

British Airways Pension Trustees Limited

**PROPOSED POD UNIT,
HAYES BRIDGE RETAIL PARK,
HAYES,
GREATER LONDON**

Transport Statement

VN70798

March 2018

REPORT CONTROL

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Plans

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Plan 3	Existing Retail Park Layout
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Drawings

VN70798-TR100 Servicing Vehicle Track

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Appendix A	PTAL Assessment
Appendix B	TRICS Output

1 INTRODUCTION

1.1 Introduction

1.1.1 Vectos has been commissioned by British Airways Pension Trustees Limited to provide advice on traffic and transportation issues associated with a planning application for the development of an A3 pod unit within Hayes Bridge Retail Park in the London Borough of Hillingdon.

1.1.2 The planning application relates to the development of a standalone A3 pod unit with a gross internal floor area of approximately 114 m² (1,223 sq.ft.). Hayes Bridge Retail Park comprises of eight retail-based outlets, a standalone Metro Bank unit and 462 parking spaces for visitor use.

1.1.3 This report sets out the development proposals in detail and provides a review of the likely traffic impact and other transportation matters of the proposed development.

1.2 Scope

1.2.1 Following this introduction, **Section 2** of the report summarises the existing conditions at the site including a review of its accessibility by non-car modes of travel; **Section 3** summarises the development proposals; and, **Section 4** considers the traffic generation of the proposed development and forecasts the traffic impact of the proposals. The key conclusions are presented in **Section 5** of the report.

2 EXISTING SITUATION

2.1 Site Location

- 2.1.1 The proposed development site is located within the Hayes Bridge Retail Park in the London Borough of Hillingdon. Its location within the wider context is shown in **Plan 1** whilst **Plan 2** demonstrates its location in a more local context.
- 2.1.2 From **Plan 1** it is visible that the Hayes Bridge Retail Park is located close to the south east of the roundabout junction of A312 The Parkway and A4020 Uxbridge Road within the residential area of Southall. The retail park site is bounded to the north by the A4020, to the east by Yeading Brook and to the south and west by adjacent industrial units.
- 2.1.3 Access to the Hayes Bridge Retail Park is via a signal-controlled junction on the A4020 Uxbridge Road, approximately 1km to the west of the district centre of Southall.
- 2.1.4 **Plan 2** demonstrates the site location of the proposed development within the retail park. It can be seen that the pod unit will be located within the northern section of the existing car park, adjacent to the site access.

2.2 Existing Development

- 2.2.1 Hayes Bridge Retail Park consists of numerous non-food retail units, including a standalone Metro Bank unit and eight further units which are located along the western and southern boundary of the site. A total of 462 visitor car parking spaces are provided within the retail park.
- 2.2.2 The existing retail park layout is shown in **Plan 3**.

2.3 Vehicular Access

- 2.3.1 Vehicular access to the Hayes Bridge Retail Park is provided via a signal-controlled junction with the A4020 Uxbridge Road.
- 2.3.2 The main access road into the retail park provides access to aisles of car parking in front of the main retail units. The standalone Metro Bank has a separate access road off the main access road. The pod unit is located adjacent to the main site entrance in the northern section of the car park.

2.3.3 Servicing of the main retail units at the retail park is undertaken to the rear of the site and accessed from Bullsbrook Road, therefore no service vehicles currently use the access on Uxbridge Road. There is a height restriction barrier at this entrance which restricts high sided vehicles, above 4.6 metres, from entering the site at this entrance.

2.3.4 The A3 pod will be serviced from the car park and access the site via Uxbridge Road outside of operating hours.

2.4 Local Road Network

2.4.1 The A4020 runs in an east-west direction and connects the A312 with Southall, Ealing and on to Central London.

2.4.2 In the vicinity of the site the A4020 Uxbridge Road is a dual carriageway two lane road with shared cycle and footways on each side. Along the eastbound carriageway there is a bus lane in operation between 07:00 – 10:00 and 16:00 – 19:00 Monday to Friday and 10:00 – 18:00 Saturday and Sunday. The road has street lighting and is subject to a 40mph speed limit with on-street parking not permitted along this length of the carriageway.

2.4.3 Immediately to the east of the retail park access junction the speed limit reduces to 30mph and, approximately 120m to the east, the road narrows to a single carriageway.

2.4.4 As stated above, the retail park access junction operates under traffic signal control with all movements permitted. A right-turn lane is provided on the eastbound approach and the right-turn movement is provided with a separate green signal phase. The eastbound approach is also provided with a nearside bus lane which operates in the peak periods only. A short left-turn lane is provided into the site on the westbound approach with two lanes provided for traffic travelling straight ahead. Signal controlled pedestrian crossings are provided over the site access road and the A4020 at this junction.

2.4.5 The A4020 forms a signal-controlled junction with Brookside Road and Springfield Road approximately 220m to the west of the retail park access. A further 330m to the west the A4020 forms a grade-separated junction with A312 dual carriageway.

