

# Highways Technical Note

Site: 139 Belmont Road, Uxbridge  
Prepared by: MS  
Approved by: DM  
Date: 14 June 2022

**motion**  
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## 1.0 Introduction

- 1.1 Motion has been instructed to prepare this Technical Note on behalf of NARRD LTD in respect of a planning application for the demolition of an existing residential dwelling and the subsequent construction of three residential units located on land at 139 Belmont Road, Uxbridge.
- 1.2 The site is located on Belmont Road, in Uxbridge, within the administrative boundary of the London Borough of Hillingdon (LBH). Uxbridge Underground Station is located 750 metres (9-minute walk) south-west of the site. Due to its location, the site has access to a variety of amenities within Uxbridge, including supermarkets and healthcare facilities. The A4040 and B483 are located east and west from the site and routes north to the A40, which subsequently connects to the M40 and M25, and south to M4.
- 1.3 The site in relation to the local area is shown in Figure 1.1 below.

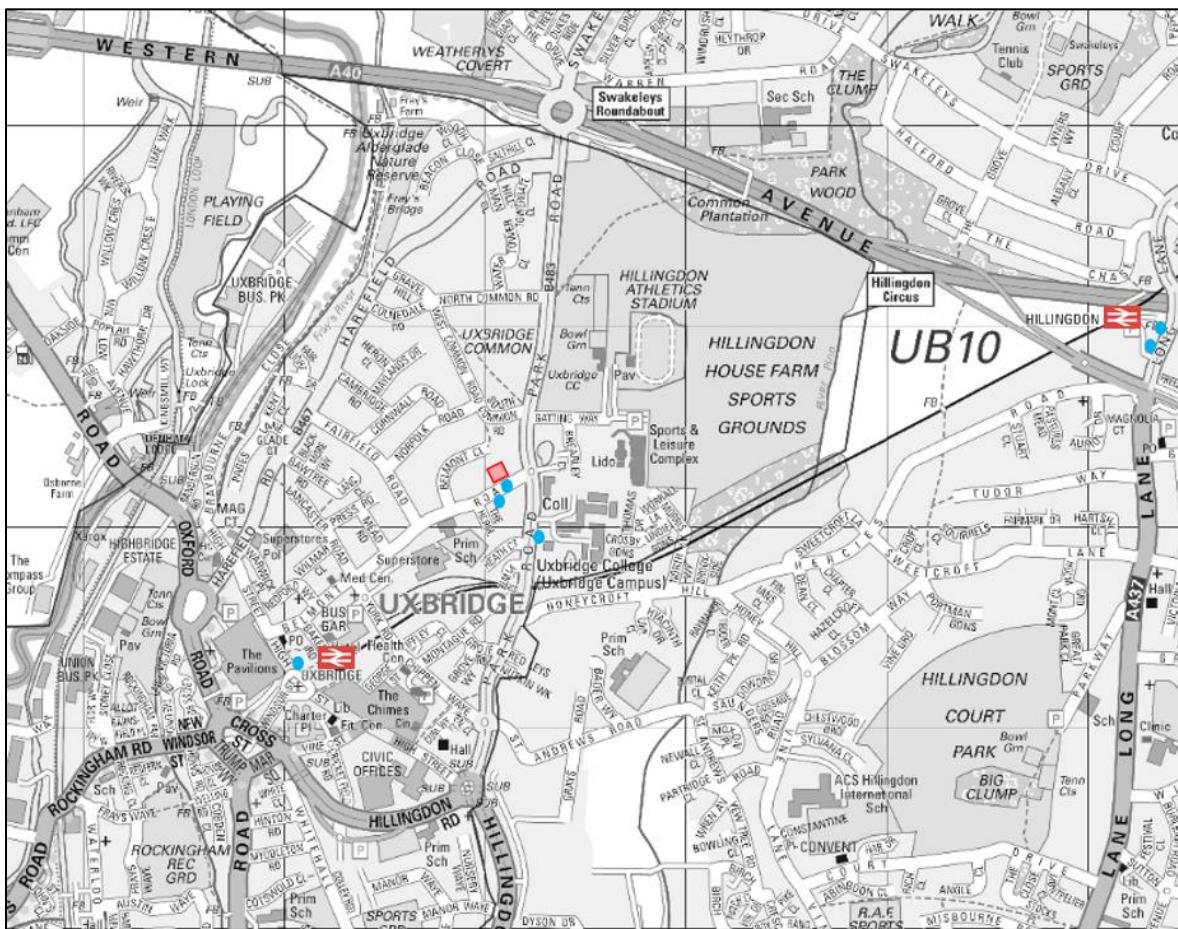


Figure 1.1 – The site in relation to the local area

## 2.0 Access Arrangements

- 2.1 The site currently accommodates two access points to the site, both which front Belmont Road, one to the west and one to the east. This allows cars to enter through the access to the west and egress to the east. This also allows for vehicles to enter and exit the site without needing to reverse onto the highway.
- 2.2 The proposal will retain the existing accesses, using the west access as an entrance and the east as an exit for all vehicles. There is a bus stop located on Belmont Road directly adjacent to the site. By retaining the access points in the same location as existing, the proposals will avoid impacting on the bus stop. The architects site layout plan is attached as [Appendix A](#), which illustrates the car parking layout.

## 3.0 Car Parking Arrangements

- 3.1 The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a point to the public transport system, taking into account walk access time and service availability. Transport for London (TfL) state it is a way of measuring the density of the public transport network at any location within Greater London.
- 3.2 The TfL WebCAT online planning tool enables PTAL ratings for specific 100m grid squares across Greater London to be determined, with the PTAL rating for each grid square reflecting:
  - ▶ Walking time from the point-of interest to the public transport access points
  - ▶ The reliability of the service modes available
  - ▶ The number of services available within the catchment
  - ▶ The level of service at the public transport access points - i.e. average waiting time
- 3.3 Each grid area is graded between 0 and 6b, where a score of 0 represents very poor access to public transport, and 6b is excellent. Using the WebCAT online planning tool, the PTAL rating of the site has been established as 3, indicating that the site has a 'good' accessibility level, which is displayed in Figure 3.1 below.

