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	10 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
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.

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

10 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 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days

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	1 days
1.1 to 1.5	9 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

10 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

10 days

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

LIST OF SITES relevant to selection parameters

1	AN-03-C-02	BLOCK OF FLATS		ANTRIM
	SUMMERHILL AVENUE			
	KNOCK			
	BELFAST			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: FRIDAY	28/11/14		Survey Type: MANUAL
2	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
3	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
4	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
5	FS-03-C-01	BLOCK OF FLATS		FLINTSHIRE
	WREXHAM STREET			
	MOLD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	30		
	Survey date: MONDAY	06/07/09		Survey Type: MANUAL
6	LU-03-C-03	BLOCK OF FLATS		LOUTH
	NICHOLAS STREET			
	DUNDALK			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
7	MG-03-C-01	BLOCK OF FLATS		MONAGHAN
	MALL ROAD			
	MONAGHAN			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	28		
	Survey date: FRIDAY	06/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: TUESDAY	13/05/14		Survey Type: MANUAL
9	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14		Survey Type: MANUAL
10	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE			
	STIRLING			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	48		
	Survey date: WEDNESDAY	18/06/14		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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DL-03-C-07	2 and 3 bed units
HO-03-C-03	1 - 4 bed units
IS-03-C-04	PTAL 6a
KD-03-C-01	1 - 3 bed units
KI-03-C-02	PTAL 6a
KN-03-C-02	PTAL 6a
KN-03-C-03	PTAL 5
LU-03-C-01	1 - 3 bed units
LU-03-C-02	2 and 3 bed units
NF-03-C-01	2 and 3 bed units
SA-03-C-01	2 and 3 bed units
SK-03-C-01	PTAL 6b
SK-03-C-02	PTAL 6b
SR-03-C-01	1 and 3 bed units
WH-03-C-01	PTAL 6b

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

MULTI-MODAL 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									
07:00 - 08:00	10	39	0.039	10	39	0.129	10	39	0.168
08:00 - 09:00	10	39	0.064	10	39	0.168	10	39	0.232
09:00 - 10:00	10	39	0.095	10	39	0.111	10	39	0.206
10:00 - 11:00	10	39	0.090	10	39	0.113	10	39	0.203
11:00 - 12:00	10	39	0.085	10	39	0.072	10	39	0.157
12:00 - 13:00	10	39	0.121	10	39	0.098	10	39	0.219
13:00 - 14:00	10	39	0.116	10	39	0.124	10	39	0.240
14:00 - 15:00	10	39	0.088	10	39	0.098	10	39	0.186
15:00 - 16:00	10	39	0.077	10	39	0.072	10	39	0.149
16:00 - 17:00	10	39	0.116	10	39	0.077	10	39	0.193
17:00 - 18:00	10	39	0.196	10	39	0.101	10	39	0.297
18:00 - 19:00	10	39	0.126	10	39	0.088	10	39	0.214
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.213			1.251			2.464	

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 - 94 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	15

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.

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

MULTI-MODAL TAXIS

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									
07:00 - 08:00	10	39	0.005	10	39	0.005	10	39	0.010
08:00 - 09:00	10	39	0.000	10	39	0.000	10	39	0.000
09:00 - 10:00	10	39	0.003	10	39	0.003	10	39	0.006
10:00 - 11:00	10	39	0.005	10	39	0.005	10	39	0.010
11:00 - 12:00	10	39	0.008	10	39	0.008	10	39	0.016
12:00 - 13:00	10	39	0.003	10	39	0.003	10	39	0.006
13:00 - 14:00	10	39	0.003	10	39	0.003	10	39	0.006
14:00 - 15:00	10	39	0.003	10	39	0.003	10	39	0.006
15:00 - 16:00	10	39	0.000	10	39	0.000	10	39	0.000
16:00 - 17:00	10	39	0.003	10	39	0.003	10	39	0.006
17:00 - 18:00	10	39	0.005	10	39	0.005	10	39	0.010
18:00 - 19:00	10	39	0.005	10	39	0.003	10	39	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.041			0.084

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 - 94 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	15

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.