2.5 Surrounding Area

- 2.5.1 The application site is located within the Hayes Bridge Retail Park.
- 2.5.2 The surrounding area predominantly contains industrial units, business parks and large residential areas. Lombardy Shopping Park, which includes a foodstore, non-food retail units and fast-food restaurants, is located around 800m to the west of the Hayes Bridge Retail Park on the western side of the A312.
- 2.5.3 As stated previously, the district centre of Southall is located approximately 1km to the east of the Hayes Bridge Retail Park.

2.6 Site Accessibility

- 2.6.1 The development site is located adjacent to the A4020 Uxbridge Road, which is a high frequency public transport route.
- 2.6.2 The site and its surrounding area benefits from an extensive existing pedestrian and cycling network with a shared footway and cycleway provided along both sides of the A4020 Uxbridge Road. Footways are provided on both sides of all local roads and off-carriageway cycleways are also provided to help cyclists cross the grade-separated A312 junction.
- 2.6.3 As stated previously, signal-controlled pedestrian crossings are provided at the retail park access junction, which enables safe crossing of the A4020.
- 2.6.4 The closest bus stops to the site are located on the A4020 with the westbound stop immediately in front of the retail park and the closest eastbound stops both less than 200m from the site.
- 2.6.5 The 207 bus service, which operates between Hayes Bypass (A312) and White City, runs from the early morning to past midnight, seven days a week with a daytime frequency of about every 4 to 8 minutes.
- 2.6.6 The 427 bus service runs between Uxbridge and Acton from the early morning until past midnight, seven days a week. It also provides a high frequency service with buses running every 6 to 10 minutes during the daytime.

- 2.6.7 Finally, a night bus (service N207) runs along Uxbridge Road between Uxbridge and Central London (Holborn). This provides a high frequency service from Sunday night operating four times an hour through to Friday morning. On Friday night, through to Sunday morning the service operates every 10 - 11 minutes.
- 2.6.8 The closest railway station is Southall, approximately 1.6km walking distance from the development site. There are four services an hour toward London Paddington from Southall, two an hour to Heathrow Airport and one service an hour to both Reading and Oxford. These services call at intermediate stops at other local stations including Hayes and Harlington, Hanwell, West Ealing and Ealing Broadway.
- 2.6.9 The Transport for London (TfL) Planning Information Database website enables users to calculate a 'Public Transport Accessibility Level' (PTAL) rating for a chosen site. PTALs provide a measure of public transport accessibility that reflects the proximity of the site to public transport stops and the reliability and frequency of public transport services available.¹
- 2.6.10 In order to demonstrate the public transport accessibility of the proposed site, a PTAL calculation has been undertaken. The site is given a PTAL Rating of 2, which equates to 'Poor' public transport accessibility when compared to London as a whole.
- 2.6.11 A summary report for the site, produced by the PTAL website, is included at **Appendix A**.
- 2.6.12 However, it has been shown that the site has a large residential catchment, is provided with suitable pedestrian and cycling facilities and is served by high frequency bus routes. Therefore, it can be concluded that it is accessible by non-car modes, which will provide future customers and staff with a good choice of sustainable travel options.
- 2.6.13 Having reviewed the existing situation at the site, the next Section describes the development proposals.

¹ PTAL Website: <http://www.webptals.org.uk/>

3 DEVELOPMENT PROPOSALS

3.1 Summary of Proposed Development

- 3.1.1 The planning application seeks permission for the development of a standalone A3 pod unit with a gross internal floor area of approximately 114 m² (1,223 sq.ft.). The pod will be located within the northern section of the existing car park adjacent to the main vehicular access for the retail park.
- 3.1.2 The main pedestrian entrance to the unit will be located on the western side of the unit with outdoor seating provided adjacent to this entrance. There will be landscaping, and bollards provided along the eastern boundary of the site and paving, and pedestrian crossings provided on the western boundary of the site. Bollards will also be placed on the western boundary of the site adjacent to the car parking spaces provided in this location.
- 3.1.3 The bin store will be located on the northern boundary of the site with pedestrian access provided on the western side of the unit.
- 3.1.4 **Plan 4** shows the proposed site layout.

3.2 Vehicle Access to Proposed Site

- 3.2.1 Access to the Hayes Bridge Retail Park for visitor trips to the site will remain unchanged.

3.3 Servicing and Delivery Vehicle Access to Proposed Site

- 3.3.1 Service vehicles will access the site from Uxbridge Road which will require minor alterations to the layout of the existing access into Hayes Bridge Retail Park. The entrance height restriction will remain in place however the bollards in the centre of the entrance will be removed to allow service vehicles to manoeuvre within the site effectively.
- 3.3.2 **VN70798** shows the vehicle track of a service vehicle entering and exiting the site via Uxbridge Road. This vehicle track shows that it is possible for a service vehicle to access the pod unit on the southern boundary for deliveries and refuse collection. Servicing of the proposed unit will occur outside the operating hours of the retail park, meaning it is safe for delivery vehicles to manoeuvre, reverse and cross parking spaces safely if necessary.

