



Bridge House, Oxford Road, Uxbridge

Transport Statement

June 2018

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Drawing No. 17107-00-102

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1. INTRODUCTION

- 1.1 Markides Associates (MA) have been appointed by Permitted Developments Investments No6 Ltd to prepare this Transport Statement in relation to an application for development at Bridge House, located on the Denbridge Industrial Estate, Oxford Road, Uxbridge. A site location plan is attached as **Figure 1.1**.
- 1.2 The site is located within the authoritative boundary of the London Borough of Hillingdon (LBH) which is also the relevant local highway authority.
- 1.3 The proposal seeks to provide 25 additional residential dwellings on the existing roof level of the building.
- 1.4 Bridge House benefits from a Prior Approval granted on the 1st September 2017 (Reference 40050/APP/2017/2438) for the change of use of the existing buildings across the site (Bridge House, Waterside House and Riverview House) from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage. 123 of these permitted residential units are located within Bridge House and works to convert the Bridge House building have begun on site.

Development Proposals

- 1.5 As summarised above, the development proposals are for addition of 25 residential units. The housing mix in the proposed 6th and 7th floors would be as follows:
 - 14 x 1-bed flats
 - 9 x 2-bed flats
 - 2 x 3-bed flats
- 1.6 The proposed site layout is attached as **Appendix A** and the total accommodation mix including that proposed and approved for Bridge House is summarised in **Table 1.1**.

Table 1.1: Accommodation and Parking Schedule

Building	No. Units	Cycle Parking	Car Parking	Disabled Parking Spaces	Motorcycle Parking
Bridge House Permitted (Ref: 40050/APP/2017/2438)	123	123	185	19	9
Bridge House Proposed Additional	25	27	38	4	2
Total	148	150	223	23	11

TS Structure

1.7 This TS is structured as follows:

- **Section 2** reviews the relevant transport related policy at national, regional and local levels;
- **Section 3** describes the site location accessibility and existing transport infrastructure;
- **Section 4** describes the development proposals in detail, including scale, layout, pedestrian and vehicular access, parking provision;
- **Section 5** undertakes a trip generation exercise and evaluates the traffic impact of the proposed development; and,
- **Section 6** provides a summary and conclusion.

2. POLICY CONTEXT

Introduction

- 2.1 Transport related planning policy at national and local levels has been reviewed to ensure specific policies are complemented by the development proposals.

National Policy

National Planning Policy Framework

- 2.2 The NPPF, sets out Government planning policy, provides a framework within which local planning policies should be produced and is a material consideration in planning decisions.
- 2.3 With regards to transport, the NPPF identifies that all developments which generate a significant amount of movement should be supported by a TS or Transport Assessment and that planning decisions should take account of whether:
- The opportunities for sustainable transport modes have been taken up, depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and suitable access to the site can be achieved for all people; and
 - Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Regional Planning Policy

London Plan (2015) and MALPS (2015-2016)

- 2.4 The London Plan was adopted in January 2011, with revised minor alterations published in January 2014 (REMA), further alterations published in March 2015 (FALP) and brought together into a Consolidated London Plan 2015. Since the publication of the consolidated London Plan 2015 there have been further, additional minor alterations relating to parking and housing adopted in March 2016. The London Plan sets out the integrated economic, environment, transport and social framework for the development of London over the next 20-25 years.
- 2.5 Chapter 6 of the London Plan describes the specific transport policies, the integration of transport and development is the central theme, with an aim to encouraging development that reduces the need to travel, especially by car, and locating development that generates high levels of trips at locations with either current or committed high levels of accessibility to public transport, cycling and pedestrian networks.

- 2.6 The London Plan identifies that development proposals should support sustainable travel through the inclusion of appropriate cycle parking and facilities, high quality pedestrian environments and consideration of public transport accessibility levels in relation to housing density and car parking standards.

Local Adopted Planning Policy

LBH Local Plan: Part 1 – Strategic Policies Document (2012)

- 2.7 The Hillingdon Local Plan: Part 1 – Strategic Policies was adopted in November 2012 and is the key strategic planning document for Hillingdon which sets out the long-term vision and objective for the Borough, against which development proposals are assessed.
- 2.8 With regards to Transport, the SO12 strategic objective promotes the reduction of reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans.
- 2.9 Policy T1 states that the council will steer development to the most appropriate location in order to reduce their impact on the transport network and all development should encourage access by sustainable modes including walking and cycling.

Local Emerging Planning Policy

Local Plan: Part 2 – Development Management Policies (2015), Site Allocations and Designations (2015)

- 2.10 The Local Plan Part 2 comprises Development Management Policies, Site Allocations and Designations and Policies Map. Once adopted it will deliver the detail of the strategic policies set out in the Local Plan: Part 1 - Strategic Policies (2012). Together they will form a comprehensive development strategy for the borough up to 2026.
- 2.11 The transport policies relating to the proposed development are presented below.

Policy DMT 1 – Managing Transport Impacts

- 2.12 Policy DMT 1 states that in order for developments to be acceptable they are required to:
- Be accessible by public transport, walking and cycling and the services and facilities necessary to support the development;
 - Maximise safe, convenient and inclusive accessibility to, and from developments for pedestrians, cyclists and public transport users;
 - Provide equal access for all people, including inclusive access for disabled people;
 - Adequately address delivery and servicing requirements; and
 - Have no significant transport or associated air quality and noise impacts on the local and wider environment and strategic road network.

Policy DMT 2 – Highways Impacts

- 2.13 Policy DMT 2 requires development proposals to ensure that safe and efficient vehicular access to the highway network is provided to the Council's standards and not contribute to the deterioration of air quality and noise. This policy also requires safe, secure and convenient access and facilities for cyclists and pedestrians.

Policy DMT 4 – Public Transport

- 2.14 Policy DMT 4 states that the council may require development to mitigate transport impacts from development proposals by improving local public transport facilities and services.

Policy DMT 5 – Pedestrians and Cyclists

- 2.15 Policy DMT 5 requires development proposals to ensure that safe and direct access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:
- The retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
 - The provision of a high quality and safe public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
 - The provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
 - The provision of cycle parking and changing facilities in accordance with the maximum C3 Flat standards of 1 cycle parking space per 1 or 2 bedroom unit and 2 spaces per 3 or more bedroom unit.

LBH Adopted Unitary Development Plan; Second Deposit Draft (December 2001)

- 2.16 This document outlines the interim parking standards for Hillingdon Borough. The parking standards for the proposed residential development are outlined in **Table 2.1** below:

Table 2.1: Parking Standards

Development	Parking Standard	Cycle Parking Standard	Motorcycle Parking Standard	Disabled Provision
C3: Flats and houses without individual curtilages with communal parking in garages or open car parking areas	1.5 spaces per dwelling	1-2 Bed: 1 Space 2+ Bed: 2 spaces	1 space per 20 car spaces	10% of all parking spaces.

- 2.17 There are existing Parking Management Areas within the vicinity of the site.
- 2.18 In terms of cycle parking provision, the amendments to the Adopted UDP state that *“Covered parking should be provided where possible and, where no specific standard exists, cycle parking will be negotiated specifically for each application. Cycle spaces should be located as near as possible to the building entrance(s). Large developments will be expected to include changing and other facilities for cyclists. Cycle parking should normally take the form of Sheffield stands or a similar stand which allows both the frame and wheels of a cycle to be secured without risk of damage; shared stands will generally be secured without risk of damage”*.
- 2.19 The document continues: *“For changes of use, the (parking) standards will apply only if there is a change in the parking requirement, including the possibility of a reduction in the amount of parking where the new use requires fewer spaces than the existing use of the site.”*
- 2.20 Some 550 car parking spaces are currently provided across the site for the use of Bridge House, Waterside House and Riverview House.
- 2.21 The next chapters will demonstrate how the proposed development complies with local and national planning policy on transport grounds.

3. EXISTING SITUATION

Site Location

- 3.1 The site is located approximately 1km north west of Uxbridge Station (Zone 6) within the administrative boundary of the London Borough of Hillingdon and the Greater London Authority. The site is situated on land lying between the River Colne, which forms the western boundary of the site, and the Grand Union Canal, which forms the eastern boundary. The A4020 lies to the north of the site and commercial units lie to the south.
- 3.2 The topography of the site is generally flat, and the total area of the site is some 2.5ha.
- 3.3 A site location plan is shown in **Figure 1.1**.
- 3.4 The site has existing vehicular access from the A4020 via a private access road. The access is gated with a security booth and consists of a single carriageway road. The road is lit and forms a simple priority junction with the A4020, with good visibility in both directions. The end of the access road is a cul-de-sac that leads to a pedestrian footway.
- 3.5 Vehicular access is from the access road. There is a separate pedestrian access and cycle parking located within the curtilage of the building.

Local Highway Network

- 3.6 In the vicinity of the site, the A4020 Oxford Road is a single carriageway road approximately 12m wide, with footpaths along both sides. Oxford Road runs in a generally northwest-southeast direction between the A40, which lies 1.2km to the northwest of the site, and Shepherd's Bush, via Uxbridge town centre, Acton, Ealing, Hanwell, Southall, Hayes and Hillingdon.

Pedestrian and Cycle Accessibility

- 3.7 There are no footways on the internal access road in the vicinity of the security booth; however, there are wide footways on both sides of the A4020. There is a footpath on the eastern side of the Grand Union Canal which runs in proximity to the site; however, there is mature hedging and no existing pedestrian access to link the site to the tow-path.
- 3.8 This tow-path also forms National Cycle Route 6, which is a long-distance cycle route and passes through Watford and Luton before travelling north. More locally, Route 6 provides a traffic-free route from London to Uxbridge and future works on this route will formalise cycle connections between Paddington and Northolt.

- 3.9 Additionally, a local cycleway additionally runs east-west along High Street, connecting the A4020 in the vicinity of the site access to Uxbridge Station. This route provides a quieter on-road route to Uxbridge Station with cycle provisions at key locations including at junctions, in order to facilitate cycle access in the town centre.
- 3.10 There are no existing public rights of way in the immediate vicinity of the site.
- 3.11 The National Cycle Route network and the local cycle route network surrounding the site are shown in **Appendix B**.

Local Services and Facilities

- 3.12 The site benefits from being located within close proximity to a range of social infrastructure that acts as typical trip attractors for a residential land use. These uses include education, food retail, leisure and health land uses, ensuring residents would not be wholly reliant on travel by private car to access essential goods and services.
- 3.13 A summary of some of the key social infrastructure, and their associated walk distance from the site access are detailed below in **Table 3.1** and indicated in the attached **Figure 3.1**. It should be noted that walking distances below 1200m and cycling distances below 5km are considered appropriate.

Table 3.1: Walking Distance to Trip Attractors from Edge of Site

Attractor Land Use	Facility	Distance (km)	Walk Time (min)	Cycle Time (min)
School	Saint Mary's Catholic Primary School	0.9	12	6
	Hermitage Primary School	1.0	14	6
Sports or Leisure Centre	Futurity UK (Dance School)	0.4	5	3
	Yogaroma with Amanda	0.5	8	4
	Active for Less	0.7	9	4
	truGym	1.0	12	5
	Uxbridge Sports Club	1.6	21	12
Medical Centre or Pharmacy	Simply Clinic	0.3	5	3
	Superdrug	0.6	9	4
	Boots	1.0	14	5
	Belmont Medical Centre	0.7	10	5
	The Laser Clinic Group	0.9	11	5
	Flora Fountain Pharmacy	0.9	12	4
	Central Uxbridge Surgery	1.0	13	4
	Frays Dental Care	0.9	12	4
	NHS Hillingdon	1.0	13	4
Post Office	Post Office	0.7	9	3
Supermarket	Spar	0.5	5	1
	Tesco Metro	0.5	7	2
	Marks and Spencer	0.5	7	3
	Iceland	0.7	10	3
	Continental Food Store	0.9	14	4
	Sainsbury's	0.9	11	4

Public Transport

London Underground

- 3.14 Uxbridge Station is located 900m to the southeast of the site and is served by London Underground Metropolitan and Piccadilly Line services to central London, Aldgate, Arncliffe and Cockfosters. Direct journey times to Central London are approximately 45 minutes.

Buses

- 3.15 The nearest bus stops are located on the A4020, some 500m to the northwest of the centre of the site. These stops are served by the 331, 580, 581, 730, 740 and A40 bus services, with more than 5 buses per hour in each direction on a weekday, serving destinations including Ruislip, Hemel Hempstead, Heathrow Airport and Uxbridge town centre.
- 3.16 Additional stops are located on High Street, some 600m – 800m to the southeast. These stops are served by the aforementioned services, and additionally the number 3, 222, 427, 583, 607, A10, U1, U4, U5, U7, U9, U10 and N207 bus services.
- 3.17 **Table 3.2** summarises these services, their routes and approximate frequency.

Table 3.2: Bus Services on Oxford Road

No.	Route	Key Destinations	Weekday Frequency	Weekend Frequency
Services on A4020 to the northwest of the site				
331	Ruislip Station – Belmont Road	Ruislip, Northwood, Harefield	20-30 minutes	20-30 minutes
580	High Wycombe - Uxbridge	Beaconsfield, Chalfonts, Gerrards Cross	6 per day	5 per day
581	Beaconsfield – Uxbridge	Gerrards Cross, Higher Denham, Denham Green, Denham	3 per day	3 per day
730	Hemel Hempstead – Uxbridge	Bovingdon, Chesham, Amersham, Chalfont St Giles, Chalfont St Peter, Gerrards Cross, Denham	Hourly	Hourly
740/A40	High Wycombe - Heathrow	Beaconsfield, Gerrards Cross, Denham, Uxbridge	15-45 minutes	30-60 minutes
Services on A4020 to the southeast of the site				
3	Slough - Uxbridge	Iver	25-35 minutes	30-35 minutes
222	Uxbridge Station – Hounslow Bus Station	West Drayton, Cranford	8-30 minutes	9-30 minutes
427	York Road – Acton Old Town Hall	Southall, Ealing	6-15 minutes	7-15 minutes
583	Slough – Uxbridge	Hedgerley, Stoke Poges, Wexham Park Hospital, Langley Village, Richings Park, Iver	4 per day	4 per day
N207	Uxbridge – Holborn	Southall, Ealing, Shepherd's Bush, Queensway	Seven services during 0000-0405	11 services during 2355-0400
U1	Ruislip Station – West Drayton Station	Hillingdon Hospital, Brunel University London, Ickenham, West Ruislip	15-30 minutes	13-30 minutes
U3	Uxbridge – Heathrow Central Bus Station	Yiewsley, Colham Green, Hillingdon Hospital, Harmondsworth	10-20 minutes	9-30 minutes
U4	Prologis Park -Belmont Road	Brunel University London, Hayes	8-20 minutes	10-20 minutes
U5	York Road – Blyth Road	Hillingdon Hospital, West Drayton	10-20 minutes	12-20 minutes
U7	Uxbridge Station – Lombardy Retail Park	Brunel University London, Hillingdon Hospital	27-30 minutes	30 minutes

PTAL Report

- 3.18 Public Transport Accessibility Levels (PTALs) are a theoretical measure of accessibility of a given point to the public transport network, taking into account walk access time and service availability. All bus routes with 640m and underground/railway station within 960m are taken into account.
- 3.19 The PTAL score ranges between 1a and 6b, where 1a represents a poor level of accessibility and 6b an excellent level.
- 3.20 A PTAL assessment using the TfL land use planning PTAL assessment tool WebCAT has therefore been undertaken (<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>).

- 3.21 The WebCAT assessment of the site location identifies a PTAL rating of 1a-3 across the site in the base year assessment. The full PTAL assessment report is included as **Appendix C**.
- 3.22 Although this PTAL rating is low to average, the site does not suffer an unreasonable level of inaccessibility. The local topography is generally flat and there is good pedestrian and cycle infrastructure in the vicinity of the A4020 and High Street, allowing car-free access to the town centre.
- 3.23 The local bus stops are a 6-minute walk. Additionally, Uxbridge town centre, shops and local services lie only 800m southeast of the site, or a 10-minute walk, with pedestrian crossings at the junction of the A4020 and Sanderson Road to allow safe access to High Street.
- 3.24 Uxbridge Station is a 12-minute walk from the site and accessible by bus, providing a significant interchange facility with circa 140 buses and 12 train services per peak hour.
- 3.25 On this basis, it is considered that the site location is optimal for residential development.