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

MULTI-MODAL OGVS

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									
07:00 - 08:00	10	39	0.003	10	39	0.003	10	39	0.006
08:00 - 09:00	10	39	0.000	10	39	0.000	10	39	0.000
09:00 - 10:00	10	39	0.003	10	39	0.003	10	39	0.006
10:00 - 11:00	10	39	0.000	10	39	0.000	10	39	0.000
11:00 - 12:00	10	39	0.000	10	39	0.000	10	39	0.000
12:00 - 13:00	10	39	0.003	10	39	0.000	10	39	0.003
13:00 - 14:00	10	39	0.000	10	39	0.003	10	39	0.003
14:00 - 15:00	10	39	0.000	10	39	0.000	10	39	0.000
15:00 - 16:00	10	39	0.000	10	39	0.000	10	39	0.000
16:00 - 17:00	10	39	0.000	10	39	0.000	10	39	0.000
17:00 - 18:00	10	39	0.000	10	39	0.000	10	39	0.000
18:00 - 19:00	10	39	0.000	10	39	0.000	10	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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 - 94 (units:)
 Survey date range: 01/01/09 - 30/11/16
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 15

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.

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

MULTI-MODAL PSVS

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									
07:00 - 08:00	10	39	0.000	10	39	0.000	10	39	0.000
08:00 - 09:00	10	39	0.000	10	39	0.000	10	39	0.000
09:00 - 10:00	10	39	0.000	10	39	0.000	10	39	0.000
10:00 - 11:00	10	39	0.000	10	39	0.000	10	39	0.000
11:00 - 12:00	10	39	0.000	10	39	0.000	10	39	0.000
12:00 - 13:00	10	39	0.000	10	39	0.000	10	39	0.000
13:00 - 14:00	10	39	0.000	10	39	0.000	10	39	0.000
14:00 - 15:00	10	39	0.000	10	39	0.000	10	39	0.000
15:00 - 16:00	10	39	0.000	10	39	0.000	10	39	0.000
16:00 - 17:00	10	39	0.000	10	39	0.000	10	39	0.000
17:00 - 18:00	10	39	0.000	10	39	0.000	10	39	0.000
18:00 - 19:00	10	39	0.000	10	39	0.000	10	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 - 94 (units:)
 Survey date range: 01/01/09 - 30/11/16
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 15

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.

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

MULTI-MODAL CYCLISTS

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									
07:00 - 08:00	10	39	0.005	10	39	0.013	10	39	0.018
08:00 - 09:00	10	39	0.005	10	39	0.003	10	39	0.008
09:00 - 10:00	10	39	0.003	10	39	0.005	10	39	0.008
10:00 - 11:00	10	39	0.000	10	39	0.005	10	39	0.005
11:00 - 12:00	10	39	0.005	10	39	0.005	10	39	0.010
12:00 - 13:00	10	39	0.005	10	39	0.005	10	39	0.010
13:00 - 14:00	10	39	0.000	10	39	0.003	10	39	0.003
14:00 - 15:00	10	39	0.000	10	39	0.000	10	39	0.000
15:00 - 16:00	10	39	0.003	10	39	0.000	10	39	0.003
16:00 - 17:00	10	39	0.005	10	39	0.000	10	39	0.005
17:00 - 18:00	10	39	0.010	10	39	0.000	10	39	0.010
18:00 - 19:00	10	39	0.003	10	39	0.000	10	39	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.039			0.083

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 - 94 (units:)
 Survey date range: 01/01/09 - 30/11/16
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 15

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.

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

MULTI-MODAL VEHICLE OCCUPANTS

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									
07:00 - 08:00	10	39	0.041	10	39	0.160	10	39	0.201
08:00 - 09:00	10	39	0.070	10	39	0.219	10	39	0.289
09:00 - 10:00	10	39	0.137	10	39	0.142	10	39	0.279
10:00 - 11:00	10	39	0.124	10	39	0.142	10	39	0.266
11:00 - 12:00	10	39	0.098	10	39	0.103	10	39	0.201
12:00 - 13:00	10	39	0.142	10	39	0.126	10	39	0.268
13:00 - 14:00	10	39	0.152	10	39	0.144	10	39	0.296
14:00 - 15:00	10	39	0.108	10	39	0.126	10	39	0.234
15:00 - 16:00	10	39	0.134	10	39	0.121	10	39	0.255
16:00 - 17:00	10	39	0.157	10	39	0.095	10	39	0.252
17:00 - 18:00	10	39	0.271	10	39	0.139	10	39	0.410
18:00 - 19:00	10	39	0.160	10	39	0.126	10	39	0.286
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.594			1.643			3.237

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 - 94 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	15

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.