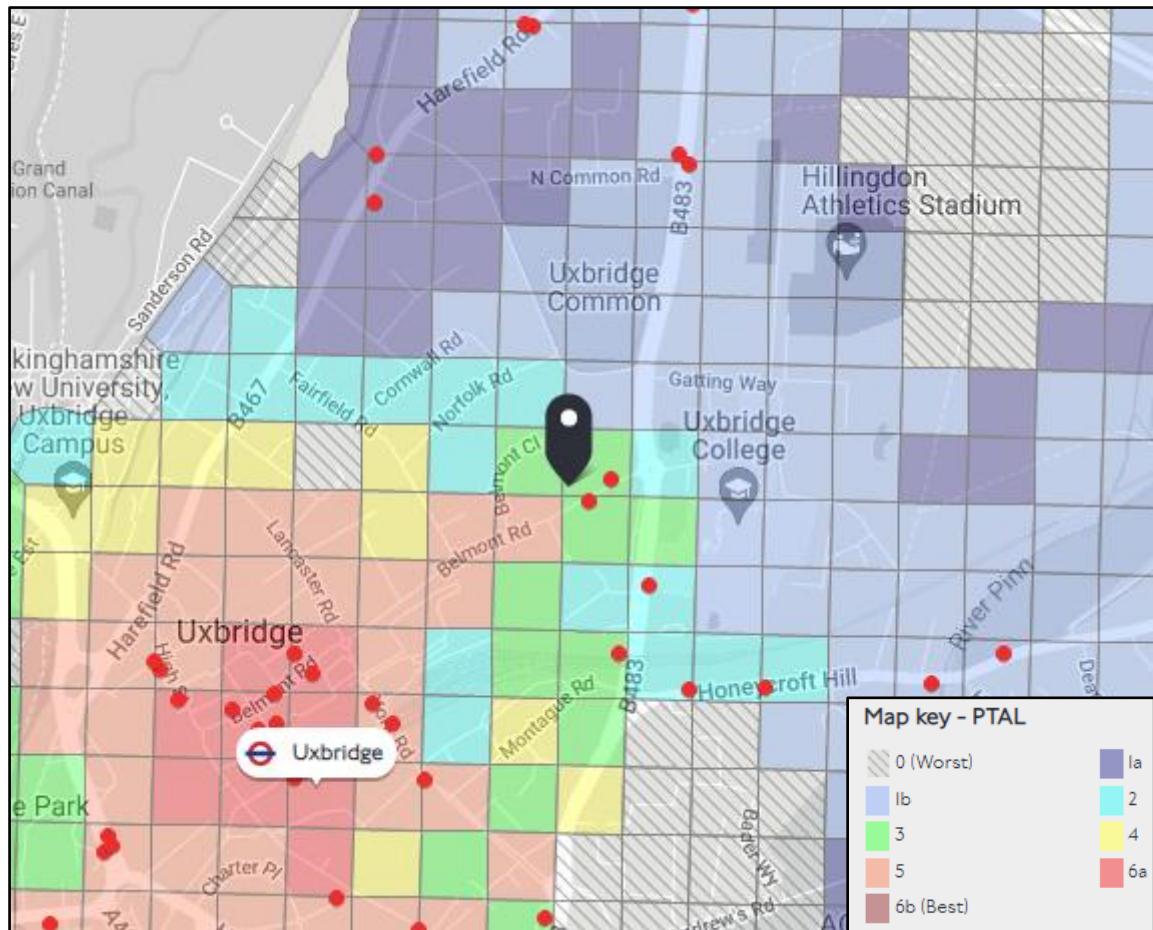


Figure 3.1 – PTAL Assessment for the site

3.4 The site is located within the London Borough of Hillingdon (LBH) therefore, the site must adhere with The London Plan (2021) parking standards. The car parking set out in the parking guidance are maximum parking standards and are dependent on PTAL location. The London Plan Parking Standards, 2021 are displayed in Table 3.1 below.

Location	Number of Beds	Maximum Parking Provision
Outer London PTAL 4	1-2	Up to 0.5 - 0.75 spaces per dwelling
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling
Outer London PTAL 2-3	1-2	Up to 0.75 spaces per dwelling
Outer London PTAL 2-3	3+	Up to 1 Space per dwelling
Outer London PTAL 0-1	1-2	Up to 1.5 Space per dwelling
Outer London PTAL 0-1	3+	Up to 1.5 Space per dwelling

Table 3.1 – Residential Car Parking Standards, The London Plan, 2021

3.5 The proposal includes a total of three units, all of which will have in excess of three bedrooms. With the site benefitting from a PTAL of 3, Table 3.1 above indicates that each unit should be provided with up to one car parking space per unit.

3.6 The development conforms with The London Plan, 2021 parking standards as the development proposes to have three car parking spaces, one for each dwelling.

3.7 Consideration has been given to on-street car parking demand in the surrounding area to ascertain the extent to which there is sufficient capacity to accommodate any overspill from the development site. This is set out below. The existing on-street parking levels, or "parking stress", surrounding the development site has been assessed by means of a manual survey in accordance with the 'Lambeth Council Parking Survey Guidance Note' (Lambeth Council, 2009).

3.8 Lambeth Council's parking survey methodology is broadly accepted as an appropriate methodology for assessing car parking demand on-street and involves an overnight parking observation beat between the hours of 00:30 and 05:30 hours. The local parking network is considered to be 'stressed' when on-street occupancy exceeds the 85% capacity. Accordingly, overnight parking surveys were undertaken on Tuesday 9<sup>th</sup> September 2021 04:00 hours and Wednesday 10<sup>th</sup> September 2021 at 05:05 hours.

3.9 The Lambeth methodology requires 200-metre distance from an identified location to be surveyed. Where the 200-metre boundary occurs part-way along a street, the survey area should be shortened or extended to the nearest junction. The 200-metre radius comprises the following roads:

- ▶ Belmont Road
- ▶ Belmont Close
- ▶ The Hermitage
- ▶ Park Road

3.10 The above roads in the immediate vicinity of the site are shown in Figure 3.2 below

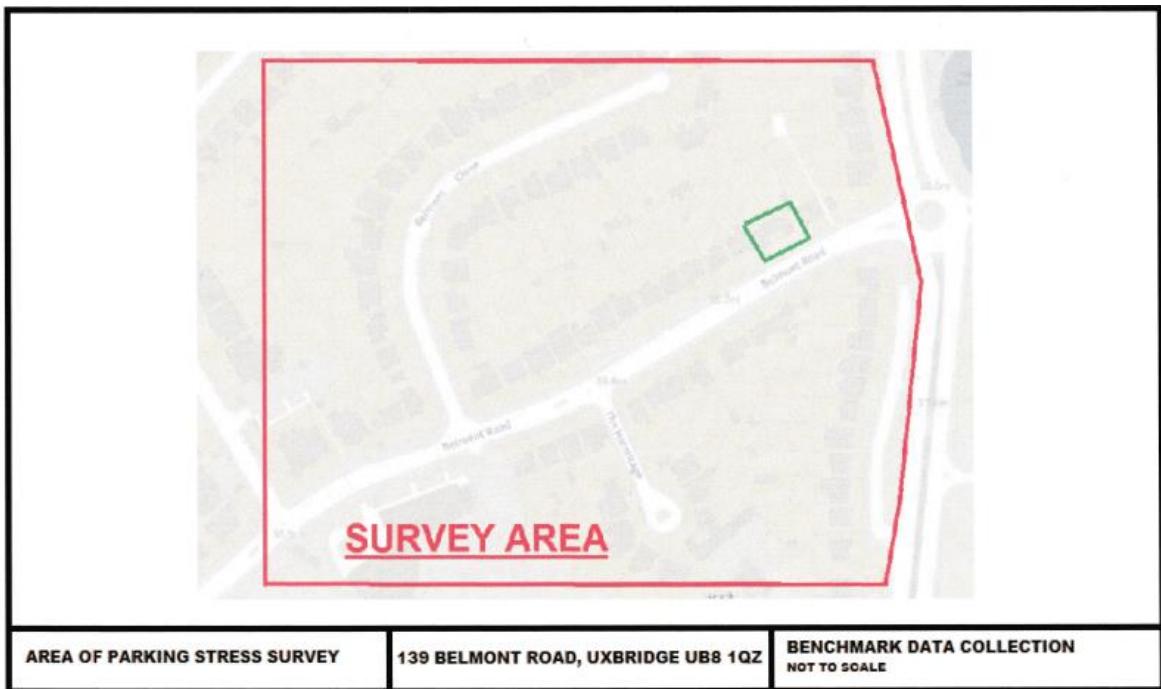


Figure 3.1 – Parking Study – Local Area

3.11 The number of existing parking spaces in the survey area was identified as part of the analysis. For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5.0 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5.0 metres. Physical bays have been divided into 5.0 metre intervals and rounded down to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5.0 metres or along vehicle crossovers, have been eliminated from the available kerb space, in accordance with the guidance.

3.12 The parking survey outputs are included for reference at [Appendix B](#) and indicate that, across the assessment area, there are an equivalent of 37 unrestricted parking spaces.

3.13 The results of the car parking occupancy survey are set out in full within tables 3.2 and 3.3 below.

Street Name	On-street Parking (excluding yellow lines)		
	Spaces	Used	% Stress
Belmont Road	11	3	27
Belmont Close	12	7	58
The Hermitage	5	1	20
Park Road	9	5	56
<b>Total</b>	<b>37</b>	<b>16</b>	<b>43</b>

Table 3.2 – Summary of Parking Stress Survey Tuesday 9<sup>th</sup> November 2021 04:00 Hours

3.14 Table 3.2 indicates that there were 21 spaces available in the local area during the overnight survey period. This equates to an overall occupancy of 43%. This is therefore below the 85% threshold where networks are considered stressed. Belmont Road was shown to have ample spare capacity to accommodate additional parking demand.

Street Name	On-street Parking (excluding yellow lines)		
	Spaces	Used	% Stress
Belmont Road	11	2	18
Belmont Close	12	6	50
The Hermitage	5	1	20
Park Road	9	4	44
<b>Total</b>	<b>37</b>	<b>13</b>	<b>35</b>

Table 3.3 – Summary of Parking Stress Survey Wednesday 10<sup>th</sup> November 2021 05:05 Hours

3.15 Table 3.3 indicates that there were 24 spaces available in the local area during the overnight survey period. This equates to an overall occupancy of 35%. This is therefore below the 85% threshold where networks are considered stressed. Belmont Road was shown to have ample spare capacity to accommodate additional parking demand.

3.16 The likelihood of vehicles over spilling on-street is minimal as three on site car parking spaces will be provided. However, for example if each dwelling was to have an additional vehicle per dwelling that would over-spill three additional vehicles on-street. Applying the additional three vehicles associated with the development proposals to the existing demands, the future on-street demand would be in the rough range of 45-50%, thus remaining some way below the 85% threshold.

