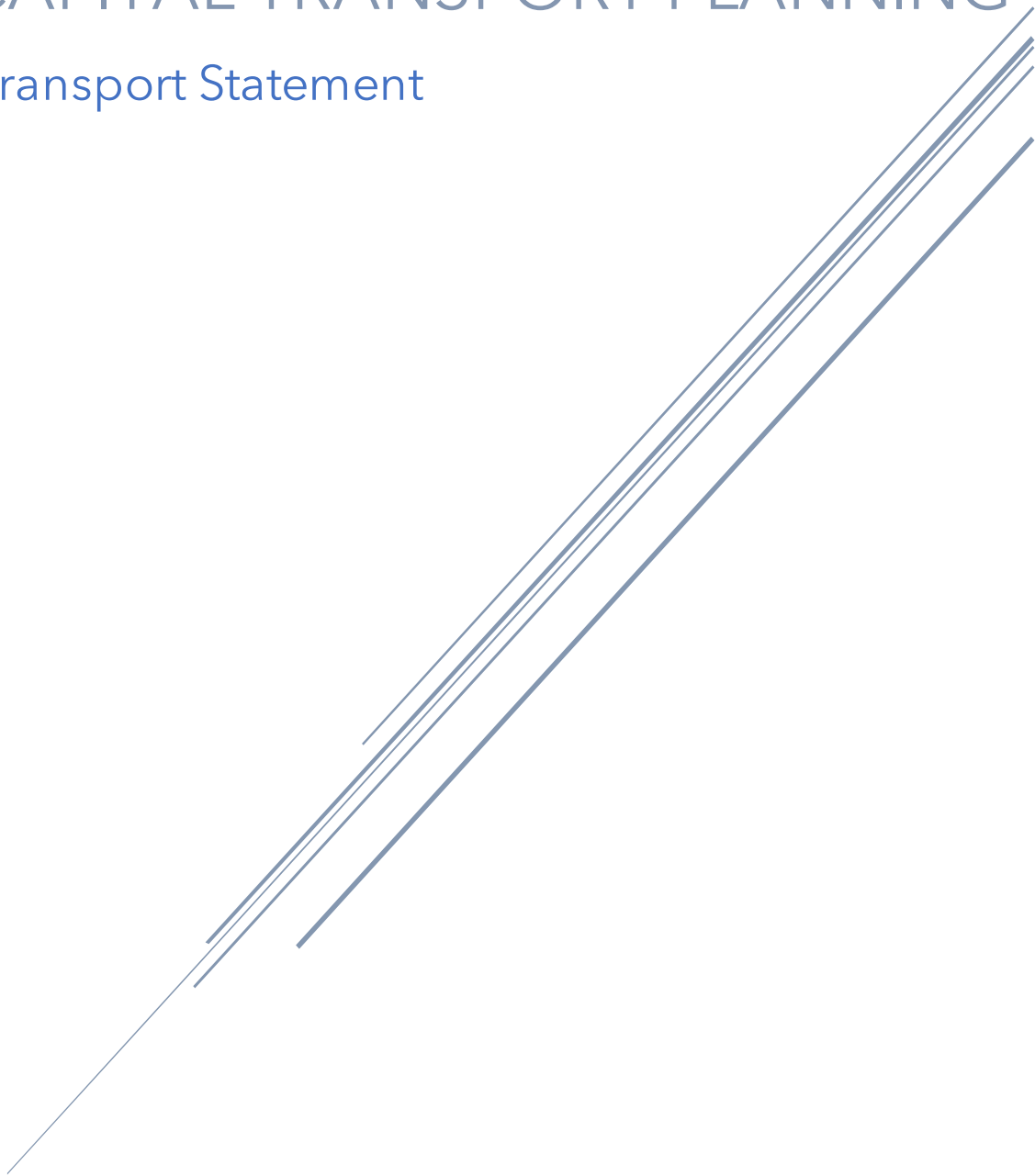




CAPITAL TRANSPORT PLANNING

Transport Statement



132 Ryefield Road, Hillingdon
November, 2021

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Capital Transport Planning is a Transport Planning and Highways consultancy, specialised in assisting clients through the planning process. Our transport consultant has vast transport planning experience acting on behalf of clients to overturn refused planning applications, providing documents to support planning applications, working on the behalf of Highway Authorities within a County Council and London Borough Council.

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1. Introduction

- 1.1. This Transport Statement has been prepared by Capital Transport Planning on behalf of Dale Venn Architects (the client). Capital Transport Planning have been commissioned to assess the highway and transportation implications associated with proposal for the redevelopment of the site at 132 Ryefield Road in Hillingdon.
- 1.2. The site is located on Ryefield Road which is to the north of Hillingdon town centre, towards the centre of the London Borough of Hillingdon.
- 1.3. This Transport Statement has been prepared to support a new planning application for the provision of four 4-bedroom flats above a re-provided retail convenience store with associated cycle and car parking.

1.4. Report Structure

- 1.5. The Transport Statement will be structured as follows:

Chapter 2 - Transport Policy Context

Chapter 3 - Existing Transport Conditions

Chapter 4 - Proposed Development

Chapter 5 - Summary and Conclusions

2. Transport Policy Context

This following section takes into consideration all relevant planning policy which support and promote the proposal set out in this report.

2.1. National Planning Policy Framework (NPPF) (2021)

2.1.1. The NPPF sets out guidance relating to parking standards within the chapter relating to sustainable transport. It is noted that the NPPF considers the location of a development in regard to parking standard. It also notes that proposals should only be refused on transport grounds if they compromise highway safety or result in a severe impact.

2.1.2. Chapter 9 covers the promotion of 'Sustainable Transport' and Paragraph 105 states in relation to parking standards:

2.1.3. "If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.1.4. The proposed development is in accordance with paragraph 105, as local and regional parking standards have been satisfied and alternative modes of travel have been identified.

2.1.5. It goes on in Paragraph 106 to state that "Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.1.6. It is considered that paragraph 106 has been satisfied as maximum parking standards have been adhered to.

2.1.7. The test of acceptability of a scheme is set out within Paragraph 109:
“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”

2.1.8. It is also considered that the proposal complies with paragraph 109 as it does not present an unacceptable impact on highway safety grounds or propose an unacceptable impact on the local highway network.

2.1.9. Finally, Paragraph 110 follows on and specifies that development proposals should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive—which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.1.10. The proposed development is in accordance with paragraph 110. The proposal addressed accessibility for pedestrians, provides cycle parking in accordance with local and regional policies, provides a car parking space for blue badge holders and electric vehicle charging points.

2.1. London Plan (2021)

2.1.1. The latest version of the London Plan was published in 2021, with similar aspirations to previous versions of the planning policy document.

2.1.2. The London Plan (2021) continues to provide policy standards and requirements for local authorities to determine planning applications. In regard to transportation, the London Plan emphasises the need for to reduce car dominance as mode of travel in a bid to improve air quality and congestion in the capital. Transport policies support the promotion of healthy streets, reduction in parking provision in mid-high PTAL locations, increased cycle parking and infrastructure, and assessing the impacts of servicing and construction related activities.

2.1.3. The following policies are considered to be the most relevant when reviewing the development proposals against the London Plan:

Policy T1 - Strategic approach to transport

Policy T2 - Healthy Streets

Policy T3 - Transport capacity, connectivity and safeguarding

Policy T4 - Assessing and mitigating transport impacts

2.1.4. Any relevant standards of the above policies will be included in the body of this report and will be utilised when determining cycle and car parking provision, deliver and servicing arrangements and construction logistics.

2.2. London Borough of Hillingdon – Local Plan Part 1 - Strategic Policies (2012)

2.2.1. The London Borough of Hillingdon's Local Plan documents are formed of two parts, the first was published 2012. Part 1, the Strategic Policies have a comprehensive transport section which aims to deliver a high-quality transport network encompassing future modal shift to walking and cycling and improved public transport.

2.1.1. The following policies are considered to be the most relevant when reviewing the development proposals against the Strategic Policies:

Policy T1 – Accessible Local Destinations

Policy T2 – Public Transport Interchanges

2.1.2. Any relevant standards of the above policies will be included in the body of this report and will be utilised when determining parking provision, delivery and servicing arrangements and construction logistics.

2.2. London Borough of Hillingdon – Local Plan Part 2 - Development Management Policies (2020)

2.2.1. The London Borough of Hillingdon's most recent planning policy document was published in 2020. The development management policies contain a comprehensive transport section which aims to deliver a high-quality transport network encompassing future modal shift to walking and cycling and improved public transport.

2.2.2. The following policies are considered to be the most relevant when reviewing the development proposals against the LB of Hillingdon's Local Plan Part 2:

Policy DMT 1 – Managing Transport Impacts

Policy DMT 2 – Highways Impacts

Policy DMT 3 – Road Safeguarding

Policy DMT 4 – Public Transport

Policy DMT 5 – Pedestrians and Cyclists

Policy DMT 6 – Vehicle Parking

Policy DMT 7 - Freight

2.2.3. Any relevant standards of the above policies will be included in the body of this report and will be utilised when assessing transport and highways impacts, and determining cycle and car parking provision, deliver and servicing arrangements and construction logistics.

2.2.4. As will be demonstrated in this report, the proposal provides adequate cycle and car parking spaces in accordance with local and regional policy. It is therefore considered that the highways and transportation aspect of the proposal is in accordance with the NPPF (2021), London Plan (2021) and LB of Hillingdon's Local Plan Part 1 (2012) and LB of Hillingdon's Local Plan Part 2 (2020) Management Policies (2021).

3. Existing Transport Conditions

3.1. Site Location

- 3.1.1. The site is located to the north of Hillingdon town centre, to the centre of the borough of Spelthorne towards the north of the Surrey
- 3.1.2. The application site is located on Ryefield Avenue which is an unclassified road and is under the jurisdiction of the Local Highway Authority (CHA). The site location plan can be found in Figure 1 and is presented in Appendix A.

