



Civil Engineers & Transport Planners

91 Station
Road

Transport
Statement

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211378/TS/MK/KBL/01



Civil Engineers & Transport Planners

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1 INTRODUCTION

1.1 Scope

1.1.1 Lanmor Consulting Ltd has been commissioned to provide an assessment of the highway and transportation implications to the proposed development at the site of 91 Station Road, Yiewsley, West Drayton, Middlesex, UB7 7LT.

1.1.2 Within this Transport Statement, detailed consideration will be given to the location of the proposed development in terms of its accessibility by car and non-car modes of travel such as walking, cycling and public transport. It will consider changes in travel demand arising from the development and the associated implications for the highway and transport networks within the area.

1.1.3 This statement will also demonstrate that the proposed development accords with the key planning policies, will have minimal impact on the surrounding highway and transportation infrastructure and that the parking provisions for the development will be adequate and will not increase parking on-street.

1.2 Site Description and Existing Conditions

1.2.1 The site is located approximately 950m south of Yiewsley town centre in the West Drayton area. Access to the site is achieved off Station Road which also provides access to West Drayton Station.

1.2.2 The site covers an area of approximately 0.031 hectares and is currently occupied by a hot food takeaway (Sui Generis) at the front and a private hire and courier service office (Sui Generis) at the rear. The area around the site is heavily developed consisting of a mixture of residential properties, commercial units and restaurants. Drawing PA-101 in Appendix A show the existing site plan for the site.

1.3 Proposed Development

1.3.1 The proposed redevelopment will involve the construction of a mixed use, student accommodation-led development comprising of a 3 storey building to provide 15 student rooms and 1 commercial unit (Class E(a-c)) at ground floor following the demolition of the existing buildings. Drawing PA-110 shows the proposed site plan and this is enclosed within Appendix A.

2 NATIONAL GOVERNMENT POLICY

2.1 National Planning Policy Framework (NPPF) revised 2019

2.1.1 Within the NPPF it states:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Achieving sustainable development means that the planning system has three overarching objectives, Economic; Social; Environmental; which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)".

Promoting Sustainable Transport

2.1.2 NNPF acknowledges Transport policies have an important role to play in facilitating sustainable development but also in contributing to the wider sustainability and health objectives and it states planning policies should;

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); and

- e) Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.

2.1.3 The NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.1.4 Within this context, applications for development 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.

Parking Standards

2.1.5 NPPF states when setting local parking standards for residential and non-residential development, local planning authorities should consider:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.2 Regional Policies

Adopted London Plan (2016)

2.2.1 Under the legislation establishing the Greater London Authority (GLA), the Mayor should produce a spatial development strategy (SDS) – which has become known as ‘the London Plan’ – and to keep it under review.

2.2.2 The proposed development is not referable under the Greater London Authority (GLA) Act 1999. The current London Plan was adopted in March 2016. London Boroughs’ local development plan documents should be prepared so that they are in ‘general conformity’ with the London Plan.

2.2.3 The adopted London Plan policies relevant to the proposed development are:

Policy 6.3 – Assessing Effects of Development on Transport Capacity

“Transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan¹ and should be co-ordinated with travel plans.”

“..... Boroughs should take the lead in exploiting opportunities for development in areas where appropriate transport accessibility and capacity exist or is being introduced. Boroughs should facilitate opportunities to integrate major transport proposals with development in a way that supports London Plan priorities.”

"..... LDFs should include policies requiring transport assessments, travel plans, construction logistics and delivery/servicing plans as set out in above."

Policy 6.9 – Cycling

"Developments should:

- a provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions)*
- b provide on-site changing facilities and showers for cyclists*
- c contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions)*
- d provide links to existing and planned cycle infrastructure projects including Cycle Superhighways, Quietway's, the Central London Grid and the 'mini-Hollands'*
- e facilitate the Mayor's cycle hire scheme through provision of land and/or planning obligations where relevant, to ensure the provision of sufficient capacity."*

Policy 6.10 – Walking

"Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance"

Policy 6.13 -Parking

"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."

Parking Standards (Adopted London Plan)

2.2.4 The adopted London Plan sets parking standards for new residential development. Policy 6.13 "PARKING" of the adopted London Plan states:

- A The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

- B The Mayor supports Park and Ride schemes in outer London where it can be demonstrated they will lead to overall reductions in congestion, journey times and vehicle kilometres.

Planning Decisions

- C The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be the basis for considering planning applications (also see Policy 2.8).
- D In addition, developments must:
- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
 - provide parking for disabled people in line with Table 6.2
 - meet the minimum cycle parking standards set out in Table 6.3
 - provide for the needs of businesses for delivery and servicing.

Parking for residential development

	PTAL 0 to 1		PTAL 2 to 4		PTAL 5 to 6	
	150–200 hr/ha	Parking provision	150–250 hr/ha	Parking provision	200–350 hr/ha	Parking provision
Suburban						
3.8–4.6 hr/unit	35–55 u/ha	Up to 2 spaces per unit	35–65 u/ha	Up to 1.5 spaces per unit	45–90 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–65 u/ha		40–80 u/ha		55–115 u/ha	
2.7–3.0 hr/unit	50–75 u/ha		50–95 u/ha		70–130 u/ha	
Urban						
3.8–4.6 hr/unit	35–65 u/ha	Up to 1.5 spaces per unit	45–120 u/ha	Up to 1.5 spaces per unit	45–185 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–80 u/ha		55–145 u/ha		55–225 u/ha	
2.7–3.0 hr/unit	50–95 u/ha		70–170 u/ha		70–260 u/ha	
Central						
	150–300 hr/ha		300–650 hr/ha		650–1100 hr/ha	
3.8–4.6 hr/unit	35–80 u/ha	Up to 1.5 spaces per unit	65–170 u/ha	Up to one space per unit	140–290 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–100 u/ha	Up to one space per unit	80–210 u/ha		175–355 u/ha	
2.7–3.0 hr/unit	50–110 u/ha		100–240 u/ha		215–405 u/ha	

Maximum residential parking standards			
number of beds	4 or more	3	1–2
parking spaces	up to 2 per unit	up to 1.5 per unit	less than 1 per unit

Notes:

All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit

Adequate parking spaces for disabled people must be provided preferably on-site¹

20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

2.2.5 Cycle Parking Standards set out in the London plan are tabulated below.

Land use		Long-stay	Short-stay
A1	food retail	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm thereafter: 1 space per 300 sqm
	non-food retail	from a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm	from a threshold of 100 sqm: first 1000 sqm: 1 space per 125 sqm thereafter: 1 space per 1000 sqm
A2- A5	financial / professional services	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 40 sqm
	cafes & restaurants		
	drinking establishments		
	take-aways		
B1	business offices	inner/ central London: 1 space per 90 sqm outer London: 1 space per 150 sqm	first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm
B1	light industry and research and development	1 space per 250 sqm	1 space per 1000 sqm
B2- B8	general industrial, storage or distribution	1 space per 500 sqm	1 space per 1000 sqm
C1	hotels (bars, restaurants, gyms etc open to the public should be considered individually under relevant standards)	1 space per 20 bedrooms	1 space per 50 bedrooms
C2	hospitals	1 space per 5 staff	1 space per 30 staff
C2	care homes / secure accommodation	1 space per 5 staff	1 space per 20 bedrooms
C2	student accommodation	1 space per 2 beds	1 space per 40 beds
C3- C4	dwellings (all)	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units

D1	nurseries/schools (primary and secondary)	1 space per 8 staff + 1 space per 8 students	1 space per 100 students
	universities and colleges	1 space per 4 staff + 1 space per 20 FTE students	1 space per 7 FTE students
	health centre, including dentists	1 space per 5 staff	1 space per 3 staff
	other (e.g. library, church, etc.)	1 space per 8 staff	1 space per 100 sqm
D2	other (e.g. cinema, bingo, etc.)	1 space per 8 staff	1 per 30 seats
	sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 staff	1 space per 100 sqm
Sui generis		as per most relevant other standard e.g. casino and theatre = d2	
Stations		to be considered on a case-by-case basis through liaison with TfL	

2.3 Draft New London Plan

- 2.3.1 The new London Plan is currently in draft however it still forms a material consideration and as such is included within this report. The Mayor's Intend to Publish version of the Plan was published in December 2019. The Secretary of State has since written to the Mayor setting out a number of directions required to make the Plan Sound (13 March 2020).
- 2.3.2 *“Policy GG2 – Making the best use of land – “ Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.”*
- 2.3.3 Policy GG3 – Creating a healthy city – “Promote more active and healthy lifestyles for all Londoners and enable them to make healthy choices”.
- 2.3.4 Policy T4 – Assessing and mitigating transport impacts provides the following advice:

“b) Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and servicing plans will be required in accordance with relevant Transport for London guidance.”

2.3.5 Policy T6 - Car Parking

“Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.”

“Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking (‘car-lite’).”

“The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.”

“Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.”

2.3.6 Table 10.3 in policy 6.1 of the London Plan sets out the relevant maximum residential car parking standards and is included at Table 2.1 below.

Table 10.3 Maximum Car Parking Standards	
Location	Parking Provision
Central Activities Zone, Inner London, Metropolitan and Major Town Centres, All areas of PTAL 5-6, Inner London PTAL 4	Car Free
Inner London PTAL 3	Up to 0.25 Spaces per nit
Inner London PTAL 2 Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 Spaces per unit
Inner London PTAL 0-1 Outer London PTAL 3	Up to 0.75 Spaces per unit
Outer London PTAL 2	Up to 1 Spaces per unit
Outer London PTAL 0-1	Up to 1.5 Spaces per unit *
* Where small units (studios and on bedroom flats) make up a proportion of a development, parking provisions should reflect the resultant reduction in demand so that provision across the site is less than 1.5 spaces per unit	

Table 2.1 – Maximum Car Parking Standards

2.3.7 Policy T6.1 states the following:

“Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

- 1) ensure that at least one designated disabled persons parking bay per dwelling for three per cent of dwellings is available from the outset;
- 2) demonstrate on plan and as part of the Car Parking Design and Management Plan, how the remaining bays to a total of one per dwelling for ten per cent of dwellings can be requested and provided when required as designated disabled persons parking in the future.”