Accident Analysis

- 3.26 Accident incidents along Oxford Road and the adjacent junctions in the section between the site access and the Mahjacks Roundabout for the 2012-2016 five-year period were obtained from the TfL London Collision Map. The search showed that 20 incidents have occurred as indicated in **Appendix D**.
- 3.27 18 out of the 20 accidents observed are classified as slight. 5 accidents occurred at the the Oxford Road/Harefield Road signalised roundabout while 11 of the accidents occurred at the Mahjacks Roundabout or its approaches.
- 3.28 One serious incident has occurred at the Mahjacks Roundabout and one at the southern arm of the Cedars Roundabout.
- 3.29 **Table 3.3** presents a summary of the accidents that have occurred during the period 2012-2016 including their classification.

Table 3.3: Number of accident incidents and classification for 2012-2016

Classification/Year	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	0	0	0
Serious	1	0	0	1	0	2
Slight	4	3	3	3	5	18
Total	5	3	3	4	5	20

3.30 **Table 3.3** shows that very few accidents have occurred during the period 2012-2016 in the section between the site access and the Mahjack's Roundabout. Therefore, there are not considered to be any safety concerns that would require any form of mitigation. In addition, the proposed development is not expected to increase the number of accidents occurring within the study area owing to the reduced number of trips that the site will generate. This is explored further in Section 5 of this report.

4. PROPOSED DEVELOPMENT

Introduction

- 4.1 This section describes the development proposals in more detail and should be considered against the site masterplan, attached as **Appendix A**.

Development Schedule and Site Layout

- 4.2 The site was granted Prior Approval in September 2017 for 123 units in Bridge House and a change of use from B1 Offices to a C3 residential.
- 4.3 It is now proposed to utilise the existing 6th floor roof to provide up to 25 additional residential units over 2 storeys. The uplift in development and the associated parking allocation is summarised in **Table 4.1** below.

Table 4.1: Accommodation and Parking Mix

Building	No. Units	Cycle Parking	Car Parking	Disabled Parking Spaces	Motorcycle Parking
Bridge House Permitted (Ref: 40050/APP/2017/2438)	123	123	185	19	9
Bridge House Proposed Additional	25	27	38	4	2
Total	148	150	223	23	11

- 4.4 Vehicular access to the site will be from the existing priority junction on Oxford Road. The access achieves visibility splays of 2.4m x 43m as required for an access onto a road with a 30mph speed limit and is in accordance with Manual for Streets. The visibility splays are shown in **Drawing No. 17107-00-102**.
- 4.5 Pedestrian access to the site will be from the existing pedestrian access.

Parking

- 4.6 The development proposals include 38 car parking spaces that would be allocated to Bridge House in addition to the 185 already allocated as part of the Prior Approval for 123 units. It also includes an additional 27 cycle parking spaces, 2 motorcycle parking spaces and 4 disabled parking spaces. On this basis the development proposals comply with

minimum planning requirements for car/cycle/motorcycle/disabled car parking presented in **Table 2.1**.

PERS Audit

- 4.7 In order to review the quality of the existing pedestrian environment in the vicinity of the site, a PERS assessment has been undertaken based on the Transport Research Laboratory (TRL) 'Streetaudit' software (version 1.1.10.211). The quality of the pedestrian infrastructure between the site and the nearest facilities, bus stops and stations were assessed on-site on the 19th January 2018 in accordance with the methodology provided with the software.
- 4.8 The PERS audit looks to quantify and evaluate the pedestrian environment to ensure that it provides easy, convenient and pleasant conditions for all users. The pedestrian environment is evaluated according to the degree in which it meets the needs of all pedestrian users, with consideration given to the most vulnerable users. The results are then used to highlight any areas that could be marked for improvement when encouraging pedestrians to and from the site.
- 4.9 The review considers pedestrian needs as being:
- Convenience;
 - Connectivity;
 - Conviviality;
 - Coherence; and
 - Conspicuousness.
- 4.10 The review is not designed to be a standard check, as in some cases it is desirable to exceed standards to promote a high-quality environment and to attract pedestrians. The review breaks down the environment into the following:
- Links;
 - Crossings;
 - Public Transport Waiting Areas;
 - Interchange Spaces; and
 - Public Spaces.
- 4.11 An assessment of each key 'Link', 'Crossing', 'Route' and 'Public Transport Waiting Area' was undertaken within the study. Those elements that are considered to be of a good standard for pedestrians achieve a green rating, while elements that are considered

average are allocated an amber rating. Elements which offer a poor pedestrian environment that require improvement are allocated a red rating.

- 4.12 A full copy of the report and subsequent ratings is included as **Appendix E**, whilst a summary of the Red/Amber/Green (RAG) ratings for each element is provided in **Table 4.2**.

Table 4.2: PERS Audit Results Summary

Links		Public Transport Waiting Areas	
Place Name	RAG Level	Place Name	RAG Level
Baker's Road East	Green	Uxbridge Station Stop L	Green
Belmont Road North	Green	Uxbridge Station Stop K	Green
High Street East	Green	Uxbridge Station Stop M	Green
High Street (Pedestrian Only) East	Green	Uxbridge Station Stop N	Green
Oxford Road (Sanderson Rd - Swan & Bottle) North	Green	Uxbridge Station Stop O	Green
Oxford Road (Swan & Bottle - Willow Avenue) North	Amber	Belmont Road Stop D	Green
Oxford Road (Parade Of Shops) North	Amber	Uxbridge High Street Stop C	Green
Oxford Road (Parade Of Shops - Oakside) North	Amber	Uxbridge High Street Stop B	Green
Oxford Road (Parade Of Shops - Oakside) South	Amber	Uxbridge High Street Stop A	Green
Oxford Road (Parade Of Shops - Site Boundary) South	Amber	Oakside Northbound Bus Stop	Amber
Oxford Road (Site Boundary- Sanderson Road) South	Green	Oakside Souththbound Bus Stop	Amber
High Street (Pedestrian Only) West	Green	Uxbridge Railway Station	Green
HIGH STREET WEST (North)	Amber	Pedestrian Crossings	
HIGH STREET WEST (South)	Amber	Place Name	RAG Level
Belmont Road South	Green	Pelican Crossing High Street (Corner)	Green
Baker's Road West	Green	Zebra/Staggered Crossing High Street/Haresfield Road	Green
Interchanges		Pelican Crossroads A4020/Sanderson Road	Green
Total RAG Score	RAG		
Uxbridge Station	Green		

- 4.13 Overall, all the pedestrian crossing facilities audited achieved Green 'good' RAG scores and were generally very well maintained. The only shortfalls relate to a lack of turning cones at

the pelican crossing on the corner of the High Street, some instances of litter at the zebra/staggered crossing between the High Street/Haresfield Road and the wrong coloured tactile paving at the pelican crossroads between the A4020 and Sanderson Road.

- 4.14 Uxbridge Railway Station achieved a green RAG score and was considered to have a good provision of public transport information and security measures in place. Similarly, the public transport waiting areas mostly achieved Green ‘average’ RAG scores.
- 4.15 The audit identified that overall, the links in proximity to the development achieved mostly Green RAG scores, with some Amber ‘average’ RAG scores. No link achieved a Red ‘poor’ RAG score. However, it was identified that the following measures should be implemented in order to improve the scores achieved.
- Installation of correct tactile paving at the junction of A4020/Sanderson Road
 - Repair of broken tactile paving on High Street adjacent to Fountain’s Mill and improvement of footway surfacing
 - Repair/installation of turning cones at pelican crossings on High Street

CERS Audit

- 4.16 To review the quality of the cycling environment an audit has been undertaken using a Cycling Environment Review System (CERS). This is a dynamic software application to assess the quality of any cycling environment. CERS can assist in the identification of opportunities to improve cycle routes and public spaces, whilst supporting the effective targeting of resources.
- 4.17 CERS auditing will help in the promotion of cycling as a viable transport option, especially in terms of value to health, sustainability, local economic viability and reduction of car use.
- 4.18 A CERS audit was undertaken on 19th of January 2018 that covered the vicinity of the site to Uxbridge Railway Station, as well as Bakers Road, Belmont Road, High Street, Harefield Road and Oxford Road. The audit included public cycle parking provision, public transport interchanges, and key junctions that cyclists may have to navigate on routes between the site and local services and facilities.
- 4.19 The assessed infrastructure achieved overall RAG scores of Green ‘good’ or Amber ‘average’, with no item achieving an overall score of Red ‘poor’. A summary of the results is included in **Table 4.3** and the full report is included as **Appendix F**.

Table 4.3: CERS Audit Results Summary

Links		Junction	
Place Name	RAG Level	Place Name	RAG Level
Bakers Street West Side	Amber	Bakers Street/Belmont Road	Green
Bakers Street East Side	Amber	High Street/Belmont Road	Green
Belmont Road South Side	Amber	High Street/ B467 Harefield Road	Green
Belmont Road North Side	Amber	Sanderson Road/Oxford Road	Green
High Street (West of High Street/Belmont Road Junction) West Side	Amber	Harefield Road/Oxford Road	Amber
High Street (West of High Street/Belmont Road Junction) East Side	Amber	Oxford Road/Site Access	Amber
High Street (West of High Street/Harefield Road Junction) South Side	Green	Cycle Parking	
High Street (West of High Street/Harefield Road Junction) North Side	Green	Place Name	RAG Level
Oxford Road (West of High Street) South Side	Green	Opposite Uxbridge Station Cycle Parking	Amber
Oxford Road (West of High Street) North Side	Green	High Street/Harefield Road on northwest arm	Amber
Oxford Road (East of Development Site) South Side	Green	High Street west side	Amber
Oxford Road (East of Development Site) North Side	Green	Interchanges	
Harefield Road-South Side	Green	Place Name	RAG Level
Harefield Road-North Side	Green	Uxbridge Railway Station	Amber
Oxford Road (North of Harefield Road/Oxford Road) West Side	Green		
Oxford Road (North of Harefield Road/Oxford Road) East Side	Green		

- 4.20 The CERS audit confirmed that Uxbridge station scored well for security and maintenance but scored poorly for cycle parking provision. There was evidence of significant overspill of cycle parking around the station, including bikes secured to the street light columns. Although there was available space near both station access for additional cycle parking provision, there was no formal facility provided.
- 4.21 Cycle stands were also surveyed in two other locations within the study area, on the northwest arm at High Street/Harefield Road and on west side at High Street. Both those two cycle facilities, achieved amber “average” RAG scores; although the cycle stands are well maintained and located close to key services, the total provision did not meet

- demand. Also, the stands were poorly positioned with no presence of shelter and the perceived convenience, safety and security of the stands was noted as being poor.
- 4.22 Links (1 to 6) which are close to the rail station achieved amber “average” RAG scores, mainly due to there being no separate facility for cyclists (cyclist on road) and there are on-street parking bays and bus stops causing conflicts with cyclists. Furthermore, sightlines, available width for cyclists and comfort levels are affected by the high volume of buses.
- 4.23 Links (7-16) which are in proximity to the site achieved green, “good” RAG scores, as they all have cycle lanes, they are well maintained in terms of lighting and cleanliness and the perceived sense of crime was observed to be very low as the roads were very busy during the audit with high street activity. Only the condition of the surface was a noted as being poor and needs to be maintained.
- 4.24 Cyclists cannot travel north from High Street/Harefield Road junction as the eastern side of High Street merges with the southbound lane on Oxford Road. Therefore, High Street between Oxford Road and High Street/Harefield Road is one-way road for cyclists (eastbound only). Furthermore, the cycle lane through the High Street/Harefield Road junction which connects the east arm with the west arm of roundabout, ends on the southern side of High Street Road and no Toucan crossing is provided making it difficult for cyclists to follow a direct route.
- 4.25 Cyclists who want to reach the site from the High Street/Harefield Road junction, can alternatively use the Harefield Road and Harefield Road/Oxford Road roundabout which although it has a cycle lane, would not be a preferred route as the condition and the location of the cycle lane on the roundabout is not desirable and can cause conflicts between the general traffic and the cyclists.
- 4.26 Overall, the cycle provision in the vicinity of the site is “good” but directness and legibility could be improved.

5. TRIP GENERATION

Introduction

- 5.1 This section of the TS provides a comparison between the vehicular trip generation associated with the existing uses and the proposed residential development. It also sets out the net change in traffic flow that will arise as a result of the redevelopment.

Permitted Development Trip Rates

- 5.2 The industry standard TRICS was used to generate the expected trip generation for the permitted development of 123 units. The criteria used to generate proxy sites was as follows:

- Flats privately owned used as worst-case scenario
- Sites with PTAL of 1a-3 have been chosen;
- Sites in Greater London have been chosen;

- 5.3 The total person trip rates have been derived from the selected sites and are summarised in **Table 5.1**. The full output files are included in **Appendix G**.

Table 5.1: Total Person Trip Rates - C3 Residential

Person Trip Rates (per dwelling)	In	Out	Totals
AM Peak (0800-0900)	0.082	0.387	0.469
PM Peak (1700-0800)	0.257	0.117	0.374
Daily	2.379	2.284	4.663

- 5.4 The trip rates applied to the permitted 123 units have been used to determine the trip rates for an additional 25 dwellings. The total person trips for the AM and PM peak are shown in **Table 5.2**. for both the approved and proposed schemes.

Table 5.2: Total Person Trip Generation Bridge House

Total Person Trips	PDR – 123 units			Proposed – 25 additional units			Total Development – 148 units		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak (0800-0900)	10	48	58	2	10	12	12	57	69
PM Peak (1700-0800)	32	14	46	6	3	9	38	17	55
Daily	293	281	574	59	57	117	352	338	690

5.5 **Table 5.2** demonstrates that the additional 25 dwellings could generate 12 two-way trips in the AM peak and 9 in the PM peak.

5.6 To calculate the number of trips made by each mode, the modal share percentages have been extracted from the 'Method of Travel to Work' data from Census 2011 for the Mid Layer Super Output Area 'Hillingdon 016'; these are summarised in **Table 5.3**.

Table 5.3: Modal Share - C3 Residential Use

Method of Travel to Work (Hillingdon 016)	Modal Share
Underground, metro, light rail, tram	15.00%
Train	3.33%
Bus, minibus or coach	12.74%
Taxi	0.32%
Motorcycle, scooter or moped	0.70%
Driving a car or van	43.27%
Passenger in a car or van	2.98%
Bicycle	1.86%
On foot	19.39%
Other method of travel to work	0.42%
TOTAL	100.00%

5.7 The 'driving a car or van' modal share in **Table 5.3** has then been applied to the total person trips in **Table 5.2** to deduce the vehicular trip generation for the proposed development which is shown in **Table 5.4**.

Table 5.4: Vehicular Trip Generation for 148 Residential Units

Vehicle Trips	Inbound	Outbound	Totals
AM Peak (0800-0900)	5	25	30
PM Peak (1700-0800)	16	7	24
Daily	152	146	299

5.8 **Table 5.4** demonstrates that Bridge House could generate 30 two-way vehicle trips in the AM peak and 24 in the PM peak, with some 300 vehicle movements across the day with the additional 25 units only representing approximately 40 vehicle movements across the day.

Traffic Impact

5.9 As demonstrated above, the additional 25 units will generate a minimal number of additional car trips and the overall vehicular traffic flows during the AM and PM peak are negligible.

- 5.10 It is considered that there is in this respect, sufficient capacity to accommodate 25 additional dwellings generating an additional 12 vehicles in the AM peak or 9 in the PM peak, without resulting in additional queuing at the access.