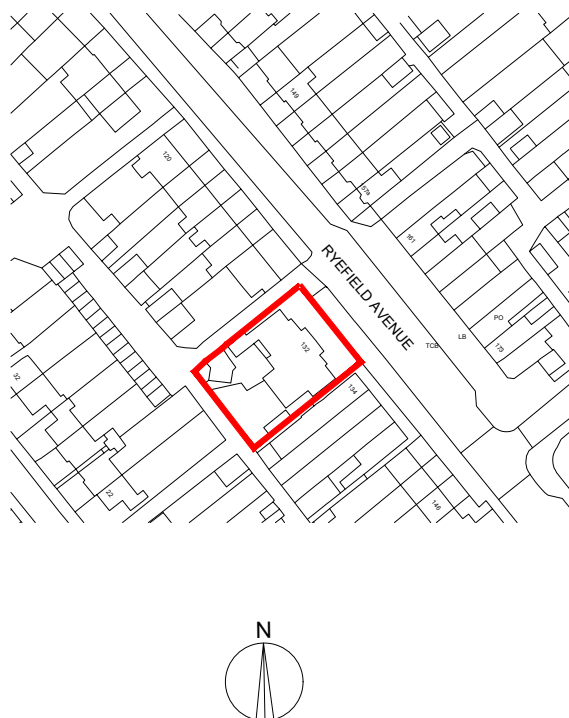


Figure 1. Location Plan

3.2. Site Description

- 3.2.1. The site is comprised of an existing retail convenience store beneath existing flats and associated car parking. The existing car parking is provided to the front of the site and additional car parking is provided to the rear via a shared access road. The access road meets the public highway at the junction with Ryefield Avenue.

3.3. Accessibility

Existing Public Transport Facilities

- 3.3.1. The existing public transport facilities available in the vicinity of the site comprise of buses and rail.

Rail

- 3.3.2. The site is located 0.9 miles south-east of Hillingdon rail station, which is a 19-minute walk from the application site. Hillingdon rail station is on the Piccadilly and Metropolitan Lines on the London Underground and provides access from Uxbridge to central London and north London.

Bus

- 3.3.3. The site benefits from a bus services within walking distance. The closest being the Ryefield Avenue bus stops. Both bus stops are within 4-minute walking distance and provides access to the bus U2.

Surrounding Highway Network

- 3.3.4. The application site is located on Ryefield Avenue which is an unclassified road under the jurisdiction of the Local Highway Authority. Ryefield Avenue adjoins Long Lane A437) to the west and Cowdray Road to the south. The application site is also located approximately 1 mile south-east of the A40 Western Avenue. The A40 provides westbound access to the M25 and M40 and eastbound access to west and central London.
- 3.3.5. Hillingdon Borough Council acts as Traffic and Highway Authority and are responsible for the maintenance and management of the public highway. Adequate footways are provided on egress of the application site towards existing bus stops and rail stations.

4. Development Proposals

This section of the report presents the latest development proposals associated with the application site.

Table 1. Breakdown of residential units and rooms

FLOORS	NUMBER OF BEDROOMS
GROUND FLOOR	N/A
1ST FLOOR	2 x 4 Bedroom
2ND FLOOR	2 x 4 Bedroom
TOTAL	4 x 4 Bedroom

4.1. Trip Generation

4.1.1. This section of the report sets out the level of trips, for all modes of transport, that are anticipated to be generated by the proposed development, during the AM and PM peak periods and a daily basis. Having established the level of trips associated with the proposals the future modal split has been established. The methodology used to establish trip attraction, generated by the proposed development is presented below.

4.1.2. TRICs is the industry standard trip generation database. The TRICs database is comprised of surveys of various sites nationwide which are utilised for comparison purposes. The TRICs database has been investigated to gain trip rates for the proposed development.

4.1.3. It has been determined that vehicles would be the most significant trip generator in regard to impacts. The TRICs generation information presented in this chapter relates to vehicles. To determine the most accurate trip rates, similar characteristics were selected including edge of town and edge of town centre. The resultant TRICs output is presented in Appendix D and summarised in this chapter.

Existing Trip Generation

4.1.4. To determine the level of existing trips, the TRICS database was utilised for the existing retail convenience store and the existing flats. The trip rates for the existing retail convenience store is presented in Table 2.

Table 2. Retail Trip Rate (Per 100 sq.m)

Time Range	Arrivals	Departures	Totals
07:00 - 08:00	1.059	0.588	1.647
08:00 - 09:00	1.294	1.059	2.353
09:00 - 10:00	1.412	1.412	2.824
10:00 - 11:00	1.882	1.176	3.058
11:00 - 12:00	1.294	0.941	2.235
12:00 - 13:00	0.824	1.412	2.236
13:00 - 14:00	0.353	0.824	1.177
14:00 - 15:00	0.235	0.471	0.706
15:00 - 16:00	0.588	0.353	0.941
16:00 - 17:00	1.647	0.941	2.588
17:00 - 18:00	0.941	1.294	2.235
18:00 - 19:00	1.059	1.529	2.588
19:00 - 20:00	0.588	0.588	1.176
20:00 - 21:00	2.235	2.706	4.941
21:00 - 22:00	0.941	0.706	1.647
Total Rates	16.352	16	32.352

4.1.5. The trip rates presented in Table 2 have been used to determine the existing trip generation for the proposed 306 sq.m of retail, presented in Table 3.

Table 3. Retail Trip Generation (Per 242 sq.m)

Time Range	Arrivals	Departures	Totals
07:00 - 08:00	3	1	4
08:00 - 09:00	3	3	6
09:00 - 10:00	3	3	6
10:00 - 11:00	5	3	8
11:00 - 12:00	3	2	5
12:00 - 13:00	2	3	5
13:00 - 14:00	1	2	3
14:00 - 15:00	0	1	1
15:00 - 16:00	1	1	2
16:00 - 17:00	4	2	6
17:00 - 18:00	2	3	5
18:00 - 19:00	3	4	7
19:00 - 20:00	1	1	2
20:00 - 21:00	5	7	12
21:00 - 22:00	2	2	4
Total Rates	38	38	76

- 4.1.6. Table 3, presents the existing total vehicle trip generation for the 242 sq.m retail convenience store across the course of a typical day (07:00 – 22:00). Table 3, indicates that the existing retail store is likely to generate a maximum of up to 76 two-way total vehicle trips across the course of a day. This is comprised of 38 arrivals and 38 departures, of which only 10 is within the AM peak and 12 in the PM peak.
- 4.1.7. In addition to the existing retail convenience store, 2 residential units are provided above the store. Utilising the TRICS database and selecting private flats and edge of town as criteria, three comparable sites were selected and the resultant trip rates are presented in Table 4.

Table 4. Existing Residential Trip Rates (Per Unit)

Time Range	Arrivals	Departures	Totals
07:00 - 08:00	0.061	0.082	0.143
08:00 - 09:00	0.02	0.082	0.102
09:00 - 10:00	0.02	0.02	0.04
10:00 - 11:00	0.041	0.061	0.102
11:00 - 12:00	0.041	0.041	0.082
12:00 - 13:00	0.082	0.041	0.123
13:00 - 14:00	0.082	0.082	0.164
14:00 - 15:00	0.061	0.122	0.183
15:00 - 16:00	0.041	0.02	0.061
16:00 - 17:00	0.061	0.061	0.122
17:00 - 18:00	0.082	0	0.082
18:00 - 19:00	0.082	0.082	0.164
19:00 - 20:00	0.102	0.082	0.184
20:00 - 21:00	0.082	0.122	0.204
Total Rates	0.858	0.898	1.756

- 4.1.8. The trip rates presented in Table 4 have been used to determine the proposed trip generation for the proposed 4 flats, presented in Table 5.

Table 5. Existing Residential Trip Generation (Per unit)

Time Range	Arrivals	Departures	Totals
07:00 - 08:00	0	0	0
08:00 - 09:00	0	1	1
09:00 - 10:00	0	0	0
10:00 - 11:00	0	0	0
11:00 - 12:00	0	0	0
12:00 - 13:00	0	0	0
13:00 - 14:00	0	1	1
14:00 - 15:00	0	0	0
15:00 - 16:00	0	0	0
16:00 - 17:00	0	0	0
17:00 - 18:00	1	0	1
18:00 - 19:00	0	0	0
19:00 - 20:00	1	0	1
20:00 - 21:00	0	0	0
Total Rates	2	2	4

4.1.9. Table 5, presents the existing total vehicle trip generation for the existing residential units on the site across the course of a typical day (07:00 – 22:00). Table 5, indicates that the proposed development is likely to generate a maximum of up to 4 two-way total vehicle trips across the course of a day. This is comprised of 2 arrivals and 2 departures, of which only 1 is within the AM peak and 1 in the PM peak.

Proposed Trip Generation

4.1.10. It is considered that due to the characteristics and criteria being the same for the proposed as it is for the existing, the trip rates for the existing retail and residential elements have been utilised to determine the proposed trip generation. The proposed trip generation for the proposed 306 sq.m of retail, presented in Table 6.

Table 6. Proposed Retail Trip Generation (Per 306 sq.m)

Time Range	Arrivals	Departures	Totals
07:00 - 08:00	3	2	5
08:00 - 09:00	4	3	7
09:00 - 10:00	4	4	8
10:00 - 11:00	6	4	10
11:00 - 12:00	4	3	7
12:00 - 13:00	2	4	6
13:00 - 14:00	1	3	4
14:00 - 15:00	1	1	2
15:00 - 16:00	2	1	3
16:00 - 17:00	5	3	8
17:00 - 18:00	3	4	7
18:00 - 19:00	3	5	8
19:00 - 20:00	2	2	4
20:00 - 21:00	7	8	15
21:00 - 22:00	3	2	5
Total Rates	50	49	99

4.1.11. Table 6, presents the proposed total vehicle trip generation for the proposed 306 sq.m retail convenience store across the course of a typical day (07:00 – 22:00). Table 3, indicates that the proposed development is likely to generate a maximum of up to 99 two-way total vehicle trips across the course of a day. This is comprised of 50 arrivals and 49 departures, of which only 12 is within the AM peak and 15 in the PM peak.