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

MULTI-MODAL PEDESTRIANS

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									
07:00 - 08:00	10	39	0.023	10	39	0.041	10	39	0.064
08:00 - 09:00	10	39	0.013	10	39	0.095	10	39	0.108
09:00 - 10:00	10	39	0.036	10	39	0.057	10	39	0.093
10:00 - 11:00	10	39	0.054	10	39	0.059	10	39	0.113
11:00 - 12:00	10	39	0.046	10	39	0.044	10	39	0.090
12:00 - 13:00	10	39	0.041	10	39	0.059	10	39	0.100
13:00 - 14:00	10	39	0.054	10	39	0.049	10	39	0.103
14:00 - 15:00	10	39	0.054	10	39	0.026	10	39	0.080
15:00 - 16:00	10	39	0.059	10	39	0.034	10	39	0.093
16:00 - 17:00	10	39	0.049	10	39	0.026	10	39	0.075
17:00 - 18:00	10	39	0.054	10	39	0.021	10	39	0.075
18:00 - 19:00	10	39	0.052	10	39	0.052	10	39	0.104
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.535			0.563			1.098

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 - 94 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	15

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
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									
07:00 - 08:00	10	39	0.005	10	39	0.021	10	39	0.026
08:00 - 09:00	10	39	0.010	10	39	0.023	10	39	0.033
09:00 - 10:00	10	39	0.010	10	39	0.021	10	39	0.031
10:00 - 11:00	10	39	0.008	10	39	0.010	10	39	0.018
11:00 - 12:00	10	39	0.003	10	39	0.005	10	39	0.008
12:00 - 13:00	10	39	0.015	10	39	0.010	10	39	0.025
13:00 - 14:00	10	39	0.003	10	39	0.010	10	39	0.013
14:00 - 15:00	10	39	0.000	10	39	0.000	10	39	0.000
15:00 - 16:00	10	39	0.005	10	39	0.003	10	39	0.008
16:00 - 17:00	10	39	0.021	10	39	0.005	10	39	0.026
17:00 - 18:00	10	39	0.021	10	39	0.003	10	39	0.024
18:00 - 19:00	10	39	0.023	10	39	0.010	10	39	0.033
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.121			0.245

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 - 94 (units:)
 Survey date range: 01/01/09 - 30/11/16
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 15

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
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									
07:00 - 08:00	10	39	0.000	10	39	0.026	10	39	0.026
08:00 - 09:00	10	39	0.003	10	39	0.018	10	39	0.021
09:00 - 10:00	10	39	0.000	10	39	0.005	10	39	0.005
10:00 - 11:00	10	39	0.000	10	39	0.003	10	39	0.003
11:00 - 12:00	10	39	0.000	10	39	0.000	10	39	0.000
12:00 - 13:00	10	39	0.005	10	39	0.003	10	39	0.008
13:00 - 14:00	10	39	0.003	10	39	0.005	10	39	0.008
14:00 - 15:00	10	39	0.000	10	39	0.003	10	39	0.003
15:00 - 16:00	10	39	0.003	10	39	0.000	10	39	0.003
16:00 - 17:00	10	39	0.018	10	39	0.000	10	39	0.018
17:00 - 18:00	10	39	0.026	10	39	0.000	10	39	0.026
18:00 - 19:00	10	39	0.008	10	39	0.000	10	39	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.063			0.129

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 - 94 (units:)
 Survey date range: 01/01/09 - 30/11/16
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 15