Impacts on other Modes

- 5.11 In addition to highway impacts, the estimated trip generation for modes other than private car have been calculated by taking the total people trip rates and applying them to the modal share percentages shown in **Table 5.3**. The derived trip generations by mode are shown in **Table 5.5**

Table 5.5: Multi-modal development trip generation 25 units (Excluding vehicular trips)

Mode	Trips					
	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Rail	0	2	2	1	1	2
Bus, minibus or coach	0	1	1	1	0	1
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0
Passenger in a car or van	1	4	5	3	1	4
Bicycle	0	0	0	0	0	0
On foot	0	0	0	0	0	0
Other method of travel to work	0	2	2	1	1	2

- 5.12 **Table 5.5** demonstrates that the impact on other modes is expected to be negligible even when making no allowance for any trips associated with the previous office uses.

Trip Generation/Traffic Impact Summary

- 5.13 It has been demonstrated that there will be no significant increase in vehicle trips to or from the site access/Oxford Road priority junction with the proposed additional 25 units. In addition, the previous junction capacity assessment of the site access has demonstrated that it will operate within capacity and would not require any improvement works to be undertaken.
- 5.14 In addition, the likely increase in users of other transport modes has been calculated and it has been demonstrated that only a negligible increase on any mode is likely to occur.
- 5.15 It is therefore concluded that an additional 25 units will have no discernible impact in traffic and highways terms, and the site access has capacity to accommodate the small increase in vehicles at peak hours, these being less than ten two-way vehicle trips in either hour. Car parking and cycle parking has been provided in accordance with standards.

- 5.16 It is therefore considered that the development is acceptable in respect of highways and transport.

6. SUMMARY AND CONCLUSIONS

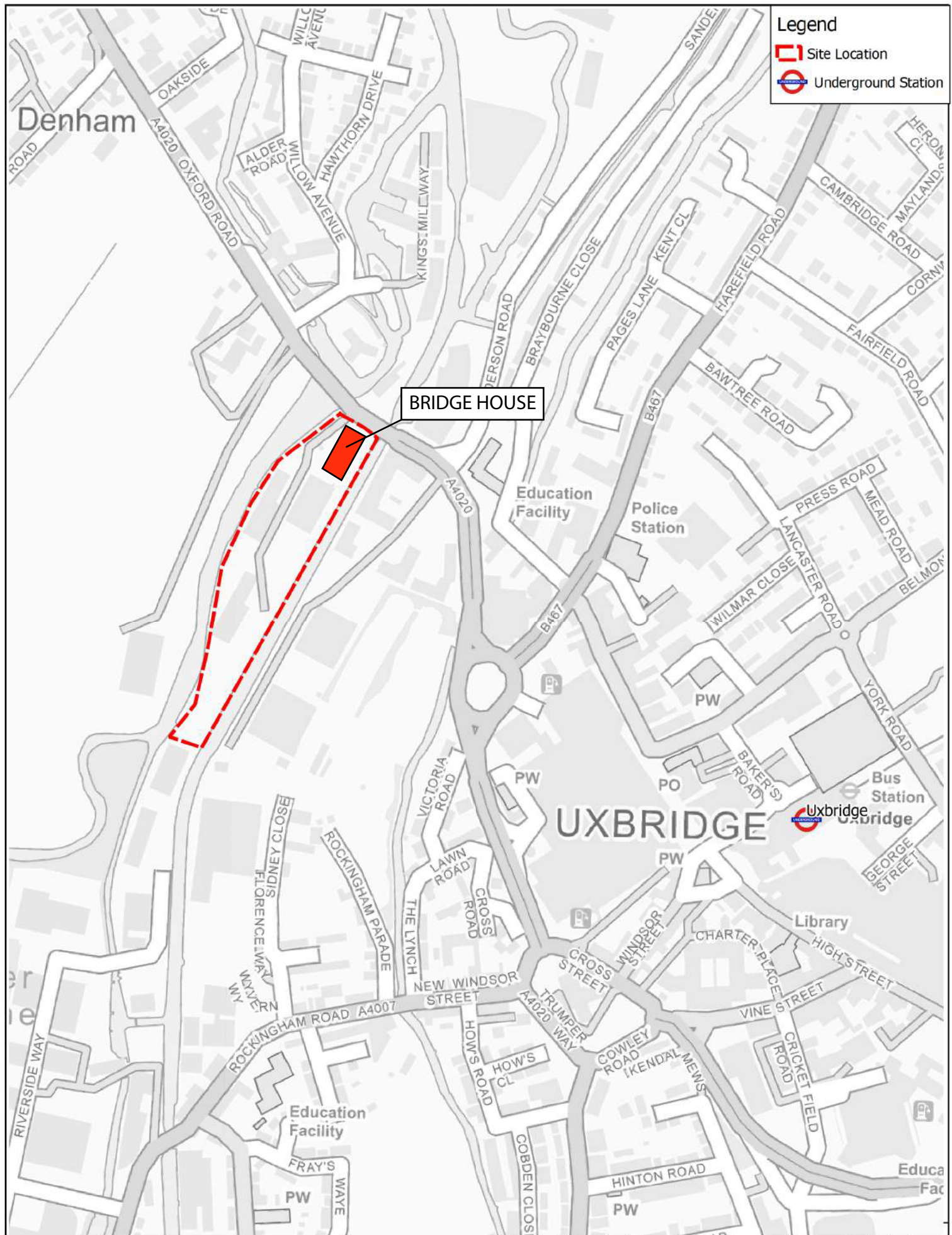
- 6.1 Markides Associates (MA) have been appointed by Permitted Developments Investments No6 Ltd to provide transport input for a planning application for a residential development at a site located at Bridge House, Oxford Road, Uxbridge, UB8 1HS.
- 6.2 This site has an existing Prior Approval application that has been approved for 123 units, which is presently under construction. The proposal associated with this TS is for full planning permission for 25 additional residential units located on the 6th and 7th storeys of the building.
- 6.3 This Transport Statement has demonstrated that the site is an appropriate location for residential development, with existing bus and London Underground services accessed from nearby stations or bus stops.
- 6.4 Vehicular access to the site will be from the existing site access. The site access complies with 43m x 2.4m visibility splay standards for 30mph design speed roads.
- 6.5 The development proposals include sufficient car parking provision in the form of a multi-storey car park and surface parking. The car parking, motorcycle parking, cycle parking and disabled parking provision comply with local planning policy. Cycle parking will be accommodated within the curtilage of the building and it complies with LBH standards.
- 6.6 It has been demonstrated that the additional units will generate a low level of vehicle movements which will be negligible in the peak hour.
- 6.7 Upgrades to pedestrian and cycle networks in the local area have however been identified as part of the former Transport Study for the whole site area, and these are detailed in full in the PERS and CERS audit reports within that report.

FIGURES AND DRAWINGS

Figure 1.1 – Site Location Plan

Figure 3.1 – Social Infrastructure Plan

Drawing No. 17107-00-102



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Job Title

BRIDGE HOUSE UXBRIDGE

Drawing Title

SITE LOCATION PLAN

Client

BYM CAPITAL

Scale

NTS

Drawn

SEC

Job No

17257-01

Date

JUNE 18

Checked

DT

Figure No

FIGURE 1.1

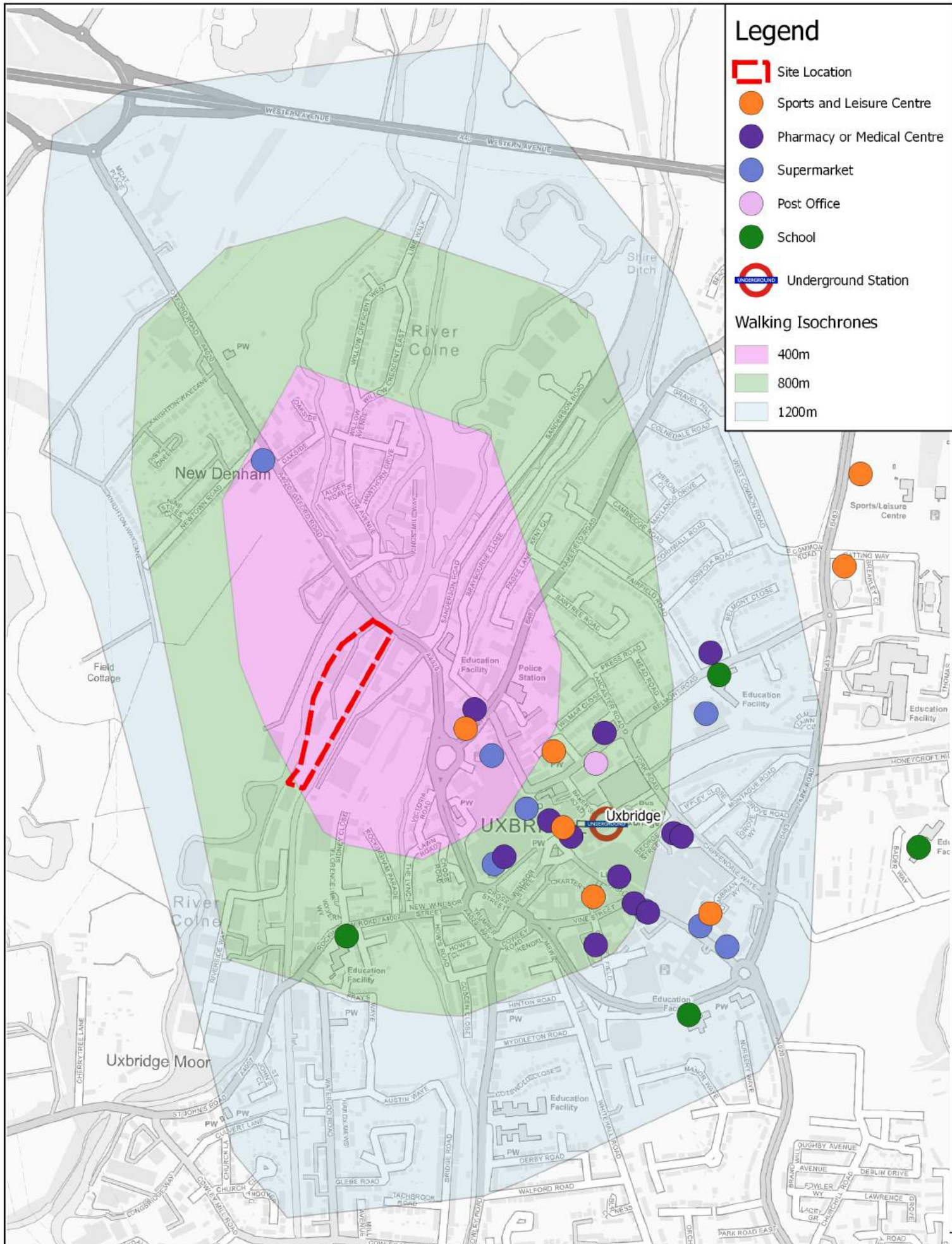
Designed

SEC

Approved

DT

Rev



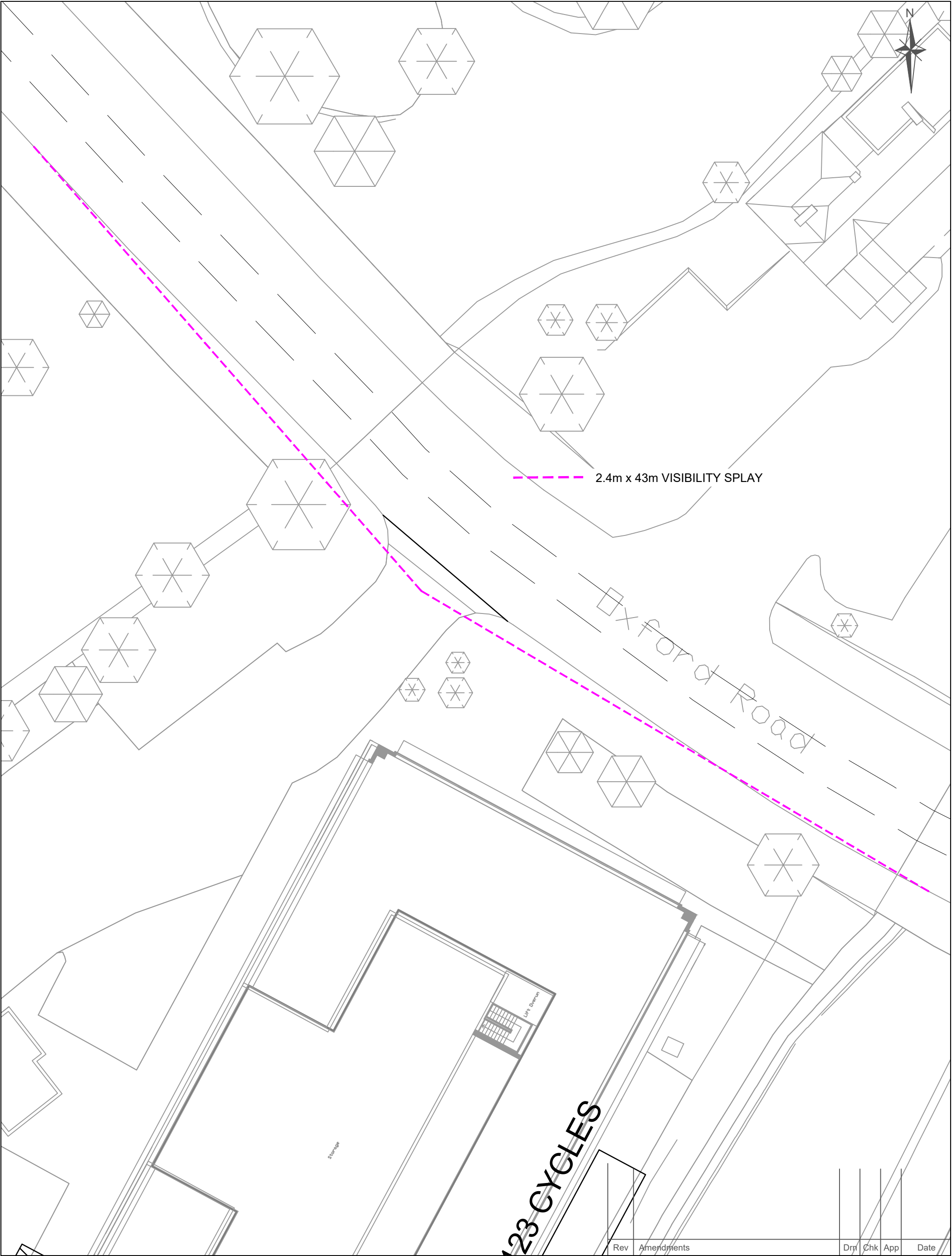
Legend

- ▬ Site Location
- Sports and Leisure Centre
- Pharmacy or Medical Centre
- Supermarket
- Post Office
- School
- ⊖ Underground Station

Walking Isochrones

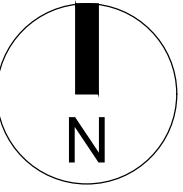
- 400m
- 800m
- 1200m

 MARKIDES ASSOCIATES 9th Floor, The Tower Building, York Road, London, SE1 7NX Telephone: 0207 442 2225 E: enquiries@markidesassociates.com W: www.markidesassociates.com	Job Title BRIDGE HOUSE, RIVERVIEW HOUSE AND WATERSIDE HOUSE, DENDRIDGE INDUSTRIAL ESTATE, OXFORD ROAD, UXBRIDGE		Scale 1:17000	Date 09/02/2018	Designed PF
	Drawing Title SOCIAL INFRASTRUCTURE PLAN		Drawn PF	Checked DT	Approved DT
	Client PERMITTED DEVELOPMENTS INVESTMENT NO6 LTD		Job No 17257-00	Figure No FIGURE 3.1	Rev