4.1.12. In addition to the re-provision of the existing retail convenience store, it is proposed that 4 residential units are provided above. Utilising the trip rates presented in Table 4, the proposed trip generation for the proposed residential units are presented in Table 7.

Table 7. Proposed Residential Trip Generation (Per 4 Units)

Per 4 Flats	Arrivals	Departures	Totals
07:00 - 08:00	0	0	0
08:00 - 09:00	0	2	2
09:00 - 10:00	0	0	0
10:00 - 11:00	0	0	0
11:00 - 12:00	0	0	0
12:00 - 13:00	0	0	0
13:00 - 14:00	0	1	1
14:00 - 15:00	0	1	1
15:00 - 16:00	0	0	0
16:00 - 17:00	0	0	0
17:00 - 18:00	1	0	1
18:00 - 19:00	0	0	0
19:00 - 20:00	2	0	2
20:00 - 21:00	0	0	0
Total Rates	3	4	7

4.1.13. Table 7, presents the proposed total vehicle trip generation for the proposed residential element of the development across the course of a typical day (07:00 – 22:00). Table 7, indicates that the proposed development is likely to generate a maximum of up to 7 two-way total vehicle trips across the course of a day. This is comprised of 3 arrivals and 4 departures, of which only 2 is within the AM peak and 1 in the PM peak.

4.1.14. It should be noted the trip generation figures above represent trips undertaken by vehicles. Trips for other modes pedestrians, cyclists, public transport users and servicing vehicles are also presented in Appendix D.

4.1.15. The trip generation information indicates that the expanded retail store is forecasted to generate an additional 23 trips and the additional residential units an additional 3 trips. The proposed trip generation information presented demonstrates that the site will generate a negligible increase in vehicle movements across the course of a typical day.

4.2. Site Access

- 4.2.1. The site provided pedestrian access directly from Ryefield Avenue to the retail convenience store. Pedestrian access to the existing residential site is provided to the rear of the site.
- 4.2.2. Vehicular access to the site is provided from Ryefield Avenue to existing parking spaces to the front of the building. These parking spaces are primary used by customers of the existing. Vehicular access to the rear parking spaces is provided via an existing access road. The access road also serves existing garages to the rear of the site.
- 4.2.3. It is proposed that all existing pedestrian and vehicular access points will be re-provided.

4.3. Site Layout

- 4.3.1. The proposed site layout is presented below in Figure 2 and Appendix B.

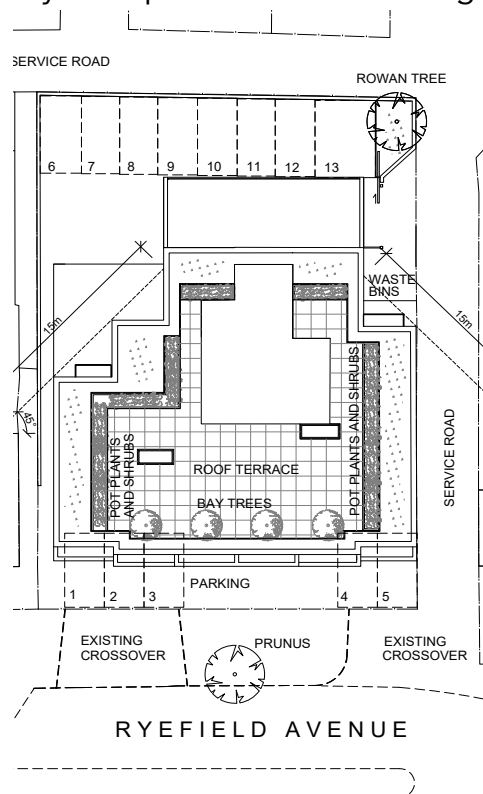


Figure 2. Proposed Site Layout

- 4.3.2. Figure 2, presents the proposed site layout which consists of the main building, car parking spaces to the front and rear of the building. Cycle parking and refuse storage will be accessed from Ryefield Avenue.

4.4. Car Parking

- 4.4.1. Car parking provision for the application site has been determined using the maximum car parking standards set out in the London Plan (2021). To accord with the maximum London Plan standards (see Fig. 4), it is proposed that 8 general car parking spaces are provided, which included 1 additional space for blue badge holders. The proposed car parking provision and layout is presented above in Figure 2.
- 4.4.2. The proposed car parking provision is adequate to serve the proposed development and that the short fall in car parking spaces is satisfactory based on the access to public transport and associated air quality highway safety improvements.
- 4.4.3. Swept-path analysis has been undertaken to ensure vehicles can enter and leave the site in a forward gear. The swept-path analysis was carried out for the space drivers are likely to have most difficulty manoeuvring in and out of. Additional swept-path analysis has been carried out for the proposed car parking to the front of the site. The proposed swept-paths are presented in Figure 3, 4 and Appendix E.

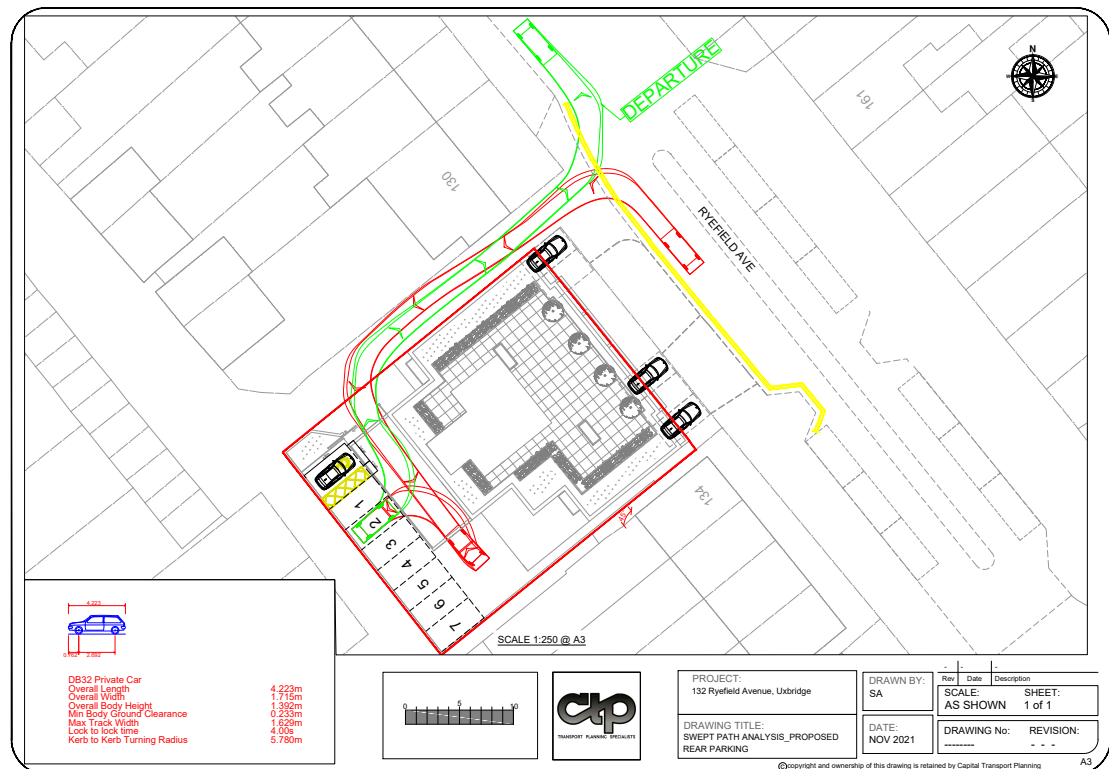


Figure 3. Swept-Path Analysis (Rear)

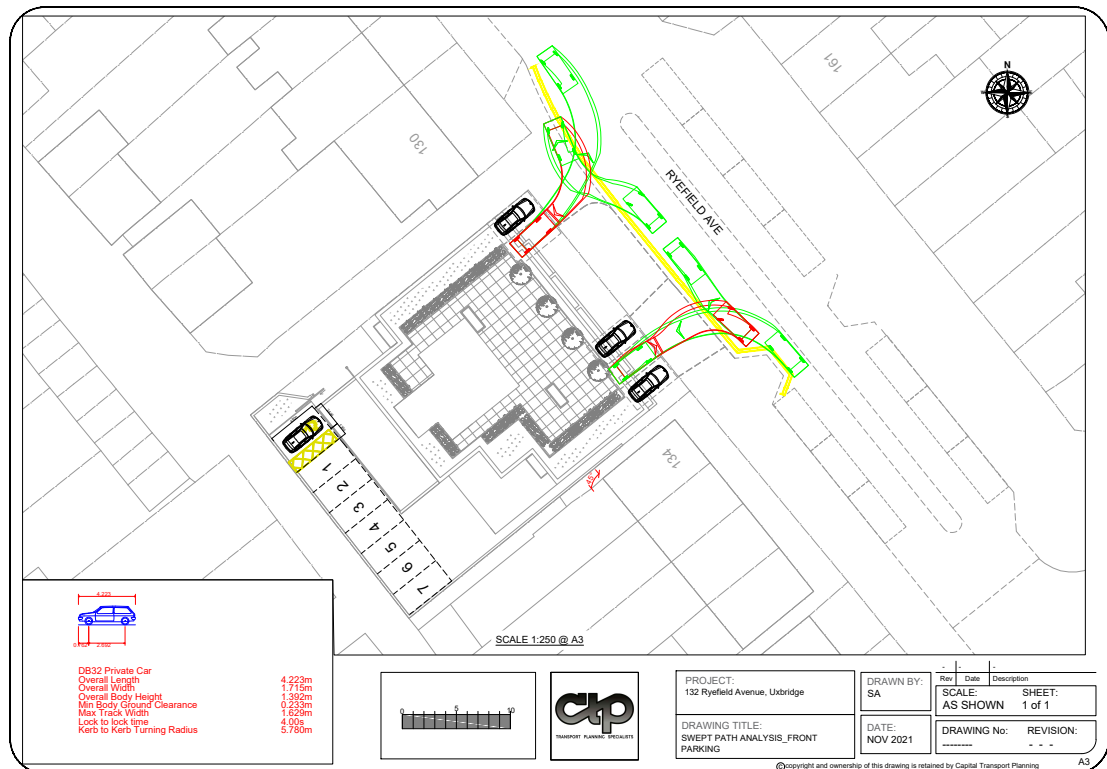


Figure 4. Swept-Path Analysis (Front)

4.5. Cycle parking

4.5.1. The proposed cycle parking provision has been determined by the cycle parking standards set out in the London Plan (2021). Figure 5, presents the residential cycle parking requirements for the proposed development.