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
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									
07:00 - 08:00	10	39	0.000	10	39	0.000	10	39	0.000
08:00 - 09:00	10	39	0.000	10	39	0.000	10	39	0.000
09:00 - 10:00	10	39	0.000	10	39	0.000	10	39	0.000
10:00 - 11:00	10	39	0.000	10	39	0.000	10	39	0.000
11:00 - 12:00	10	39	0.000	10	39	0.000	10	39	0.000
12:00 - 13:00	10	39	0.000	10	39	0.000	10	39	0.000
13:00 - 14:00	10	39	0.000	10	39	0.000	10	39	0.000
14:00 - 15:00	10	39	0.000	10	39	0.000	10	39	0.000
15:00 - 16:00	10	39	0.000	10	39	0.000	10	39	0.000
16:00 - 17:00	10	39	0.000	10	39	0.000	10	39	0.000
17:00 - 18:00	10	39	0.000	10	39	0.000	10	39	0.000
18:00 - 19:00	10	39	0.000	10	39	0.000	10	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 - 94 (units:)
 Survey date range: 01/01/09 - 30/11/16
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 15

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
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									
07:00 - 08:00	10	39	0.005	10	39	0.046	10	39	0.051
08:00 - 09:00	10	39	0.013	10	39	0.041	10	39	0.054
09:00 - 10:00	10	39	0.010	10	39	0.026	10	39	0.036
10:00 - 11:00	10	39	0.008	10	39	0.013	10	39	0.021
11:00 - 12:00	10	39	0.003	10	39	0.005	10	39	0.008
12:00 - 13:00	10	39	0.021	10	39	0.013	10	39	0.034
13:00 - 14:00	10	39	0.005	10	39	0.015	10	39	0.020
14:00 - 15:00	10	39	0.000	10	39	0.003	10	39	0.003
15:00 - 16:00	10	39	0.008	10	39	0.003	10	39	0.011
16:00 - 17:00	10	39	0.039	10	39	0.005	10	39	0.044
17:00 - 18:00	10	39	0.046	10	39	0.003	10	39	0.049
18:00 - 19:00	10	39	0.031	10	39	0.010	10	39	0.041
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.189			0.183			0.372

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 - 94 (units:)
 Survey date range: 01/01/09 - 30/11/16
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 15

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.

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

MULTI-MODAL TOTAL PEOPLE

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									
07:00 - 08:00	10	39	0.075	10	39	0.260	10	39	0.335
08:00 - 09:00	10	39	0.101	10	39	0.358	10	39	0.459
09:00 - 10:00	10	39	0.186	10	39	0.229	10	39	0.415
10:00 - 11:00	10	39	0.186	10	39	0.219	10	39	0.405
11:00 - 12:00	10	39	0.152	10	39	0.157	10	39	0.309
12:00 - 13:00	10	39	0.209	10	39	0.204	10	39	0.413
13:00 - 14:00	10	39	0.211	10	39	0.211	10	39	0.422
14:00 - 15:00	10	39	0.162	10	39	0.155	10	39	0.317
15:00 - 16:00	10	39	0.204	10	39	0.157	10	39	0.361
16:00 - 17:00	10	39	0.250	10	39	0.126	10	39	0.376
17:00 - 18:00	10	39	0.381	10	39	0.162	10	39	0.543
18:00 - 19:00	10	39	0.245	10	39	0.188	10	39	0.433
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.362			2.426			4.788	

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 - 94 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	15

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	FS FLINTSHIRE	1 days
11	SCOTLAND	
	SR STIRLING	1 days
14	LEINSTER	
	LU LOUTH	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Secondary 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 dwellings
Actual Range: 6 to 94 (units:)
Range Selected by User: 6 to 530 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 30/11/16

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	3 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	10 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
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:

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

10 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 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days

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	1 days
1.1 to 1.5	9 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