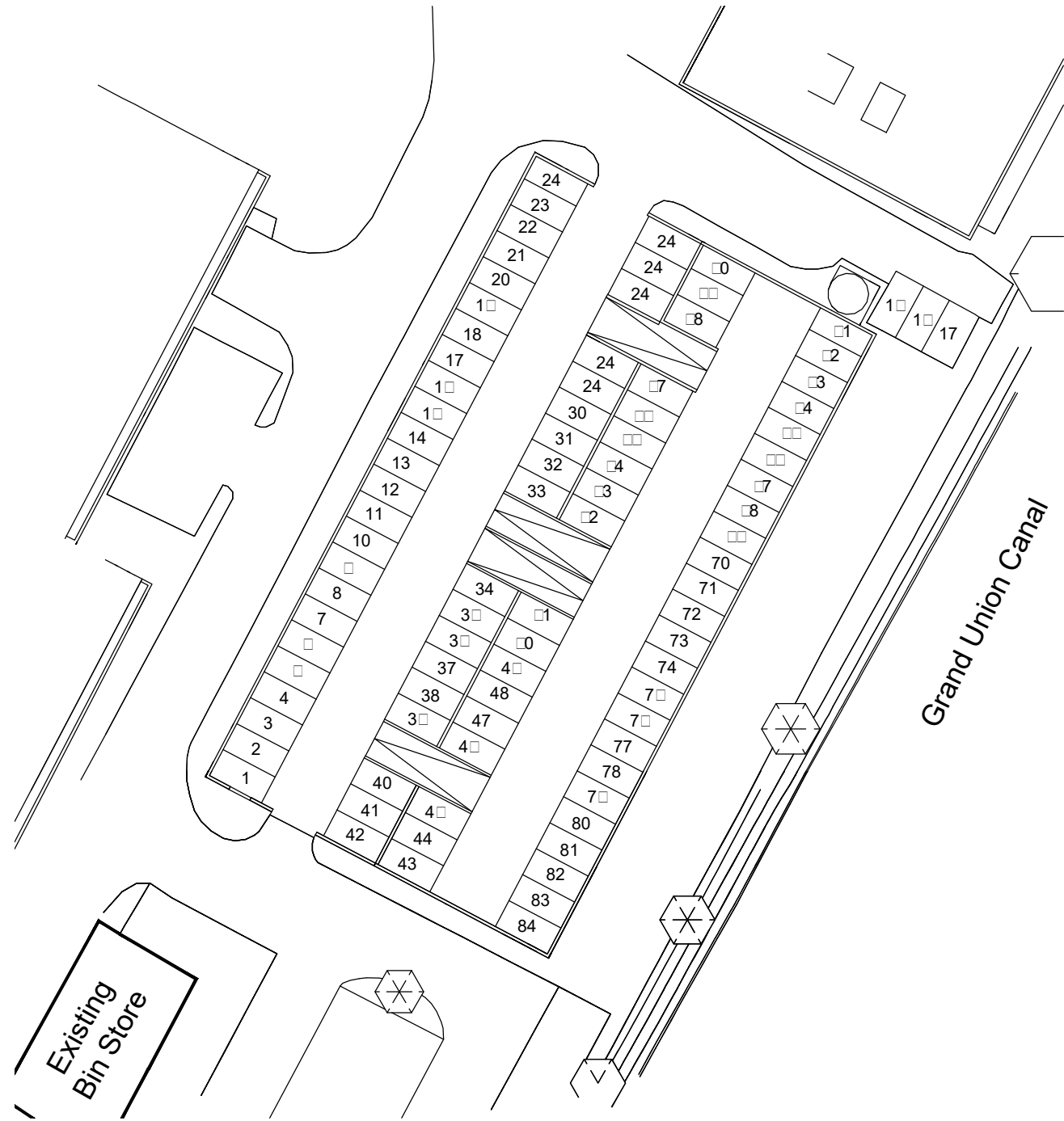
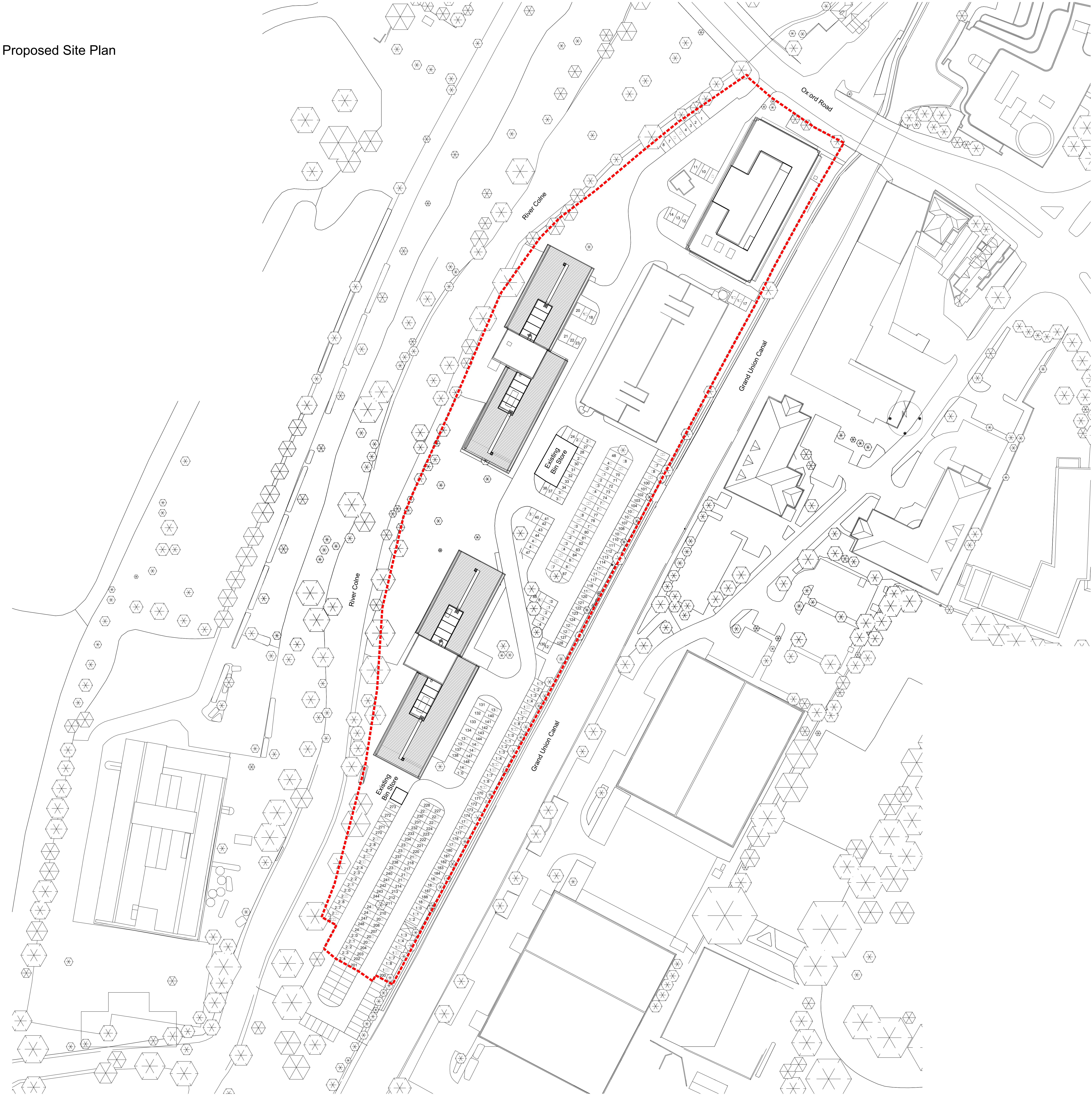


 9th Floor , The Tower Building, York Road London SE1 7NX Telephone: 0207 442 2225 E: enquiries@markidesassociates.co.uk W: www.markidesassociates.co.uk	Job Title	OXFORD ROAD, UXBRIDGE	Scale	1:200 @A3	Date	FEB 18	Designed	KO
	Drawing Title	VISIBILITY SPLAY	Drawn	KO	Checked	PF	Approved	PF
	Client	PERMITTED DEVELOPMENTS INVESTMENTS NO6 LTD	Job No	17107-00	Drawing No	17107-00-102	Rev	.
	Rev	Amendments	Drn	Chk	App	Date		

APPENDIX A: PROPOSED SITE LAYOUT



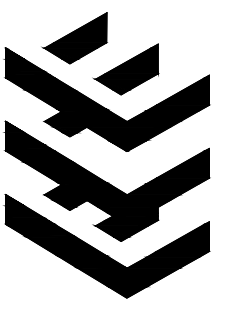
Proposed Site Plan



Proposed Ground Floor Plan
Multi-store car park

Access to upper floors will be fenced off
and does not constitute development.

E	23.01.17	Red line revised and note added.	FH	PF
D	23.01.17	Amendments to parking layout after comments from client.	FH	PF
C	28.01.17	Amendments after comments from client.	FH	PF
B	27.01.17	Amendments to red line & showing existing bin stores.	FH	PF
A	23.01.17	Amendments after comments from client.	FH	PF
Rev	Date	Revision Details	Dr	Ch



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Client's Name
Stonegate Homes

Job Title
Development at
Oxord Road, Uxbridge, UB8 4BF

Drawing Title
Proposed Site Plan

Scale
1:100 @ A0 1:1000 @ A2

Drawn
FH

Checked
PF

Date
23.01.17

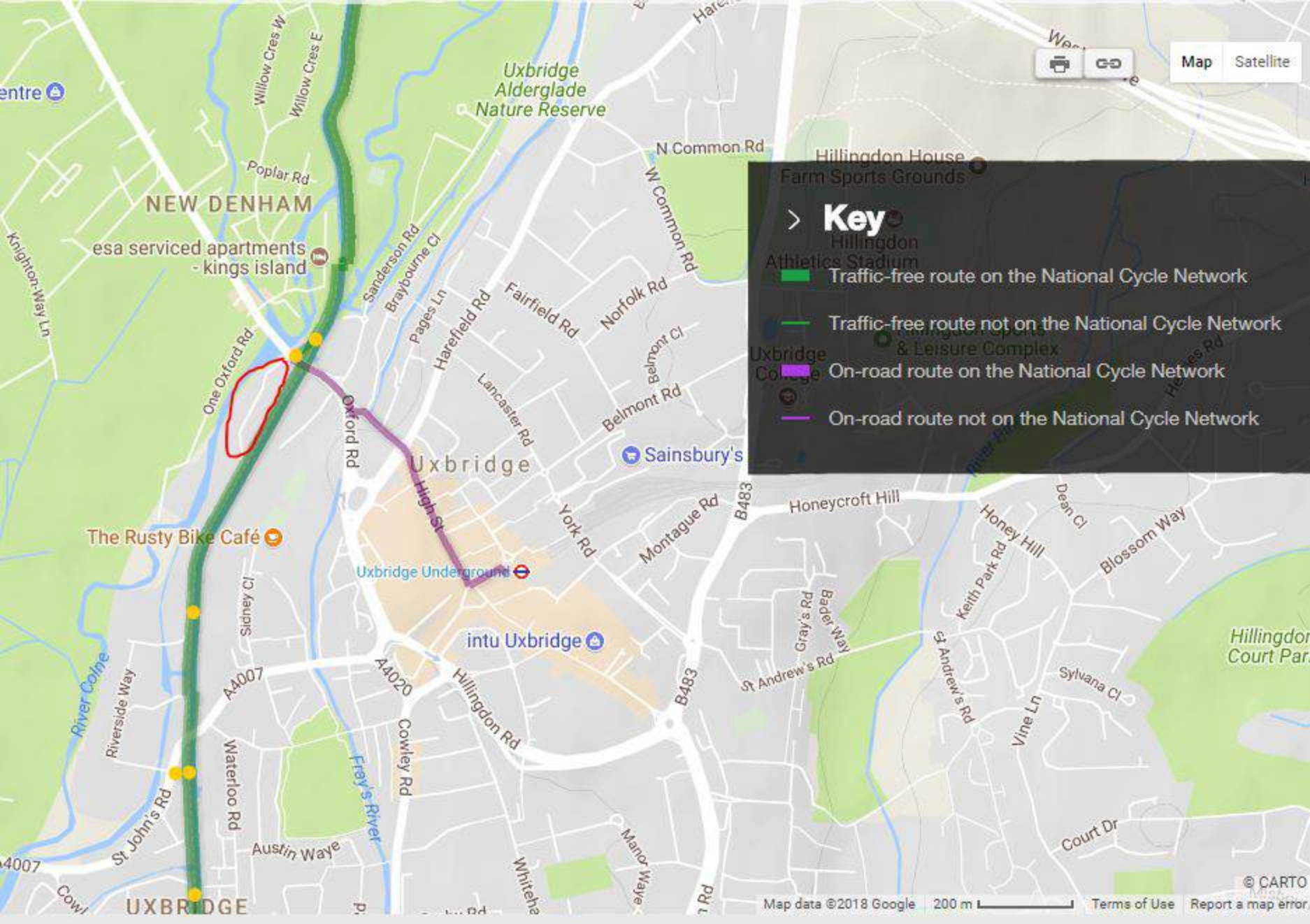
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444 UX