3.4 Pedestrian Access to Proposed Site

- 3.4.1 An existing pedestrian route enters the site from Uxbridge Road and passes in front of the Metro Bank unit. In addition, a separate pedestrian access is provided adjacent to Unit 1. This provides direct access to the retail park unit curtilage which facilitates access to the all units for pedestrians.
- 3.4.2 There will be a pedestrian crossing provided within the car park to connect the unit with the pedestrian path in front of Unit 1.

3.5 Car Parking

- 3.5.1 The proposals involve a minor reconfiguration of the car park due to the location of the proposed unit. This reconfiguration results in the net loss of 5 car parking spaces within the retail park.
- 3.5.2 The reconfiguration of the car park will result in a total provision of 457 car parking spaces for the retail park as a whole. A review of parking standards within The London Plan (2016) indicates that this level of car parking provision is within the maximum number permissible at the retail park.
- 3.5.3 Therefore, there will be sufficient car parking to cater for the implementation of the development proposals.

3.6 Changes to Highway Network

- 3.6.1 As a result of the proposed development utilising the existing site access junction and the internal site access junction, the development will not require any alteration to the local highway network.
- 3.6.2 The removal of the central keep right sign to allow delivery vehicles to pass under the highest point of the barrier will not cause any highway safety issues due to the existing white lining.
- 3.6.3 Having described the development proposals, the following Section summarises the potential traffic impact of the development.

4 TRAFFIC GENERATION AND IMPACT

4.1 Introduction

4.1.1 This section of the report considers the traffic generation and impact of the proposed development.

4.2 Proposed Development Trip Generation

4.2.1 To establish suitable trip rates for the proposed A3 pod unit, reference has been made to version 7.4.4 of the TRICS database. The 06 – Hotel, Food and Drink, G – Take-Away Shops classification was used to identify trips likely to be generated by the proposed development. This land use category has been chosen as it best reflects the proposals.

4.2.2 Reference has been made to take-away restaurants located within England, Wales and Scotland. In total data has been collected at 4 take-away restaurants on a weekday. There was no available data in TRICS for a Saturday.

4.2.3 The TRICS output files are included in **Appendix B**.

4.2.4 Trip rates and forecast trips are demonstrated in **Table 4.1** for the weekday PM peak hour (17:00-18:00) and the lunch time peak during the day (12:00-13:00).

	Trip Rate		Total Trips	
	Arrive	Depart	Arrive	Depart
PM Peak (17:00 – 18:00)	6.643	6.410	8	7
Lunch Time Peak (12:00 – 13:00)	5.984	11.4496	7	6

Table 4.1: All Take-away Trip Rates and Forecast Vehicle Trips at the Proposed Development

4.2.5 **Table 4.1** above demonstrates that the proposed development is likely to generate 8 arrivals and 7 vehicle departures during the PM peak and 7 arrivals and 6 departures during the lunch time peak hour.

4.2.6 Whilst no data is available for a Saturday, even if flows were double or triple those presented on a weekday, they would still be low and would not lead to any off-site impacts. Furthermore, many of the trips would likely be either linked trips associated with another journey purpose or retail unit within the retail park, or a pass-by/diverted trip that is already on the local highway network. These are discussed in more detail below.

4.3 Trip Types

4.3.1 Due to the nature of the proposed development, and its location within the retail park, trips generated by the proposed development will not all be entirely new to the network. A proportion of the trips would already be present within the retail park; the most common of these trip types will be linked trips.

4.3.2 For linked trips the origin and destination zones are not the same and the visitation to the store is an intermediate stop on a route between two trip ends. Linked trips can be further broken down into:

- i. Pass-by trips – these are linked trips already present on the road network directly adjacent to the site, where the take-away visitation is an intermediate stop on the normal route taken.
- ii. Diverted trips – these are similar to pass-by trips in that the take-away visitation is an intermediate stop, but in this instance the trip is already present on the local road network but not the road(s) from which the site access is taken.
- iii. Cross-visitation linked trips – these are trips that have multiple destinations, either within the proposed development site or with adjacent uses. In such instances it is customary to only ‘count’ those trips once for the development as a whole.

4.3.3 The limited number of A3 units within Hayes Bridge Retail Park indicates that a considerable number of the trips generated in **Table 4.1** will be cross-visitation linked trips and will therefore be already present on the road network and within the retail park.

4.3.4 Based on the information provided above it is clear there will be no impact on the highway network and therefore no capacity assessments are required.

4.4 Traffic Impact Summary

4.4.1 This assessment has shown that the development will generate a negligible level of traffic increase particularly when it is considered that many trips will already be on the highway network in the form of cross-visitation linked-trips within the retail park.