3.17 It is concluded therefore, that the level of parking proposed on site is appropriate to serve the proposals with sufficient space on-street to cater for any over-spill. Swept path analysis of a car parking within each car parking space and departing the site is shown within [Appendix C](#).

## 4.0 Other Highway Related Matters

### Cycle parking

4.1 The London Plan 2021 adopts Minimum Cycle Parking standards, with all dwellings required to provide 2 cycle parking spaces per dwelling.

4.2 Cycle parking will be contained within the garden area of each dwelling, likely in a secure shed. Access gained from the front of the site to the garden shed can be through the side of each property, or directly through the central dwelling.

### Servicing arrangements

4.3 Refuse storage for the development will be provided at the front of the site identified on the architects site layout plan (Attached as [Appendix A](#)). Refuse collection will take place on Belmont Road as per existing on-street arrangements

### Trip Generation

#### Existing Dwelling

4.4 To calculate the trip attraction potential of the existing house, an assessment utilising the TRICS database has been undertaken. The TRICS category '03 Residential: A – Houses Privately Owned' has been used, with sites located in England.

4.5 A summary of the peak hour total person and vehicular trip rates are provided in Table 4.1 below and the full TRICS output included at [Appendix D](#).

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.208	0.825	0.476	0.321	4.061	4.33
Total Person Trips	0	1	0	0	4	4
Vehicular Trip Rates	0.151	0.392	0.278	0.175	2.252	2.384
Vehicular Trips	0	0	0	0	2	2

Table 4.1: Existing Dwelling – Trip Rates and Resultant Trips

4.6 Table 4.1 indicates that the existing house could generate one total person trip during weekday AM peak hour. Over an average weekday, the existing house could generate 8 two-way total person trips, of which 4 could be vehicular.

#### Proposed Houses

4.7 In order to assess the trip generation potential for the proposed units, the TRICS database has been interrogated using the same category and criteria as the existing house. A summary of the peak hour total person and vehicular trip rates for nine dwellings is provided in Table 4.2 below.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.208	0.825	0.476	0.321	4.061	4.33
Total Person Trips	1	2	1	1	12	13
Vehicular Trip Rates	0.151	0.392	0.278	0.175	2.252	2.384
Vehicular Trips	0	1	1	1	7	7

Table 4.2: Proposed Dwellings – Trip Rates and Resultant Trips

4.8 Table 4.2 indicates that the proposed dwellings could generate 3 total person trips in the weekday morning peak hour, with 1 vehicular trips. In the evening peak hour, the development could generate 2 total person trips, of which 2 could be vehicular trips. Over an average weekday, the dwellings could generate 25 two-way total person trips, of which 14 could be vehicular.

### Net Impact

4.9 Table 4.3 below summarises the net impact of the proposal in terms of person trips, whilst Table 4.4 summarises the impact regarding vehicle trips.

Mode of Travel	Weekday AM Peak		Weekday PM Peak		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Existing Use Total Person Trips	0	1	0	0	4	4
Proposed Total Person Trips	1	2	1	1	12	13
<b>Net Impact</b>	<b>+1</b>	<b>+1</b>	<b>+1</b>	<b>+1</b>	<b>+8</b>	<b>+9</b>

Table 4.3: Net Impact of Proposed Development in terms of Total Person Trips

Mode of Travel	Weekday AM Peak		Weekday PM Peak		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Existing Use Total Vehicular Trips	0	0	0	0	2	2
Proposed Total Vehicular Trips	0	1	1	1	7	7
<b>Net Impact</b>	<b>0</b>	<b>+1</b>	<b>+1</b>	<b>+1</b>	<b>+5</b>	<b>+5</b>

Table 4.4: Net Impact of Proposed Development in terms of Vehicular Trips

4.10 Table 4.3 and Table 4.4 indicate that the proposal could lead to an increase in the number of total person and vehicular trips to the site. During both the weekday morning and evening peak hours, the development could result in a net increase of 1 vehicular trips and 2 across the evening peak hours. Across an average weekday, the proposal could result in an increase in 10 two-way vehicular trips.

4.11 It is clear from the above assessment that the proposal will result in a negligible increase in trips to the site, both in terms of total trips and vehicular trips during the established peak periods and over a daily profile.

## 5.0 Summary and Conclusion

### Summary

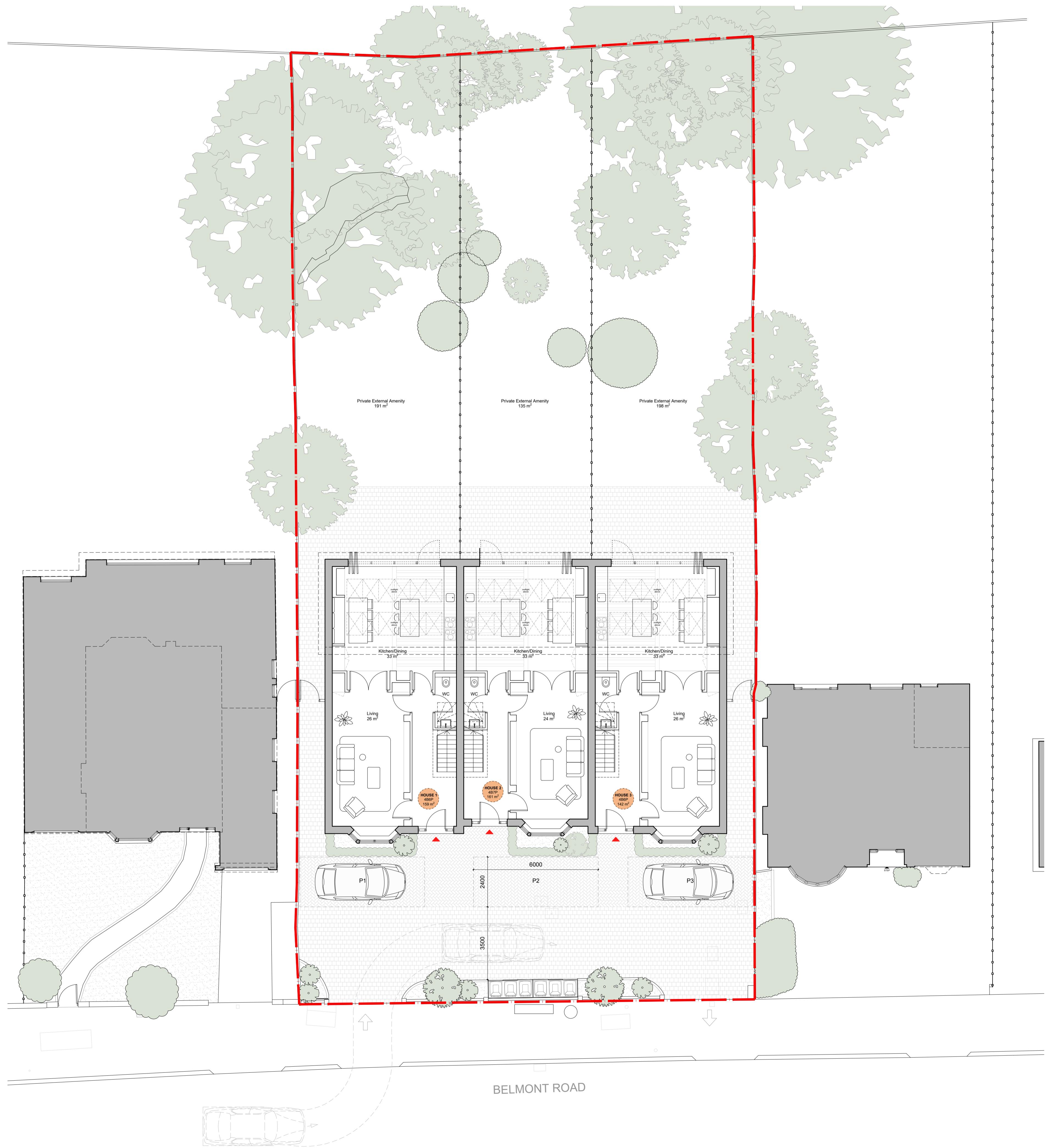
- 5.1 Motion has been instructed to prepare this Technical Note on behalf of NARRD LTD in respect of a planning application for the development of the existing land at 139 Belmont Road, Uxbridge.
- 5.2 In summary, this Transport Statement has identified the following:
  - ▶ The site is situated in a sustainable location which leads to easy access to amenities such as healthcare facilities, shops, and leisure opportunities via non-car methods of travel;
  - ▶ Access arrangements mimic the existing arrangement with two separate crossovers. This avoids impacting on the adjacent bus stop;
  - ▶ The proposed number of car and cycle parking spaces on-site complies with The London Plan 2021; and
  - ▶ Appropriate provision is made for refuse collection within the site

### Conclusion

- 5.3 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstrable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent.