Drawing No
P10

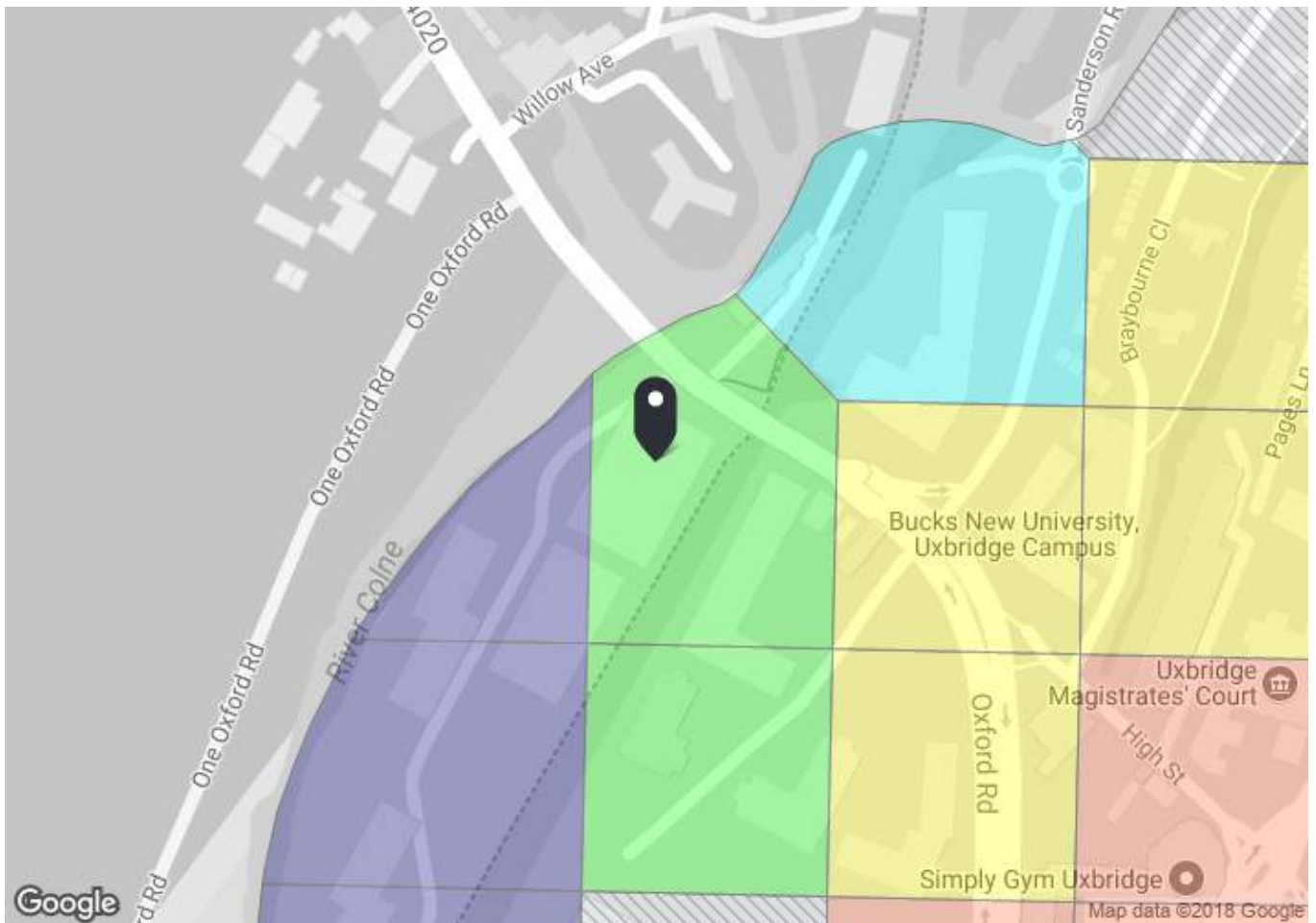
Rev
E

Status
APPROVAL

APPENDIX B: CYCLE NETWORK



APPENDIX C: PTAL REPORT



**PTAL output for Base Year
3**

Bridge House, Oxford Rd, Uxbridge UB8 1HS, UK
Easting: 505123, Northing: 184568

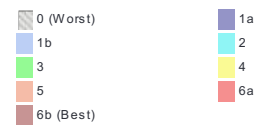
Grid Cell: 101221

Report generated: 09/02/2018

Calculation Parameters

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

Map key - PTAL

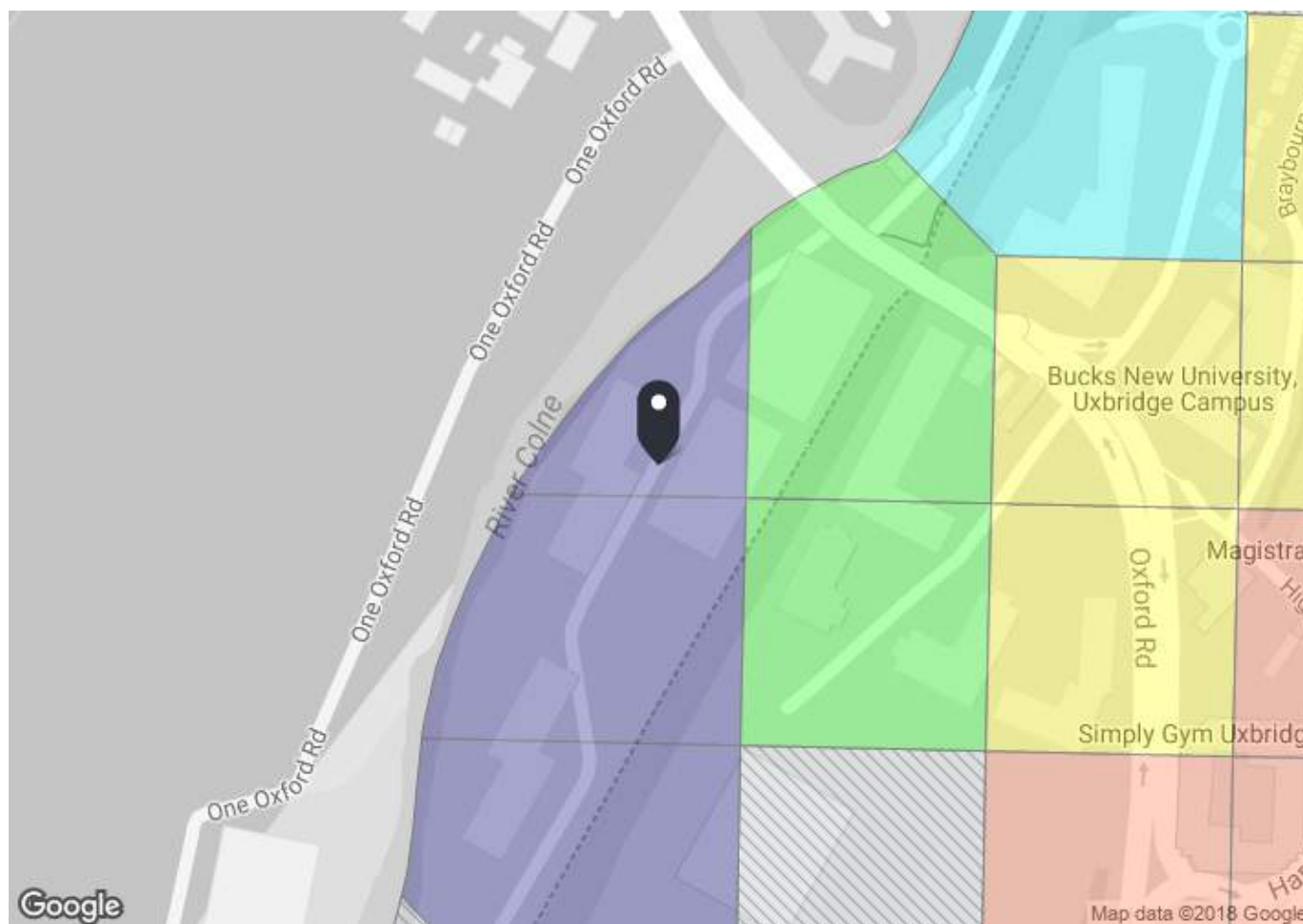


Map layers

PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE OXFORD ROAD	U7	581.68	2	7.27	17	24.27	1.24	0.5	0.62
Bus	UXBRIDGE OXFORD ROAD	U5	581.68	5	7.27	8	15.27	1.96	0.5	0.98
Bus	UXBRIDGE OXFORD ROAD	222	581.68	7.5	7.27	6	13.27	2.26	1	2.26
Bus	UXBRIDGE OXFORD ROAD	U3	581.68	5	7.27	8	15.27	1.96	0.5	0.98
Bus	UXBRIDGE OXFORD ROAD	U4	581.68	7.5	7.27	6	13.27	2.26	0.5	1.13
Bus	UXBRIDGE OXFORD ROAD	U1	581.68	4	7.27	9.5	16.77	1.79	0.5	0.89
Bus	UXBRIDGE OXFORD ROAD	427	581.68	7.5	7.27	6	13.27	2.26	0.5	1.13
Bus	OXFORD R WAGGON & HORSES	331	328.42	3	4.11	12	16.11	1.86	0.5	0.93
LUL	Uxbridge	'Uxbridge-AldSlow'	866.69	5.33	10.83	6.38	17.21	1.74	1	1.74
LUL	Uxbridge	'BkStr-UxbridgeSFast'	866.69	2.33	10.83	13.63	24.46	1.23	0.5	0.61
LUL	Uxbridge	'Uxbridge-BStreetSl'	866.69	3.67	10.83	8.92	19.76	1.52	0.5	0.76
LUL	Uxbridge	'HarrowHill-Uxbridge'	866.69	0.67	10.83	45.53	56.36	0.53	0.5	0.27
LUL	Uxbridge	'Uxbridge-Cockfosters'	866.69	3.67	10.83	8.92	19.76	1.52	0.5	0.76
LUL	Uxbridge	'ArnosGrove-Uxbridge'	866.69	1	10.83	30.75	41.58	0.72	0.5	0.36
LUL	Uxbridge	'Oakwood-Uxbridge'	866.69	0.33	10.83	91.66	102.49	0.29	0.5	0.15
Total Grid Cell AI:										13.58



PTAL output for Base Year 1a

One Oxford Rd, Denham, Uxbridge UB9, UK
Easting: 505061, Northing: 184507

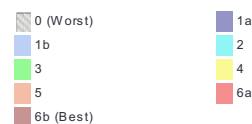
Grid Cell: 101220

Report generated: 09/02/2018

Calculation Parameters

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

Map key - PTAL



Map layers

PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	OXFORD R WAGGON & HORSES	331	419.92	3	5.25	12	17.25	1.74	1	1.74
Total Grid Cell AI:										1.74

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APPENDIX D: PIA DATA

Accident Data

	Severity	Year
On 02 November 2016 at 17:40:00 a collision occurred at Oxford Road 30 metres south of junction with Sanderson Road Uxbridge in Hillingdon involving a motorcycle and a pedal cycle. An adult pedal cyclist was slightly injured and an adult motorcyclist was slightly injured.	Slight	2016
On 25 November 2016 at 00:20:00 a collision occurred at Oxford Road junction with Harefield Road in Hillingdon involving a car and pedestrian(s). An adult pedestrian was slightly injured.	Slight	2016
On 14 October 2016 at 07:32:00 a collision occurred at Harefield Road junction with Oxford Road in Hillingdon involving a car and a pedal cycle. An adult pedal cyclist was slightly injured.	Slight	2016
On 03 February 2016 at 09:00:00 a collision occurred at Trumper Way junction with New Windsor Street in Hillingdon involving a car. An adult car occupant was slightly injured.	Slight	2016
On 19 July 2016 at 11:45:00 a collision occurred at Windsor Street junction with Chapel Street in Hillingdon involving an other motor vehicle. An adult other vehicle occupant was slightly injured	Slight	2016
On 11 December 2015 at 15:55:00 a collision occurred at Oxford Road, junction with Harefield Road in Hillingdon involving two cars. An adult car occupant was slightly injured.	Slight	2015
On 23 January 2015 at 10:05:00 a collision occurred at Cross Street junction with Windsor Street in Hillingdon involving a car and an other motor vehicle. An adult other vehicle occupant was seriously injured.	Serious	2015
On 13 July 2015 at 12:30:00 a collision occurred at Hillingdon Road junction with Vine Street in Hillingdon involving two cars. Two adult car occupants were slightly injured.	Slight	2015
On 03 February 2015 at 00:30:00 a collision occurred at Cowley Road junction with Trumper Way in Hillingdon involving a car. An adult car occupant was slightly injured.	Slight	2015
On 03 March 2014 at 13:00:00 a collision occurred at Oxford Road junction with Harefield Road in Hillingdon involving two cars. A car occupant of unknown age was slightly injured and an adult car occupant was slightly injured.	Slight	2014
On 13 June 2014 at 16:40:00 a collision occurred at Oxford Road 104 metres north of junction with Trumper Way in Hillingdon involving a car and a motorcycle. An adult motorcyclist was slightly injured.	Slight	2014
On 25 September 2014 at 07:40:00 a collision occurred at Oxford Road 50 metres north junction with Trumper Way in Hillingdon involving a pedal cycle and a car. An adult pedal cyclist was slightly injured.	Slight	2014
On 18 July 2013 at 13:25:00 a collision occurred at Oxford Road, 105 metres north west of Junction With Sanderson Road in Hillingdon involving a car and a pedal cycle. An adult pedal cyclist was slightly injured.	Slight	2013
On 11 January 2013 at 22:02:00 a collision occurred at Oxford Road 68 metres north of junction with Cross Street in Hillingdon involving a car. An adult car occupant was slightly injured.	Slight	2013
On 06 August 2013 at 13:05:00 a collision occurred at Oxford Road, 48 metres north of Trumper Way. in Hillingdon involving a car and pedestrian(s). An adult pedestrian was slightly injured.	Slight	2013
On 24 March 2012 at 15:00:00 a collision occurred at Oxford Road junction with Sanderson Road in Hillingdon involving a bus or coach and a heavy goods vehicle. Two adult bus/coach occupants were slightly injured.	Slight	2012
On 31 October 2012 at 17:35:00 a collision occurred at Harefield Road junction with Oxford Road in Hillingdon involving two cars. A car occupant of unknown age was slightly injured and an adult car occupant was slightly injured.	Slight	2012
On 09 December 2012 at 00:34:00 a collision occurred at Oxford Road 110 metres south of junction with Harefield Road in Hillingdon involving a car. A car occupant of unknown age was seriously injured and an adult car occupant was slightly injured.	Serious	2012
On 07 October 2012 at 18:00:00 a collision occurred at Oxford Road junction with Trumper Way in Hillingdon involving a car. An adult car occupant was slightly injured.	Slight	2012
On 03 October 2012 at 17:35:00 a collision occurred at Cross Street junction with Windsor Street in Hillingdon involving a car and a motorcycle. A motorcyclist of unknown age was slightly injured.	Slight	2012



APPENDIX E: PERS REPORT

XEROX HOUSE, UXBRIDGE

PERS AUDIT REPORT



Project No. 17257-00

12th February 2018

Author: Annika Davies

Approved: Damian Tungatt

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1.0 INTRODUCTION

Preamble

- 1.1 Markides Associates have been instructed by Permitted Developments Investments No6 Ltd to prepare this PERS Audit Report in support of their development proposals for land located at Xerox House, Uxbridge (the site). A site location plan is shown as **Figure 1.1**.
- 1.2 The site is located within the administrative boundary of the London Borough of Hillingdon (LBH). The Site is located on Oxford Road, Hillingdon to the northwest of the town centre. The site in relation to the local area is shown in **Figure 1.2**.
- 1.3 The site is currently accessed via a simple priority junction from Oxford Road, which forms the northern boundary of the Site. To the west, the site is bounded by the River Colne and to the east it is bound by the Grand Union Canal. To the south, the site is bound by offices which are also operated by Xerox.
- 1.4 The development proposals are for change of use of the existing three office buildings to 239 residential units.
- 1.5 The schedule in **Table 1.1** shows the detailed schedule for the development proposals.

TABLE 1.1: SCHEDULE - DEVELOPMENT PROPOSALS

Building	No. Units	Cycle Parking	Car Parking	Disabled Parking	Motorcycle Parking
Bridge House	123	123	185	19	9
Riverview	57	57	87	9	4
Waterside	57	57	87	9	4
Total	239	239	359	37	17

2.0 METHODOLOGY

2.1 The 'PERS for London (TfL edition) Review Handbook' (Version 2 - September 2005), which provides a structured method for defining a baseline pedestrian environment (which can be compared to other sites across London,) has been referred to in undertaking this study. The assessment also allows future assessment of the value of any improvements to the assessed pedestrian environment.

2.2 As recommended in the 'Street Audit Assessment Handbook' (TRL 2010), the PERS audit has been undertaken following the five-stage process outlined below:

Stage 1: Definition of Study Area

2.3 A PERS audit was undertaken for the routes connecting the site with the local area, as well as routes to key facilities and recreation grounds.

Stage 2a: Desktop Identification of Links, Crossings, Public Transport Waiting Areas and Interchanges

2.4 A desktop study was undertaken to identify the location, suitability and viability of the links, crossings, routes and spaces to form part of the audit.

Stage 2b: Optional Collation of Existing Information

2.5 Further information relating to pedestrian accessibility gathered as part of the wider Transport Study was also reviewed, including the OS mapping and public transport service data.

Stage 3: On Street Evaluation

2.6 The audit was undertaken on Friday 19th January 2018. This date was considered to represent a typical day in terms of pedestrian activity.

2.7 The weather when undertaking the audit was dry with sunny spells throughout the day. The original evaluation sheets used in the audit are available on request.

Stage 4: Data Analysis Using Street audit assessment forms

- 2.8 The data collected from the audit was assessed using relevant street audit assessment forms and each element of the study area has been scored accordingly.

Stage 5: Display and Review of Outputs

- 2.9 The resultant output from street audit assessment forms has been analysed as outlined in the remainder of this report.

3.0 IDENTIFICATION OF AUDIT MATERIAL

- 3.1 The routes, links, crossings and public transport waiting areas assessed in the PERS audit are shown in **Figure 3.1**, and the details of each audit point are shown in **Table 3.1**.