- 4.4.2 Therefore, it is possible to conclude that the proposed development will have a negligible impact on the local highway network based on the number of trips generated and the likelihood that these trips will not be entirely new.
- 4.4.3 Having provided a review of the traffic impact of the development, the following Section summarises the report and provides the key conclusions.

5 SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1 Vectos has been commissioned by British Airways Pension Trustees Limited to provide advice on traffic and transportation issues associated with a planning application for the development of an A3 pod unit within Hayes Bridge Retail Park in the London Borough of Hillingdon.

5.1.2 The planning application relates to the development of a standalone A3 pod unit with a gross internal floor area of approximately 114 m² (1,223 sq.ft.). Hayes Bridge Retail Park comprises of eight retail-based outlets, a standalone Metro Bank unit and 462 parking spaces for visitor use.

5.2 Conclusions

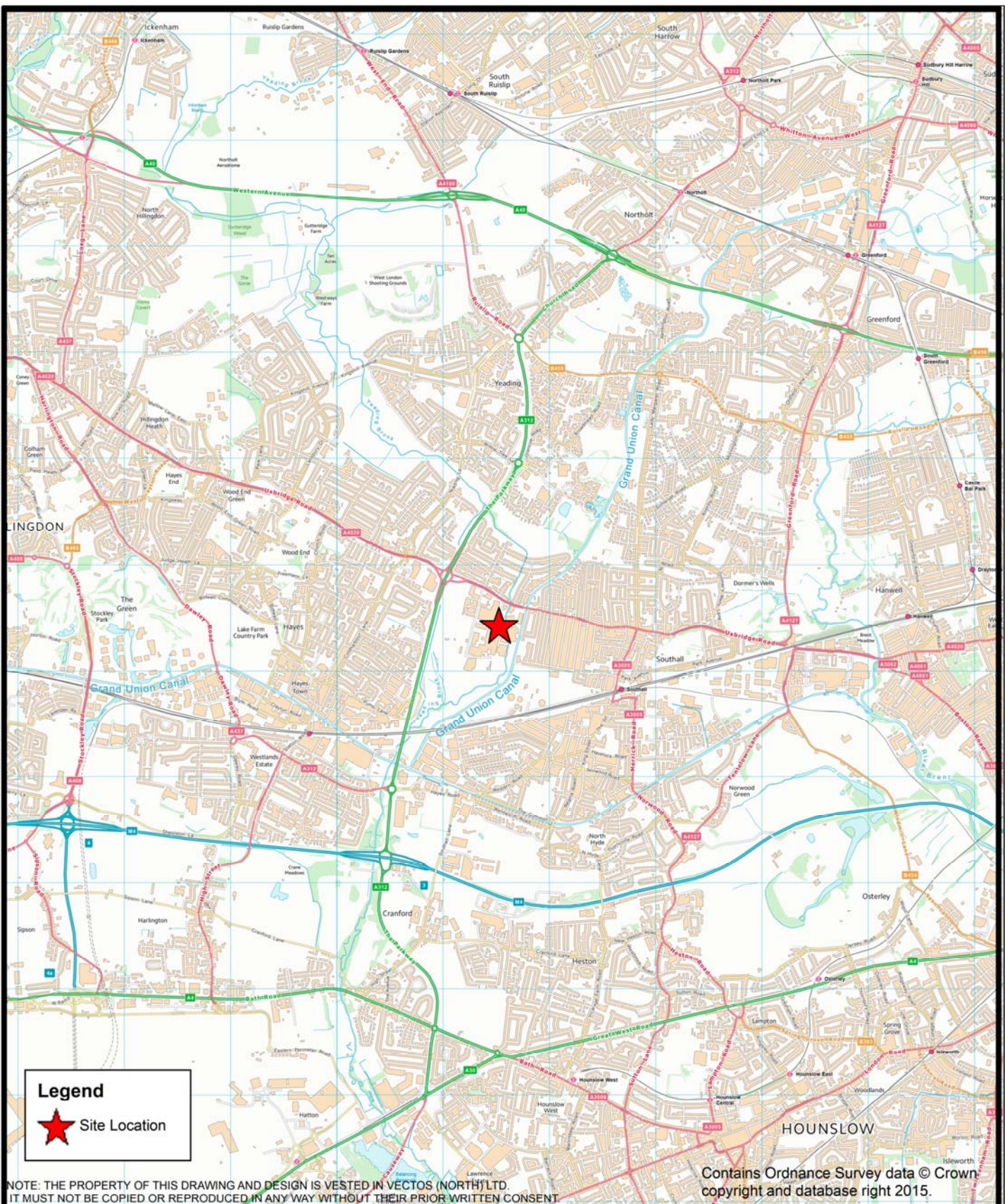
5.2.1 A number of conclusions can be drawn from this Transport Statement, namely:

- The proposed development will have no material impact on the local highway network as it is forecast to generate low volumes of traffic, with many already present on the highway network in the form of linked-trips with the retail park;
- The existing layout of the retail park access junction will not require any alteration prior to the implementation of the development proposals;
- Servicing from the car park will be completed outside of operating hours and can be completed safely.
- Being located on a high-frequency bus route and with a large residential catchment and extensive pedestrian infrastructure, the site is considered to be accessible by a choice of travel modes.
- By reviewing the appropriate car parking standards set out in The London Plan, it has been determined that the existing parking provided on the retail park will be sufficient to accommodate the development proposals.