## Appendix A

### Site Layout Plan



## Appendix B

### Parking Survey Results

139 BELMONT ROAD, UXBRIDGE, UB8 1QZ.

## PARKING STRESS SURVEY

## RESULTS

### SURVEY LOCATION PLAN

### PARKING RESTRICTION PLANS

### PARKED VEHICLE LOCATION PLANS

NOVEMBER 2021

LAMBETH METHODOLOGY



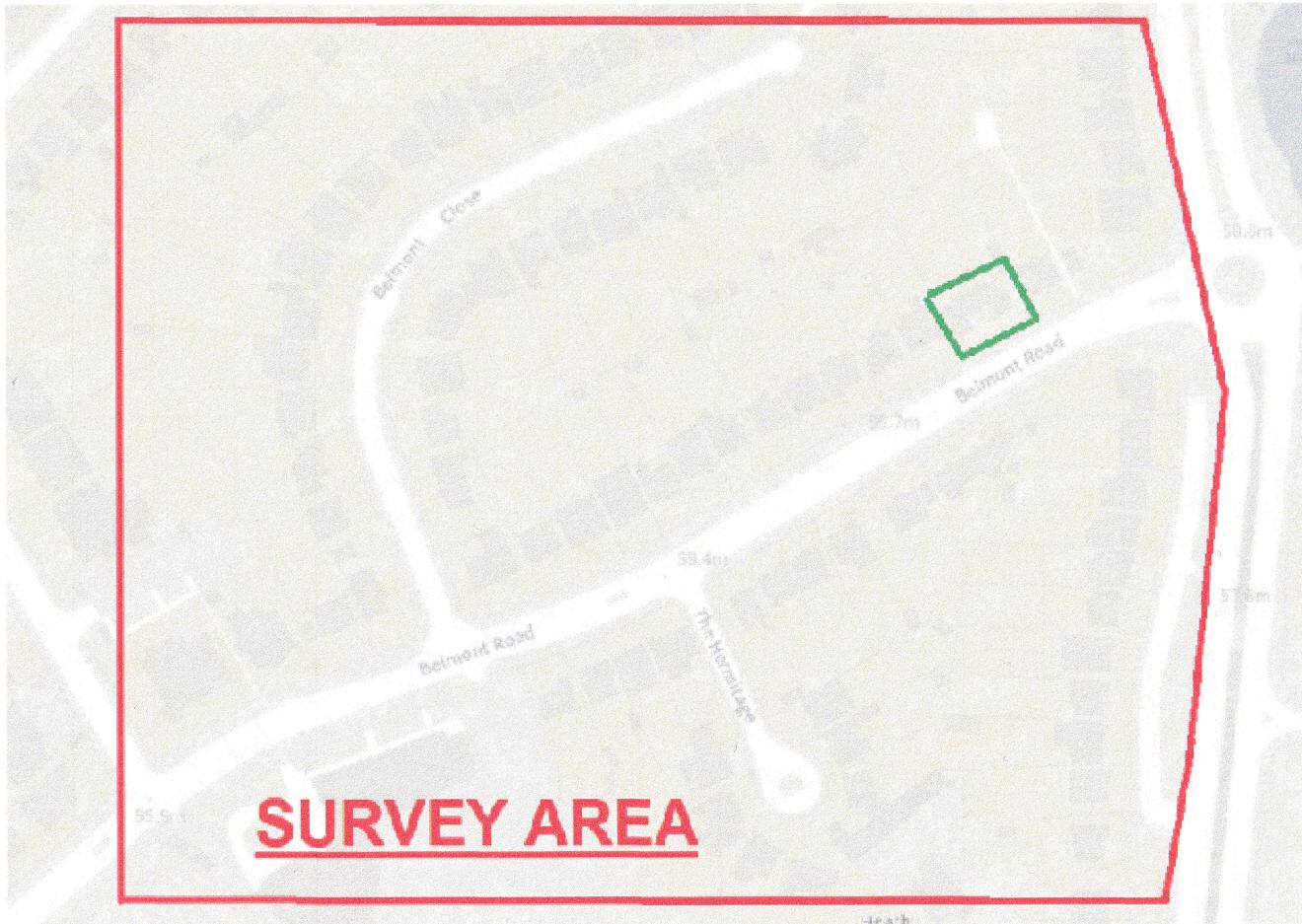
BENCHMARK DATA COLLECTION

**139 BELMONT ROAD, UXBRIDGE, UB8 1QZ - PARKING STRESS SURVEY - TUESDAY 09/11/2021 - 04:00**

AREA WITHIN CONTROLLED PARKING ZONE - MON - SAT, 9AM - 5PM					SINGLE YELLOW LINE PARKING		
ROAD NAME	TOTAL LENGTH (m) OF PARKING SPACE	NUMBER OF (5 m) RPH PARKING SPACES	NUMBER OF VEHICLES PARKED IN RPH BAYS	RPH BAY PARKING STRESS %	NUMBER OF SYL PARKING SPACES	NUMBER OF VEHICLES PARKED	PARKING STRESS %
BELMONT ROAD	56	11	3	27	3	0	0
BELMONT CLOSE	68.9	12	7	58	5	2	40
THE HERMITAGE	28	5	1	20	1	0	0
PARK ROAD	53	9	5	56	0	-	-
<b>TOTAL</b>	<b>205.9</b>	<b>37</b>	<b>16</b>	<b>43</b>	<b>9</b>	<b>2</b>	<b>22</b>

**139 BELMONT ROAD, UXBRIDGE, UB8 1QZ - PARKING STRESS SURVEY - WEDNESDAY 10/11/2021 - 05:05**

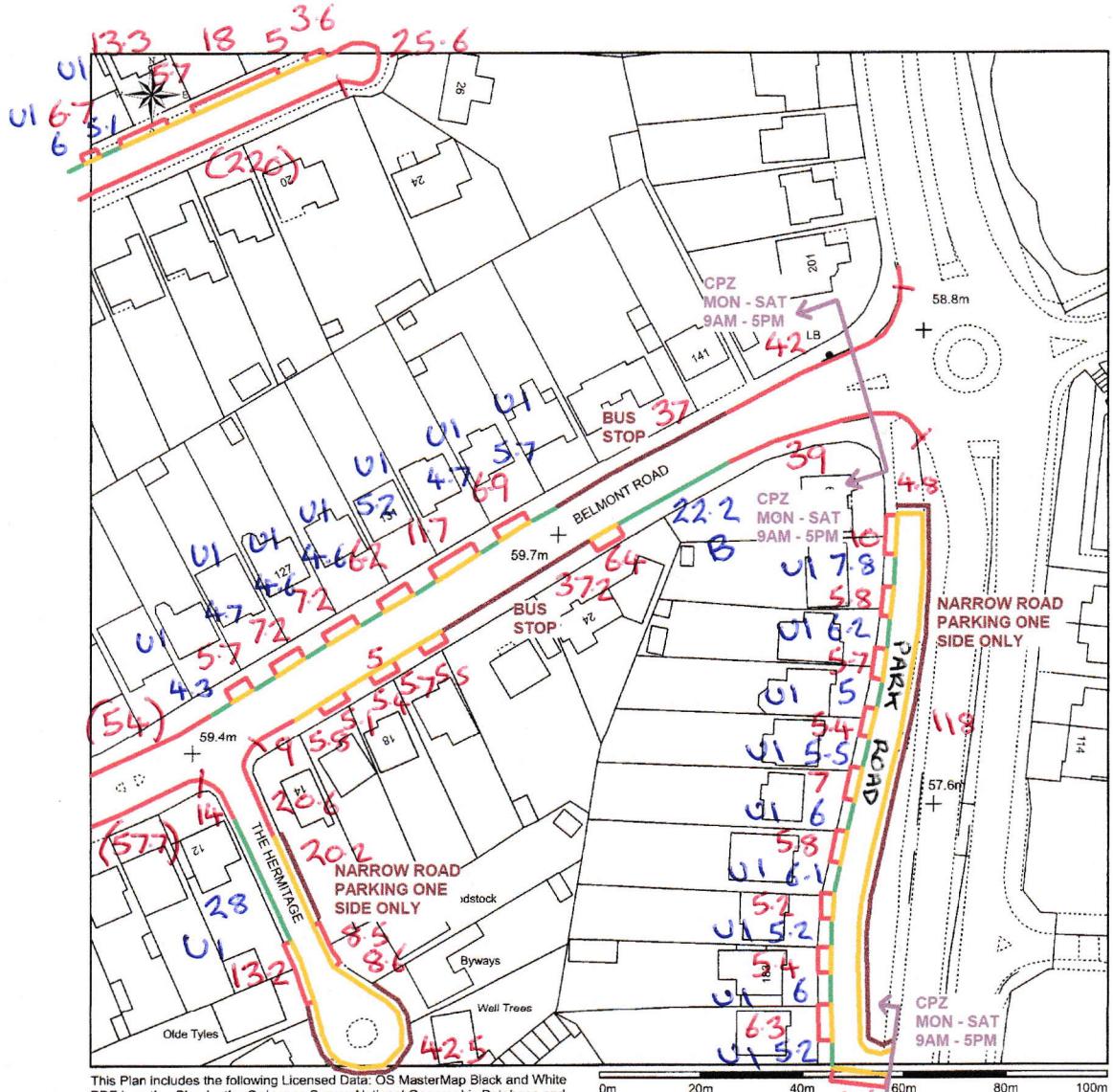
AREA WITHIN CONTROLLED PARKING ZONE - MON - SAT, 9AM - 5PM					SINGLE YELLOW LINE PARKING		
ROAD NAME	TOTAL LENGTH (m) OF PARKING SPACE	NUMBER OF (5 m) RPH PARKING SPACES	NUMBER OF VEHICLES PARKED IN RPH BAYS	RPH BAY PARKING STRESS %	NUMBER OF SYL PARKING SPACES	NUMBER OF VEHICLES PARKED	PARKING STRESS %
BELMONT ROAD	56	11	2	18	3	0	0
BELMONT CLOSE	68.9	12	6	50	5	0	0
THE HERMITAGE	28	5	1	20	1	0	0
PARK ROAD	53	9	4	44	0	-	-
<b>TOTAL</b>	<b>205.9</b>	<b>37</b>	<b>13</b>	<b>35</b>	<b>9</b>	<b>0</b>	<b>0</b>