TABLE 3.1 – PERS AUDIT MATERIAL DETAILS

ID	NAME
LINK	
L1	BAKER'S ROAD EAST
L2	BELMONT ROAD NORTH
L3	HIGH STREET EAST
L4	HIGH STREET (PEDESTRIAN ONLY) EAST
L5	OXFORD ROAD (SANDERSON RD - SWAN & BOTTLE) NORTH
L6	OXFORD ROAD (SWAN & BOTTLE - WILLOW AVENUE) NORTH
L7	OXFORD ROAD (PARADE OF SHOPS) NORTH
L8	OXFORD ROAD (PARADE OF SHOPS - OAKSIDE) NORTH
L9	OXFORD ROAD (PARADE OF SHOPS - OAKSIDE) SOUTH
L10	OXFORD ROAD (PARADE OF SHOPS -SITE BOUNDARY) SOUTH
L11	OXFORD ROAD (SITE BOUNDARY-SANDERSON ROAD) SOUTH
L12	HIGH STREET (PEDESTRIAN ONLY) WEST
L13	HIGH STREET WEST (north)
L14	HIGH STREET WEST (south)
L15	BELMONT ROAD SOUTH
L16	BAKER'S ROAD WEST
CROSSINGS	
C1	PELICAN CROSSING HIGH STREET (CORNER)
C2	ZEBRA/STAGGERED CROSSING HIGH STREET/HARLESFIELD ROAD
C3	PELICAN CROSSROADS A4020/SANDERSON ROAD
WAITING AREAS	
PT1	UXBRIDGE STATION STOP L
PT2	UXBRIDGE STATION STOP K
PT3	UXBRIDGE STATION STOP M
PT4	UXBRIDGE STATION STOP N
PT5	UXBRIDGE STATION STOP O
PT6	BELMONT ROAD STOP D
PT7	UXBRIDGE HIGH STREET STOP C
PT8	UXBRIDGE HIGH STREET STOP B
PT9	UXBRIDGE HIGH STREET STOP A
PT10	OAKSIDE NORTHBOUND BUS STOP
PT11	OAKSIDE SOUTHBOUND BUS STOP
PT12	UXBRIDGE RAILWAY STATION
INTERCHANGE	
I1	UXBRIDGE STATION

4.0 AUDIT RESULTS

4.1 The results of the PERS audit are detailed in the remainder of this report.

4.2 In accordance with the relevant guidance, each route, link, crossing and public transport waiting area has been scored using a relevant street audit assessment form. Elements have been assigned a 'RAG' (Red, Amber, Green) colour that represents the average of all the individual scores collated for that particular item. The colours represent:

- **Green** – 'Good' overall positive score (Rating 2 to 3);
- **Amber** – 'Average' overall average score, and (Rating -1 to 1); and
- **Red** – 'Poor' overall negative score. (Rating -3 to -2).

Links

4.3 Particular emphasis has been given to the likely routes ('links') taken by pedestrians when travelling to and from the site, with such links listed below in **Table 4.1**, which additionally summarises the PERS audit score for each link and its associated RAG colour.

TABLE 4.1 – PERS SCORES FOR LINKS

Links	
Place Name	RAG Level
BAKER'S ROAD EAST	Green
BELMONT ROAD NORTH	Green
HIGH STREET EAST	Green
HIGH STREET (PEDESTRIAN ONLY) EAST	Green
OXFORD ROAD (SANDERSON RD - SWAN & BOTTLE) NORTH	Green
OXFORD ROAD (SWAN & BOTTLE - WILLOW AVENUE) NORTH	Amber
OXFORD ROAD (PARADE OF SHOPS) NORTH	Amber
OXFORD ROAD (PARADE OF SHOPS - OAKSIDE) NORTH	Amber
OXFORD ROAD (PARADE OF SHOPS - OAKSIDE) SOUTH	Amber
OXFORD ROAD (PARADE OF SHOPS -SITE BOUNDARY) SOUTH	Amber
OXFORD ROAD (SITE BOUNDARY-SANDERSON ROAD) SOUTH	Green
HIGH STREET (PEDESTRIAN ONLY) WEST	Green
HIGH STREET WEST (north)	Amber
HIGH STREET WEST (south)	Amber
BELMONT ROAD SOUTH	Green
BAKER'S ROAD WEST	Green

- 4.4 The audit identified that overall, the links in the vicinity of the development achieved mostly Green 'good' RAG scores, with 7 links achieving Amber 'average' RAG scores. No link achieved a Red 'poor' RAG score.
- 4.5 Footways on these links generally scored well for effective width, and the street lighting was mostly well-maintained along each link. There were isolated areas of poor maintenance, which are discussed in the remainder of this section, but overall there were no serious obstructions. Overall, there was little observed user conflict.

Photo 1 – Kerbs without Tactile Paving (L6)



Photo 2 – Effective Pedestrian Width (L6)



- 4.6 The stretch of Oxford Road between the Swan & Bottle pub and Willow Avenue (L6) has scored very low in terms of colour contrast and tactile paving, with slight dropped kerbs not being supported by any tactile paving or colour to distinguish between the footway and the main road,

ref **Photo 1**. There were some instances of poorly maintained footway on this link, as well as the presence of litter; however, the link scored highly for effective width as there is excellent provision of space for pedestrians, as demonstrated in **Photo 2**. These links also scored well for lighting and user conflict and the body of water and fountains to the north of the footway makes for a pleasant atmosphere.

Photo 3 – Obstructions on High Street West (South) (L14)



Photo 4 – Litter and Poor Maintenance on High Street West (South) (L14)



- 4.7 The southern link on the western side of the High Street has scored the lowest out of all of the links in the study area.
- 4.8 As **Photos 3** and **4** demonstrate, the footway suffers from obstruction with street furniture and cycle stands cluttering the footway throughout its length. While there may be a large effective width on this stretch of footway, its proximity to the main shopping centre means it regularly became busy and the street furniture did reduce some space which would have been beneficial to ease movement. The positioning of the cycle stands also created user conflict between the cyclists using the footway before dismounting and pedestrians. There are some instances of dropped kerbing; however, pedestrian guard-railing prevents permeability between both sides of the High Street throughout much of the link.
- 4.9 L14 also scored poorly for legibility and maintenance. There was no great deal of signage to direct pedestrians, despite being in the main shopping district and to Uxbridge station, and there were instances of rough sleeping and litter clustered around the KFC.

Photo 5 – High Street West (North) (L13)



- 4.10 Further along the western side of the High Street, the score improves greatly compared to the adjacent link further south. The width of the footway is grade separated, with half of the footway sloping down to provide access to a local Tesco supermarket, and the other half remaining at

grade along the highway, ref **Photo 5**. This grade separation improves the effective width of the footway as public transport users regularly took up much needed space at the highway level. There are also no guardrails on this link which allows greater pedestrian permeability. The surface quality of the footway is also generally good, although there are patches of poorly maintained surfacing.

Photo 6 – No Tactile Paving on Oxford Road (Parade of Shops – Site Boundary) (L7)



- 4.11 **Photo 6** shows the end of the east side footway on Oxford Road at its junction with Willow Avenue. Similar to the dropped kerbing on Link 6, there is no tactile paving and there is also no change in colour. This photo also highlights issues with the maintenance of the link, with sections of the footway dug up and uneven. Additionally, there are a number of obstructions on the footway in the form of street furniture and parked vehicles and a lack of clear signage resulted in a low score for legibility. However, the link did score well in terms of effective width and gradient, with a high score also given to street lighting, which was appropriate and located well throughout the length of the link.

Photo 7 – Oxford Road (Parade of Shops – Oakside North) (L8)



Photo 8 – Poor Maintenance on Oxford Road (Parade of Shops – Oakside North) (L8)



4.12 Link 8 consisted of a footway along a fairly long stretch of Oxford Road that consisted of only one major land use, i.e. trees, shrubs and hedges as shown in **Photos 7 and 8**. The link scored highly in terms of effective width, dropped kerbs and lighting, with the link also being scored highly in terms of user conflict due to the footway being set back from the highway. However, in terms of

personal security due to the nature of the footways not being looked over by commercial or residential uses (ref **Photo 8**), the graffiti markings and poor maintenance of the area around the bus shelter (ref **Photo 8**) contributed to an undesirable sense of place.

Photo 9 - Oxford Road (Parade of Shops – Oakside South) (L9)



- 4.13 Link 9 is very similar to Link 8, with both links consisting of footways along a fairly long stretch of Oxford Road that consisted of only one major land use, i.e. trees, shrubs and hedges. This link also scored highly in terms of effective width, dropped kerbs and lighting; however, it also scored relatively low in terms of personal security due to the nature of the footways not being looked over by commercial or residential uses and feeling quite isolated, ref **Photo 9**.

Photo 10 –Oxford Road (Parade of Shops – Site Boundary) (L10)



- 4.14 Link 10 generally scored quite well for the majority of the subcategories, with an appropriate effective width, dropped kerbs at every junction or access, suitable lighting provision and no obstructions. Additionally, the surface quality was inconsistent due to issues with drainage and cleanliness (ref **Photo 10**), and a lack of signage meant that the legibility factor also scored very low.

Photo 11 –Baker’s Road West (L16)



- 4.15 Link 16, located on the western side of Baker’s Road scored the highest within the study area. There were no complaints about of the scoring factoring factors and the link generally appeared to be well maintained, in good condition and provided all of the required safety and way-making elements to a high standard (ref **Photo 11**) which ensured the high ranking provided.

Photo 12 – Belmont Road North (L2)



Photo 13 – Belmont Road South (L15)



Photo 14 – Informal Crossing Between Belmont Road North and Belmont Road South (L2 and L15)



- 4.16 Link 2 and 15 both describe the opposite footways on Belmont Road. Both links achieved an overall RAG score of Green 'good', with high scores for lighting, maintenance, and width (ref **Photos 12 and 13**). L15 also scored well for levels of user conflict and quality of environment. There were signs of issues with permeability relating to the presence of tactile paving however. **Photo 14** also illustrates that connectivity and permeability between the different sides of the road is very easy and supported by tactile paving, dropped kerbs and colour contrast.

Photo 15 – High Street (Pedestrian Only) (L4 and L12)



4.17 **Photo 15** shows the footways on the restricted section of the High Street where cyclists are not allowed and where traffic is low in terms of both speed and volume (L4 and L12). The overall scores of both links reflect the high-quality pedestrian environments found in these locations; the provision of quality tactile information and the maintenance of the links greatly contributed to their overall score, with suitable lighting, lack of user conflict and personal safety also being ranked highly. However, some of the tactile paving provided on this link was broken and will need to be replaced.

Photo 16 – Oxford Road (Site Boundary – Sanderson Road) South (L11)



Photo 17 – Oxford Road (Site Boundary – Swan and Bottle) North (L5)



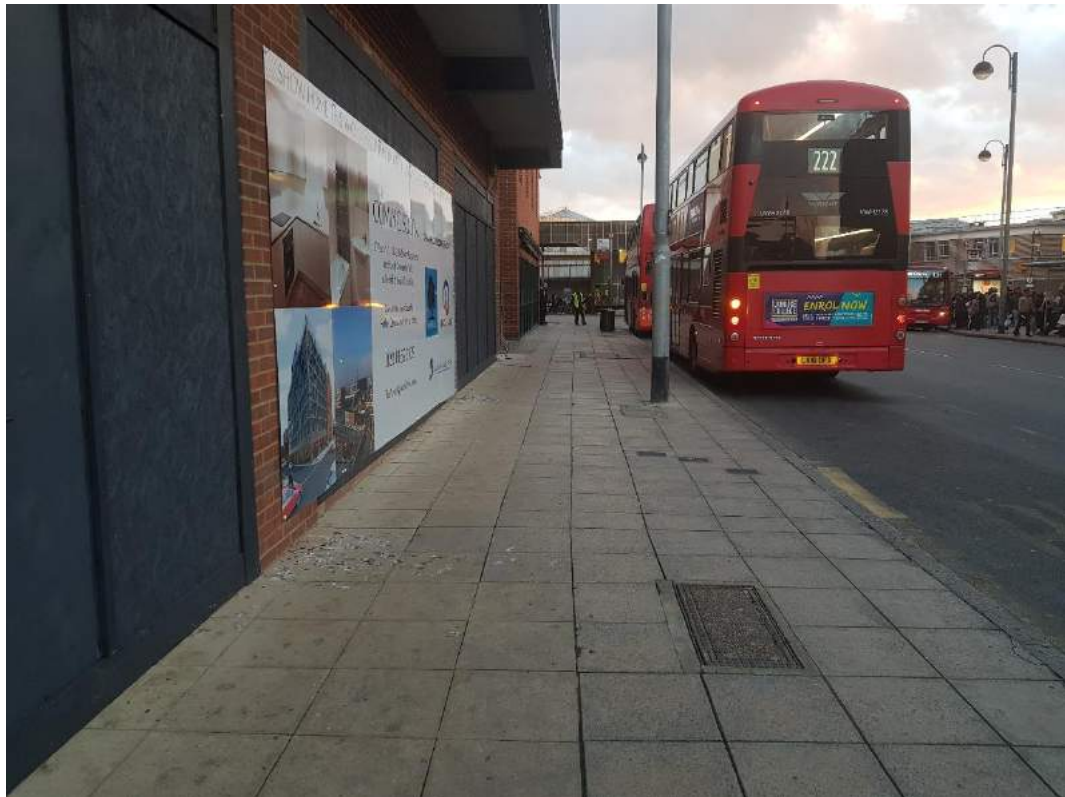
- 4.18 **Photos 16 and 17** show the same stretch of road, but opposite footways. Similarly, both links have scored very highly, with little, if any criticism to note. Maintenance, surface quality and an appropriate gradient were all factors that were scored the highest available rating. Permeability is restricted somewhat by pedestrian guard-railing; however, the higher highway speeds permitted on this stretch of highway means that the railing can be considered as more of a safety feature than barrier to crossing. It is also worth noting that **Photo 17** also highlights issues with the colour of the tactile paving on Link 5. Leading up to the crossing the tactile should be provided in red in order to properly comply with guidance.

Photo 18 – High Street East (L3)



- 4.19 The footways on either carriageway of Turner's Hill achieved an overall RAG score of Green 'good'. Scores for the surface quality, user conflict and effective width were high, and the level of signage and wayfinding elements provided high scores for those factors. However, scores for the dropped kerbs, permeability and tactile paving were low. As with other areas on the High Street, some areas of paving are uneven (ref **Photo 18**), but overall the score for maintenance was good.

Photo 19 – Baker's Road East (L1)



- 4.20 Leading to Uxbridge Underground Station, the footway on the eastern side of Baker's Road is very well maintained, with no obstructions or gradient and has an excellent provision of dropped kerbs and permeability. The only negative factor relating to this link is the lack of colour contrast on the footway, ref **Photo 19**.

Crossings

- 4.21 This section describes the pedestrian crossings that have been audited by virtue of being located within the agreed audit area.

4.22 **Table 4.1** summarises the PERS audit scores for each bus stop location.

TABLE 4.1 – PERS SCORES FOR PUBLIC TRANSPORT WAITING AREAS

Pedestrian Crossings	
Place Name	RAG Level
PELICAN CROSSING HIGH STREET (CORNER)	Green
ZEBRA/STAGGERED CROSSING HIGH STREET/HARESFIELD ROAD	Green
PELICAN CROSSROADS A4020/SANDERSON ROAD	Green

4.23 All of the crossings within the audit area achieved an overall RAG score of Green ‘good’, and most showed signs of recent maintenance and new button boxes. Only one crossing point (C1) lacked turning cones to assist disabled users.

4.24 Overall, no issues were identified with any other crossing, and the crossing facilities within the audit area were of a very high standard.

Public Transport Waiting Areas

4.25 This section describes the local public transport waiting areas that have been audited by virtue of being located within the agreed audit area.

4.26 **Table 4.2** below summarises the PERS audit scores for each bus stop location.

TABLE 4.2 – PERS SCORES FOR PUBLIC TRANSPORT WAITING AREAS

Public Transport Waiting Areas	
Place Name	RAG Level
UXBRIDGE STATION STOP L	Green
UXBRIDGE STATION STOP K	Green
UXBRIDGE STATION STOP M	Green
UXBRIDGE STATION STOP N	Green
UXBRIDGE STATION STOP O	Green
BELMONT ROAD STOP D	Green
UXBRIDGE HIGH STREET STOP C	Green
UXBRIDGE HIGH STREET STOP B	Green
UXBRIDGE HIGH STREET STOP A	Green
OAKSIDE NORTHBOUND BUS STOP	Amber
OAKSIDE SOUTHBOUND BUS STOP	Amber
UXBRIDGE RAILWAY STATION	Green

- 4.27 Mostly, the public transport waiting areas in the area achieved Green ‘good’ RAG scores, with 2 achieving Amber ‘average’ RAG scores. All bus stops displayed route information and provided timetables, as well as having a flag and a pole. Within the town centre, more modern bus shelters were provided, whereas further out from town (PT10 and PT11), brick shelters were in use.