5.2.2 In conclusion, this report has established that there are no highways or transportation related reasons why the proposals should not receive planning consent.



PLANS



CLIENT:
British Airways Pension Trustees Ltd

DRAWING TITLE:

Site Location

PROJECT TITLE:

Proposed Pod Unit, Hayes Bridge
Retail Park

DRAWN: HF
CHECKED: TA
DATE: Feb 18

SCALE:
N.T.S



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DRAWING NO:
VN70798-G102

REVISION



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CLIENT:

British Airways Pension Trustees Ltd

DRAWING TITLE:

Site Location (Local Context)

PROJECT TITLE:

Proposed Pod Unit, Hayes Bridge
Retail Park

DRAWN:

HF

CHECKED:

TA

DATE

Feb 18

SCALE:

N.T.S

DRAWING NO:

VN70798-G103

REVISION:

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DRAWING TO BE READ IN COLOUR

SITE ADDRESS:

HAYES BRIDGE RETAIL PARK,
UXBRIDGE ROAD,
HAYES,
MIDDLESEX,
UB4 0RH

LEGEND:

- LANDLORD OWNERSHIP
- APPLICATION AREA



DRAFT

Revision	Description	Date
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Client	BRITISH AIRWAYS PENSION TRUSTEES LIMITED
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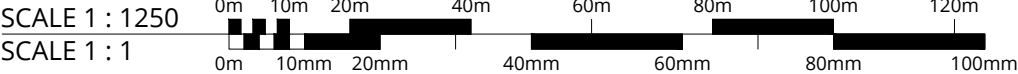
Project	HAYES BRIDGE RETAIL PARK, HAYES POD UNIT
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Drawing	SITE LOCATION PLAN
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Scale	1:1250 @ A3	Drawn	SS
Date	MARCH 2018		

Project No.	Drawing No.	Revision
2139	URB PU [08] 00 01	A00

PLANNING



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DRAWING TO BE READ IN COLOUR

KEY:

- LANDSCAPING TO BE MADE GOOD
- PROPOSED PAVING
- PROPOSED PARKING

DRAFT

Revision	Description	Date
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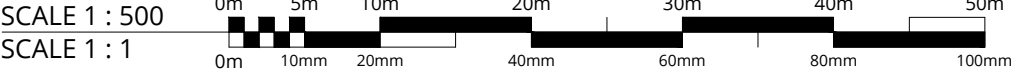
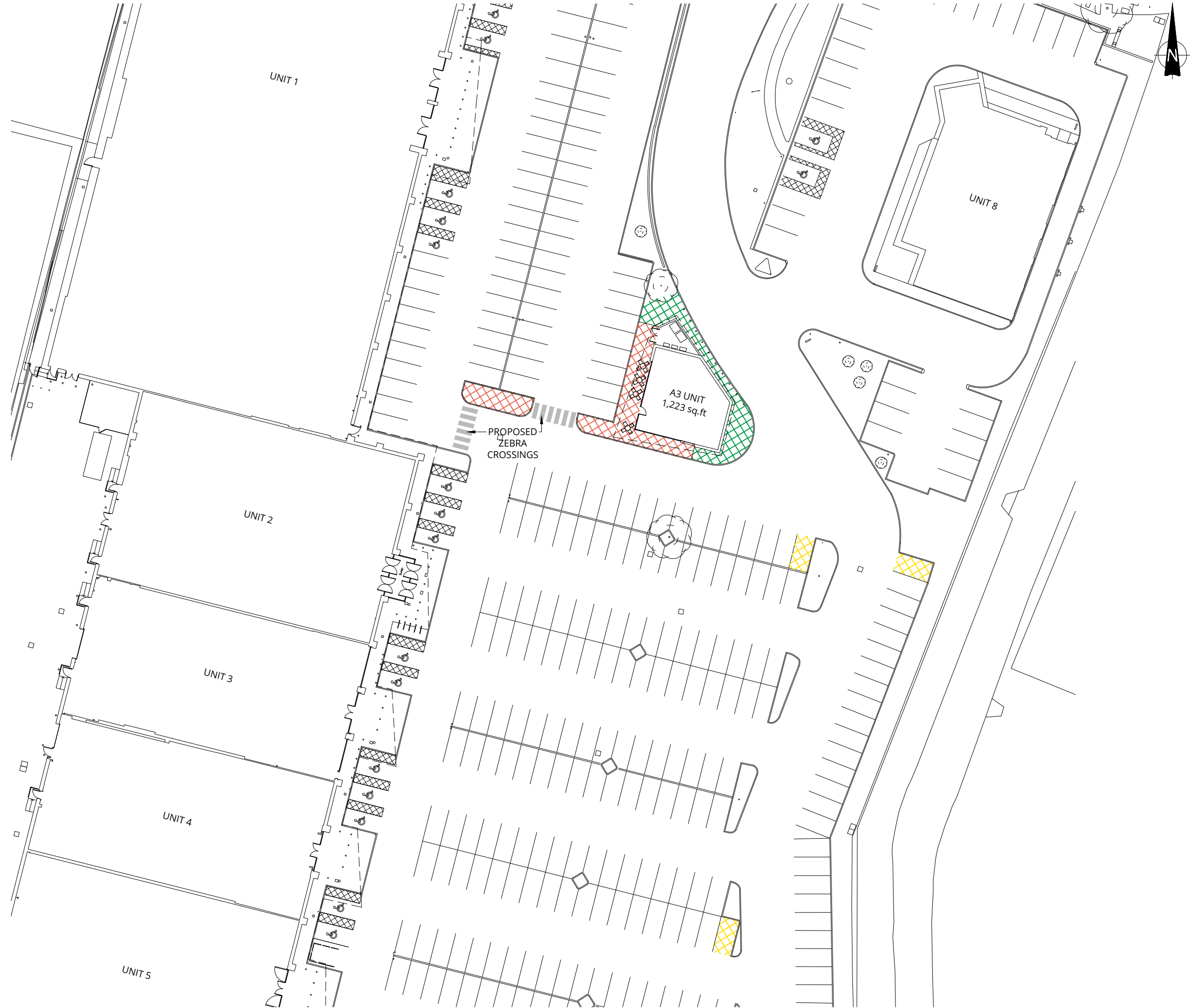
Client	BRITISH AIRWAYS PENSION TRUSTEES LIMITED
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Project	HAYES BRIDGE RETAIL PARK, HAYES POD UNIT
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Drawing	SITE BLOCK PLAN AS PROPOSED
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Scale	1:500 @ A3	Drawn	SS
Date	MARCH 2018		