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwelling (all)	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces - Thereafter: 1 space per 40 dwellings

Figure 5. London Plan - Cycle Parking Standards (2021)

4.5.2. A total of 8 long-stay cycle parking spaces are required in accordance with Council's SPD (2011) requirements. Cycle parking for employees will be located at the back of the store for safety purposes. It is proposed that all residential cycle parking within the development is located within the ground floor cycle store, which is presented in Figure 6 and Appendix B.

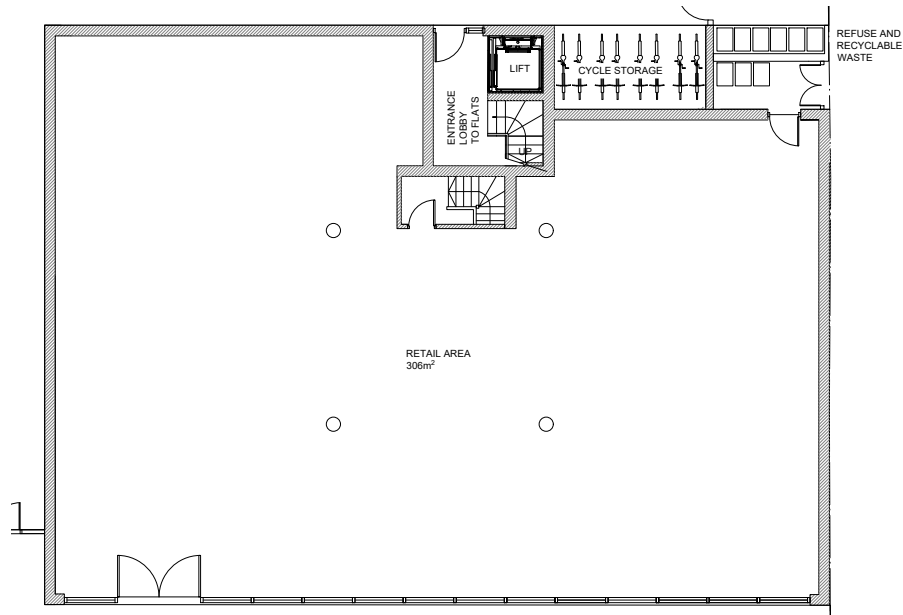


Figure 6. Proposed Cycle Parking

4.5.3. It is considered that the proposed cycle parking provision are satisfactory, in line with council requests and accord with local and regional planning policy.

4.6. Delivery and servicing

4.6.1. All delivery and servicing of the proposed development will take place as existing from the Ryefield Avenue. Ryefield Avenue is local access road which serves residential and retail stores. with an access and carriageway surface designed to accommodate numerous heavy goods vehicles. It is proposed that delivery and servicing vehicles will continue to take place from Ryefield Avenue as existing.

4.6.2. A worst-case scenario for delivery vans has also been analysed by undertaking swept-path analysis. The swept-path analysis for a van to the rear of the site is presented in Figure 8.

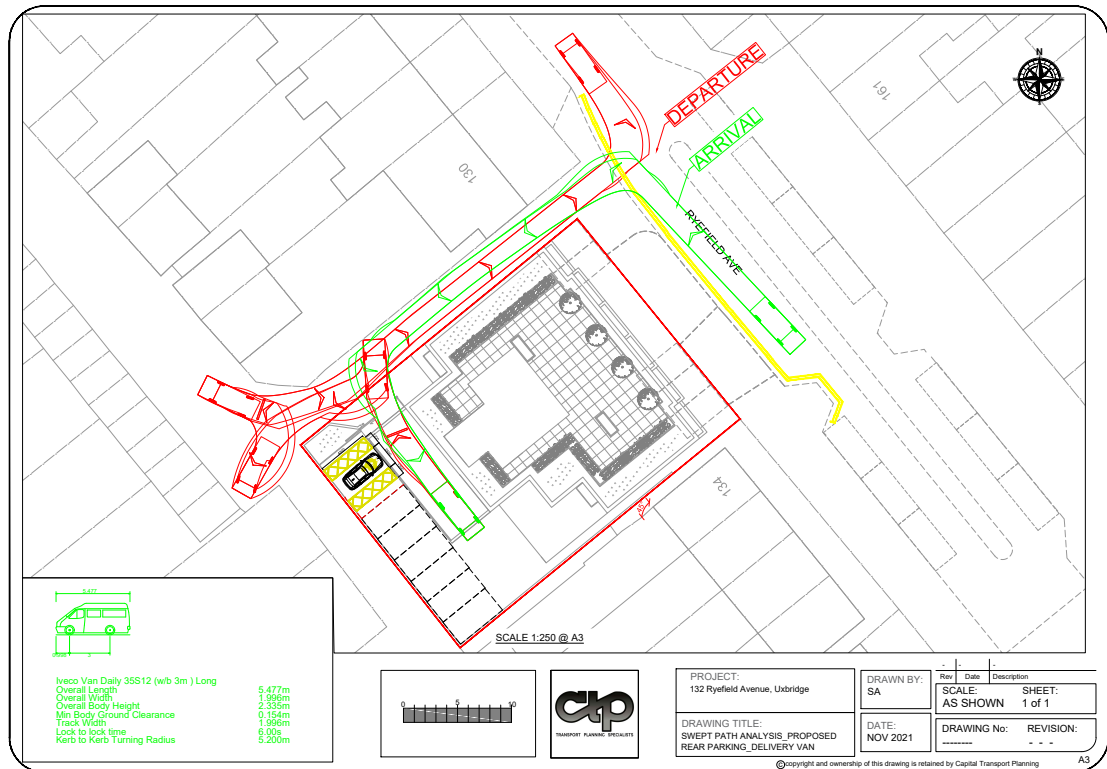


Figure 7. Swept-Path Analysis (Van)

- 4.6.3. Bin storage facilities are proposed within the site, presented in Figure 2 and Appendix B. It is proposed that waste and recycling is moved to the corner of the access road and Ryefield Avenue as is existing. Waste associated with the retail element of the development is stored separately and collected on a regular basis from the council.
- 4.6.4. It is therefore considered that delivery and servicing can take place from the public highway without impacting the free flow of traffic on Ryefield Avenue.

5. Summary and Conclusions

5.1. This Transport Statement has been prepared by Capital Transport Planning on behalf of Dale Venn Architects (the client). Capital Transport Planning have been commissioned to assess the highway and transportation implications associated with proposal for the redevelopment of the site at 132 Ryefield Road in Hillingdon.

5.2. This Transport Statement has been prepared to support a new planning application for the provision of four 4-bedroom flats above a re-provided retail convenience store with associated cycle and car parking.

5.1. The Transport Statement has assessed matters relating to highways and transport, it is concluded that:

- The proposed trip generation is likely to have a negligible impact on the local highway network and transport network;
- The existing vehicular access with Ryefield Avenue is sufficient in geometry and width to continue to accommodate the expected vehicular movements;
- The proposed car and cycle parking are in accordance with the requirements set out in the London Plan (2021);
- All regular servicing will continue to take place from the highway on Ryefield Avenue;
- The transport impacts associated with the proposed development have been assessed and it is concluded that the development can be delivered without prejudicing safety and the free flow of traffic on the public highway;

5.2. It is concluded that the development proposals are in accordance with the guiding principles of the National Planning Policy Framework and relevant transport policies. Therefore, there are no reasons why planning permission should not be granted relating to highways and transportation.