2.3.8 Policy T5 – Cycling

“Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through: 1.supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure. 2.securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards”

Table 10.2 Cycle Parking Standards			
Use Class	Description of use	Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
A1	Food retail	From a threshold of 100 sqm: 1 space per 175 sqm gross external area (GEA)	From a threshold of 100 sqm: areas with higher cycle parking standards (see Figure 10.2): First 750 sqm: 1 space per 20 sqm; thereafter: 1 space per 150 sqm (GEA) Rest of London: first 750 sqm: 1 space per 40 sqm; thereafter: 1 space per 300 sqm (GEA)
A1	Non-food retail	From a threshold of 100 sqm: first 1,000 sqm: 1 space per 250 sqm. Thereafter: 1 space per 1,000 sqm (GEA)	From a threshold of 100sqm: areas with higher cycle parking standards (see Figure 10.2): First 1,000 sqm: 1 space per 60 sqm; thereafter: 1 space per 500 sqm (GEA). Rest of London: first 1,000 sqm: 1 space per 125 sqm; thereafter: 1 space per 1,000 sqm (GEA)
A2 - A5	Financial / professional services; cafés & restaurants; drinking establishments; takeaways	From a threshold of 100 sqm: 1 space per 175 sqm (GEA)	From a threshold of 100 sqm: areas with higher cycle parking standards (see Figure 10.2): 1 space per 20 sqm (GEA). Rest of London: 1 space per 40 sqm (GEA)
B1	Business offices	Areas with higher cycle parking standards (see Figure 10.2): 1 space per 75 sqm. Rest of London: 1 space per 150 sqm (GEA)	First 5,000 sqm: 1 space per 500 sqm. Thereafter: 1 space per 5,000 sqm (GEA)
B1	Light industry and research and development	1 space per 250 sqm (GEA)	1 space per 1,000 sqm (GEA)
B2-B8	General industrial, storage or distribution	1 space per 500 sqm (GEA)	1 space per 1,000 sqm (GEA)

C1	Hotels (bars, restaurants, gyms etc. open to the public should be considered individually under relevant standards)	1 space per 20 bedrooms	1 space per 50 bedrooms
C2	Hospitals	1 space per 5 FTE staff	1 space per 30 FTE staff
C2	Care homes / secure accommodation	1 space per 5 FTE staff	1 space per 20 bedrooms
C3-C4	Dwellings (all)	1 space per studio, 1.5 spaces per 1 bedroom unit, 2 spaces per all other dwellings	1 space per 40 units
D1	Nurseries	1 space per 8 FTE staff + 1 space per 8 students	
D1	Primary schools / secondary schools / sixth form colleges	1 space per 8 FTE staff + 1 space per 8 students	1 space per 100 students
D1	Universities and colleges	1 space per 4 FTE staff + 1 space per 20 FTE students	1 space per 7 FTE students
D1	Health centre, including dentists	1 space per 5 FTE staff	1 space per 3 FTE staff
D1	other (e.g. library, church, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
D2	Other (e.g. cinema, bingo, etc.)	1 space per 8 FTE staff	1 per 30 seats
D2	Sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
Sui generis		As per most relevant other standard e.g. casino and theatre = D2, room in large-scale purpose-built shared living or student accommodation = studio C3.	
Stations		To be considered on a case by case basis through liaison with TfL. The level of provision should take into account the type and location of the station, current and future rail and cycle demand and the potential for journey stages to and from the station to be made by cycle. A Future growth, though a step-change in provision is expected, especially at termini, in order to meet the Mayor's mode share target.	

Table 2.2 – Cycle Parking Standard

2.4 Local Policies

Hillingdon Borough Council Local Plan 2012

- 2.4.1 A Local Plan was adopted in November 2012 by Hillingdon Borough Council, this document provides strategic policies for many important matters relation to the Borough of Hillingdon such as the economy, new housing, improving the environment and transport.

2.4.2 Within the Local Plan measures are outlined in promoting sustainable methods of transports and reducing the dependency of private car use. The need to reduce car use is partially due to the high carbon emissions within Hillingdon, which are much higher than the London average.

2.4.3 Policy T1 emphasises the importance of good local transport, and reducing the need to travel by car, it states:

“The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision. The Council will ensure access to local destinations which provide services and amenities. The Council will promote active travel through improvements to Hillingdon’s public rights of way”.

2.4.4 Public transport improvements in the Borough of Hillingdon are mentioned frequently in The Local Plan policies T2 and T3 and are related to public transport improvements, Policy T2 states:

“The Council will facilitate improved public transport interchanges at Uxbridge, Hayes, West Drayton, Heathrow Airport, West Ruislip and other locations as appropriate in the future. These interchanges will accommodate measures to encourage subsequent shorter journeys to be completed on foot or by cycle”.

2.4.5 Policy T3 relates to improving access and residential areas to employment within the borough, Policy T3 states:

“The Council will improve north-south public transport links in the borough and link residential areas directly with employment areas and transport interchanges”.

2.4.6 Hillingdon’s Local Plan part 2 was Adopted in January 2020, within this Local Plan the management of transport was considered and Policy DMT 1 outlines the requirements for a development in terms of transport:

- A. *“Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:*
- i. be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers, or visitors from and/or the services and facilities necessary to support the development;*
 - ii. maximise safe, convenient, and inclusive accessibility to, and from within developments for pedestrians, cyclists, and public transport users;*
 - iii. provide equal access for all people, including inclusive access for disabled people;*
 - iv. adequately address delivery, servicing, and drop-off requirements; and*
 - v. have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.*
- B. *Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments (Major Development: Residential development of 10 dwellings or more, any building with a floor space of 1000 square metres or more; development on a site of 1 hectare or more.) that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.”*

2.4.7 Policy DMT 6 relates to vehicle parking and states:

- A. *“Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:*
- i. the variance would not lead to a deleterious impact on street parking provision, congestion, or local amenity; and/or*
 - ii. a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*
- B. *All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council’s Accessible Hillingdon SPD”*

CAR AND OTHER VEHICLE PARKING				BICYCLE PARKING
MAXIMUM REQUIREMENT				MAXIMUM REQUIREMENT
				(1 space per sqm of gross floorspace unless otherwise stated)
A1 FOOD				
Parking space per sqm of gross floorspace:				(a) A1 (shops)
	PTAL 6-5	PTAL 4-2	PTAL1	Out of centre – 1 per 350 sqm
Up to 550sqm	75	50 - 35	30	In Centre - 1 per 125 sqm
Up to 2500sqm	45 - 30	30 - 20	18	(b) A3 Café & restaurant
Over 2500sqm	38 - 25	25 - 18	15	1 per 20 staff + 1 per 20 customers.
With at least 1 space required for those food uses with a delivery service.				(c) A4 Pub/wine bars
				1 per 100 sqm
				(d) Takeaways
				1 per 50 sqm
A1 NON FOOD				
Parking space per sqm of gross floorspace:				(a) A1 (shops)
	PTAL 6-5	PTAL 4 -2	PTAL1	Out of centre – 1 per 500 sqm
	60 - 40	50 – 30	30	In Centre - 1 per 300
				(b) A2 financial services –
				1 per 125
BOARDING SCHOOLS, RESIDENTIAL COLLEGES AND STUDENT HALLS OF RESIDENCE				
On an individual basis using a transport assessment and travel plan.				1 space per student

Table 2.4 – Extract of Appendix C – Table 1

2.5 Policy Summary

- 2.5.1 The proposed development will be providing new student accommodation therefore a transport assessment will be required under policy DMT 1, it also requires a local level travel plan therefore this statement will be prepared prior to first occupation.
- 2.5.2 London Plan and Hillingdon's Local Policies will inform the development proposals and the Hillingdon's maximum parking standards and minimum cycle parking will be used to set the level of parking across the site.

3 ACCESSIBILITY OF THE SITE

3.1 Site Accessibility and Local Facilities

3.1.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. A number of local facilities are located within close proximity of the site, these include supermarkets, schools, restaurants, pharmacies and leisure facilities.

3.1.2 The site is located to south of Yiewsley in the West Drayton area. Most facilities are located within the vicinity of the site and to the north on the Yiewsley High Street. Table 3.1 below shows some selected facilities near the site. There are a number of adult education facilities in the area and Brunel University is located 2km to the north a short bus ride on the 222 service or cycle ride.

Facility	Description	Distance from site (m)
Domino's Pizza	Restaurant/Takeaway	150m
West Drayton Library	Library	290m
West Drayton Post Office	Post Office	350m
Positano Italian Restaurant	Restaurant/Takeaway	350m
The Griddle Diner	Restaurant/Takeaway	400m
Lloyds Bank	Bank	450m
Boots	Retail	500m
Emporium Food Centre	Supermarket	500m
Jamia Masjid	Place of Worship	550m
The Railway Arms	Pub	550m
St Martins Church	Place of Worship	600m
Winchester Pharmacy	Medical Centre	600m
Tesco Express	Supermarket	700m
Yiewsley & West Drayton Community Centre	Community Centre	800m
Yiewsley Health Centre	Medical Centre	800m
Yiewsley Chemist	Medical Centre	850m
Morrisons	Supermarket	850m
KFC	Restaurant/Takeaway	900m

Table 3.1 – Local Facilities

3.2 Public Accessibility Rating Level (PTAL)

3.2.1 PTAL (Public Transport Accessibility Level) is a method of calculating public transport access in Central and Greater London. Originally developed by the London Borough of Hammersmith and Fulham, it has since been adopted by Transport for London. The PTAL ratings specified by Transport for London vary from 1a, considered very poor, to 6b considered excellent. The PTAL of the site has been categorized as Level 3, this is considered to be 'moderate'. It is very close to PTAL zone 4 which is classed as a 'good' accessibility area.

3.3 Pedestrian Access

3.3.1 Walking is the most important mode that offers the greatest potential to replace short car trips, particular those under 2.0 km. Guidance suggests that walking distances of between 200m and 2km depending on the journey purpose are reasonable. There is a network of footways within the vicinity of the site. This runs alongside all the major and minor routes allowing safe and convenient access to the site. The footpaths in the area are generally well maintained and lit.

3.3.2 Walking can also form part of a wider journey for commuting and leisure purposes when combined with public transport. The nearest train station is West Drayton Station, which is located 550m from the site (7-minute walk).

3.3.3 Drawing 211378/TS/01 is included in Appendix B and shows the range of destinations that can be reached within walking distance of the site.

3.4 Cycle Access

3.4.1 Cycling also has the potential to substitute for short car trips particularly for those journeys of less than 5km, or when it forms part of a longer journey by public transport etc. West Drayton Station can be reached within 2-minutes of cycling from the site. Drawing 211378/TS/02 in Appendix B shows the destinations that can be reached within different cycle times.

3.4.2 There are cycle routes within the vicinity of the site, those on main roads, quieter roads, through parks and along canals. The closest identified on road cycle route is located on Station Road which has cycle lanes marked on the road surface. There are no Cycle Superhighways within the vicinity of the site however Quietway 16 is located approximately 750m to the northeast along the Grand Union Canal Walk. A cycle route map is provided in Appendix B as Drawing 211378/TS/03 and shows all routes within the vicinity of the site.

3.5 Travel by Bus

3.5.1 The nearest bus stop to the site are located immediately to the southeast and northwest of the site on either sides of Station Road. The stops are within a two-minute walk of the site. The bus stops are well lit, offering sheltering and information on bus routes and frequencies. Table 3.2 below details the services available from these stops.