10 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

10 days

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

LIST OF SITES relevant to selection parameters

1	AN-03-C-02	BLOCK OF FLATS		ANTRIM
	SUMMERHILL AVENUE			
	KNOCK			
	BELFAST			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: FRIDAY	28/11/14		Survey Type: MANUAL
2	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
3	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
4	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
5	FS-03-C-01	BLOCK OF FLATS		FLINTSHIRE
	WREXHAM STREET			
	MOLD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	30		
	Survey date: MONDAY	06/07/09		Survey Type: MANUAL
6	LU-03-C-03	BLOCK OF FLATS		LOUTH
	NICHOLAS STREET			
	DUNDALK			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
7	MG-03-C-01	BLOCK OF FLATS		MONAGHAN
	MALL ROAD			
	MONAGHAN			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	28		
	Survey date: FRIDAY	06/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: TUESDAY	13/05/14		Survey Type: MANUAL
9	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14		Survey Type: MANUAL
10	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE			
	STIRLING			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	48		
	Survey date: WEDNESDAY	18/06/14		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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DL-03-C-07	2 and 3 bed units
HO-03-C-03	1 - 4 bed units
IS-03-C-04	PTAL 6a
KD-03-C-01	1 - 3 bed units
KI-03-C-02	PTAL 6a
KN-03-C-02	PTAL 6a
KN-03-C-03	PTAL 5
LU-03-C-01	1 - 3 bed units
LU-03-C-02	2 and 3 bed units
NF-03-C-01	2 and 3 bed units
SA-03-C-01	2 and 3 bed units
SK-03-C-01	PTAL 6b
SK-03-C-02	PTAL 6b
SR-03-C-01	1 and 3 bed units
WH-03-C-01	PTAL 6b

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES
Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 9 FS-03-C-01 Tot: 0.134
85th Percentile = No. 2 RI-03-C-01 Tot: 0.350

Median Values		Mean Values	
Arrivals:	0.059	Arrivals:	0.060
Departures:	0.132	Departures:	0.173
Totals:	0.190	Totals:	0.232

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	AN-03-C-02	BLOCK OF FLATS	BELFAST	ANTRIM	22	Fri	28/11/14	0.182	0.409	0.591	1.00
2	RI-03-C-01	FLATS	HULL	EAST RIDING OF YORK	20	Tue	13/05/14	0.100	0.250	0.350	1.10
3	SF-03-C-01	BLOCKS OF FLAT	BURY ST EDMUNDS	SUFFOLK	85	Thu	18/12/14	0.047	0.247	0.294	1.20
4	CB-03-C-02	BLOCK OF FLATS	PENRITH	CUMBRIA	35	Wed	11/06/14	0.086	0.143	0.229	1.09
5	EX-03-C-02	BLOCK OF FLATS	SOUTHEND-ON-SEA	ESSEX	94	Tue	22/10/13	0.096	0.096	0.192	1.01
6	SR-03-C-02	FLATS	STIRLING	STIRLING	48	Wed	18/06/14	0.021	0.167	0.188	1.19
7	MG-03-C-01	BLOCK OF FLATS	MONAGHAN	MONAGHAN	28	Fri	06/09/13	0.000	0.179	0.179	1.21
8	EX-03-C-01	FLATS	SOUTHEND-ON-SEA	ESSEX	6	Tue	22/10/13	0.000	0.167	0.167	1.67
9	FS-03-C-01	BLOCK OF FLATS	MOLD	FLINTSHIRE	30	Mon	06/07/09	0.067	0.067	0.134	1.00
10	LU-03-C-03	BLOCK OF FLATS	DUNDALK	LOUTH	20	Mon	16/09/13	0.000	0.000	0.000	0.85

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	FS FLINTSHIRE	1 days
11	SCOTLAND	
	SR STIRLING	1 days
14	LEINSTER	
	LU LOUTH	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Secondary 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 dwellings
Actual Range: 6 to 94 (units:)
Range Selected by User: 6 to 530 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 30/11/16

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	3 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	10 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
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:

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

10 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 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days

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	1 days
1.1 to 1.5	9 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