AREA OF PARKING STRESS SURVEY

139 BELMONT ROAD, UXBRIDGE UB8 1QZ

BENCHMARK DATA COLLECTION  
NOT TO SCALE



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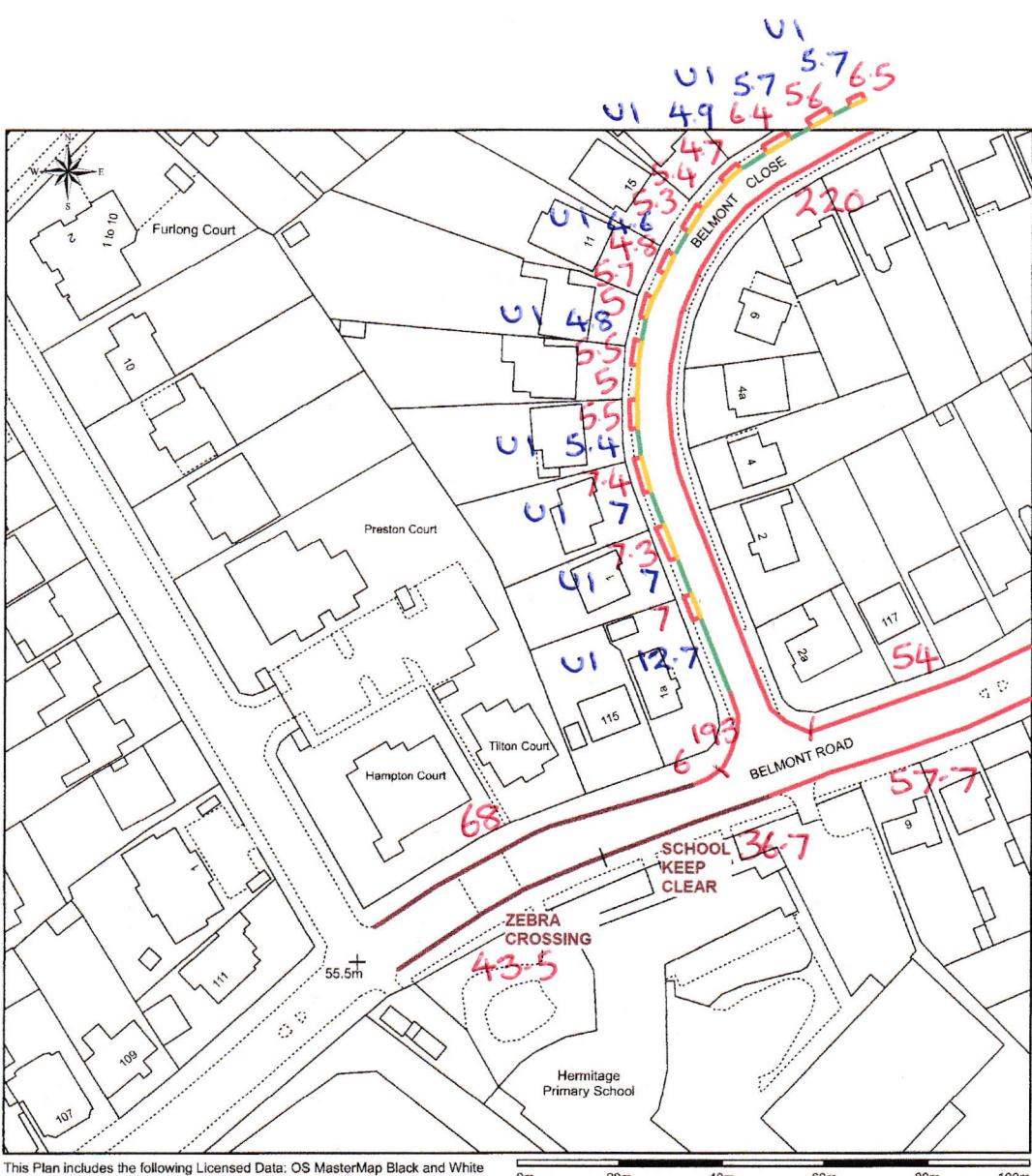
- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- DROPPED KERB

DBH DISABLED BADGE HOLDER  
ALL MEASUREMENTS IN METRES

## **PARKING RESTRICTIONS**

VI = PERMIT HOLDERS VI ONLY  
MON - SAT, 9AM - 5PM

B = AS VI. EXCEPT  
BUSINESS PERMIT HOLDERS  
ONLY



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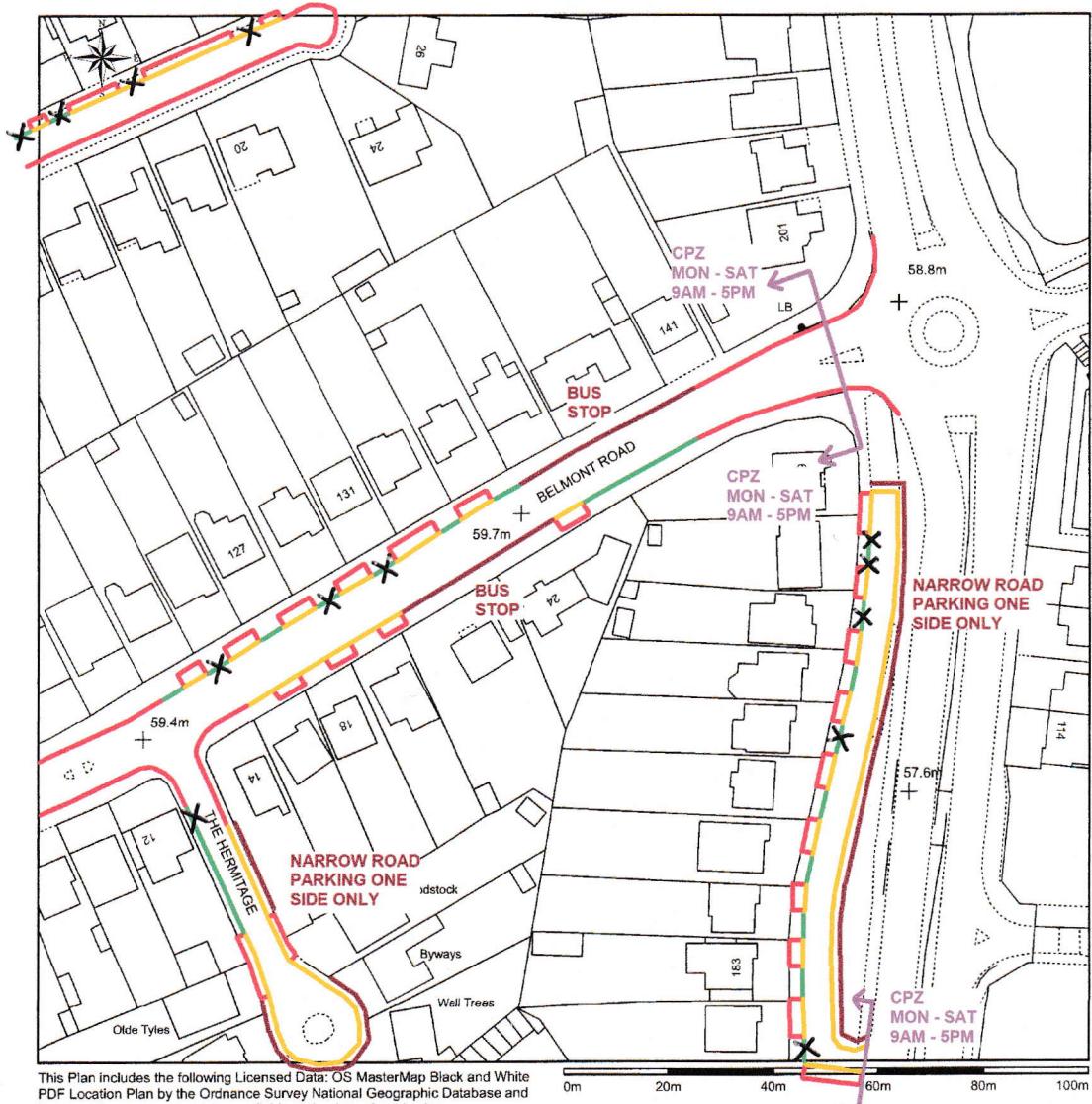
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## PARKING RESTRICTIONS