Service	Bus Stop	Distance from Site	Bus Route	Weekday Frequency (p/h)	Saturday Frequency (p/h)	Sunday Frequency (p/h)
222 (Southbound)	Brandville Road (Stop J)	30m	Uxbridge - West Drayton - Hounslow	24 Hours 6	24 Hours 5-6	24 Hours 4
222 (Northbound)	Ferrers Avenue (Stop G)	190m	Hounslow - West Drayton - Uxbridge	24 Hours 6	24 Hours 5-6	24 Hours 4
350 (Southbound)	Brandville Road (Stop J)	30m	Hayes. Asda - West Drayton - Heathrow Terminal 5	(03:41 – 00:12) 3	(03:40 – 00:11) 3	(03:40 – 00:11) 3
350 (Northbound)	Ferrers Avenue (Stop G)	190m	Heathrow Terminal 5 - West Drayton - Hayes. Asda	(04:20 – 00:43) 3	(04:17 – 00:43) 3	(04:17 – 00:43) 3
U1 (Northbound)	West Drayton Station (Stop E)	640m	West Drayton - Uxbridge - Ruislip	(05:03 – 00:30) 4	(05:05 – 00:30) 4	(05:55 – 00:30) 3
U3 (Southbound)	Ferrers Avenue (Stop H)	170m	Uxbridge - West Drayton - Heathrow Airport	(04:37 – 00:09) 5-6	(04:37 – 00:09) 4-5	(04:37 – 00:09) 3
U3 (Northbound)	Ferrers Avenue (Stop G)	190m	Heathrow Airport - West Drayton - Uxbridge	(05:25 – 00:36) 5-6	(05:25 – 00:36) 4-5	(05:25 – 00:36) 3
U5 (Southbound)	Brandville Road (Stop J)	30m	Uxbridge - Cowley - Hillingdon Hospital - West Drayton - Stockley Estate & Park - Hayes & Harlington Station	(05:18 – 00:22) 5	(05:18 – 00:22) 4-5	(06:18 – 00:22) 3

U5 (Northbound)	Ferrers Avenue (Stop G)	190m	Hayes & Harlington Station - Stockley Estate & Park - West Drayton - Hillingdon Hospital - Cowley - Uxbridge	(05:29 – 00:28) 5-6	(05:25 – 00:26) 4-5	(06:06 – 00:26) 3
698 (Northbound) (School)	Brandville Road (Stop J)	190m	West Drayton - Shepiston Lane - Hayes - Church Road - Hayes End - Long Lane - Hillingdon Station - Ickenham	07:37	-	-

Table 3.2 – Bus Schedule

3.5.2 Guidance suggest that people will walk up to 400m for a bus, the assessments used in the Transport for London (TfL) PTAL scoring assumes distances of up to 640m which equates to an 8-minute journey time by foot at a walking speed of 80m per minute. The bus stops are well within walking distance of the site. The services offered from these stops provide a highly frequent service to a wide range of destinations including underground stations, national rail stations, hospitals, schools, supermarkets and other facilities.

3.5.3 The majority of buses around the local area are run and maintained by TfL. A bus route map provided by the TfL for West Drayton is included within Appendix B.

3.6 National Rail

3.6.1 The nearest rail stations which offer national rail services is West Drayton Station, which is located to the north of the site off the High Street on Station Approach. Facilities provided at West Drayton include toilets, waiting rooms, bicycle parking and ticket machines.

3.6.2 West Drayton Station is within the Travelcard Zone 6 and is served by stopping services run by Great Western Railway and TfL Rail between Paddington and Reading as well as two trains per hour to Didcot Parkway. These services run six days a week with 4 trains hourly — two from Reading and two from Didcot Parkway. On Sundays a half-hourly service operates with one Reading and one Didcot Parkway service in each direction. Typical journey times are just over 20 minutes to Paddington, and just under 40 minutes to Reading.

- 3.6.3 Stations which can be accessed include Slough, Hayes & Harlington, Iver, Reading and London Paddington. A copy of London's Rail and Tube Services map is included in Appendix B.

3.7 Car Clubs

- 3.7.1 Car clubs are another great sustainable means of travel which have been implemented largely across London over recent years. The nearest car club vehicle is located a 14-minute walk away towards the east of the site in Drayton Garden Village. There is currently one car available at this location and is provided by Enterprise Car Club. The students are unlikely to need a private car but the facility is available for them if they do need to drive anywhere.

3.8 Site Location Summary

- 3.8.1 The site has good access to a wide range of services and facilities within the local area. In respect of land use and transport planning, the site is well located in close proximity to public transport facilities and therefore discourages the need to travel by car.
- 3.8.2 It is considered that the site has 'moderate' access to public transport as assessed by Transport for London and would offer many alternatives to the use of a private car to travel to local facilities thus encouraging the use to use different modes of sustainable transport making it a suitable proposed development.

4 DEVELOPMENT PROPOSALS

4.1 Proposed Uses

4.1.1 The proposed development is fully described in the accompanying planning application documents and will involve the construction of a mixed use, student accommodation-led development comprising of a 3 storey building to provide 15 student rooms and 1 commercial unit (Class E(a-c)) at ground floor following the demolition of the existing buildings. Cycle parking and bin storage will also be provided.

4.1.2 There are no minimum cycle parking standard for student accommodation so the proposed store will provide 18 spaces, 1 space per student room and 3 for the commercial unit.

4.2 Existing and Proposed Site Access

4.2.1 There is currently one point of vehicular and pedestrian access to the site which is achieved via Station Road. The development will comprise of the demolition of the existing buildings and construction of a 3-storey student accommodation building with no parking therefore the existing vehicular access will not be required. Pedestrian access to the building will be provided by way of a new entrance from the building onto Station Road.

4.3 Servicing

4.3.1 The existing building on site is served off road for deliveries and refuse collection however smaller service vehicles transit vans may use the existing vehicular access. The proposed development will close the existing vehicular access and utilise the regime of on-street servicing. The refuse store will be located on the lower ground floor and refuse bins will be wheeled up to ground floor via the lift and placed at the front of the building by a private management company to ensure the bins are accessible within 10m of the carriageway for refuse collectors.

5 TRAFFIC GENERATION & IMPACT ON TRANSPORT NETWORKS

5.1 Existing Traffic Generation

5.1.1 The site is currently being used a hot food takeaway (Sui Generis) and a private hire and courier service office (Sui Generis). The peak hours estimated for the takeaway shop is lunch time (12:00 – 13:00) and dinner time (19:00 – 20:00), peak hours for the office use is estimated at 08:00 – 09:00 and 17:00 – 18:00.

5.1.2 The site does not have any formal parking however there is a vehicular access which is currently being used as informal parking for the building occupants. It is therefore considered that the site may produce some traffic, the TRICS database was interrogated to assess the number of trips generated from similar sites. The table below sets out the peak trip rates based on TRICS database. The TRICS outputs have been included in Appendix C.

Hot Food Takeaway Shop	Vehicle Trip Rates (per 100sqm)		Total Vehicle Movements (20 sqm)	
	Arrivals	Departures	Arrivals	Departures
Weekday Morning (12:00 – 13:00)	15.385	12.821	3.077	2.564
Weekday Evening (19:00 – 20:00)	30.233	26.047	6.047	5.209
Daily Total	182.671	175.011	36.534	35.001
Offices	Vehicle Trip Rates (per 100 sqm)		Total Vehicle Movements (sqm)	
	Arrivals	Departures	Arrivals	Departures
Weekday Morning (08:00 – 09:00)	2.442	0.000	7.694	0.000
Weekday Evening (17:00 – 18:00)	0.138	2.396	0.435	7.548
Daily Total	6.680	6.637	21.049	20.902

Table 5.1 – TRICS Vehicle Trip Rates (Existing Takeaway and Office)

5.2 Proposed Use

5.2.1 The proposed development is intended to be car free and therefore will not generate any additional vehicle movements. If the development wasn't car free it could generate the vehicle trips. The proposed commercial use on ground floor will be half the size of the current use and therefore only has the potential to generate 50% of the existing trips above. The student accommodation however would have the potential to generate more traffic if the development wasn't car free.

5.2.2 To understand the potential traffic volume the student accommodation could generate similar sites in the TRICS database have been reviewed. A summary of the peak hours and daily totals are provided in Table 5.2 below.

Student Accommodation Use	Vehicle Trip Rates (per resident)		Total Vehicle Movements (15 residents)	
	Arrivals	Departures	Arrivals	Departures
Weekday Morning (08:00 – 09:00)	0.003	0.003	0.045	0.045
Weekday Evening (17:00 – 18:00)	0.006	0.003	0.090	0.045
Daily Total	0.086	0.092	1.290	1.380

Table 5.2 – Proposed Trip Rates

5.2.3 The above exercise has shown the student accommodation has the potential to generate in the order of 2-3 vehicle movements over the course of the day. However, even when the student and commercial flows are combined they would generate less than the current uses on site.

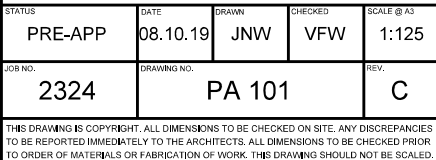
5.2.4 The development will also be car free in nature so will generate very few vehicle movements as the majority of trips to the site will be by foot, cycle or public transport. Based upon the above it is apparent that the proposals would not produce a significant level of additional trips on the public transport or road network and as such it is considered that the proposals should not be refused on these grounds.

6 SUMMARY AND CONCLUSION

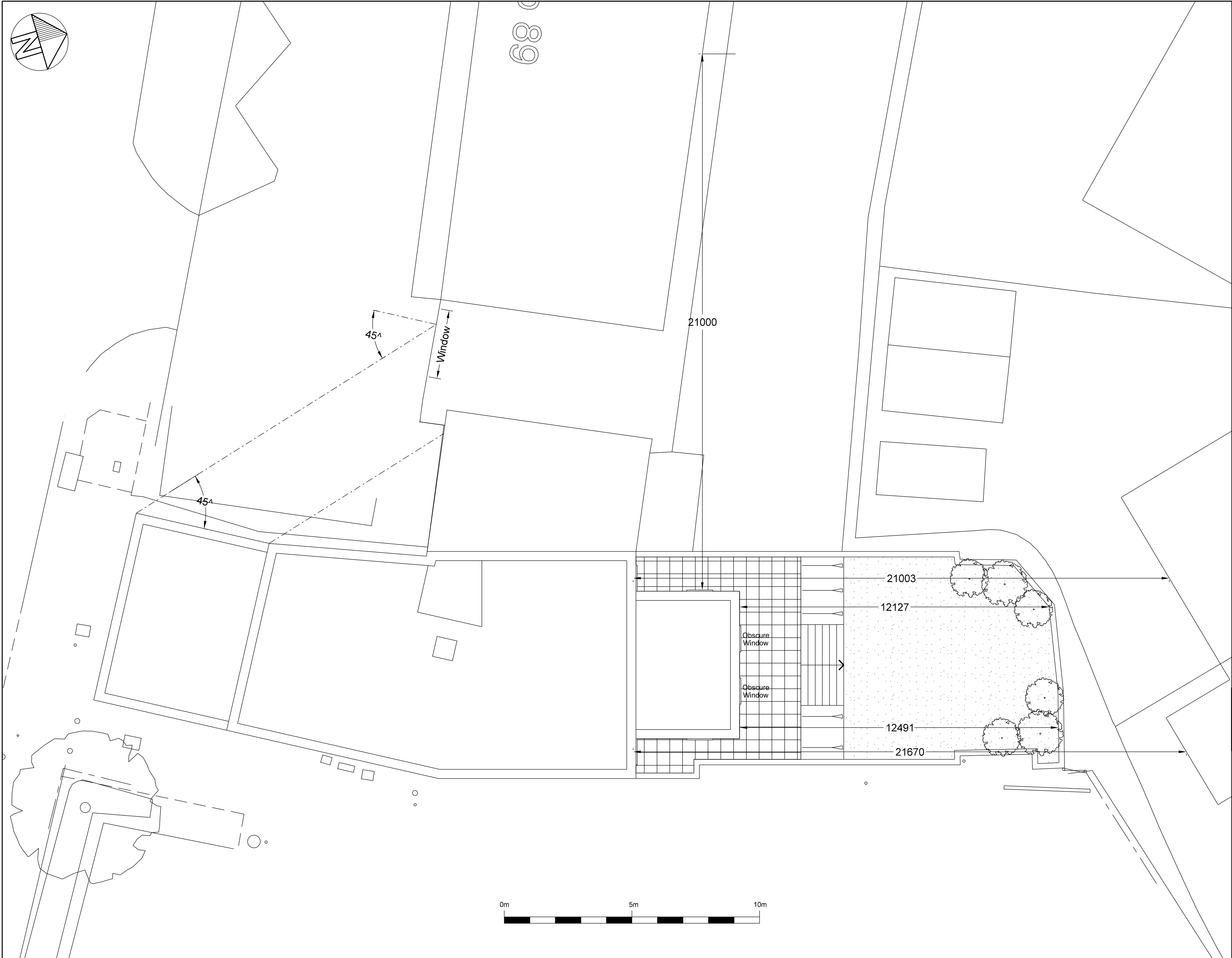
- 6.1.1 The application site is located off Station Road in West Drayton, 950m to the south of Yiewsley town centre. The site is currently occupied by a hot food takeaway and a Class E(g) office building with associated vehicular access.
- 6.1.2 The proposed application seeks the construction of a mixed use, student accommodation-led development comprising of a 3 storey building to provide 15 student rooms and 1 commercial unit (Class E(a-c)) at ground floor following the demolition of the existing buildings. The proposed development will be car free therefore the existing vehicular access will closed, pedestrian access to the development will be maintained directly off Station Road. Secure cycle storage will also be provided on-site.
- 6.1.3 The site has 'moderate' access to the local public transport network and has a PTAL rating of 3. The proposed development will be car free so will generate no vehicle movements, review of the TRICS database indicates that even if the site wasn't car free it would generated fewer movements during peak hours and over the course of the day.
- 6.1.4 Refuse vehicles will be able to service the site on-street where refuse bins will be left at the front of the building within 10m of the carriageway on collection day. The refuse store will be located on the lower ground floor and will be wheeled out by a private management company.
- 6.1.5 On the basis of the above it is concluded that the proposals accord with national, regional and local transport related policies, it will not have a detrimental impact on the surrounding highway networks and there is no reason to refuse the application on traffic or transportation grounds.