6. Appendices

APPENDIX A – LOCATION PLAN



Site boundary

Key:



PROJECT:

132 Ryefield Avenue, Uxbridge

DRAWN BY:
SA

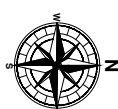
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SCALE: AS SHOWN SHEET: 1 of 1

DRAWING TITLE:
Location Plan

DATE:
Nov 2021

DRAWING No: REVISION:

SCALE 1:400 @ A3

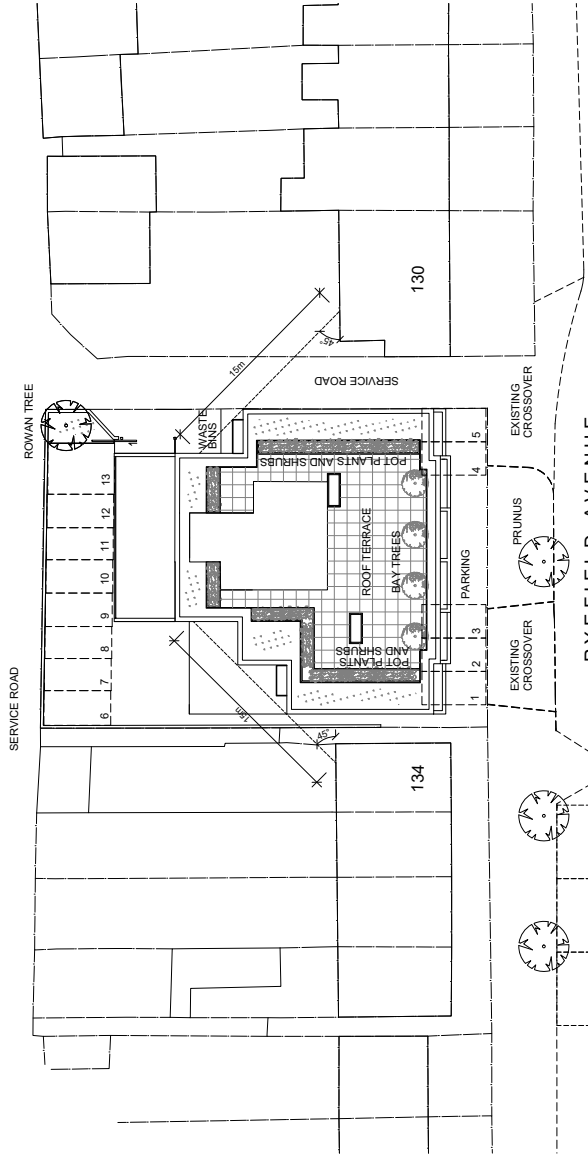
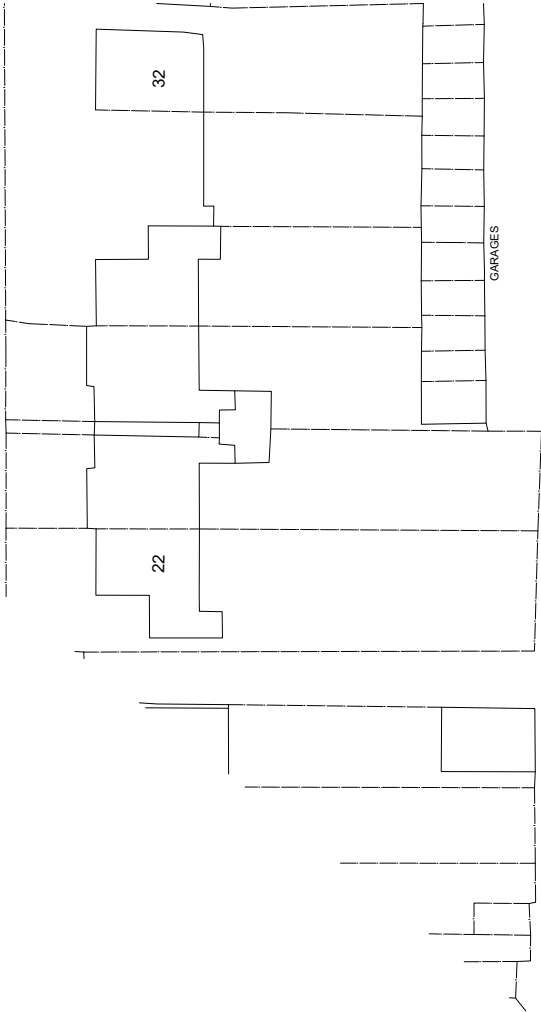


APPENDIX B – PROPOSED SITE LAYOUT

MIDHURST GARDENS

MATERIALS:

- WALLS :
YELLOW STOCK BRICK
WHITE RENDER
GREY FIBRE CEMENT PANELS
TOUGHENED GLASS
- WINDOWS AND DOORS:
GREY ALUMINUM FRAMES
BALUSTRADES:
CLEAR AND FROSTED GLASS



AMENDMENTS	DATE	REV.
COPYRIGHT RESERVED		
ALL SCALED DIMENSIONS MUST BE VERIFIED ON SITE		

JOB
132 RYEFIELD AVENUE
HILLINGDON
UB10 9DA

CLIENT
JAGJEET CHOPRA

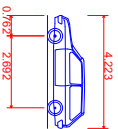
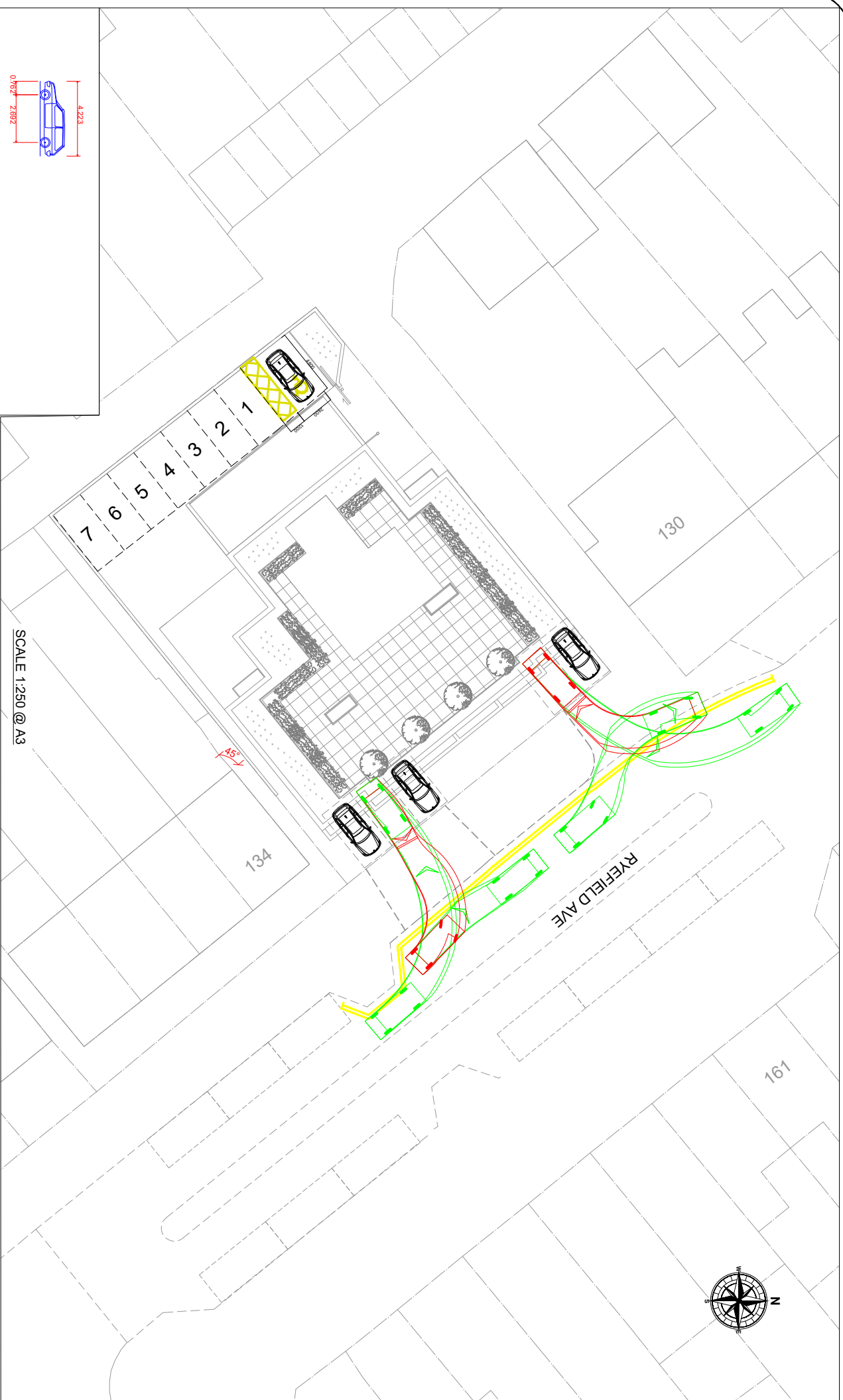
DRAWING
PROPOSED SITE PLAN

DALE VENN ARCHITECTS
Architects, Planners & Surveyors
HIGH HOUSE HARLINGTON ROAD,
HILLINGDON, MIDDLESEX 01895-237345

SCALE	DRAWING No.	REV.
1:200 @ A1		
DATE	MM 'YY	TH
DRAWN	UK	
CHECKED	BY	

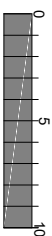
5020-11

APPENDIX C – SWEPT-PATH ANALYSIS



DB32 Private Car
 Overall Length 4.223m
 Overall Width 2.092m
 Overall Body Height 0.762m
 Min Body Ground Clearance 1.629m
 Max Track Width 1.629m
 Lock to lock time 4.00s
 Kerb to kerb Turning Radius 5.780m