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- DROPPED KERB

U1 = PERMIT HOLDERS U1 ONLY  
MON - SAT, 9 AM - 5 PM

DBH DISABLED BADGE HOLDER  
ALL MEASUREMENTS IN METRES



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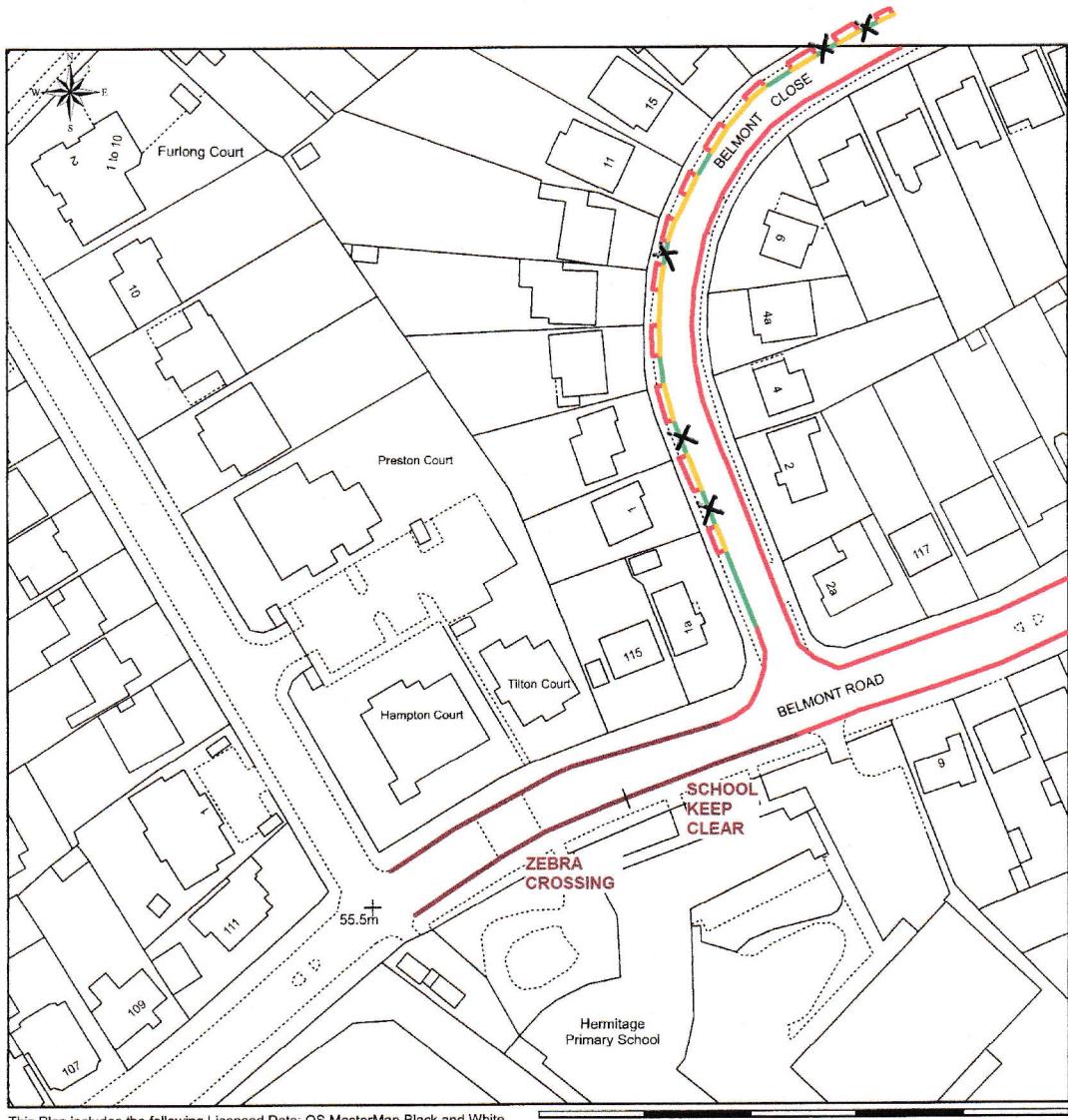
- ACCEPTABLE PARKING
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- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

## PARKED VEHICLE LOCATION

**TUESDAY 09/11/2021 - 04:00**



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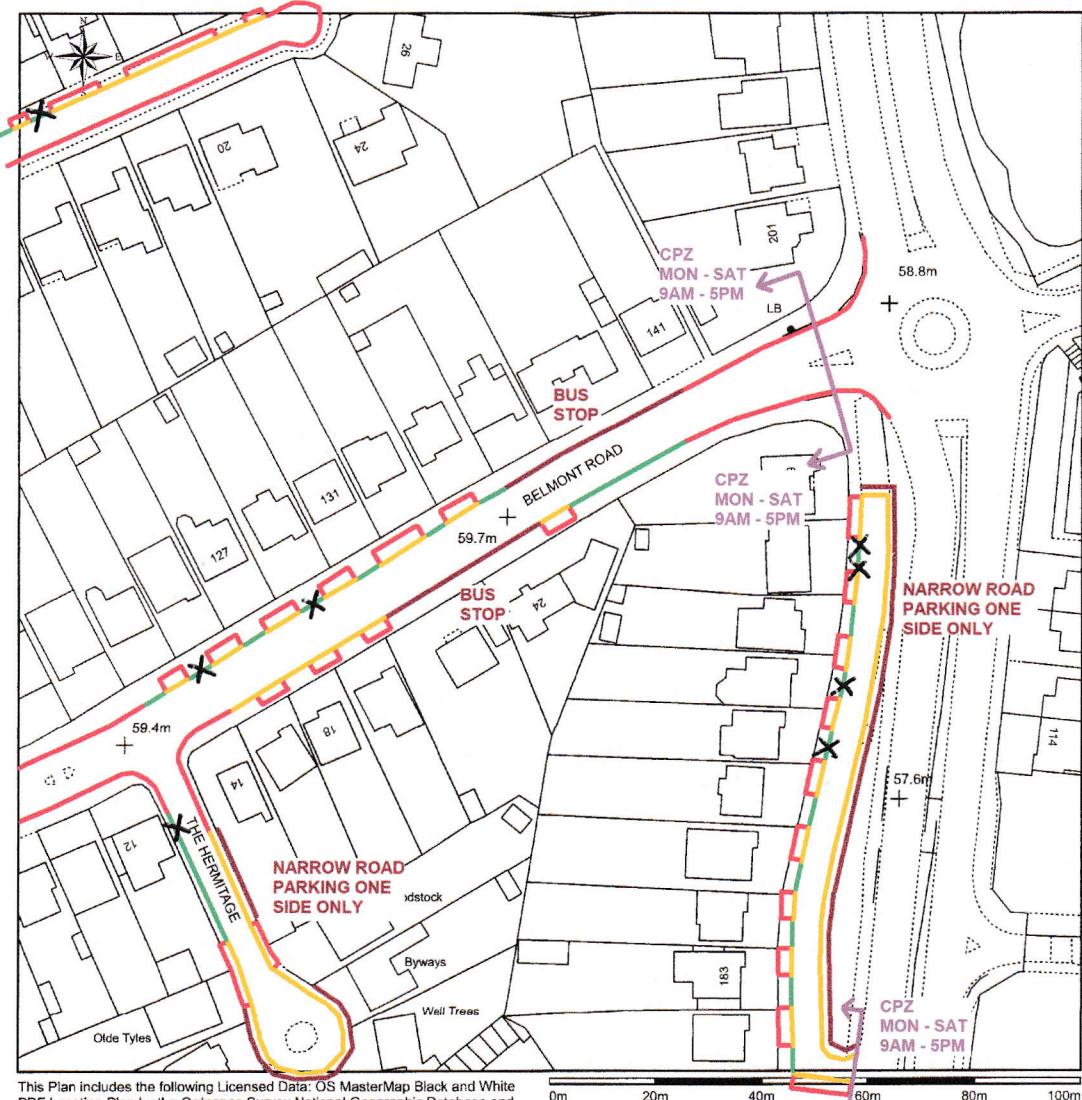
## PARKED VEHICLE LOCATION