Photo 20 – Bus Stop near to Uxbridge Station (PT1)



Photo 21a and 21b – Bus Stop on Oxford Road (PT11)



- 4.28 As would be expected, the bus stops on the High Street and near to Uxbridge Underground Station received the highest RAG scores, as shown in **Table 6.1**. These stops benefitted from shelters, litter bins and real-time information boards, as well as printed timetable information, ref **Photo 20** and **Photo 21a**. They achieved lower scores for the quality of the environment due to the nature of High Street in this location, and for the security measures, as there were few surveillance cameras covering the bus stops. These stops were also very well used and had people waiting at all times.
- 4.29 In addition to having issues with safety and security as a result of their more isolated location, the stops on Oxford Road (PT11 and PT10) were of similar quality in terms of timetable information

and litter bin provision; however, they lacked real-time information and had a greater issue with maintenance. PT11 was covered in graffiti (ref **Photo 21b**) and the style of the shelters meant that there is no natural surveillance since people .

Photo 22 – Uxbridge Railway Station (PT12)



- 4.30 PT12, Uxbridge Railway Station, received the highest RAG score, with a rating of 79. As **Photo 22** shows, there are plenty of surveillance cameras and the waiting area provided protection from the weather. Ample seating was provided and the station was maintained to a high standard. Information regarding all rail and bus services was clear to see and suitable lighting and infrastructure was also available.

Interchanges

- 4.31 This section describes the interchange that has been audited by virtue of being located within the agreed audit area.
- 4.32 **Table 4.3** summarises the PERS audit score for the interchange.

Table 4.3 – PERS Scores for Public Transport Waiting Areas

Interchanges	
Total RAG Score	RAG
UXBRIDGE STATION	Green

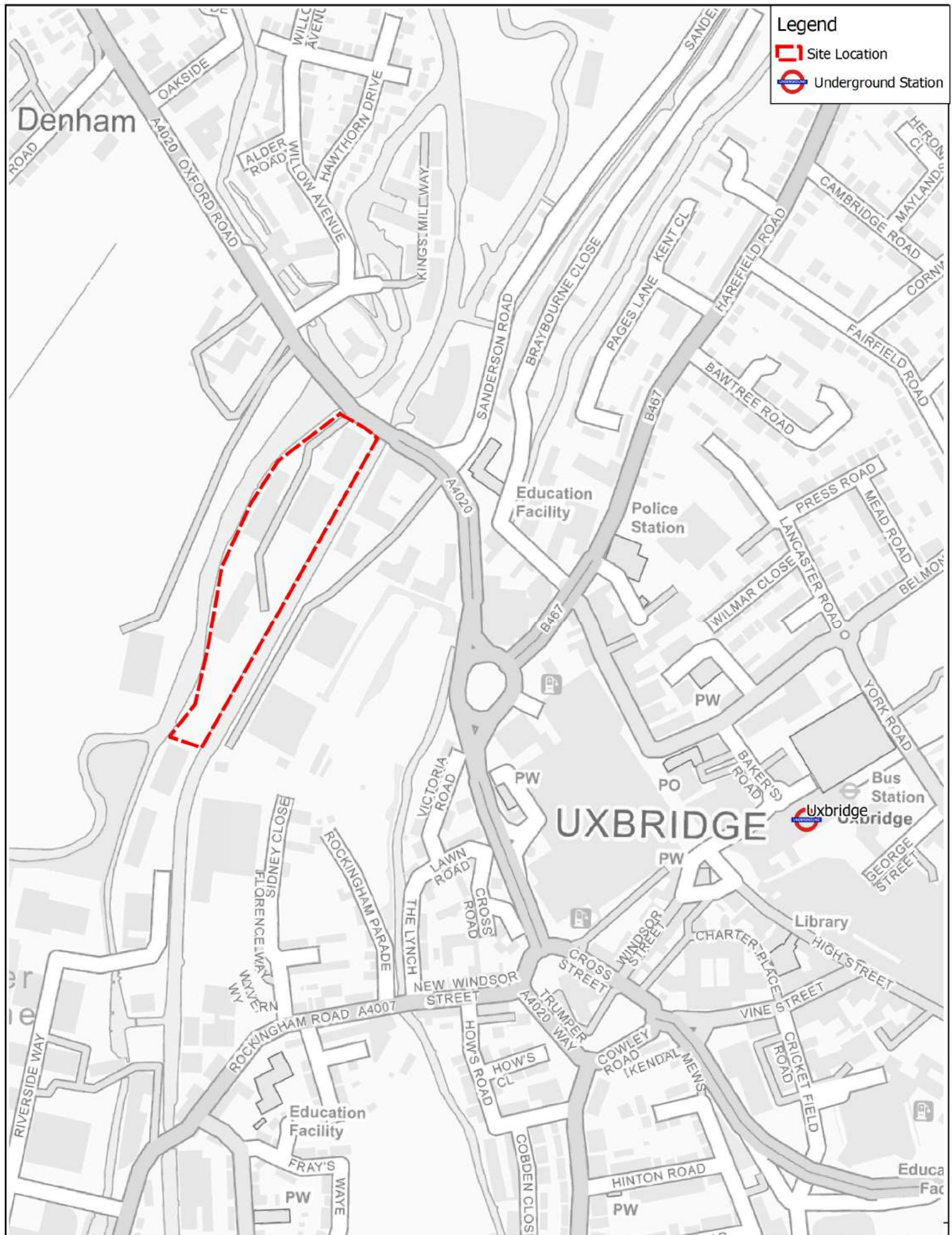
- 4.33 Uxbridge Station achieved a total RAG score of Green 'good', with high scores for identifying where to go, personal safety, maintenance and feeling comfortable.
- 4.34 The adjacent bus stops just outside Uxbridge Station are both easy to access and are well sign-posted. As a result, the scores for moving between modes and quality of the environment are high. Access between the modes is provided as both steps and a ramp so interchange can be achieved by all.

5.0 CONCLUSIONS

- 5.1 Markides Associates have been instructed by Permitted Developments Investments No6 Ltd to prepare this PERS Audit Report in support of their development proposals for land located at Xerox House, Uxbridge (the site). A site location plan is shown as **Figure 1.1**.
- 5.2 The audit has assessed the pedestrian links, public transport waiting areas, pedestrian crossings and public transport interchanges in the vicinity of the site, and the associated infrastructure within an audit area that covers the site and pedestrian desire lines to Uxbridge railway station, local bus stops and local facilities on the High Street.
- 5.3 In terms of pedestrian links, the majority of those assessed within the study area were deemed to be Green 'good' quality footways. However, many of the links were scored lower than what they otherwise could for very minor issues. Issues including low permeability, tactile information and quality of the environment could be addressed by completing the following works:
- Installation of correct tactile paving at the junction of A4020/Sanderson Road (L5); and
 - Repair broken tactile paving on High Street adjacent to Fountain's Mill (L12).
- 5.4 Facilities around Uxbridge Station were assessed to be good, with the station itself considered to be of a very high standard.
- 5.5 In terms of public transport waiting areas, maintenance should also be undertaken at the Oakside southbound stop to remove graffiti and both PT10 and 11 could benefit from improvements to security.
- 5.6 In terms of crossings, turning cones should be installed at C1, but otherwise no other areas of immediate concern were identified.

Figure 1.1 – Site Location Plan

Figure 1.2 – PERS Map



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Job Title
BRIDGE HOUSE, RIVERVIEW HOUSE AND WATERSIDE HOUSE,
DENDRIDGE INDUSTRIAL ESTATE, OXFORD ROAD, UXBRIDGE

Drawing Title
SITE LOCATION PLAN

Client
PERMITTED DEVELOPMENTS INVESTMENTS NO6 LTD

Scale

Drawn
PF

Job No
17257-00

Date
09/02/2017

Checked
DT

Figure No
FIGURE 1.1

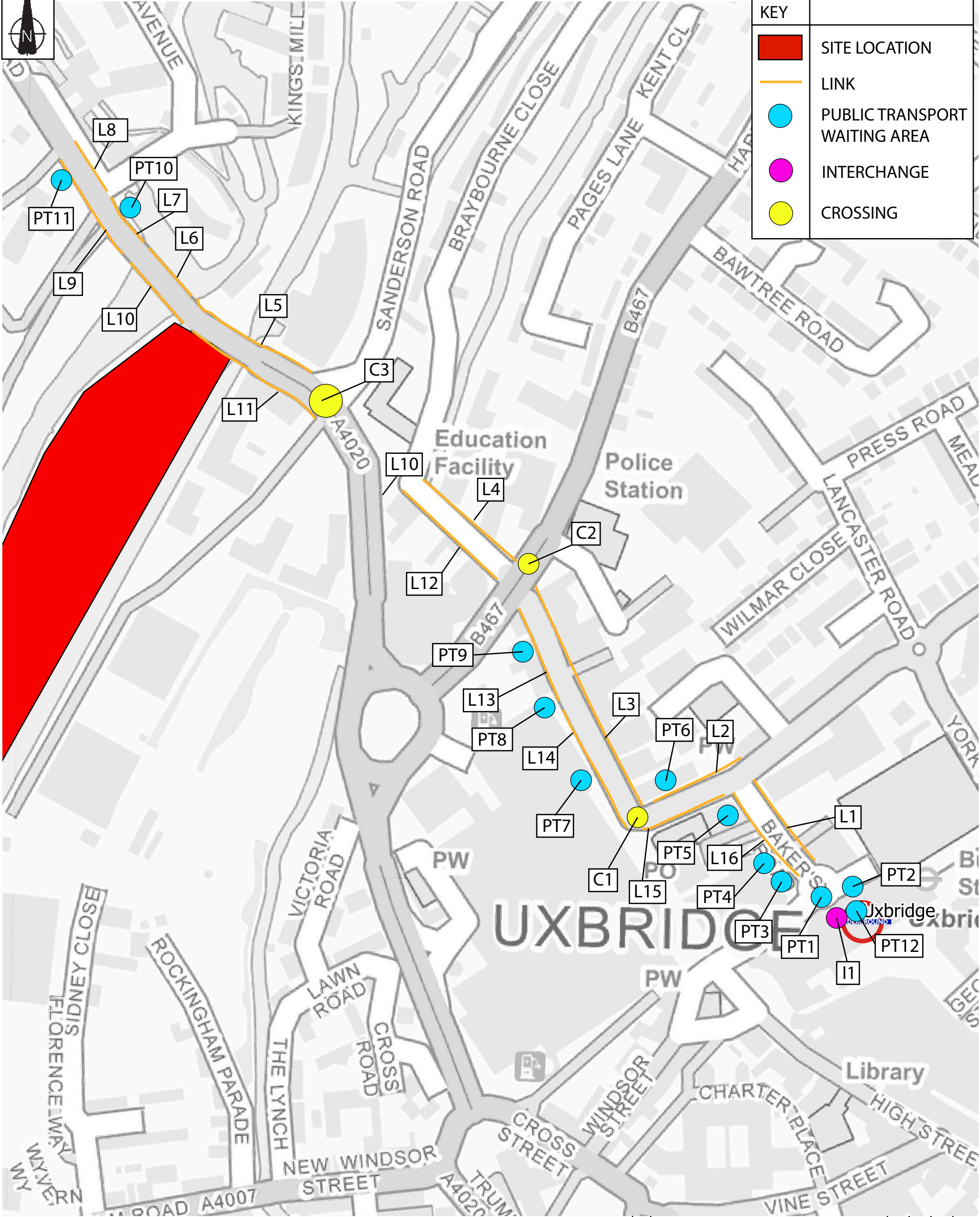
Designed
PF

Approved
DT

Rev



KEY	
	SITE LOCATION
	LINK
	PUBLIC TRANSPORT WAITING AREA
	INTERCHANGE
	CROSSING



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Drawing Title	PERS AUDIT PLAN		Drawn	SEC	Checked	DT	Approved	DT
Client	PERMITTED DEVELOPMENTS INVESTMENTS NO6 LTD		Job No	17257-01	Figure No	FIGURE 1.2		Rev

APPENDIX F: CERS REPORT

TECHNICAL NOTE



Xerox House, Oxford Road, Uxbridge

CERS AUDIT REPORT

Project No. 17257-00
Document No.

12th February 2018

Author: Konstantina Solomou
Approved: Damian Tungatt

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1.0 INTRODUCTION

Preamble

- 1.1 Markides Associates have been instructed by Permitted Developments Investments No6 Ltd to prepare this PERS Audit Report in support of their development proposals for land located at Xerox House, Uxbridge (the site). A site location plan is shown as **Figure 1.1**.
- 1.2 The site is located within the administrative boundary of the London Borough of Hillingdon (LBH). The Site is located on Oxford Road, Hillingdon to the northwest of the town centre. The site in relation to the local area is shown in **Figure 1.2**.
- 1.3 The site is currently accessed via a simple priority junction from Oxford Road, which forms the northern boundary of the Site. To the west, the site is bounded by the River Colne and to the east it is bound by the Grand Union Canal. To the south, the site is bound by offices which are also operated by Xerox.
- 1.4 The development proposals are for change of use of the existing three office buildings to 239 residential units.
- 1.5 The schedule in **Table 1.1** shows the detailed schedule for the development proposals.

Table 1.1 – Existing Buildings Schedule

Name of building	Height	Quantum	Current situation
Bridge House	7 storeys	9,009 sqm	Vacant
Waterside House	3 storeys	3,876 sqm	Operational
Riverview House	3 storeys	3,874 sqm	Operational
Total		16,759 sqm	

Cycle Environment Audit

- 1.6 The 'CERS for London (TfL edition) Review Handbook' (Version 2 - September 2005), which provides a structured method for defining a baseline cycle environment, has been referred to in undertaking this study. The assessment also allows future assessment of the value of any improvements to the assessed pedestrian environment.
- 1.7 The site is located within London area (Zone 6), therefore the above described methodology adopted to identify the current and potential issues relating to cycle infrastructure, considering the proposed development.

2.0 METHODOLOGY

- 2.1 As recommended in the 'Street Audit Cycling Mode On-street Assessment Handbook' (TRL 2011), the CERS audit has been undertaken following the five-stage process outlined below:

Stage 1: Definition of Study Area

- 2.2 A CERS audit was undertaken for the routes connecting the site with the local area, as well as routes to key facilities and recreation grounds.

Stage 2: Collation of Existing Information

- 2.3 A desktop study was undertaken to identify the location, suitability and viability of the links, junctions, cycle parking and interchanges to form part of the audit.
- 2.4 Further information relating to cycle accessibility gathered as part of the Transport Study was also reviewed, including OS mapping and sustainable transport information.

Stage 3: On Street Evaluation

- 2.5 The audit was undertaken on Friday 19th January 2018. This date was considered to represent a typical day in terms of pedestrian activity.
- 2.6 The weather when undertaking the audit was dry with sunny spells throughout the day. The original evaluation sheets used in the audit are available on request.

Stage 4: Data Analysis Using Street audit assessment forms

- 2.7 The data collected from the audit was assessed using relevant street audit assessment forms and each element of the study area has been scored accordingly.

Stage 5: Display and Review of Outputs

- 2.8 The resultant output from street audit assessment forms has been analysed as outlined in the remainder of this report.

3.0 IDENTIFICATION OF AUDIT MATERIAL

- 3.1 The routes, links, crossings and public transport waiting areas assessed in the CERS audit are shown in **Figure 3.1**, and the details of each audit point are shown in **Table 3.1**. below.