4.223m
 1.715m
 1.392m
 0.233m
 1.629m
 4.00s
 5.780m



SCALE 1:250 @ A3



PROJECT:
 132 Ryefield Avenue, Uxbridge

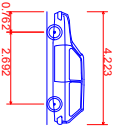
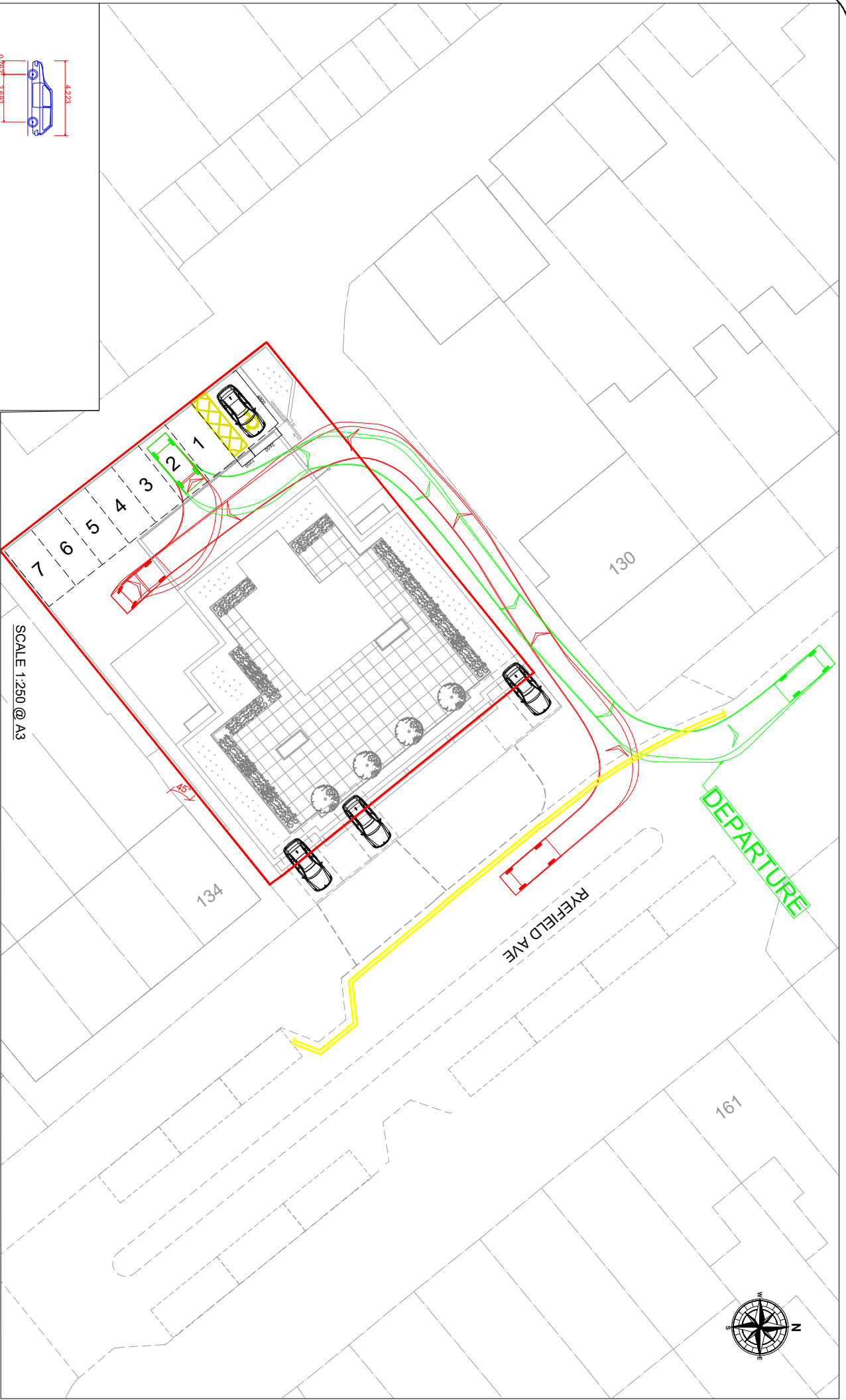
DRAWING TITLE:
 SWEEP PATH ANALYSIS - FRONT
 PARKING

DRAWN BY:
 SA

DATE:
 NOV 2021

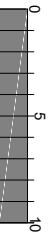
Rev	Date	Description
AS SHOWN		SHEET: 1 of 1

DRAWING No: REVISION:



DB32 Private Car
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.223m
1.762m
1.392m
0.233m
1.629m
4.00s
5.780m



SCALE 1:250 @ A3



PROJECT:

132 Ryefield Avenue, Uxbridge

DRAWN BY:
SA

Rev	Date	Description
AS SHOWN	1 of 1	SHEET:

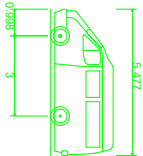
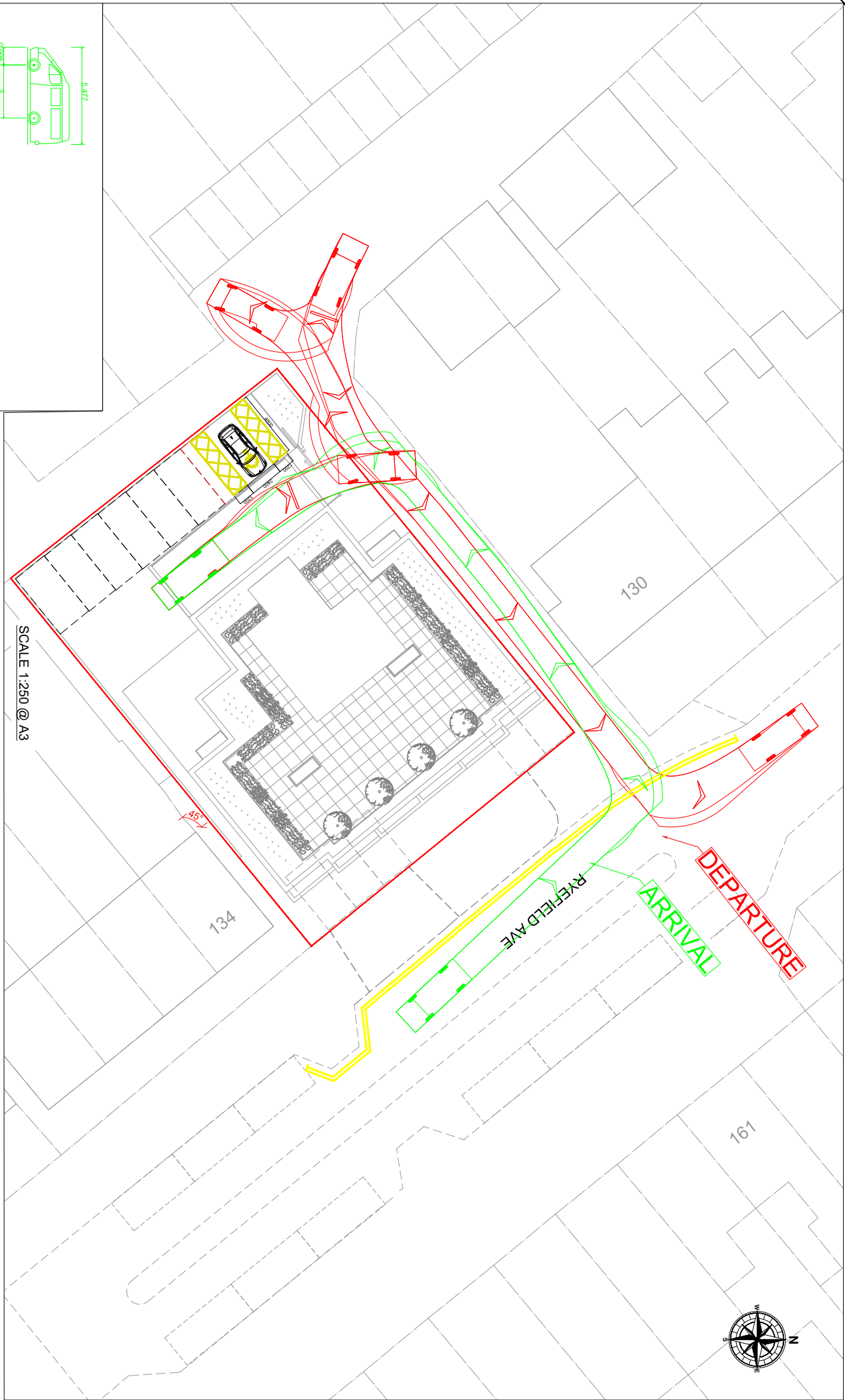
DRAWING TITLE:

SWEPT PATH ANALYSIS_PROPOSED
REAR PARKING

DATE:
NOV 2021

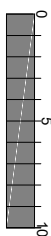
DRAWING No: REVISION:





Iveco Van Daily 35S12 (w/b 3m) Long
Overall Length
Overall Width
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.477m
2.335m
0.154m
1.996m
6.00s
5.200m



SCALE 1:250 @ A3



TRANSPORT PLANNING SPECIALISTS

PROJECT:
132 Ryefield Avenue, Uxbridge

DRAWN BY:
SA

Rev	Date	Description
AS SHOWN	1 of 1	SHEET:

DRAWING TITLE:
SWEEP PATH ANALYSIS, PROPOSED
REAR PARKING, DELIVERY VAN

DATE:
NOV 2021

DRAWING No: REVISION:

APPENDIX D – TRIP GENERATION

Calculation Reference: AUDIT-404201-211111-1137

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE

TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON

KN	KENSINGTON AND CHELSEA	1 days
WE	WESTMINSTER	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 300 to 550 (units: sqm)
Range Selected by User: 70 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

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

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

Selected survey types:

Manual count	2 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 undertaking using machines.

Selected Locations:

Town Centre	2
-------------	---

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:

Built-Up Zone	2
---------------	---

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:

E(a)	2 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

500,001 or More	2 days
-----------------	--------

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

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

Travel Plan:

No	2 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:

6b (High) Excellent	2 days
---------------------	--------

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

LIST OF SITES relevant to selection parameters

1	KN-01-O-01	SAINSBURY'S LOCAL	KENSINGTON AND CHELSEA
	QUEENSWAY BAYSWATER		
	Town Centre Built-Up Zone		
	Total Gross floor area:	300 sqm	
	Survey date: MONDAY	22/06/15	Survey Type: MANUAL
2	WE-01-O-01	SAINSBURY'S LOCAL	WESTMINSTER
	MORTIMER STREET FITZROVIA		
	Town Centre Built-Up Zone		
	Total Gross floor area:	550 sqm	
	Survey date: TUESDAY	23/06/15	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
DS-01-O-01	Location
EB-01-O-01	Location
GM-01-O-01	Location

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 242 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	425	1.059	2.562	2	425	0.588	1.424	2	425	1.647	3.986
08:00 - 09:00	2	425	1.294	3.132	2	425	1.059	2.562	2	425	2.353	5.694
09:00 - 10:00	2	425	1.412	3.416	2	425	1.412	3.416	2	425	2.824	6.832
10:00 - 11:00	2	425	1.882	4.555	2	425	1.176	2.847	2	425	3.058	7.402
11:00 - 12:00	2	425	1.294	3.132	2	425	0.941	2.278	2	425	2.235	5.410
12:00 - 13:00	2	425	0.824	1.993	2	425	1.412	3.416	2	425	2.236	5.409
13:00 - 14:00	2	425	0.353	0.854	2	425	0.824	1.993	2	425	1.177	2.847
14:00 - 15:00	2	425	0.235	0.569	2	425	0.471	1.139	2	425	0.706	1.708
15:00 - 16:00	2	425	0.588	1.424	2	425	0.353	0.854	2	425	0.941	2.278
16:00 - 17:00	2	425	1.647	3.986	2	425	0.941	2.278	2	425	2.588	6.264
17:00 - 18:00	2	425	0.941	2.278	2	425	1.294	3.132	2	425	2.235	5.410
18:00 - 19:00	2	425	1.059	2.562	2	425	1.529	3.701	2	425	2.588	6.263
19:00 - 20:00	2	425	0.588	1.424	2	425	0.588	1.424	2	425	1.176	2.848
20:00 - 21:00	2	425	2.235	5.409	2	425	2.706	6.548	2	425	4.941	11.957
21:00 - 22:00	2	425	0.941	2.278	2	425	0.706	1.708	2	425	1.647	3.986
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			16.352	39.574			16.000	38.720			32.352	78.294

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 300 - 550 (units: sqm)
Survey date range: 01/01/13 - 25/09/19
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 3

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.