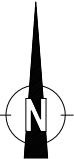
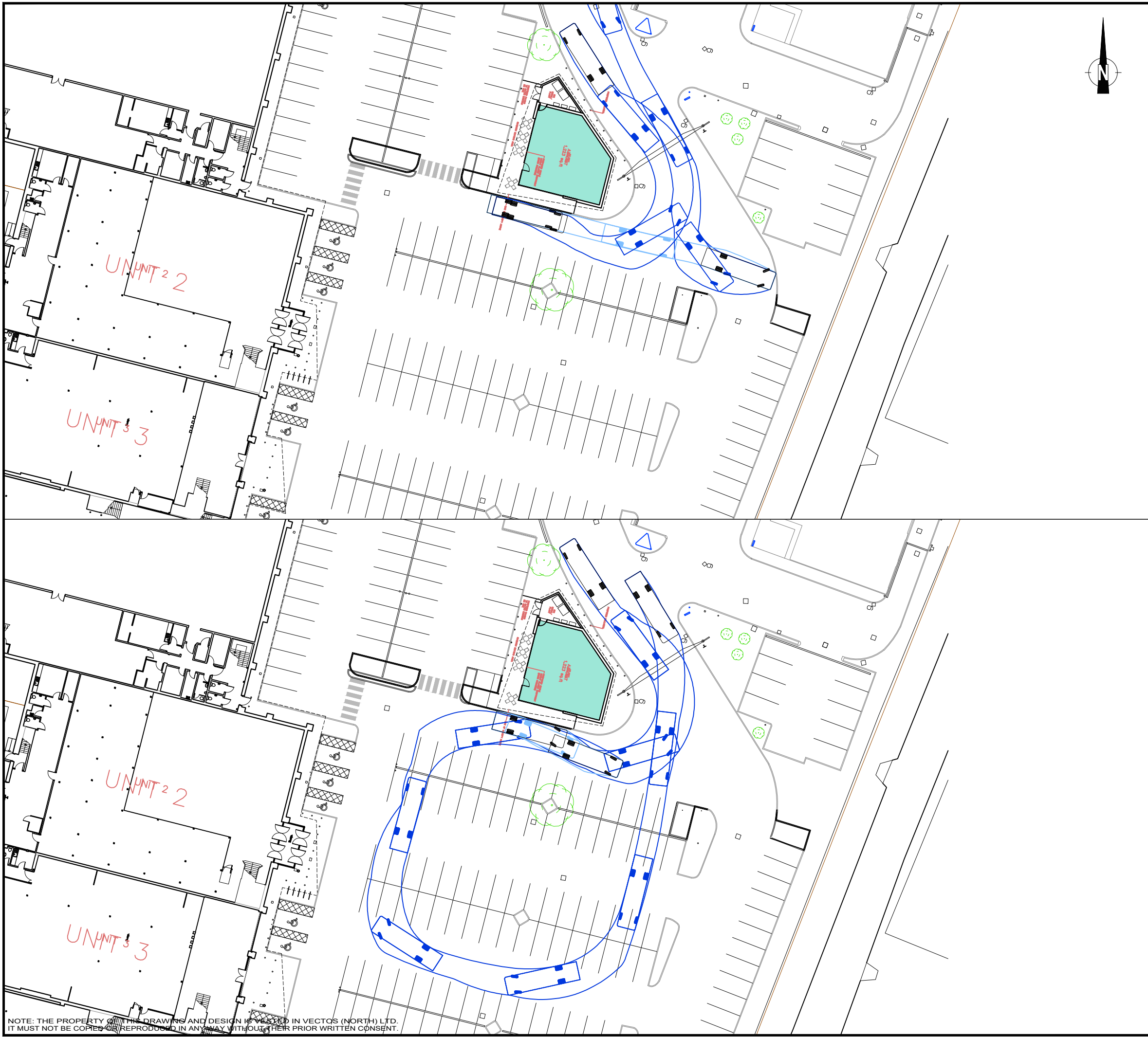
Project No.	Drawing No.	Revision
2139	URB PU[08] 00 03	A00