**TUESDAY 09/11/2021 - 04:00**

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES



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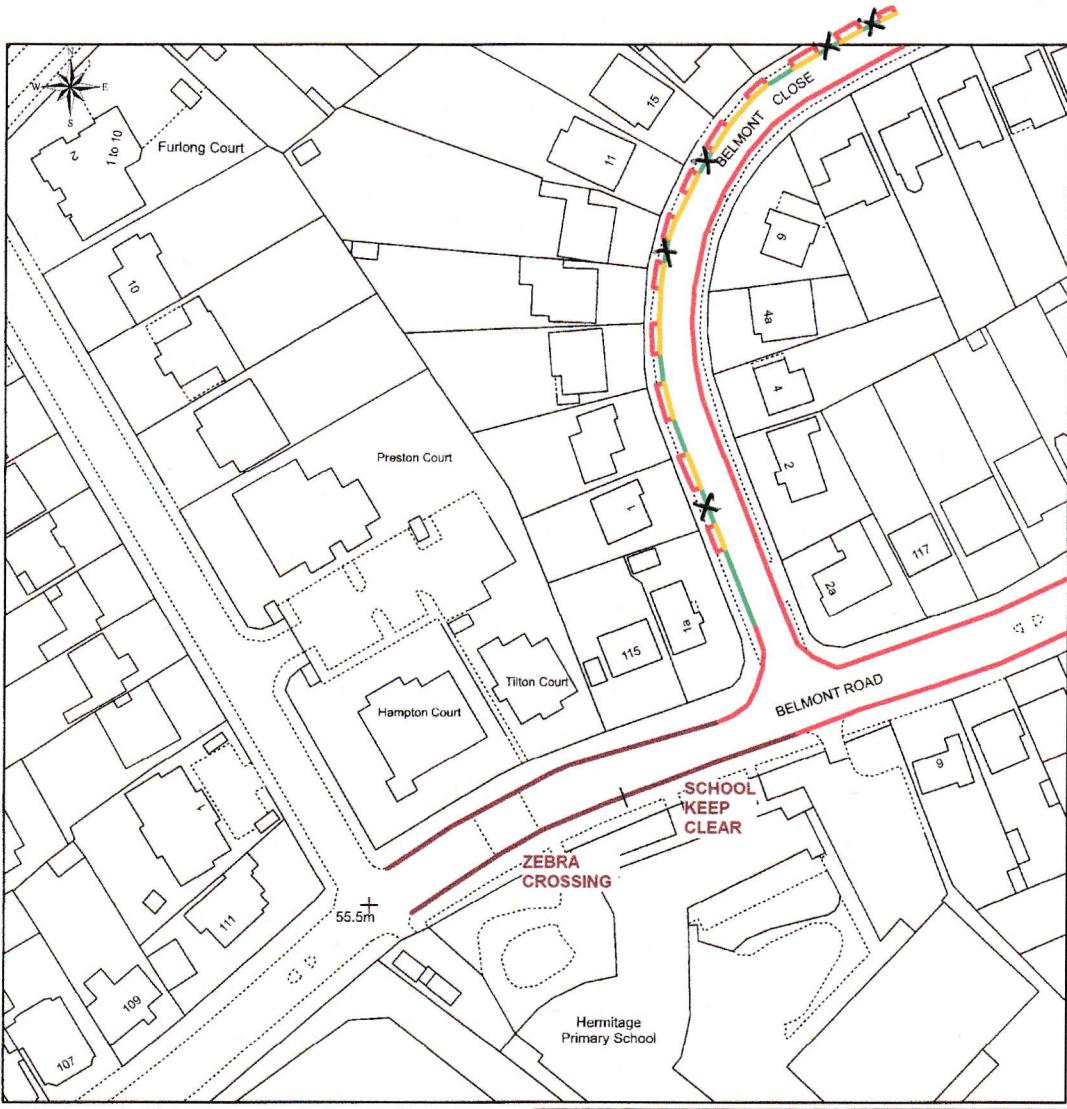
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- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
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DBH DISABLED BADGE HOLDER  
ALL MEASUREMENTS IN METRES