Calculation Reference: AUDIT-404201-211110-1116

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON

IS	ISLINGTON	2 days
KI	KINGSTON	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 14 to 20 (units:)
Range Selected by User: 6 to 20 (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: 01/01/13 to 16/10/20

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
Wednesday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	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:

Residential Zone	2
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

500,001 or More 3 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

2 Poor	1 days
6a Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1	IS-03-C-05	BLOCK OF FLATS	ISLINGTON
	LEVER STREET FINSBURY		
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings:	15	
	Survey date: WEDNESDAY	29/06/16	Survey Type: MANUAL
2	IS-03-C-06	BLOCK OF FLATS	ISLINGTON
	CALEDONIAN ROAD HOLLOWAY		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	14	
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL
3	KI-03-C-03	BLOCK OF FLATS	KINGSTON
	PORTSMOUTH ROAD SURBITON		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	20	
	Survey date: MONDAY	11/07/16	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
EX-03-C-01	Location
LU-03-C-03	Location

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	3	16	0.061	0.245	3	16	0.082	0.327	3	16	0.143	0.572
08:00 - 09:00	3	16	0.020	0.082	3	16	0.082	0.327	3	16	0.102	0.409
09:00 - 10:00	3	16	0.020	0.082	3	16	0.020	0.082	3	16	0.040	0.164
10:00 - 11:00	3	16	0.041	0.163	3	16	0.061	0.245	3	16	0.102	0.408
11:00 - 12:00	3	16	0.041	0.163	3	16	0.041	0.163	3	16	0.082	0.326
12:00 - 13:00	3	16	0.082	0.327	3	16	0.041	0.163	3	16	0.123	0.490
13:00 - 14:00	3	16	0.082	0.327	3	16	0.082	0.327	3	16	0.164	0.654
14:00 - 15:00	3	16	0.061	0.245	3	16	0.122	0.490	3	16	0.183	0.735
15:00 - 16:00	3	16	0.041	0.163	3	16	0.020	0.082	3	16	0.061	0.245
16:00 - 17:00	3	16	0.061	0.245	3	16	0.061	0.245	3	16	0.122	0.490
17:00 - 18:00	3	16	0.082	0.327	3	16	0.000	0.000	3	16	0.082	0.327
18:00 - 19:00	3	16	0.082	0.327	3	16	0.082	0.327	3	16	0.164	0.654
19:00 - 20:00	3	16	0.102	0.408	3	16	0.082	0.327	3	16	0.184	0.735
20:00 - 21:00	3	16	0.082	0.327	3	16	0.122	0.490	3	16	0.204	0.817
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.858	3.431			0.898	3.595			1.756	7.026

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: 14 - 20 (units:)
 Survey date range: 01/01/13 - 16/10/20
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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

TAXIS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	3	16	0.020	0.082	3	16	0.020	0.082	3	16	0.040	0.164
08:00 - 09:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
09:00 - 10:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
10:00 - 11:00	3	16	0.020	0.082	3	16	0.020	0.082	3	16	0.040	0.164
11:00 - 12:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
12:00 - 13:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
13:00 - 14:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
14:00 - 15:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
15:00 - 16:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
16:00 - 17:00	3	16	0.020	0.082	3	16	0.020	0.082	3	16	0.040	0.164
17:00 - 18:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
18:00 - 19:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
19:00 - 20:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
20:00 - 21:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.060	0.246			0.060	0.246			0.120	0.492

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.

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

OGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
08:00 - 09:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
09:00 - 10:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
10:00 - 11:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
11:00 - 12:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
12:00 - 13:00	3	16	0.020	0.082	3	16	0.000	0.000	3	16	0.020	0.082
13:00 - 14:00	3	16	0.000	0.000	3	16	0.020	0.082	3	16	0.020	0.082
14:00 - 15:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
15:00 - 16:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
16:00 - 17:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
17:00 - 18:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
18:00 - 19:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
19:00 - 20:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
20:00 - 21:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.020	0.082			0.020	0.082			0.040	0.164

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.

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

CYCLISTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
08:00 - 09:00	3	16	0.020	0.082	3	16	0.082	0.327	3	16	0.102	0.409
09:00 - 10:00	3	16	0.020	0.082	3	16	0.061	0.245	3	16	0.081	0.327
10:00 - 11:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
11:00 - 12:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
12:00 - 13:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
13:00 - 14:00	3	16	0.020	0.082	3	16	0.000	0.000	3	16	0.020	0.082
14:00 - 15:00	3	16	0.000	0.000	3	16	0.020	0.082	3	16	0.020	0.082
15:00 - 16:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
16:00 - 17:00	3	16	0.000	0.000	3	16	0.020	0.082	3	16	0.020	0.082
17:00 - 18:00	3	16	0.041	0.163	3	16	0.000	0.000	3	16	0.041	0.163
18:00 - 19:00	3	16	0.000	0.000	3	16	0.020	0.082	3	16	0.020	0.082
19:00 - 20:00	3	16	0.082	0.327	3	16	0.000	0.000	3	16	0.082	0.327
20:00 - 21:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.183	0.736			0.203	0.818			0.386	1.554

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.

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

CARS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	3	16	0.041	0.163	3	16	0.061	0.245	3	16	0.102	0.408
08:00 - 09:00	3	16	0.020	0.082	3	16	0.061	0.245	3	16	0.081	0.327
09:00 - 10:00	3	16	0.020	0.082	3	16	0.000	0.000	3	16	0.020	0.082
10:00 - 11:00	3	16	0.000	0.000	3	16	0.020	0.082	3	16	0.020	0.082
11:00 - 12:00	3	16	0.041	0.163	3	16	0.041	0.163	3	16	0.082	0.326
12:00 - 13:00	3	16	0.061	0.245	3	16	0.041	0.163	3	16	0.102	0.408
13:00 - 14:00	3	16	0.061	0.245	3	16	0.041	0.163	3	16	0.102	0.408
14:00 - 15:00	3	16	0.041	0.163	3	16	0.102	0.408	3	16	0.143	0.571
15:00 - 16:00	3	16	0.041	0.163	3	16	0.020	0.082	3	16	0.061	0.245
16:00 - 17:00	3	16	0.020	0.082	3	16	0.041	0.163	3	16	0.061	0.245
17:00 - 18:00	3	16	0.061	0.245	3	16	0.000	0.000	3	16	0.061	0.245
18:00 - 19:00	3	16	0.061	0.245	3	16	0.061	0.245	3	16	0.122	0.490
19:00 - 20:00	3	16	0.082	0.327	3	16	0.061	0.245	3	16	0.143	0.572
20:00 - 21:00	3	16	0.061	0.245	3	16	0.102	0.408	3	16	0.163	0.653
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.611	2.450			0.652	2.612			1.263	5.062

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.

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

LGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
08:00 - 09:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
09:00 - 10:00	3	16	0.000	0.000	3	16	0.020	0.082	3	16	0.020	0.082
10:00 - 11:00	3	16	0.020	0.082	3	16	0.020	0.082	3	16	0.040	0.164
11:00 - 12:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
12:00 - 13:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
13:00 - 14:00	3	16	0.020	0.082	3	16	0.020	0.082	3	16	0.040	0.164
14:00 - 15:00	3	16	0.020	0.082	3	16	0.020	0.082	3	16	0.040	0.164
15:00 - 16:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
16:00 - 17:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
17:00 - 18:00	3	16	0.020	0.082	3	16	0.000	0.000	3	16	0.020	0.082
18:00 - 19:00	3	16	0.020	0.082	3	16	0.020	0.082	3	16	0.040	0.164
19:00 - 20:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
20:00 - 21:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.100	0.410			0.100	0.410			0.200	0.820

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.

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

MOTOR CYCLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
08:00 - 09:00	3	16	0.000	0.000	3	16	0.020	0.082	3	16	0.020	0.082
09:00 - 10:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
10:00 - 11:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
11:00 - 12:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
12:00 - 13:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
13:00 - 14:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
14:00 - 15:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
15:00 - 16:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
16:00 - 17:00	3	16	0.020	0.082	3	16	0.000	0.000	3	16	0.020	0.082
17:00 - 18:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
18:00 - 19:00	3	16	0.000	0.000	3	16	0.000	0.000	3	16	0.000	0.000
19:00 - 20:00	3	16	0.020	0.082	3	16	0.020	0.082	3	16	0.040	0.164
20:00 - 21:00	3	16	0.020	0.082	3	16	0.020	0.082	3	16	0.040	0.164
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.060	0.246			0.060	0.246			0.120	0.492

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.