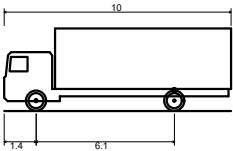
PLANNING



DRAWINGS



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

A	Updated Layout	PJ	TA	21.03.18
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REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

British Airways Pension Fund

PROJECT:

Hayes Bridge Retail Park

DRAWING TITLE:

POD Unit 3 Servicing Vehicle
Access Tracks

SCALES:

1:500 at A3

DRAWN:	PJ	CHECKED:	AS	DATE:	20.02.18
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DRAWING NUMBER:	VN70798-TR100	REVISION:	A
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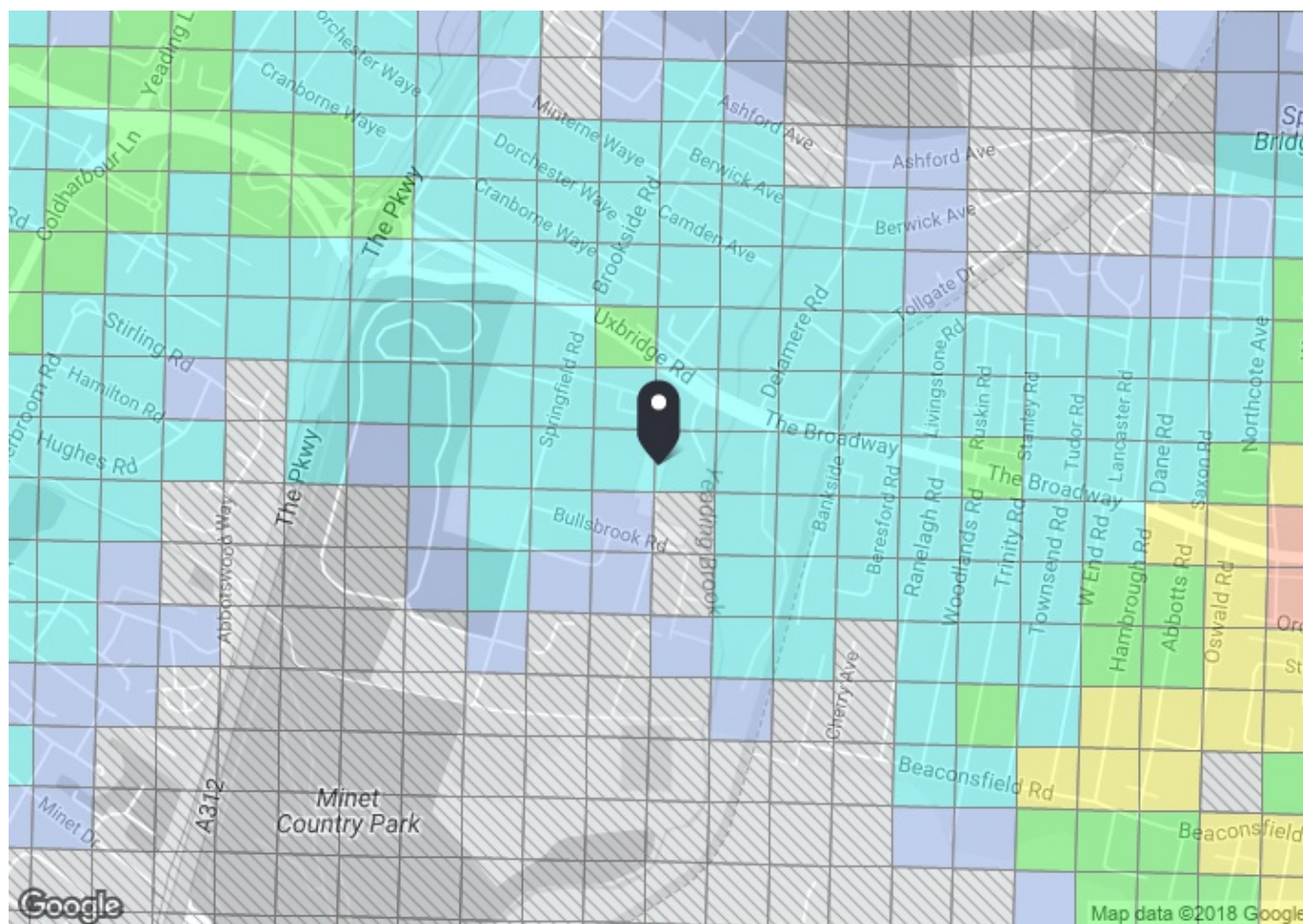