## PARKED VEHICLE LOCATION

**WEDNESDAY 10/11/2021 - 05:05**



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## PARKED VEHICLE LOCATION

**WEDNESDAY 10/11/2021 - 05:05**

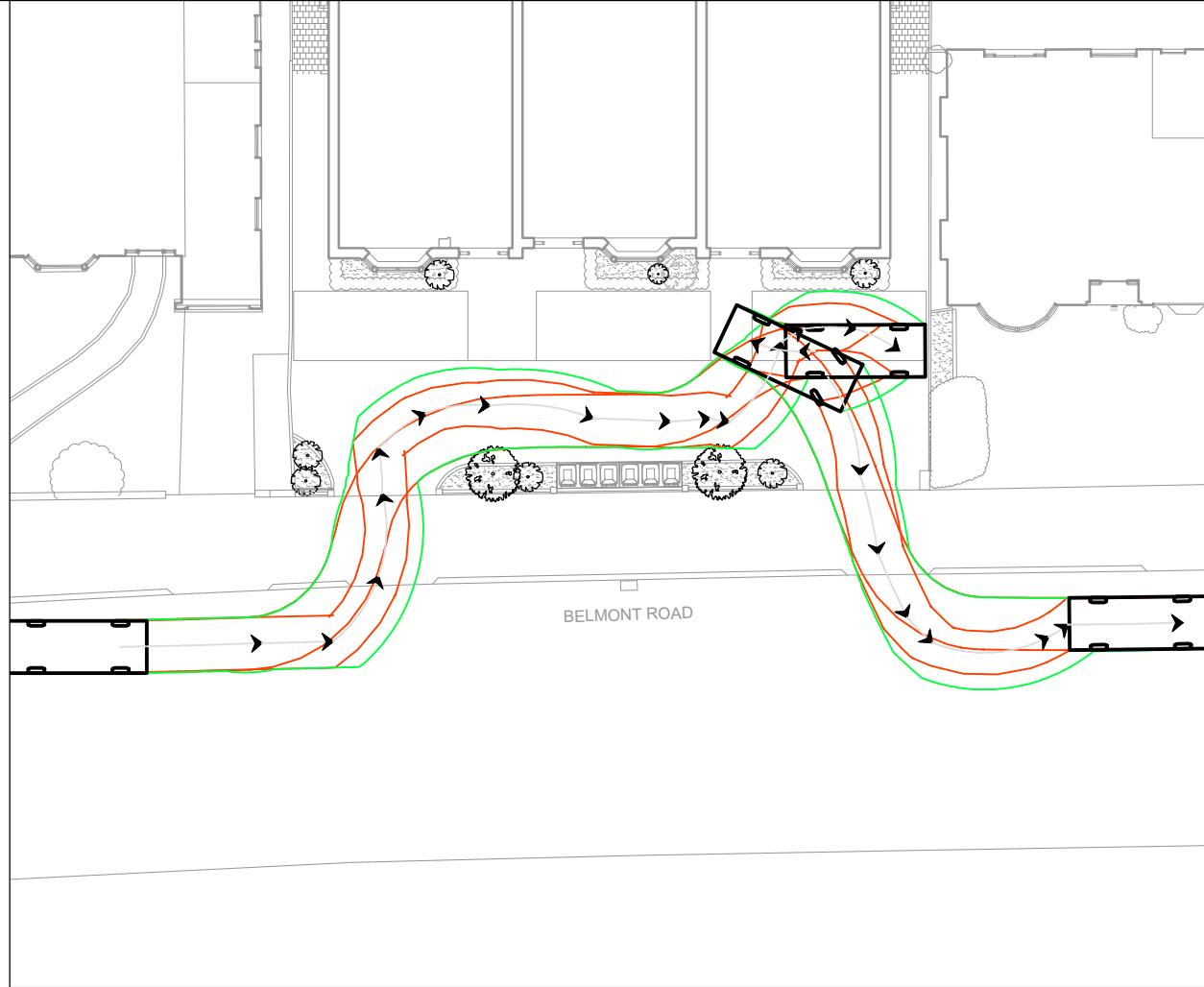
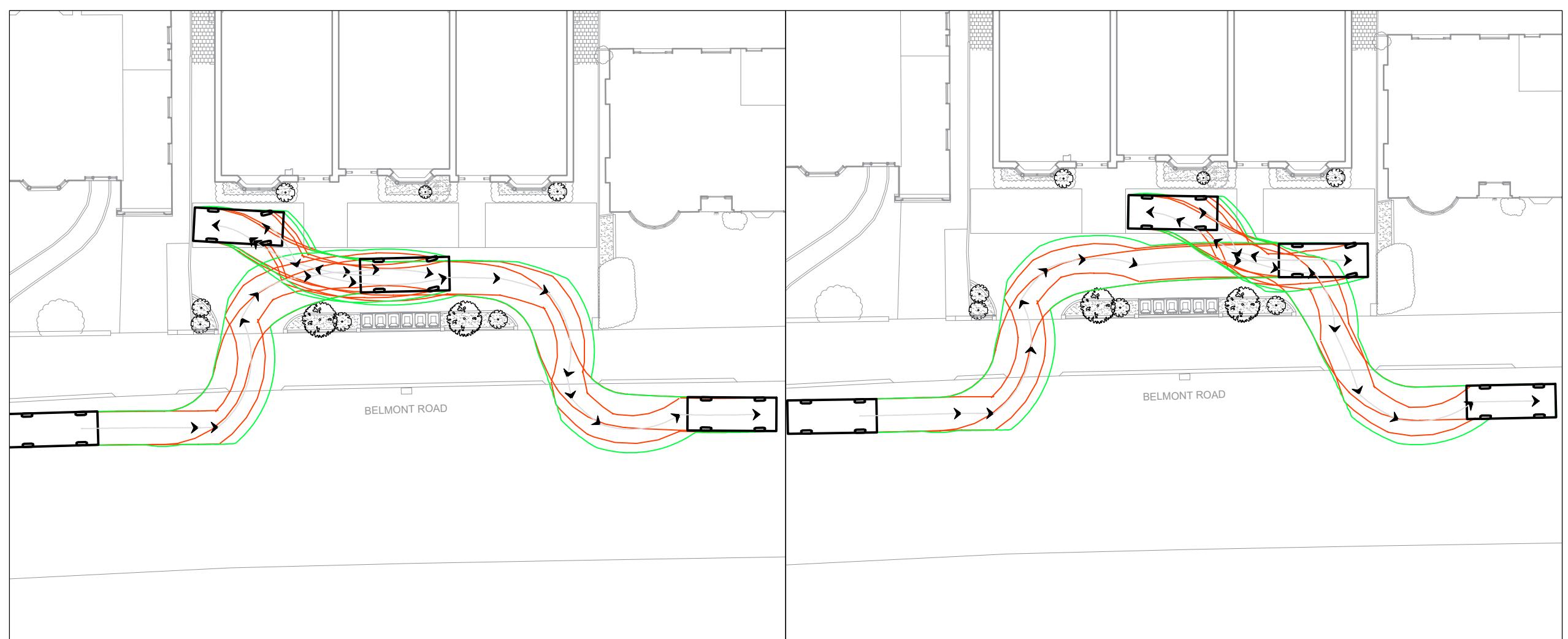
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- UNACCEPTABLE PARKING
- DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

## Appendix C

### Swept Path Analysis



**motion**

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Golden Cross House  
Guildford  
Surrey  
GU1 4AU

8 Duncannon Street  
London  
WC2N 4JF

T: 01483 531 300 T: 020 8065 5208

[www.motion.co.uk](http://www.motion.co.uk)

Project:  
139 Belmont Road, Uxbridge

Title:  
Swept Path Analysis  
4.8m Car

Scale: 1:250 (@ A3)

Drawing: Revision:  
2111018-TK01 -

## Appendix D

### TRICS Output

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-220606-0631

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		1 days
	HC HAMPSHIRE		
03	SOUTH WEST		1 days
	DV DEVON		1 days
	WL WILTSHIRE		
04	EAST ANGLIA		1 days
	CA CAMBRIDGESHIRE		
07	YORKSHIRE & NORTH LINCOLNSHIRE		1 days
	NY NORTH YORKSHIRE		1 days
08	NORTH WEST		1 days
	CH CHESHIRE		
09	NORTH		1 days
	DH DURHAM		

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 10 to 50 (units: )  
 Range Selected by User: 6 to 50 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:  
 Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

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	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
------------------------------------	---

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

Selected Location Sub Categories:

Residential Zone	7
------------------	---

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

Secondary Filtering selection:

Use Class:

C3	7 days
----	--------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 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	2 days
1.1 to 1.5	5 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:

Yes	2 days
No	5 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	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: MONDAY</i>	28 17/10/16	<i>Survey Type: MANUAL</i>
2	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	CHESHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: THURSDAY</i>	24 06/06/19	<i>Survey Type: MANUAL</i>
3	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: TUESDAY</i>	50 28/03/17	<i>Survey Type: MANUAL</i>
4	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	37 30/09/15	<i>Survey Type: MANUAL</i>
5	HC-03-A-17 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: THURSDAY</i>	36 12/11/15	<i>Survey Type: MANUAL</i>
6	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND	TERRACED HOUSES	NORTH YORKSHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	10 10/05/17	<i>Survey Type: MANUAL</i>
7	WL-03-A-02 HEADLANDS GROVE SWINDON	SEMI DETACHED	WILTSHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: THURSDAY</i>	27 22/09/16	<i>Survey Type: MANUAL</i>

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.81

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	7	30	0.090	7	30	0.217	7	30	0.307
08:00 - 09:00	7	30	0.151	7	30	0.392	7	30	0.543
09:00 - 10:00	7	30	0.151	7	30	0.156	7	30	0.307
10:00 - 11:00	7	30	0.156	7	30	0.146	7	30	0.302
11:00 - 12:00	7	30	0.156	7	30	0.142	7	30	0.298
12:00 - 13:00	7	30	0.165	7	30	0.184	7	30	0.349
13:00 - 14:00	7	30	0.175	7	30	0.222	7	30	0.397
14:00 - 15:00	7	30	0.189	7	30	0.231	7	30	0.420
15:00 - 16:00	7	30	0.274	7	30	0.217	7	30	0.491
16:00 - 17:00	7	30	0.283	7	30	0.198	7	30	0.481
17:00 - 18:00	7	30	0.278	7	30	0.175	7	30	0.453
18:00 - 19:00	7	30	0.184	7	30	0.104	7	30	0.288
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.252				2.384			4.636

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

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

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#### Parameter summary

Trip rate parameter range selected:	10 - 50 (units: )
Survey date date range:	01/01/14 - 19/11/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.81

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	7	30	0.175	7	30	0.434	7	30	0.609
08:00 - 09:00	7	30	0.208	7	30	0.825	7	30	1.033
09:00 - 10:00	7	30	0.222	7	30	0.307	7	30	0.529
10:00 - 11:00	7	30	0.292	7	30	0.335	7	30	0.627
11:00 - 12:00	7	30	0.278	7	30	0.259	7	30	0.537
12:00 - 13:00	7	30	0.274	7	30	0.302	7	30	0.576
13:00 - 14:00	7	30	0.283	7	30	0.354	7	30	0.637
14:00 - 15:00	7	30	0.340	7	30	0.344	7	30	0.684
15:00 - 16:00	7	30	0.627	7	30	0.382	7	30	1.009
16:00 - 17:00	7	30	0.509	7	30	0.292	7	30	0.801
17:00 - 18:00	7	30	0.476	7	30	0.321	7	30	0.797
18:00 - 19:00	7	30	0.377	7	30	0.175	7	30	0.552
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		4.061			4.330				8.391

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.