Calculation Reference: AUDIT-404201-211110-1139

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE

TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON

KN	KENSINGTON AND CHELSEA	1 days
WE	WESTMINSTER	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 300 to 550 (units: sqm)
Range Selected by User: 70 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

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

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

Selected survey types:

Manual count	2 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 undertaking using machines.

Selected Locations:

Town Centre	2
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	2
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

E(a)	2 days
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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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

500,001 or More	2 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

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

Travel Plan:

No	2 days
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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:

6b (High) Excellent	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	KN-01-O-01	SAINSBURY'S LOCAL	KENSINGTON AND CHELSEA
	QUEENSWAY		
	BAYSWATER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	300 sqm	
	Survey date: MONDAY	22/06/15	Survey Type: MANUAL
2	WE-01-O-01	SAINSBURY'S LOCAL	WESTMINSTER
	MORTIMER STREET		
	FITZROVIA		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	550 sqm	
	Survey date: TUESDAY	23/06/15	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
DS-01-O-01	Location
EB-01-O-01	Location
GM-01-O-01	Location

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 306 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	425	1.059	3.240	2	425	0.588	1.800	2	425	1.647	5.040
08:00 - 09:00	2	425	1.294	3.960	2	425	1.059	3.240	2	425	2.353	7.200
09:00 - 10:00	2	425	1.412	4.320	2	425	1.412	4.320	2	425	2.824	8.640
10:00 - 11:00	2	425	1.882	5.760	2	425	1.176	3.600	2	425	3.058	9.360
11:00 - 12:00	2	425	1.294	3.960	2	425	0.941	2.880	2	425	2.235	6.840
12:00 - 13:00	2	425	0.824	2.520	2	425	1.412	4.320	2	425	2.236	6.840
13:00 - 14:00	2	425	0.353	1.080	2	425	0.824	2.520	2	425	1.177	3.600
14:00 - 15:00	2	425	0.235	0.720	2	425	0.471	1.440	2	425	0.706	2.160
15:00 - 16:00	2	425	0.588	1.800	2	425	0.353	1.080	2	425	0.941	2.880
16:00 - 17:00	2	425	1.647	5.040	2	425	0.941	2.880	2	425	2.588	7.920
17:00 - 18:00	2	425	0.941	2.880	2	425	1.294	3.960	2	425	2.235	6.840
18:00 - 19:00	2	425	1.059	3.240	2	425	1.529	4.680	2	425	2.588	7.920
19:00 - 20:00	2	425	0.588	1.800	2	425	0.588	1.800	2	425	1.176	3.600
20:00 - 21:00	2	425	2.235	6.840	2	425	2.706	8.280	2	425	4.941	15.120
21:00 - 22:00	2	425	0.941	2.880	2	425	0.706	2.160	2	425	1.647	5.040
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			16.352	50.040			16.000	48.960			32.352	99.000

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.

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Parameter summary

Trip rate parameter range selected: 300 - 550 (units: sqm)
 Survey date range: 01/01/13 - 25/09/19
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 3

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 01 - RETAIL/O - CONVENIENCE STORE

TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 306 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
08:00 - 09:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
09:00 - 10:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
10:00 - 11:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
11:00 - 12:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
12:00 - 13:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
13:00 - 14:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
14:00 - 15:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
15:00 - 16:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
16:00 - 17:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
17:00 - 18:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
18:00 - 19:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
19:00 - 20:00	2	425	0.353	1.080	2	425	0.353	1.080	2	425	0.706	2.160
20:00 - 21:00	2	425	0.471	1.440	2	425	0.471	1.440	2	425	0.942	2.880
21:00 - 22:00	2	425	0.235	0.720	2	425	0.235	0.720	2	425	0.470	1.440
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.531	4.680			1.531	4.680			3.062	9.360

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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 306 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
08:00 - 09:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
09:00 - 10:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
10:00 - 11:00	2	425	0.235	0.720	2	425	0.235	0.720	2	425	0.470	1.440
11:00 - 12:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
12:00 - 13:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
13:00 - 14:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
14:00 - 15:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
15:00 - 16:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
16:00 - 17:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
17:00 - 18:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
18:00 - 19:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
19:00 - 20:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
20:00 - 21:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
21:00 - 22:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.825	2.520			0.825	2.520			1.650	5.040

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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 306 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	425	0.000	0.000	2	425	0.118	0.360	2	425	0.118	0.360
08:00 - 09:00	2	425	0.471	1.440	2	425	0.353	1.080	2	425	0.824	2.520
09:00 - 10:00	2	425	0.471	1.440	2	425	0.353	1.080	2	425	0.824	2.520
10:00 - 11:00	2	425	0.353	1.080	2	425	0.118	0.360	2	425	0.471	1.440
11:00 - 12:00	2	425	0.118	0.360	2	425	0.000	0.000	2	425	0.118	0.360
12:00 - 13:00	2	425	0.353	1.080	2	425	0.353	1.080	2	425	0.706	2.160
13:00 - 14:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
14:00 - 15:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
15:00 - 16:00	2	425	0.353	1.080	2	425	0.235	0.720	2	425	0.588	1.800
16:00 - 17:00	2	425	0.235	0.720	2	425	0.118	0.360	2	425	0.353	1.080
17:00 - 18:00	2	425	0.353	1.080	2	425	0.471	1.440	2	425	0.824	2.520
18:00 - 19:00	2	425	0.235	0.720	2	425	0.824	2.520	2	425	1.059	3.240
19:00 - 20:00	2	425	0.588	1.800	2	425	0.118	0.360	2	425	0.706	2.160
20:00 - 21:00	2	425	0.471	1.440	2	425	0.471	1.440	2	425	0.942	2.880
21:00 - 22:00	2	425	0.235	0.720	2	425	0.353	1.080	2	425	0.588	1.800
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			4.472	13.680			4.121	12.600			8.593	26.280

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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

CARS

Calculation factor: 100 sqm

Estimated TRIP rate value per 306 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	425	0.706	2.160	2	425	0.235	0.720	2	425	0.941	2.880
08:00 - 09:00	2	425	0.471	1.440	2	425	0.235	0.720	2	425	0.706	2.160
09:00 - 10:00	2	425	0.353	1.080	2	425	0.471	1.440	2	425	0.824	2.520
10:00 - 11:00	2	425	0.706	2.160	2	425	0.353	1.080	2	425	1.059	3.240
11:00 - 12:00	2	425	0.588	1.800	2	425	0.235	0.720	2	425	0.823	2.520
12:00 - 13:00	2	425	0.353	1.080	2	425	0.588	1.800	2	425	0.941	2.880
13:00 - 14:00	2	425	0.000	0.000	2	425	0.118	0.360	2	425	0.118	0.360
14:00 - 15:00	2	425	0.000	0.000	2	425	0.235	0.720	2	425	0.235	0.720
15:00 - 16:00	2	425	0.353	1.080	2	425	0.118	0.360	2	425	0.471	1.440
16:00 - 17:00	2	425	1.176	3.600	2	425	0.588	1.800	2	425	1.764	5.400
17:00 - 18:00	2	425	0.588	1.800	2	425	0.941	2.880	2	425	1.529	4.680
18:00 - 19:00	2	425	0.471	1.440	2	425	0.941	2.880	2	425	1.412	4.320
19:00 - 20:00	2	425	0.235	0.720	2	425	0.235	0.720	2	425	0.470	1.440
20:00 - 21:00	2	425	1.647	5.040	2	425	1.882	5.760	2	425	3.529	10.800
21:00 - 22:00	2	425	0.706	2.160	2	425	0.471	1.440	2	425	1.177	3.600
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			8.353	25.560			7.646	23.400			15.999	48.960

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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

LGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 306 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
08:00 - 09:00	2	425	0.706	2.160	2	425	0.706	2.160	2	425	1.412	4.320
09:00 - 10:00	2	425	0.471	1.440	2	425	0.471	1.440	2	425	0.942	2.880
10:00 - 11:00	2	425	0.706	2.160	2	425	0.353	1.080	2	425	1.059	3.240
11:00 - 12:00	2	425	0.588	1.800	2	425	0.588	1.800	2	425	1.176	3.600
12:00 - 13:00	2	425	0.353	1.080	2	425	0.588	1.800	2	425	0.941	2.880
13:00 - 14:00	2	425	0.353	1.080	2	425	0.471	1.440	2	425	0.824	2.520
14:00 - 15:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
15:00 - 16:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
16:00 - 17:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
17:00 - 18:00	2	425	0.235	0.720	2	425	0.235	0.720	2	425	0.470	1.440
18:00 - 19:00	2	425	0.235	0.720	2	425	0.235	0.720	2	425	0.470	1.440
19:00 - 20:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
20:00 - 21:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
21:00 - 22:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			4.119	12.600			4.119	12.600			8.238	25.200

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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MOTOR CYCLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 306 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
08:00 - 09:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
09:00 - 10:00	2	425	0.353	1.080	2	425	0.235	0.720	2	425	0.588	1.800
10:00 - 11:00	2	425	0.235	0.720	2	425	0.235	0.720	2	425	0.470	1.440
11:00 - 12:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
12:00 - 13:00	2	425	0.118	0.360	2	425	0.235	0.720	2	425	0.353	1.080
13:00 - 14:00	2	425	0.000	0.000	2	425	0.235	0.720	2	425	0.235	0.720
14:00 - 15:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
15:00 - 16:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
16:00 - 17:00	2	425	0.118	0.360	2	425	0.000	0.000	2	425	0.118	0.360
17:00 - 18:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
18:00 - 19:00	2	425	0.118	0.360	2	425	0.118	0.360	2	425	0.236	0.720
19:00 - 20:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
20:00 - 21:00	2	425	0.118	0.360	2	425	0.353	1.080	2	425	0.471	1.440
21:00 - 22:00	2	425	0.000	0.000	2	425	0.000	0.000	2	425	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.532	4.680			1.883	5.760			3.415	10.440

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.