APPENDIX A

Drawing PA-101 – Existing Site Plan



Drawing PA-110 – Proposed Site Plan



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H	General amendments	JNW	23.12.20
G	General amendments	JNW	18.09.20
F	General amendments	JNW	13.08.20
E	General amendments	JNW	12.08.20
D	Roof plan added	JNW	09.03.20
C	Splay line and window annotation added	JNW	20.02.20
B	General amendments	JNW	30.01.20
A	General amendments	JNW	31.10.19

REVISION	DESCRIPTION	BY	DATE
RFP Architects Ltd 13 Cathedral Road Cardiff CF11 9HA T. 029 2039 9000 www.rfparchitects.com			

CLIENT
AQUIRA DEVELOPMENT LIMITED

JOB TITLE
91 STATION ROAD
WEST DRAYTON
MIDDLESEX, UB7 7LT

DRAWING TITLE
PROPOSED SITE PLAN

STATUS	DATE	DRAWN	CHECKED	SCALE @ A2
PRE-APP	08.10.19	JNW	VFW	1:100

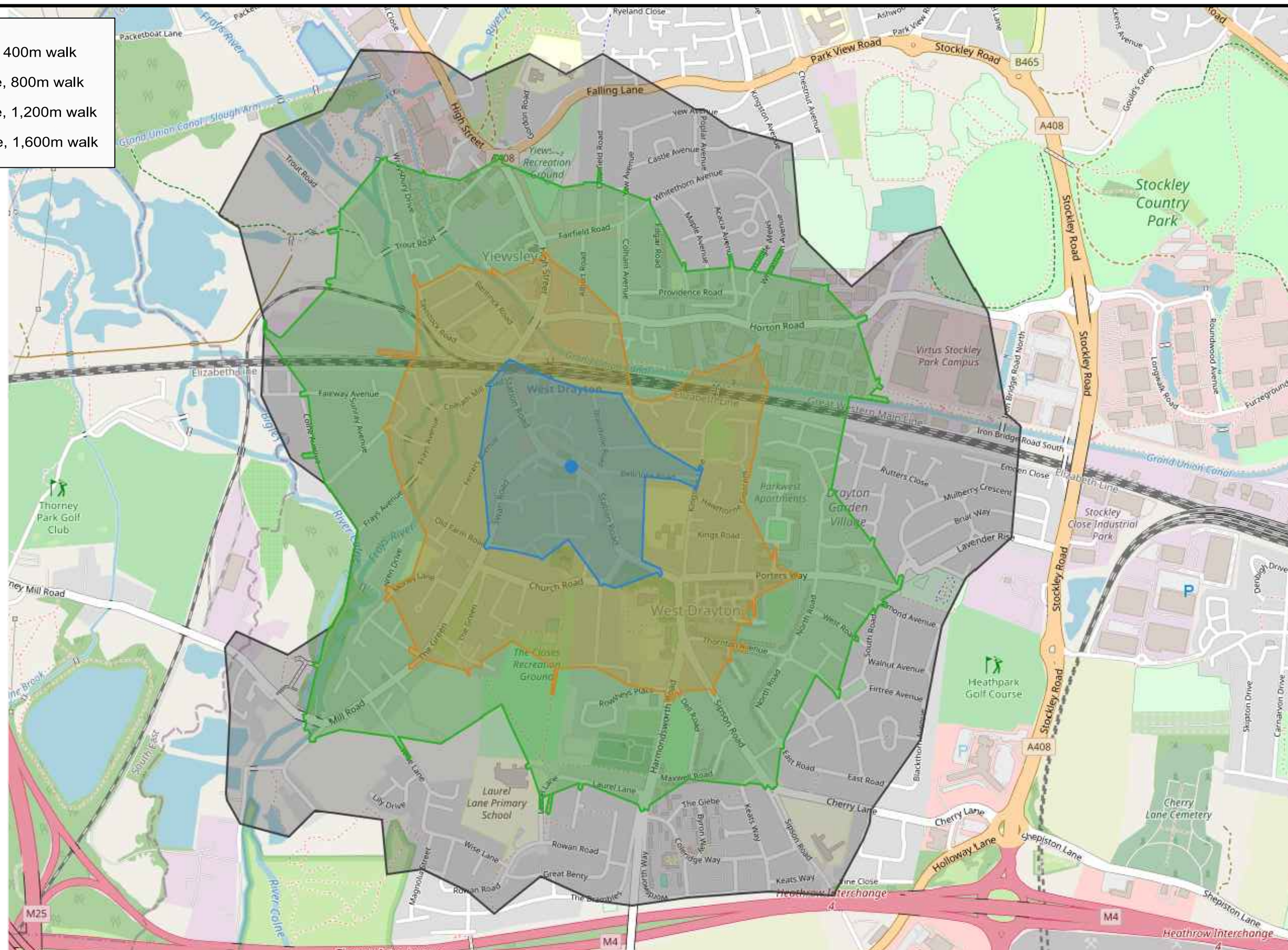
JOB NO.	DRAWING NO.	REV.
2324	PA 110	H

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APPENDIX B

Drawing 211378/TS/01 – Walking Isochrones

- Key:**
- 5 minute, 400m walk
 - 10 minute, 800m walk
 - 15 minute, 1,200m walk
 - 20 minute, 1,600m walk



Aqira Development
Ltd

91 Station Road

Walking
Isochrones

LANMOR Consulting
Civil Engineers & Transport Planning

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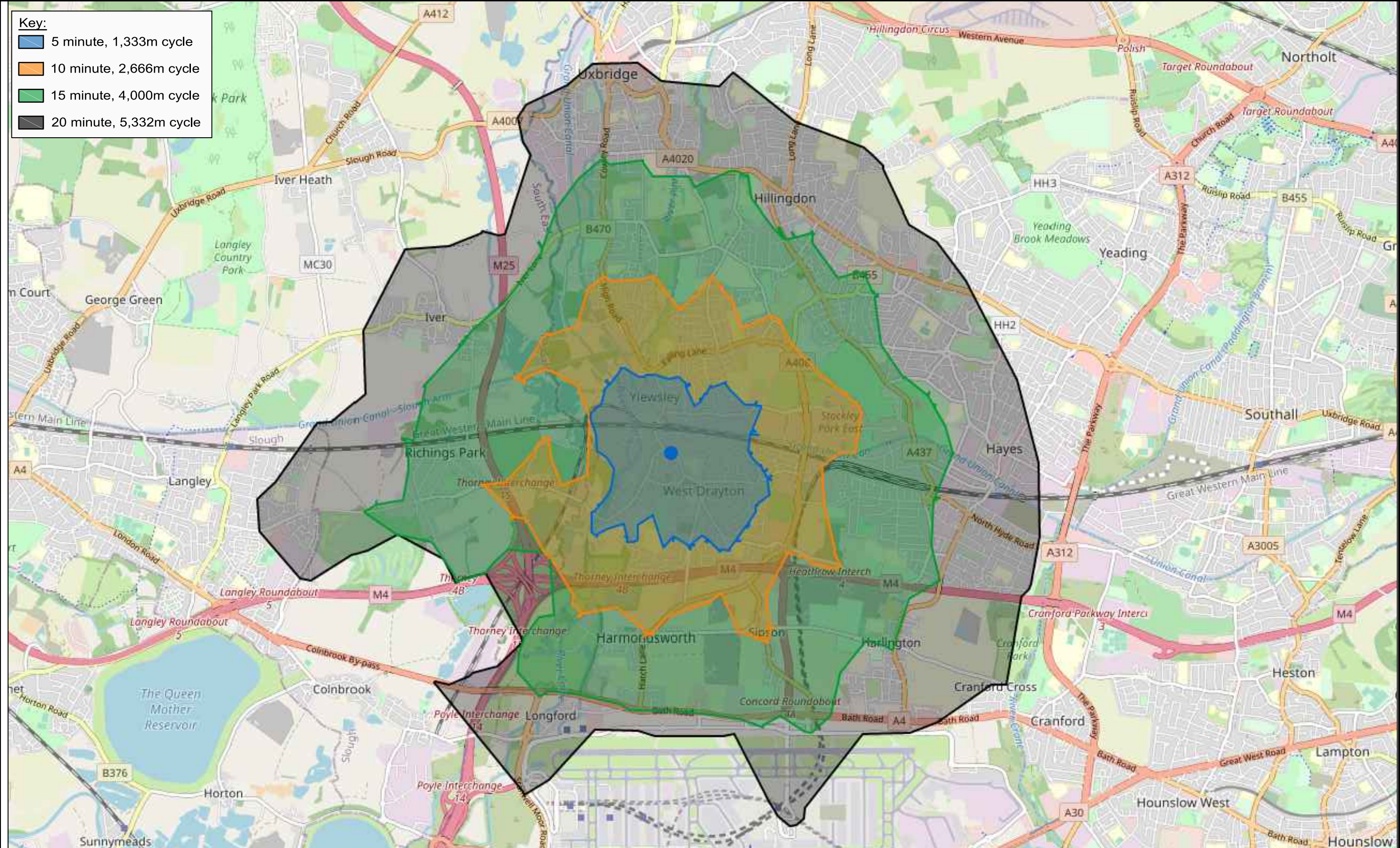
SCALE NTS