APPENDICES



Appendix A

PTAL Assessment



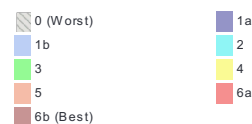
PTAL output for Base Year 2

UB4 0RH
Hayes UB4 0RH, UK
Easting: 511505, Northing: 180531

Grid Cell: 80628

Report generated: 01/02/2018

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WAGGON & HORSES	427	150.16	7.5	1.88	6	7.88	3.81	0.5	1.9
Bus	WAGGON & HORSES	207	150.16	12	1.88	4.5	6.38	4.7	1	4.7
Bus	WAGGON & HORSES	607	150.16	6	1.88	7	8.88	3.38	0.5	1.69
Total Grid Cell AI:										8.3



Appendix B

TRICS Output

Calculation Reference: AUDIT-715001-180309-0308

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : G - TAKE-AWAY SHOPS (eg. fish bars etc)
VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	2 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 60 to 500 (units: sqm)
 Range Selected by User: 30 to 500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/03/17

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
Friday	1 days

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

Selected survey types:

Manual count	4 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	1
Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	1

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:

Development Zone	1
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:

A3	1 days
A5	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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 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	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	4 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:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GM-06-G-01	SUBWAY		GREATER MANCHESTER
		WELLINGTON RD SOUTH		
		STOCKPORT		
		Edge of Town Centre		
		Built-Up Zone		
		Total Gross floor area:	500 sqm	
		Survey date: MONDAY	23/11/09	Survey Type: MANUAL
2	LE-06-G-01	FISH BAR		LEICESTERSHIRE
		HIGHCROFT AVENUE		
		OADBY		
		LEICESTER		
		Neighbourhood Centre (PPS6 Local Centre)		
		Residential Zone		
		Total Gross floor area:	75 sqm	
		Survey date: FRIDAY	19/06/09	Survey Type: MANUAL
3	TW-06-G-01	INDIAN		TYNE & WEAR
		1 CASTELLIAN ROAD		
		CASTLETOWN		
		SUNDERLAND		
		Suburban Area (PPS6 Out of Centre)		
		Development Zone		
		Total Gross floor area:	223 sqm	
		Survey date: WEDNESDAY	29/03/17	Survey Type: MANUAL
4	TW-06-G-02	FISH BAR		TYNE & WEAR
		STAMFORDHAM ROAD		
		BLAKELAW		
		NEWCASTLE UPON TYNE		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Gross floor area:	60 sqm	
		Survey date: MONDAY	13/06/16	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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	500	0.000	1	500	0.000	1	500	0.000
08:00 - 09:00	1	500	0.400	1	500	0.000	1	500	0.400
09:00 - 10:00	2	280	1.071	2	280	1.250	2	280	2.321
10:00 - 11:00	2	280	1.786	2	280	0.536	2	280	2.322
11:00 - 12:00	3	212	2.047	3	212	2.047	3	212	4.094
12:00 - 13:00	3	212	5.984	3	212	5.512	3	212	11.496
13:00 - 14:00	3	212	4.252	3	212	4.882	3	212	9.134
14:00 - 15:00	3	212	3.937	3	212	4.094	3	212	8.031
15:00 - 16:00	3	212	3.150	3	212	2.520	3	212	5.670
16:00 - 17:00	4	215	2.914	4	215	2.564	4	215	5.478
17:00 - 18:00	4	215	6.643	4	215	6.410	4	215	13.053
18:00 - 19:00	4	215	7.459	4	215	7.343	4	215	14.802
19:00 - 20:00	4	215	7.459	4	215	8.625	4	215	16.084
20:00 - 21:00	4	215	7.343	4	215	7.459	4	215	14.802
21:00 - 22:00	3	119	7.542	3	119	9.218	3	119	16.760
22:00 - 23:00	2	149	4.027	2	149	4.362	2	149	8.389
23:00 - 24:00	1	223	0.448	1	223	0.000	1	223	0.448
Total Rates:			66.462			66.822			133.284

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.*