10 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

10 days

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

LIST OF SITES relevant to selection parameters

1	AN-03-C-02	BLOCK OF FLATS		ANTRIM
	SUMMERHILL AVENUE			
	KNOCK			
	BELFAST			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: FRIDAY	28/11/14		Survey Type: MANUAL
2	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
3	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
4	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
5	FS-03-C-01	BLOCK OF FLATS		FLINTSHIRE
	WREXHAM STREET			
	MOLD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	30		
	Survey date: MONDAY	06/07/09		Survey Type: MANUAL
6	LU-03-C-03	BLOCK OF FLATS		LOUTH
	NICHOLAS STREET			
	DUNDALK			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
7	MG-03-C-01	BLOCK OF FLATS		MONAGHAN
	MALL ROAD			
	MONAGHAN			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	28		
	Survey date: FRIDAY	06/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: TUESDAY	13/05/14		Survey Type: MANUAL
9	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14		Survey Type: MANUAL
10	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE			
	STIRLING			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	48		
	Survey date: WEDNESDAY	18/06/14		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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DL-03-C-07	2 and 3 bed units
HO-03-C-03	1 - 4 bed units
IS-03-C-04	PTAL 6a
KD-03-C-01	1 - 3 bed units
KI-03-C-02	PTAL 6a
KN-03-C-02	PTAL 6a
KN-03-C-03	PTAL 5
LU-03-C-01	1 - 3 bed units
LU-03-C-02	2 and 3 bed units
NF-03-C-01	2 and 3 bed units
SA-03-C-01	2 and 3 bed units
SK-03-C-01	PTAL 6b
SK-03-C-02	PTAL 6b
SR-03-C-01	1 and 3 bed units
WH-03-C-01	PTAL 6b

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00
 WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
 20 surveys is not recommended by TRICS and may be misleading.
 15th Percentile = No. 9 FS-03-C-01 Tot: 0.134
 85th Percentile = No. 2 LU-03-C-03 Tot: 0.500

<u>Median Values</u>		<u>Mean Values</u>	
Arrivals:	0.198	Arrivals:	0.201
Departures:	0.102	Departures:	0.097
Totals:	0.300	Totals:	0.298

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	AN-03-C-02	BLOCK OF FLATS	BELFAST	ANTRIM	22	Fri	28/11/14	0.500	0.000	0.500	1.00
2	LU-03-C-03	BLOCK OF FLATS	DUNDALK	LOUTH	20	Mon	16/09/13	0.200	0.300	0.500	0.85
3	CB-03-C-02	BLOCK OF FLATS	PENRITH	CUMBRIA	35	Wed	11/06/14	0.314	0.171	0.485	1.09
4	SF-03-C-01	BLOCKS OF FLAT	BURY ST EDMUNDS	SUFFOLK	85	Thu	18/12/14	0.247	0.106	0.353	1.20
5	RI-03-C-01	FLATS	HULL	EAST RIDING OF YORK	20	Tue	13/05/14	0.250	0.100	0.350	1.10
6	SR-03-C-02	FLATS	STIRLING	STIRLING	48	Wed	18/06/14	0.146	0.104	0.250	1.19
7	MG-03-C-01	BLOCK OF FLATS	MONAGHAN	MONAGHAN	28	Fri	06/09/13	0.179	0.036	0.215	1.21
8	EX-03-C-02	BLOCK OF FLATS	SOUTHEND-ON-SEA	ESSEX	94	Tue	22/10/13	0.106	0.085	0.191	1.01
9	FS-03-C-01	BLOCK OF FLATS	MOLD	FLINTSHIRE	30	Mon	06/07/09	0.067	0.067	0.134	1.00
10	EX-03-C-01	FLATS	SOUTHEND-ON-SEA	ESSEX	6	Tue	22/10/13	0.000	0.000	0.000	1.67

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	FS FLINTSHIRE	1 days
11	SCOTLAND	
	SR STIRLING	1 days
14	LEINSTER	
	LU LOUTH	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Secondary 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 dwellings
Actual Range: 6 to 94 (units:)
Range Selected by User: 6 to 530 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 30/11/16

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	3 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	10 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
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:

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

10 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 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days

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	1 days
1.1 to 1.5	9 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