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Drawing 211378/TS/02 – Cycling Isochrones



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Cycling
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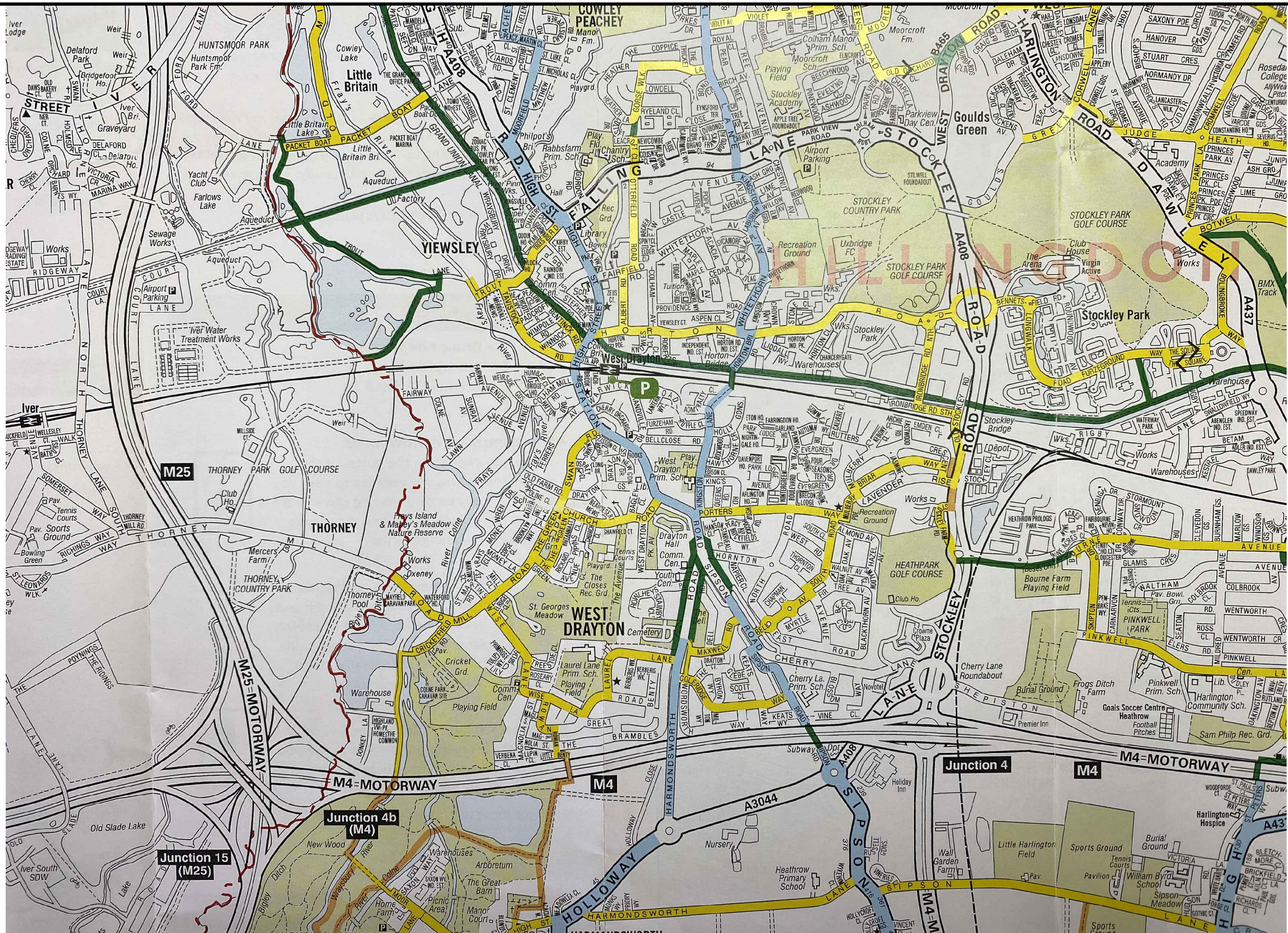
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DRAWN BY MK

PRJ No. 211378

DWG No. 211378/TS/02

Drawing 211378/TS/03 - Cycle Route Map



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91 Station Road

Cycle
Routes

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SCALE NTS

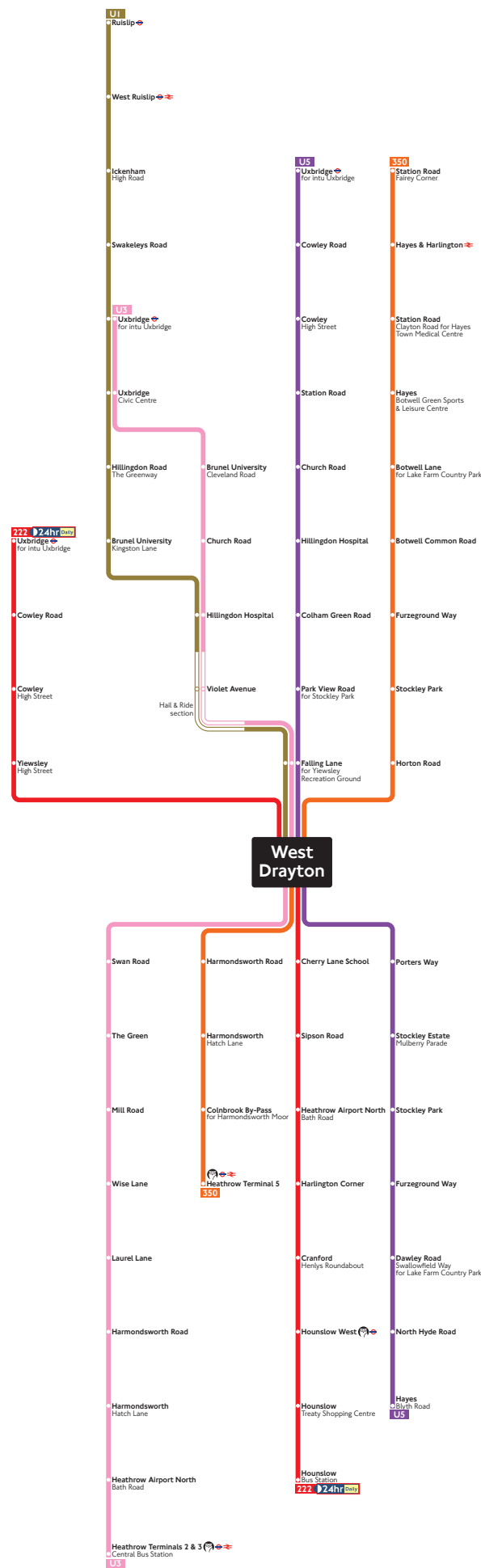
DRAWN BY MK

PRJ No. 211378

DWG No. 211378/TS/03

Bus Route Map

Buses from West Drayton





Destination finder

Destination	Bus routes	Bus stops
B		
Botwell Common Road	350	C E G K
Botwell Lane for Lake Farm Country Park	350	C E G K
Brunel University Cleveland Road	U3	A E G
Brunel University Kingston Lane	U1	A E
C		
Cherry Lane School	222	B F H J
Church Road	U3	A E G
	U5	A E G K
Colham Green Road	U5	A E G K
Colnbrook By-Pass for Harmondsworth Moor	350	B F H J
Cowley High Street	222 U5	A E G K
Cowley Road	222 U5	A E G K
Cranford Henlys Roundabout	222	B F H J
D		
Dallow Road Swallowfield Way for Lake Farm Country Park	U5	B F H J
F		
Falling Lane for Viewsley Recreation Ground	U1	A E
	U3	A E G
	U5	A E G K
Furzground Way	350	C E G K
	U5	B F H J
H		
Harlington Corner	222	B F H J
Harmondsworth Hatch Lane	350	B F H J
	U3	B F H
Harmondsworth Road	350	B F H J
	U3	B F H
Hayes Blyth Road	U5	B F H J
Hayes Botwell Green Sports & Leisure Centre	350	C E G K
Hayes & Harlington	350	C E G K
Heathrow Airport North Bath Road	222	B F H J
	U3	B F H
Heathfield Terminals 2 & 3 Central Bus Station	U3	B F H
Heathrow Terminal 5	350	B F H J
Hillingdon Hospital	U1	A E
	U3	A E G
	U5	A E G K
Hillingdon Road The Greenway	U1	A E
Horton Road	350	C E G K

Destination	Bus routes	Bus stops
Hounslow Bus Station	222	B F H J
Hounslow Treaty Shopping Centre	222	B F H J
Hounslow West	222	B F H J
I		
Ickenham High Road	U1	A E
L		
Laurel Lane	U3	B F H
M		
Mill Road	U3	B F H
N		
North Hyde Road	U5	B F H J
P		
Park View Road for Stockley Park	U5	A E G K
Porters Way	U5	B F H J
R		
Ruislip	U1	A E
S		
Sipson Road	222	B F H J
Station Road	U5	A E G K
Station Road Clayton Road for Hayes Town Medical Centre	350	C E G K
Station Road Fairley Corner	350	C E G K
Stockley Estate Mulberry Parade	U5	B F H J
Stockley Park	350	C E G K
	U5	B F H J
Swakeleys Road	U1	A E
Swan Road	U3	B F H
T		
The Green	U3	B F H
U		
Uxbridge for Intu Uxbridge	222 U5	A E G K
	U1	A E
	U3	A E G
Uxbridge Civic Centre	U1	A E
	U3	A E G
V		
Violet Avenue	U1	A E
	U3	A E G
W		
West Ruislip	U1	A E
Wise Lane	U3	B F H
Y		
Viewsley High Street	222	A E G K

Ways to pay

	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
	Sign up for an online account to top up online and see your travel history and spending.

Key

	Connections with London Underground
	Connections with National Rail
	Tube station with 24-hour service Friday and Saturday nights

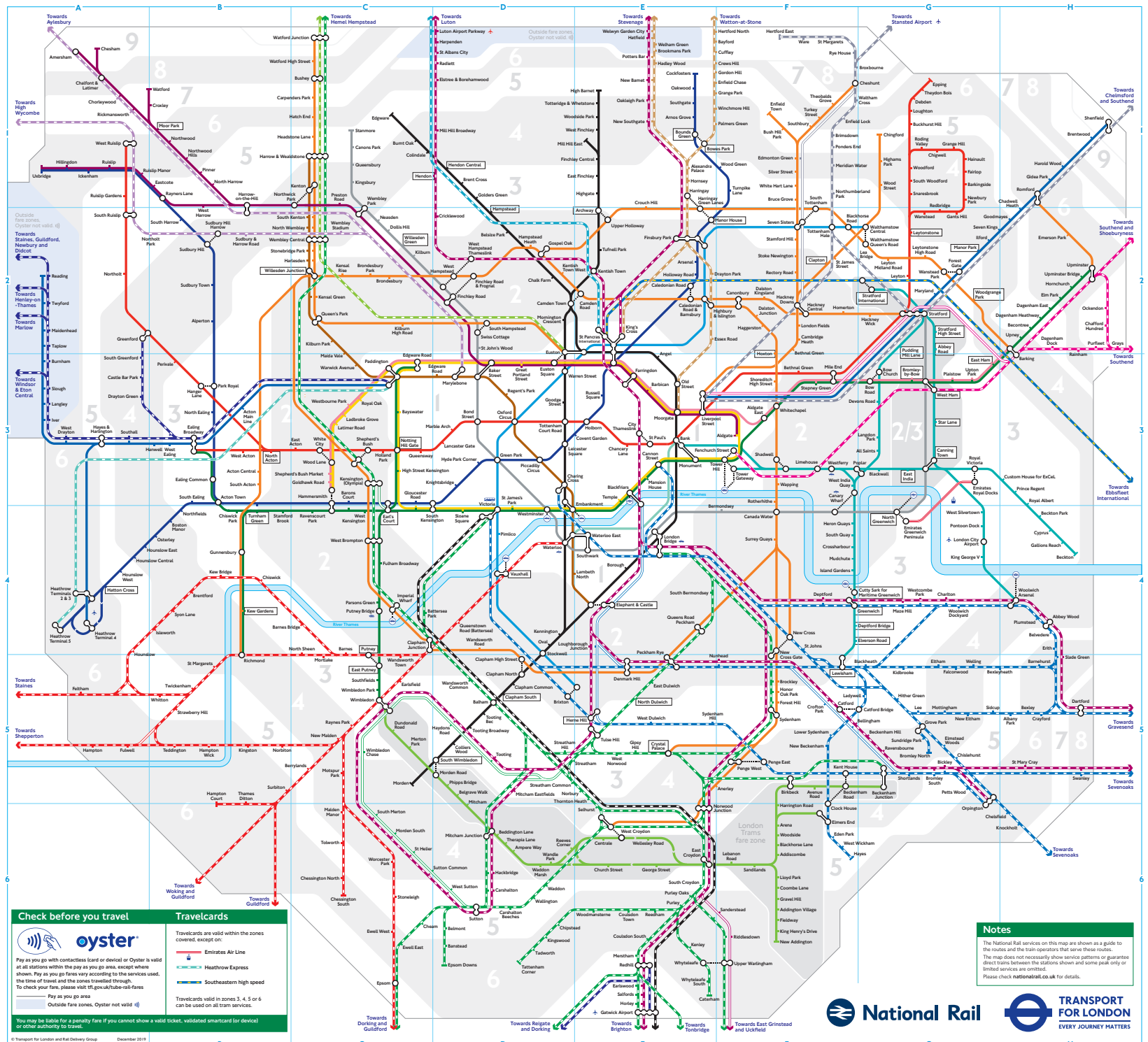
London's Rail & Tube Services Map

London's Rail & Tube services

Key to lines and symbols

- Bakerloo
 - Central
 - Circle
 - District
 - Hammersmith & City
 - Jubilee
 - Metropolitan
 - Northern
 - Piccadilly
 - Victoria
 - Waterloo & City
 - DLR
 - London Overground
 - London Trams
 - TfL Rail
 - Emirates Air Line cable car
- Chiltern Railways
c2c
East Midlands Railway
Gatwick Express
Great Northern
Great Western Railway
Greater Anglia
Heathrow Express
London Northwestern Railway
South Western Railway
Southeastern
Southeastern high speed
Southern
Thameslink

- Interchange stations
- Internal interchange
- Under a 10 minute walk between stations
- Airport
- Bus transfer to Airport
- River services interchange
- Victoria Coach Station
- Station in both fare zones
- Outside fare zones. Oyster not valid



Find your station		Station Name	Grid Square	Station Name	Grid Square	Station Name	Grid Square	Station Name	Grid Square	Station Name	Grid Square	Station Name	Grid Square	Station Name	Grid Square	Station Name	Grid Square
A		B continued		C continued		G		H continued		M continued		P continued		S continued		V	
Station Name	Grid Square	Bromley North	G5	Custom House for ExCeL	H3	Gallions Reach	H4	Hounslow West	A4	MILL Hill Broadway	D1	Pudding Mill Lane	G2	South Greenford	A3	Vauxhall	D4
Abbey Road	G2	Bromley South	G5	Cutty Sark for		Gants Hill	G2	Hoxton	F2	MILL Hill East	F2	Purfleet	H2	South Hampstead	D2	Victoria	D4
Abbey Wood	H4	Brondesbury	C2	Maritime Greenwich	F4	Gatwick Airport	E6	Hyde Park Corner	D3	Mitcham	D5	Purley	E6	South Harrow	B2		
Acton Central	B3	Brondesbury Park	C2	Cyprus	H4	George Street	E6			Mitcham Eastfields	D5	Purley Oaks	E6	Southgate	E1	W	
Acton Main Line	B3	Broxbourne	F1			Gidea Park	H1			Mitcham Junction	D6	Putney	C5	South Kensington	C4	Waddon	D6
Acton Town	B3	Bruce Grove	FI	D		Gipsy Hill	E5	Ickenham	A1	Monument	E3	Putney Bridge	C4	South Kenton	C2	Waddon Marsh	D6
Addington Village	F6	Buckhurst Hill	GI	Dagenham Dock	H2	Gloucester Road	C3	Ilford	G2	Moor Park	B1			South Merton	C6	Wallington	D6
Addiscombe	F6	Burnham	A3	Dagenham East	H2	Golders Green	D1	Imperial Wharf	C4	Moorgate	E3	Q		South Quay	F4	Waltham Cross	F1
Albany Park	H5	Burnt Oak	CI	Dagenham Heathway	H2	Goldhawk Road	C3	Island Gardens	F4	Morden	C5	Queensbury	CI	South Ruislip	A2	Walthamstow Central	G2
Aldgate	F3	Bushey	CI	Dalston Junction	F2	Goodge Street	D3	Isleworth	B4	Morden Road	D5	Queen's Park	C2	South Tottenham	FI	Walthamstow	
Aldgate East	F3	Bush Hill Park	FI	Dalston Kingsland	F2	Goodmayes	H2	Iver	A3	Morden South	C6	Queens Road Peckham	E4	Southwark	E4	Queen's Road	G2
Alexandra Palace	E1	C		Dartford	H5	Gordon Hill	E1			Mornington Crescent	D2	Queenstown Road		South Wimbledon	D5	Wandle Park	D1
All Saints	G3	Caledonian Road	E2	Debden	GI	Gospel Oak	D2			Mortlake	C5	Battersea	D4	South Woodford	GI	Wandsworth Common	D5
Alperton	B2	Caledonian Road & Barnsbury	E2	Denmark Hill	E5	Grange Hill	GI	Grange Park	E1	Motspur Park	C5	Queensway	C3	Stamford Brook	B4	Wandsworth Road	D4
Amersham	A1	Cambridge Heath	F2	Deptford	F4	Gravel Hill	F6	Gravel Hill	F6	Mottingham	G5			Stanford Hill	F2	Wandsworth Town	C5
Ampere Way	D6	Camden Road	E2	Devons Road	G3	Grays	H2	Great Portland Street	D3	Mudchute	F4	R		Stanmore	CI	Wanstead	G2
Anerley	F5	Camden Town	D2	Dollis Hill	C2	Greensford	A2	Kensal Green	C2			Rainham	H2	Star Lane	G3	Wanstead Park	G2
Angel	E3	Camden Water	F4	Drayton Green	A3	Green Park	D3	Kensal Rise	C2	Neasden	C2	Ravensbourne	G5	Stepney Green	F3	Wapping	F3
Angel Road	FI	Canary Wharf	F4	Drayton Park	E2	Greenwich	F4	Kensington (Olympia)	C3	New Addington	F6	Ravenscourt Park	C4	Stockwell	D5	Ware	FI
Archway	E2	Canning Town	G3	Dundonald Road	C5	Grove Park	G5	Kent House	F5	New Barnet	E1	Rayners Lane	B1	Stoke Newington	F2	Warren Street	D3
Arena	F6	Canon Street	E3			Gunnelsbury	B4	Kentish Town	E2	New Beckenham	F5	Raynes Park	C5	Stonebridge Park	C2	Warwick Avenue	C3
Arnos Grove	E1	Canonbury	F2	E				Kentish Town West	D2	Kew Bridge	GI	Reading	A2	Stoneleigh	C6	Waterloo	D4
Arsenal	E2	Canons Park	CI	Ealing Broadway	B3	Hackbridge	D6	Kenton	CI	Kew Gardens	B4	Rectory Road	F2	Stratford	G2	Watford	GI
Avenue Road	F5	Carpenders Park	CI	Ealing Common	B3	Hackney Central	F2	Kew Gardens	B4	Kidbrooke	G5	Redbridge	G2	Stratford International	G2	Watford High Street	CI
		Carshalton	D6	Earl's Court	C4	Hackney Downs	F2	Kilburn	C2	Kilburne	C2	Reedham	E6	Stratford International	G2	Watford Junction	CI
		Carshalton Beeches	D6	Earlsfield	C5	Hackney Wick	G2	Kilburn High Road	C2	Kilburn	C2	Redhill	E6	Strawberry Hill	B5	Welling	G5
		Castle Bar Park	A3	Earlswood	E6	Hadley Wood	E1	Kilburn Park	C2	Kilburn Park	C2	Reeves Corner	D6	Streatham	E5	Welllesley Road	E6
		Caterham	E6	East Acton	C3	Haggerston	F2	Kilburn Park	C2	King George V	G4	Regent's Park	D3	Streatham Common	D5	Wembley Central	C2
		Catford	F5	Eastcote	B1	Hainault	GI	King Henry's Drive	F6	King Henry's Drive	F6	Richmond	B5	Streatham Hill	D5	Wembley Park	C1
		Catford Bridge	G5	East Croydon	E6	Hammersmith	C3	King's Cross	E2	Kingsbury	CI	Rickmansworth	AI	Sudbury & Harrow Road	B2	Wembley Stadium	C2
		Centrale	E6	East Dulwich	E5	Hampstead	D2	King's Cross	E2	Kingston	B5	Riddlesdown	F6	Sudbury Hill	B2	West Acton	B3
		Chadwell Heath	H1	East Finchley	E1	Hampstead Heath	D2	Knightsbridge	D3	Kingswood	D6	Roding Valley	GI	Sudbury Hill Harrow	B2	Westbourne Park	C3
		Chafford Hundred	H2	East Ham	G3	Hampton	A5	Knockholt	H6	Kingswood	D6	Romford	H1	Sudbury Town	B2	West Bromley	C4
		Chalfont & Latimer	A1	East India	G3	Hampton Court	B5			Knightsbridge	D3	Rotherhithe	F3	Sundridge Park	G5	Westcombe Park	G4
		Chalk Farm	D2	East Putney	C5	Hampton Wick	B5			Knockholt	H6	Royal Albert	H4	Surbiton	B5	West Croydon	E6
		Chancery Lane	E3	Eden Park	F6	Hanger Lane	B3			Northolt	B2	Royal Oak	C3	Sutton	D6	West Drayton	A3
		Charing Cross	D3	Edgware	CI	Hanwell	B3			Northolt Park	B2	Royal Victoria	G3	Sutton Common	D6	West Dulwich	E5
		Charlton	G4	Edgware Road	C3	Harlesden	C2			North Sheen	C4	Ruislip	AI	Swanley	H5	West Ealing	B3
		Cheam	C6	Edmonton Green	FI	Harold Wood	H1			Northumberland Park	FI	Ruislip Gardens	AI	Swiss Cottage	D2	West Finchley	F3
		Chelsfield	H6	Elephant & Castle	E4	Harringay	E1			Northumberland Park	FI	Ruislip Manor	AI	Sydenham	F5	West Ham	GI
		Chesham	AI	Elmers End	F6	Headstone Lane	CI			Northwick Park	CI	Russell Square	E3	Sydenham Hill	E5	West Hampstead	D2
		Cheshunt	FI	Elm Park	H2	Heathrow Terminals 2 & 3	A4			Northwood	BI	Rye House	FI	Syon Lane	B4	West Hampstead	
		Chessington North	C6	Elmstead Woods	G5	Heathrow Terminal 4	A4			Northwood Hills	BI					Thameslink	D2
		Chessington South	C6	Elstree & Borehamwood	D1	Heathrow Terminal 5	A4			Norwood Junction	E6					West Harrow	B2
		Chigwell	GI	Eltham	G5	Hendon	C1			Notting Hill Gate	C3					West India Quay	F3
		Chingford	GI	Emerson Park	H2	Hendon Central	D1			Nunhead	F5					Westminster	D4
		Chipstead	D6	Emirates Greenwich Peninsula	G4	Herne Hill	E5									West Norwood	E5
		Chislehurst	G5	Emirates Royal Docks	G3	Heron Quays	F4									West Ruislip	AI
		Chiswick	B4	Enfield Chase	E1	Hertford East	FI									West Kensington	C4
		Chiswick Park	B4	Enfield Lock	FI	High Barnet	E1									West Silvertown	G4
		Chorleywood	AI	Enfield Town	FI	Highbury & Islington	E2									West Sutton	D6
		Church Street	E6	Epping	GI	High Street Kensington	C3									West Wickham	F6
		City Thameslink	E3	Epsom Downs	D6	Hillingdon	AI									White City	C3
		Clapham Common	D5	Erith	H4	Hither Green	G5									Whitechapel	F3
		Clapham High Street	D5	Essex Road	E2	Holborn	E3									White Hart Lane	FI
		Clapham Junction	C4	Euston	D2	Holland Park	C3									Whitton	B5
		Clapham North	D5	Euston Square	D3	Holloway Road	E2									Whyteleafe	E6
		Clapham South	D5	Ewell East	C6	Homerton	F2									Whyteleafe South	E6
		Clapton	F2	Ewell West	C6	Honor Oak Park	FI									Willesden Green	C2
		Clock House	F6			Horley	E6									Willesden Junction	C2
		Cockfosters	G5			Hornchurch	H2									Wimbledon	C5
		Colindale	CI			Hornsey	H1									Tower Gateway	F3
		Colliers Wood	D5			Hounslow	A4									Tower Hill	F3
		Coombe Lane	F6			Hounslow Central	A4									Tufnell Park	E2
		Coulsdon South	E6			Hounslow East	A4									Tulse Hill	E5
		Coulsdon Town	E6													Turkey Street	FI
		Covent Garden	E3													Woodgrange Park	G2
		Crayford	H5													Wood Green	E1
		Crews Hill	E1													Wood Lane	C3
		Cricklewood	D2													Woodmansterne	E6
		Crofton Park	F5													Woodside	F6
		Crossharbour	F4													Woodside Park	GI
		Crouch Hill	E1													Wood Street	E1
		Croxley	BI													Woolwich Arsenal	H4
		Crystal Palace	E5													Woolwich Dockyard	G4
																Worcester Park	C6