10 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

10 days

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

LIST OF SITES relevant to selection parameters

1	AN-03-C-02	BLOCK OF FLATS		ANTRIM
	SUMMERHILL AVENUE			
	KNOCK			
	BELFAST			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: FRIDAY	28/11/14		Survey Type: MANUAL
2	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
3	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
4	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
5	FS-03-C-01	BLOCK OF FLATS		FLINTSHIRE
	WREXHAM STREET			
	MOLD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	30		
	Survey date: MONDAY	06/07/09		Survey Type: MANUAL
6	LU-03-C-03	BLOCK OF FLATS		LOUTH
	NICHOLAS STREET			
	DUNDALK			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
7	MG-03-C-01	BLOCK OF FLATS		MONAGHAN
	MALL ROAD			
	MONAGHAN			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	28		
	Survey date: FRIDAY	06/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: TUESDAY	13/05/14		Survey Type: MANUAL
9	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14		Survey Type: MANUAL
10	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE			
	STIRLING			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	48		
	Survey date: WEDNESDAY	18/06/14		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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
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KI-03-C-02	PTAL 6a
KN-03-C-02	PTAL 6a
KN-03-C-03	PTAL 5
LU-03-C-01	1 - 3 bed units
LU-03-C-02	2 and 3 bed units
NF-03-C-01	2 and 3 bed units
SA-03-C-01	2 and 3 bed units
SK-03-C-01	PTAL 6b
SK-03-C-02	PTAL 6b
SR-03-C-01	1 and 3 bed units
WH-03-C-01	PTAL 6b

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES

Ranking Type: TOTALS Time Range: 07:00-19:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 9 EX-03-C-01 Tot: 1.666
85th Percentile = No. 2 CB-03-C-02 Tot: 3.172

<u>Median Values</u>		<u>Mean Values</u>	
Arrivals:	1.050	Arrivals:	1.125
Departures:	1.102	Departures:	1.169
Totals:	2.152	Totals:	2.294

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	EX-03-C-02	BLOCK OF FLATS	SOUTHEND-ON-SEA	ESSEX	94	Tue	22/10/13	1.617	1.574	3.191	1.01
2	CB-03-C-02	BLOCK OF FLATS	PENRITH	CUMBRIA	35	Wed	11/06/14	1.629	1.543	3.172	1.09
3	AN-03-C-02	BLOCK OF FLATS	BELFAST	ANTRIM	22	Fri	28/11/14	1.409	1.545	2.954	1.00
4	MG-03-C-01	BLOCK OF FLATS	MONAGHAN	MONAGHAN	28	Fri	06/09/13	1.286	1.250	2.536	1.21
5	FS-03-C-01	BLOCK OF FLATS	MOLD	FLINTSHIRE	30	Mon	06/07/09	1.100	1.133	2.233	1.00
6	SF-03-C-01	BLOCKS OF FLAT	BURY ST EDMUNDS	SUFFOLK	85	Thu	18/12/14	1.000	1.071	2.071	1.20
7	RI-03-C-01	FLATS	HULL	EAST RIDING OF YORK	20	Tue	13/05/14	0.900	1.100	2.000	1.10
8	SR-03-C-02	FLATS	STIRLING	STIRLING	48	Wed	18/06/14	0.875	1.042	1.917	1.19
9	EX-03-C-01	FLATS	SOUTHEND-ON-SEA	ESSEX	6	Tue	22/10/13	0.833	0.833	1.666	1.67
10	LU-03-C-03	BLOCK OF FLATS	DUNDALK	LOUTH	20	Mon	16/09/13	0.600	0.600	1.200	0.85

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

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APPENDIX H

2011 CENSUS DATA

Car or Van Availability (QS416EW)

	E00012550		Hillingdon		London		England	
	Output Area		London Borough		Region		Country	
All Households	116		100214		3266173		22063368	
No Cars or Vans in Household	45	39%	22716	23%	1357251	42%	5691251	26%
1 Car or Van in Household	53	46%	43942	44%	1324032	41%	9301776	42%
2 Cars or Vans in Household	15	13%	25193	25%	458659	14%	5441593	25%
3 Cars or Vans in Household	3	2%	6125	6%	95619	3%	1203865	5%
4 or More Cars or Vans in Household	0	0%	2238	2%	30612	1%	424883	2%