APPENDIX C

TRICS Output (Trip Rates – Hot Food Takeaway)

Calculation Reference: AUDIT-162301-210121-0120

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 45 to 60 (units: sqm)
 Range Selected by User: 45 to 100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 20/11/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	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:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	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:

Residential Zone	3
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:

A5

4 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:

10,001 to 15,000

1 days

25,001 to 50,000

3 days

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

Population within 5 miles:

75,001 to 100,000

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:

0.6 to 1.0

3 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

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

PTAL Rating:

No PTAL Present

3 days

4 Good

1 days

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

LIST OF SITES relevant to selection parameters

1	DS-06-G-01 CHEAPSIDE DERBY	FAST FOOD TAKEAWAY	DERBYSHIRE
	Town Centre Built-Up Zone Total Gross floor area:	45 sqm	
	Survey date: THURSDAY	12/07/18	Survey Type: MANUAL
2	EN-06-G-01 OAKWOOD PARADE OAKWOOD	KEBAB SHOP	ENFIELD
	Edge of Town Residential Zone Total Gross floor area:	57 sqm	
	Survey date: TUESDAY	20/11/18	Survey Type: MANUAL
3	ST-06-G-01 PARKSIDE AVENUE STAFFORD	CHINESE	STAFFORDSHIRE
	Edge of Town Residential Zone Total Gross floor area:	53 sqm	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
4	TW-06-G-02 STAMFORDHAM ROAD NEWCASTLE UPON TYNE BLAKELAW Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	FISH BAR	TYNE & WEAR
	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)

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 20 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												
08:00 - 09:00												
09:00 - 10:00	1	60	3.333	0.667	1	60	3.333	0.667	1	60	6.666	1.334
10:00 - 11:00	1	60	8.333	1.667	1	60	1.667	0.333	1	60	10.000	2.000
11:00 - 12:00	2	59	7.692	1.538	2	59	7.692	1.538	2	59	15.384	3.076
12:00 - 13:00	2	59	15.385	3.077	2	59	12.821	2.564	2	59	28.206	5.641
13:00 - 14:00	2	59	11.111	2.222	2	59	11.966	2.393	2	59	23.077	4.615
14:00 - 15:00	2	59	14.530	2.906	2	59	18.803	3.761	2	59	33.333	6.667
15:00 - 16:00	2	59	13.675	2.735	2	59	10.256	2.051	2	59	23.931	4.786
16:00 - 17:00	3	57	9.412	1.882	3	57	6.471	1.294	3	57	15.883	3.176
17:00 - 18:00	3	57	13.529	2.706	3	57	15.294	3.059	3	57	28.823	5.765
18:00 - 19:00	4	54	16.744	3.349	4	54	15.349	3.070	4	54	32.093	6.419
19:00 - 20:00	4	54	30.233	6.047	4	54	26.047	5.209	4	54	56.280	11.256
20:00 - 21:00	4	54	19.535	3.907	4	54	26.047	5.209	4	54	45.582	9.116
21:00 - 22:00	4	54	8.837	1.767	4	54	10.233	2.047	4	54	19.070	3.814
22:00 - 23:00	3	52	5.806	1.161	3	52	5.161	1.032	3	52	10.967	2.193
23:00 - 24:00	3	52	4.516	0.903	3	52	3.871	0.774	3	52	8.387	1.677
Total Rates:			182.671	36.534			175.011	35.001			357.682	71.535

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: 45 - 60 (units: sqm)
 Survey date range: 01/01/12 - 20/11/18
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRICS Output (Trip Rates - Office)

Calculation Reference: AUDIT-162301-210121-0116

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	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: 186 to 610 (units: sqm)
 Range Selected by User: 186 to 650 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

*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:

Tuesday 1 days
 Wednesday 4 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count 5 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
 Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 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:

Commercial Zone 1
 Residential Zone 2
 Built-Up Zone 1
 No Sub Category 1

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

Secondary Filtering selection:

Use Class:

B1

5 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®.

Filter by Use Class Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000

1 days

20,001 to 25,000

1 days

25,001 to 50,000

3 days

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

Population within 5 miles:

75,001 to 100,000

1 days

125,001 to 250,000

2 days

250,001 to 500,000

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

4 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:

Yes

1 days

No

4 days

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

PTAL Rating:

No PTAL Present

5 days

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

LIST OF SITES relevant to selection parameters

1	DS-02-A-01	REAL ESTATE DEVELOPERS	DERBYSHIRE
	PRIME PARK WAY		
	DERBY		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	594 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
2	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
3	ES-02-A-13	OFFICES	EAST SUSSEX
	ROMAN ROAD		
	HOVE		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	280 sqm	
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL
4	HF-02-A-03	OFFICE	HERTFORDSHIRE
	60 VICTORIA STREET		
	ST ALBANS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	610 sqm	
	Survey date: WEDNESDAY	16/10/13	Survey Type: MANUAL
5	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
	WHITING ROAD		
	NORWICH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	13/11/19	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 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 315 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	5	434	0.461	1.452	5	434	0.000	0.000	5	434	0.461	1.452
08:00 - 09:00	5	434	2.442	7.694	5	434	0.000	0.000	5	434	2.442	7.694
09:00 - 10:00	5	434	1.014	3.194	5	434	0.369	1.161	5	434	1.383	4.355
10:00 - 11:00	5	434	0.184	0.581	5	434	0.138	0.435	5	434	0.322	1.016
11:00 - 12:00	5	434	0.276	0.871	5	434	0.369	1.161	5	434	0.645	2.032
12:00 - 13:00	5	434	0.507	1.597	5	434	0.553	1.742	5	434	1.060	3.339
13:00 - 14:00	5	434	0.369	1.161	5	434	0.507	1.597	5	434	0.876	2.758
14:00 - 15:00	5	434	0.645	2.032	5	434	0.461	1.452	5	434	1.106	3.484
15:00 - 16:00	5	434	0.276	0.871	5	434	0.599	1.887	5	434	0.875	2.758
16:00 - 17:00	5	434	0.230	0.726	5	434	0.876	2.758	5	434	1.106	3.484
17:00 - 18:00	5	434	0.138	0.435	5	434	2.396	7.548	5	434	2.534	7.983
18:00 - 19:00	5	434	0.138	0.435	5	434	0.369	1.161	5	434	0.507	1.596
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			6.680	21.049			6.637	20.902			13.317	41.951

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:	186 - 610 (units: sqm)
Survey date date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRICS Output (Trip Rates – Student Accommodation)

Calculation Reference: AUDIT-162301-210120-0139

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : G - STUDENT ACCOMMODATION
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
HM	HAMMERSMITH AND FULHAM	1 days
KI	KINGSTON	1 days
TH	TOWER HAMLETS	1 days

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

Primary Filtering selection:

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

Parameter:	Number of residents
Actual Range:	100 to 300 (units:)
Range Selected by User:	100 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 09/03/20

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:

Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of 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:

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Travel Plan:

Yes	1 days
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:

3 Moderate	1 days
4 Good	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1	HM-03-G-01	STUDENT FLATS	HAMMERSMITH AND FULHAM
	PADDENSWICK ROAD		
	HAMMERSMITH		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	235	
	Survey date: THURSDAY	31/10/19	Survey Type: MANUAL
2	KI-03-G-02	STUDENT FLATS	KINGSTON
	CAMBRIDGE ROAD		
	KINGSTON UPON THAMES		
	NORBITON		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	300	
	Survey date: WEDNESDAY	26/06/19	Survey Type: MANUAL
3	TH-03-G-01	STUDENT FLATS	TOWER HAMLETS
	KING DAVID LANE		
	SHADWELL		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of residents:	100	
	Survey date: FRIDAY	07/12/12	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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	168	0.000	2	168	0.000	2	168	0.000
08:00 - 09:00	2	168	0.003	2	168	0.003	2	168	0.006
09:00 - 10:00	2	168	0.000	2	168	0.000	2	168	0.000
10:00 - 11:00	2	168	0.003	2	168	0.003	2	168	0.006
11:00 - 12:00	2	168	0.000	2	168	0.003	2	168	0.003
12:00 - 13:00	2	168	0.012	2	168	0.018	2	168	0.030
13:00 - 14:00	2	168	0.009	2	168	0.006	2	168	0.015
14:00 - 15:00	2	168	0.006	2	168	0.009	2	168	0.015
15:00 - 16:00	2	168	0.003	2	168	0.000	2	168	0.003
16:00 - 17:00	2	168	0.003	2	168	0.003	2	168	0.006
17:00 - 18:00	2	168	0.006	2	168	0.003	2	168	0.009
18:00 - 19:00	2	168	0.015	2	168	0.018	2	168	0.033
19:00 - 20:00	1	235	0.017	1	235	0.017	1	235	0.034
20:00 - 21:00	1	235	0.009	1	235	0.009	1	235	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.092			0.178

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: 100 - 300 (units:)
 Survey date range: 01/01/12 - 09/03/20
 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: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	168	0.000	2	168	0.000	2	168	0.000
08:00 - 09:00	2	168	0.003	2	168	0.003	2	168	0.006
09:00 - 10:00	2	168	0.000	2	168	0.000	2	168	0.000
10:00 - 11:00	2	168	0.000	2	168	0.000	2	168	0.000
11:00 - 12:00	2	168	0.000	2	168	0.000	2	168	0.000
12:00 - 13:00	2	168	0.000	2	168	0.000	2	168	0.000
13:00 - 14:00	2	168	0.000	2	168	0.000	2	168	0.000
14:00 - 15:00	2	168	0.003	2	168	0.003	2	168	0.006
15:00 - 16:00	2	168	0.000	2	168	0.000	2	168	0.000
16:00 - 17:00	2	168	0.000	2	168	0.000	2	168	0.000
17:00 - 18:00	2	168	0.000	2	168	0.000	2	168	0.000
18:00 - 19:00	2	168	0.006	2	168	0.006	2	168	0.012
19:00 - 20:00	1	235	0.009	1	235	0.009	1	235	0.018
20:00 - 21:00	1	235	0.004	1	235	0.004	1	235	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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/G - STUDENT ACCOMMODATION

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	212	0.000	3	212	0.002	3	212	0.002
08:00 - 09:00	3	212	0.000	3	212	0.003	3	212	0.003
09:00 - 10:00	3	212	0.003	3	212	0.013	3	212	0.016
10:00 - 11:00	3	212	0.000	3	212	0.006	3	212	0.006
11:00 - 12:00	3	212	0.000	3	212	0.003	3	212	0.003
12:00 - 13:00	3	212	0.003	3	212	0.000	3	212	0.003
13:00 - 14:00	3	212	0.003	3	212	0.002	3	212	0.005
14:00 - 15:00	3	212	0.002	3	212	0.003	3	212	0.005
15:00 - 16:00	3	212	0.008	3	212	0.002	3	212	0.010
16:00 - 17:00	3	212	0.000	3	212	0.000	3	212	0.000
17:00 - 18:00	3	212	0.005	3	212	0.002	3	212	0.007
18:00 - 19:00	3	212	0.005	3	212	0.000	3	212	0.005
19:00 - 20:00	3	212	0.005	3	212	0.000	3	212	0.005
20:00 - 21:00	2	268	0.004	2	268	0.002	2	268	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.038			0.076

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/G - STUDENT ACCOMMODATION
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	168	0.000	2	168	0.000	2	168	0.000
08:00 - 09:00	2	168	0.003	2	168	0.003	2	168	0.006
09:00 - 10:00	2	168	0.000	2	168	0.000	2	168	0.000
10:00 - 11:00	2	168	0.003	2	168	0.003	2	168	0.006
11:00 - 12:00	2	168	0.000	2	168	0.003	2	168	0.003
12:00 - 13:00	2	168	0.012	2	168	0.021	2	168	0.033
13:00 - 14:00	2	168	0.012	2	168	0.009	2	168	0.021
14:00 - 15:00	2	168	0.006	2	168	0.018	2	168	0.024
15:00 - 16:00	2	168	0.003	2	168	0.000	2	168	0.003
16:00 - 17:00	2	168	0.003	2	168	0.006	2	168	0.009
17:00 - 18:00	2	168	0.009	2	168	0.003	2	168	0.012
18:00 - 19:00	2	168	0.015	2	168	0.024	2	168	0.039
19:00 - 20:00	1	235	0.017	1	235	0.034	1	235	0.051
20:00 - 21:00	1	235	0.009	1	235	0.013	1	235	0.022
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.137			0.229

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/G - STUDENT ACCOMMODATION
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	212	0.002	3	212	0.022	3	212	0.024
08:00 - 09:00	3	212	0.005	3	212	0.030	3	212	0.035
09:00 - 10:00	3	212	0.011	3	212	0.036	3	212	0.047
10:00 - 11:00	3	212	0.013	3	212	0.039	3	212	0.052
11:00 - 12:00	3	212	0.014	3	212	0.030	3	212	0.044
12:00 - 13:00	3	212	0.016	3	212	0.041	3	212	0.057
13:00 - 14:00	3	212	0.027	3	212	0.047	3	212	0.074
14:00 - 15:00	3	212	0.031	3	212	0.030	3	212	0.061
15:00 - 16:00	3	212	0.031	3	212	0.025	3	212	0.056
16:00 - 17:00	3	212	0.035	3	212	0.019	3	212	0.054
17:00 - 18:00	3	212	0.028	3	212	0.024	3	212	0.052
18:00 - 19:00	3	212	0.030	3	212	0.027	3	212	0.057
19:00 - 20:00	2	268	0.090	2	268	0.032	2	268	0.122
20:00 - 21:00	2	268	0.129	2	268	0.045	2	268	0.174
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.462			0.447			0.909	

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/G - STUDENT ACCOMMODATION
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	212	0.000	3	212	0.011	3	212	0.011
08:00 - 09:00	3	212	0.003	3	212	0.016	3	212	0.019
09:00 - 10:00	3	212	0.005	3	212	0.016	3	212	0.021
10:00 - 11:00	3	212	0.003	3	212	0.013	3	212	0.016
11:00 - 12:00	3	212	0.008	3	212	0.009	3	212	0.017
12:00 - 13:00	3	212	0.009	3	212	0.008	3	212	0.017
13:00 - 14:00	3	212	0.009	3	212	0.008	3	212	0.017
14:00 - 15:00	3	212	0.005	3	212	0.009	3	212	0.014
15:00 - 16:00	3	212	0.009	3	212	0.008	3	212	0.017
16:00 - 17:00	3	212	0.008	3	212	0.002	3	212	0.010
17:00 - 18:00	3	212	0.017	3	212	0.005	3	212	0.022
18:00 - 19:00	3	212	0.011	3	212	0.005	3	212	0.016
19:00 - 20:00	2	268	0.019	2	268	0.009	2	268	0.028
20:00 - 21:00	2	268	0.017	2	268	0.004	2	268	0.021
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.123			0.123			0.246	

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/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	212	0.000	3	212	0.006	3	212	0.006
08:00 - 09:00	3	212	0.000	3	212	0.030	3	212	0.030
09:00 - 10:00	3	212	0.002	3	212	0.046	3	212	0.048
10:00 - 11:00	3	212	0.000	3	212	0.020	3	212	0.020
11:00 - 12:00	3	212	0.016	3	212	0.027	3	212	0.043
12:00 - 13:00	3	212	0.016	3	212	0.020	3	212	0.036
13:00 - 14:00	3	212	0.016	3	212	0.035	3	212	0.051
14:00 - 15:00	3	212	0.014	3	212	0.009	3	212	0.023
15:00 - 16:00	3	212	0.024	3	212	0.003	3	212	0.027
16:00 - 17:00	3	212	0.025	3	212	0.013	3	212	0.038
17:00 - 18:00	3	212	0.024	3	212	0.014	3	212	0.038
18:00 - 19:00	3	212	0.014	3	212	0.008	3	212	0.022
19:00 - 20:00	2	268	0.032	2	268	0.009	2	268	0.041
20:00 - 21:00	2	268	0.047	2	268	0.011	2	268	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.230			0.251				0.481

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/G - STUDENT ACCOMMODATION

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	212	0.000	3	212	0.017	3	212	0.017
08:00 - 09:00	3	212	0.003	3	212	0.046	3	212	0.049
09:00 - 10:00	3	212	0.006	3	212	0.061	3	212	0.067
10:00 - 11:00	3	212	0.003	3	212	0.033	3	212	0.036
11:00 - 12:00	3	212	0.024	3	212	0.036	3	212	0.060
12:00 - 13:00	3	212	0.025	3	212	0.028	3	212	0.053
13:00 - 14:00	3	212	0.025	3	212	0.043	3	212	0.068
14:00 - 15:00	3	212	0.019	3	212	0.019	3	212	0.038
15:00 - 16:00	3	212	0.033	3	212	0.011	3	212	0.044
16:00 - 17:00	3	212	0.033	3	212	0.014	3	212	0.047
17:00 - 18:00	3	212	0.041	3	212	0.019	3	212	0.060
18:00 - 19:00	3	212	0.025	3	212	0.013	3	212	0.038
19:00 - 20:00	2	268	0.050	2	268	0.019	2	268	0.069
20:00 - 21:00	2	268	0.064	2	268	0.015	2	268	0.079
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.351			0.374			0.725

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/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	212	0.002	3	212	0.041	3	212	0.043
08:00 - 09:00	3	212	0.009	3	212	0.080	3	212	0.089
09:00 - 10:00	3	212	0.020	3	212	0.110	3	212	0.130
10:00 - 11:00	3	212	0.017	3	212	0.080	3	212	0.097
11:00 - 12:00	3	212	0.038	3	212	0.071	3	212	0.109
12:00 - 13:00	3	212	0.050	3	212	0.080	3	212	0.130
13:00 - 14:00	3	212	0.061	3	212	0.096	3	212	0.157
14:00 - 15:00	3	212	0.055	3	212	0.061	3	212	0.116
15:00 - 16:00	3	212	0.074	3	212	0.038	3	212	0.112
16:00 - 17:00	3	212	0.069	3	212	0.036	3	212	0.105
17:00 - 18:00	3	212	0.079	3	212	0.046	3	212	0.125
18:00 - 19:00	3	212	0.068	3	212	0.052	3	212	0.120
19:00 - 20:00	3	212	0.129	3	212	0.055	3	212	0.184
20:00 - 21:00	2	268	0.200	2	268	0.067	2	268	0.267
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.871			0.913			1.784	

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.