Table 3.1 – CERS Audit Material Details

ID Code	Details
	Link
L1	Bakers Street west side
L2	Bakers Street east side
L3	Belmont Road south side
L4	Belmont Road north side
L5	High Street (west of High Street/Belmont Road junction) west side
L6	High Street (west of High Street/Belmont Road junction) east side
L7	High Street (west of High Street/Harefield Road junction) south side
L8	High Street (west of High Street/Harefield Road junction) north side
L9	Oxford Road (west of High Street) south side
L10	Oxford Road (west of High Street) north side
L11	Oxford Road (east of development site) south side
L12	Oxford Road (east of development site) north side
L13	Harefield Road-south side
L14	Harefield Road-north side
L15	Oxford Road (north of Harefield Road/Oxford Road) west side
L16	Oxford Road (north of Harefield Road/Oxford Road) east side
	Junction
J1	Bakers Street/Belmont Road
J2	High Street/Belmont Road
J3	High Street/ B467 Harefield Road
J4	Sanderson Road/Oxford Road
J5	Oxford Road/Site Access
J6	Harefield Road/Oxford Road
	Cycle Parking
CP1	Opposite Uxbridge Station
CP2	High Street west side
CP3	High Street/Harefield Road roundabout on northwest arm
	Interchange
I1	Uxbridge Railway Station

4.0 AUDIT RESULTS

4.1 The results of the CERS audit are detailed in the remainder of this report.

4.2 In accordance with the relevant guidance, each route, link, crossing and public transport waiting area has been scored using a relevant street audit assessment form. Elements have been assigned a 'RAG' (Red, Amber, Green) colour that represents the average of all the individual scores collated for that particular item. The colours represent:

- **Green** – 'Good' overall positive score (Rating 2 to 3);
- **Amber** – 'Average' overall average score, and (Rating -1 to 1);
- **Red** – 'Poor' overall negative score. (Rating -3 to -2)

5.0 LINKS

- 5.1 Particular emphasis has been given to the likely routes ('links') taken by cyclists when travelling to and from the site via Uxbridge station and local bus services with such links listed below in **Table 5.1**, which additionally summarises the CERS audit score for each link and its associated RAG colour.

Table 5.1 – CERS Scores for Links

ID	Place Name	Total RAG Score	RAG
Links			
L1	Bakers Street west side	38	Amber
L2	Bakers Street east side	38	Amber
L3	Belmont Road south side	41	Amber
L4	Belmont Road north side	41	Amber
L5	High Street (west of High Street/Belmont Road junction) west side	32	Amber
L6	High Street (west of High Street/Belmont Road junction) east side	32	Amber
L7	High Street (west of High Street/Harefield Road junction) south side	82	Green
L8	High Street (west of High Street/Harefield Road junction) north side	78	Green
L9	Oxford Road (west of High Street) south side	91	Green
L10	Oxford Road (west of High Street) north side	98	Green
L11	Oxford Road (east of development site) south side	105	Green
L12	Oxford Road (east of development site) north side	67	Green
L13	Harefield Road-south side	77	Green
L14	Harefield Road-north side	71	Green
L15	Oxford Road (north of Harefield Road/Oxford Road) west side	89	Green
L16	Oxford Road (north of Harefield Road/Oxford Road) east side	89	Green

- 5.2 The audit identified that overall, the links in the vicinity of the development achieved mostly green 'good' RAG scores, with six links achieving Amber 'average' RAG scores. No link achieved a Red 'poor' RAG score.
- 5.3 Uxbridge station approach in both directions (L1/L2) achieved RAG scores of Amber 'average' due to the traffic proximity and mix, effective width for cyclists and conflict points. Bakers

Street seems to be a busy bus route with no dedicated cycle lanes. There are multiple accesses along the road with cars/buses parked/stopped close by, which reduces cyclist visibility in these areas as cars turning out cannot always see them. There is no formal crossing and pedestrians were observed to cross from one link to the other to access the bus stops leading to potential conflicts with cyclists.

Photo 1 – Bakers Street (L1&L2)



Photo 2 – Bakers Street, west side (L1)



- 5.4 **Photos 1 and 2** show the inbound/outbound approach to the station entrance, where the cyclists accessing the station using the road width (no specific facility). Also, there is no formal cycle parking within the station area, cyclists seem to use “informal areas” such as the light columns to park their bikes. On the outbound approach(L2), the surfacing is generally clean

and free of litter, however on the inbound link(L1), there is rubbish gathered at the kerbside near the entrance of the car park.

Photo 3 – Belmont Road (L3/L4)



Photo 4 – Parking bays on Belmont Road (L3)



- 5.5 **Photos 3 and 4** show Belmont Road in both directions (L4 and L5), which were amongst the lowest scoring links in the audit area. Due to the presence of buses travelling to the station, these links scored poorly for traffic proximity and mix, and the presence of parked cars on the southern side(L3) of the road for most of its length and the bus stop on the northern site(L4), resulted in a poor score for link conflict points. Additionally, surfacing is generally clean and free of litter on either side.
- 5.6 For the purposes of the audit, High Street was split into 4 links; northbound and southbound east of High Street/Harefield Road roundabout were audited as L5 and L6 and northbound and southbound to the west of High Street/ Harefield Road junction were audited as L7 and L8.

Photo 5 – High Street east of High Street/Harefield Road roundabout (L5/L6)



5.7 **Photo 5** shows High Street in both directions (L5/L6). Both of the links achieved RAG scores of Amber, “average” due to the presence of parked vehicles and bus stops on either side of the road for most of its length, which reduced the effective width and forces cyclists into the middle of the road. The quality of the surfacing along High Street was good.

Photo 6 – High Street west of High Street/Harefield Road roundabout(L7)



Photo 7– High Street west of High Street/Harefield Road roundabout(L8)



- 5.8 **Photos 6 and 7** show High Street, west of High Street/Harefield in both directions. Although there is no specific provision for cyclist and there were few parked vehicles on the southern side and side roads on the norther side, the links scored green, “good” due to the very low traffic volume and no traffic proximity. Also. the links scored well for lighting and for traffic speed. Overall, the surfacing was adequate.

Photo 8 – High Street meets the Oxford Road



- 5.9 At the very end of the High Street (western side of the road), a cycle lane is placed for the southbound cyclists only as it merges with the southbound cycle lane on the Oxford Road, ref **Photo 8**. Cyclists who wish to travel northbound towards the development site, should use an alternative route through the B467 Harefield Road.

Photo 9 – Harefield Road (L13/L14)



- 5.10 Both links L13 and L14 on Harefield Road (ref **Photo 9**), scored well for lighting and overall effort and achieved adequate scores for security and traffic speeds. Although there is no specific provision for cyclists, cyclists appeared to be safe as there is no conflict point along the route between the two junctions. Both of those links were busy during the time of the audit, which affects the quality of the environment. The surface quality was observed to be adequate.

Photo 10 –Oxford Road west side, north of Harefield Road/Oxford Road roundabout (L15)



Photo 11 –Oxford Road north side, north of Harefield Road/Oxford Road roundabout (L10)



- 5.11 **Photos 10 and 11**, show the Oxford Road, north of Harefield Road/Oxford Road roundabout in both directions (L15 and L10). The northbound carriageway of Oxford Road (L15), achieved a lower score than the southbound direction (L10) as on L15 there was an access road to the building; therefore, a conflict point between cyclists and cars that access the building. Both of the links have a cycle lane on road, however, its surface quality and legibility were characterised as a quite poor as it is not visible from a distance. In terms of lighting and security, both of the links scored well, however, the quality of the environment is poor due the high volume of traffic.

Photo 12 –Oxford Road south side, west of High Street (L9)



- 5.12 **Photo 12** presents the south side of Oxford Road, west of High Street. This link is a continuation of link 15 and therefore has similar characteristics with it. It has a cycle lane on road with a poor legibility and surfacing condition. Furthermore, due to the high volume of traffic, the quality of environment was identified to be poor in terms of noise and air pollution. Link achieved well score in lighting and security.

Photo 13 –Oxford Road south side, east of the development site (L11)



Photo 14 –Oxford Road north side, east of the development site(L12)



- 5.13 **Photos 13 and 14** show the Oxford Road in both directions (L11 and L12). These links are the continuation of Oxford Road (L9/L10) north of the junction of Oxford Road/ Sanderson Road.
- 5.14 L11 is the northbound carriageway and L12 is the southbound carriageway. These links scored well for lighting and security, however they scored less on surface quality and legibility. L12 achieved less overall score than L11 as the cycle provision has conflict with the left- turning traffic on the approach of the Oxford Road/ Sanderson Road signalised junction. Overall, these

links achieved a Green 'good' RAG score, with a main identified issue to be the legibility and the conflict point on L12, between the cyclist and left turning traffic.

6.0 JUNCTIONS

- 6.1 This section describes the junctions that have been audited by virtue of being located within the agreed audit area.
- 6.2 **Table 6.1** below summarises the CERS audit scores for each junction.

Table 6.1 – CERS Scores for Junctions

ID	Junction	Total RAG Score	RAG
J1	Bakers Street/Belmont Road	49	Green
J2	High Street/Belmont Road	76	Green
J3	High Street/ B467 Harefield Road	51	Green
J4	Sanderson Road/Oxford Road	40	Green
J5	Harefield Road/Oxford Road	25	Amber
J6	Oxford Road/Site Access	27	Amber

- 6.3 The audit identified that overall, the junctions achieved RAG scores of Green ‘good’, with two junctions achieving Amber “average” RAG scores. The junctions as a whole scored poorly for cycle specific provision and surface quality.

Photo 15 & 16– Junction of Bakers Road/Belmont Road (J1)



- 6.4 **Photos 15 and 16** show the junction of Bakers Road/Belmont Road and demonstrates that the road markings are faded. Overall, this junction scored poorly for performance and sightlines as there is the potential for conflict with buses and pedestrians.

Photo 17– Junction of High Street/Belmont Road (J2)



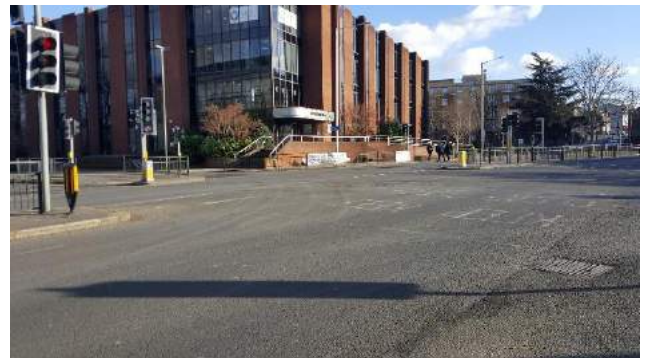
- 6.5 **Photo 17** shows the junction of High Street/Belmont Road, which scored poorly for performance and sightlines due to the presence of parked cars in the vicinity of the junction and as this road seems to be a busy bus route. There is no specific cyclist provision at this junction.

Photos 18 & 19 – Junction of High Street/ B467 Harefield Road



- 6.6 The junction of High Street/B467 Harefield Road consists of a small roundabout with adequate sight lines and road surfacing. As is shown in **Photos 18 and 19**, junction scored poorly for capacity, delay and performance as the cyclists who wish to travel northbound from the western arm, need to stop in the middle and wait for a chance to cross the road. At the time of audit, this cycle lane was observed to be used by a pedestrian who was going north towards the gym. The condition of the road surface observed to be adequate.

Photos 20 & 21 – Junction of Sanderson Road/ Oxford Road(J4)



- 6.7 **Photos 20 and 21** show the Sanderson Road/Oxford Road signalised junction which scored well for surface quality and gradient. Overall, this junction also achieved an adequate score for obstructions, capacity, delay and performance. However, it is scored poor for legibility, as the cyclist provision on the western arm of the junction is invisible from the other arms. In addition, the junction consists of a pelican crossing on each arm which does not allow cyclist who travel from High Street to cross the road and continue their northbound journey.

Photos 22-24– Harefield Road/ Oxford Road roundabout (J6)



- 6.8 **Photos 22-24** above show the Oxford Road/Harefield Road roundabout which is used by cyclists who travel northbound to the development site from the Uxbridge Station. This is a large, busy roundabout and sightlines are reduced by traffic across multiple lanes. In addition, the mature planting/features on the roundabout preventing sightlines through the junction. There are cycle lanes available within the roundabout for cyclists to use but as shown in Photos 22-24 the surface quality is inconsistent and legibility is poor. Cyclists were observed to use the footway rather than navigate the roundabout at the time of audit. The cycle lane which is placed in the middle of the road width, near the north-west arm conflicts with the traffic which comes out from the roundabout and travel towards Oxford Road.

Photo 25 –Junction of Oxford Road/ Site Access (J5)



- 6.9 The junction of Oxford Road/ Site Access is shown in Photo 25. This junction achieved an overall RAG score of Amber “average” as it scored poor for legibility and average for delay, performance and sightlines. As **Photo 25** also shows, the surface on the Site access is worn and the road markings are faded.

7.0 CYCLE PARKING PROVISION

- 7.1 This section describes the cycle parking provision that has been audited by virtue of being located within the agreed audit area.
- 7.2 **Table 7.1** below summarises the CERS audit scores for each cycle parking provision.

Table 7.1 – CERS Scores for Cycle Parking Provision

ID	Cycle Parking	Total RAG Score	RAG
CP1	Opposite Uxbridge Railway Station	37	Amber
CP2	High Street west side	42	Amber
CP3	High Street/ Harefield roundabout north-west arm	41	Amber

- 7.3 All of the three locations of cycle parking provision audited achieved an overall RAG score of amber 'average'. It was evident that there is a shortfall in cycle parking provision throughout the audit area, given the quantity and consistency of overspill 'informal' parking at two of the three locations. A few bikes were observed to be parked on the light columns and at random points within the audit area, ref **Photo 27**.

Photo 26 - Overspill Cycle Parking opposite of Uxbridge Station-CPI



Photo 27 – Parked bikes in informal locations outside of Uxbridge Station



- 7.4 There is no formal cycle parking provision at the Uxbridge Station. **Photo 26** shows the closest cycle parking to the station, which is opposite of the station on south side of High Street. This cycle parking was at capacity during the audit. It should be noted that some 4-5 informally parked cycles were also crowding the designated cycle parking spaces.
- 7.5 The formal cycle provision itself was deemed average; operating within a clean, well-lit and maintained area, where cycles can be additionally overseen by staff on duty and the bank CCTV.
- 7.6 This cycle provision achieved Amber “average” RAG scores, mainly due to the low scores of availability and for lack of shelter and information.

Photo 28 – Cycle parking at the High Street-CP2



- 7.7 There similar issues regarding availability at High Street, with evidence of overspill.
- 7.8 **Photo 28** shows that the type of parking is visible from the road and that at time of audit was at capacity. Overall, the cycle provision itself was good; operating within clean, well-maintained area, where cycles can be overseen by people who walk on street and the bank CCTV. Furthermore, this cycle provision achieved high scores for the proximity to services and lack of evidence of vandalism or theft. However, due to the availability and lack of shelter and information, this cycle provision achieved Amber “average” RAG scores.

Photo 29 – Cycle parking at west-north arm of High Street/Harefield Road roundabout-CP3



- 7.9 **Photo 29** demonstrates the type of parking, which is easily visible from the road. The cycle parking provision scored poorly for shelter and cycle specific information although achieved average score for availability and its location. No evidence of vandalism or theft observed.

8.0 INTERCHANGES

- 8.1 This section describes the interchange that has been audited by virtue of being located within the agreed audit area.
- 8.2 **Table 8.1** below summarises the CERS audit score for the interchange

Table 8.1 – CERS Scores for Interchanges

ID	Interchange	Total RAG Score	RAG
I1	Uxbridge Railway Station	-4	Amber

- 8.3 Uxbridge railway station achieved an overall score of Amber ‘average’, and scored well for personal safety and security and for identifying where to go as, there is adequate information provision both within the station (ref **Photo 29**) and at its exterior (ref **Photo 30**). Moving between modes and cycle parking scored poorly as there is no formal cycle parking provision within and outside of the station, with some 15 cycles parked informally across locations around the station. The interchange scored average for quality of the environment as exterior to the station there is littering, and the space is not very aesthetically pleasing; however, generally the space is well-maintained and there was no signs of graffiti or vandalism.

Photo 30 – Interior of Uxbridge Station



Photo 31 – Exterior of Uxbridge Station



9.0 CONCLUSIONS

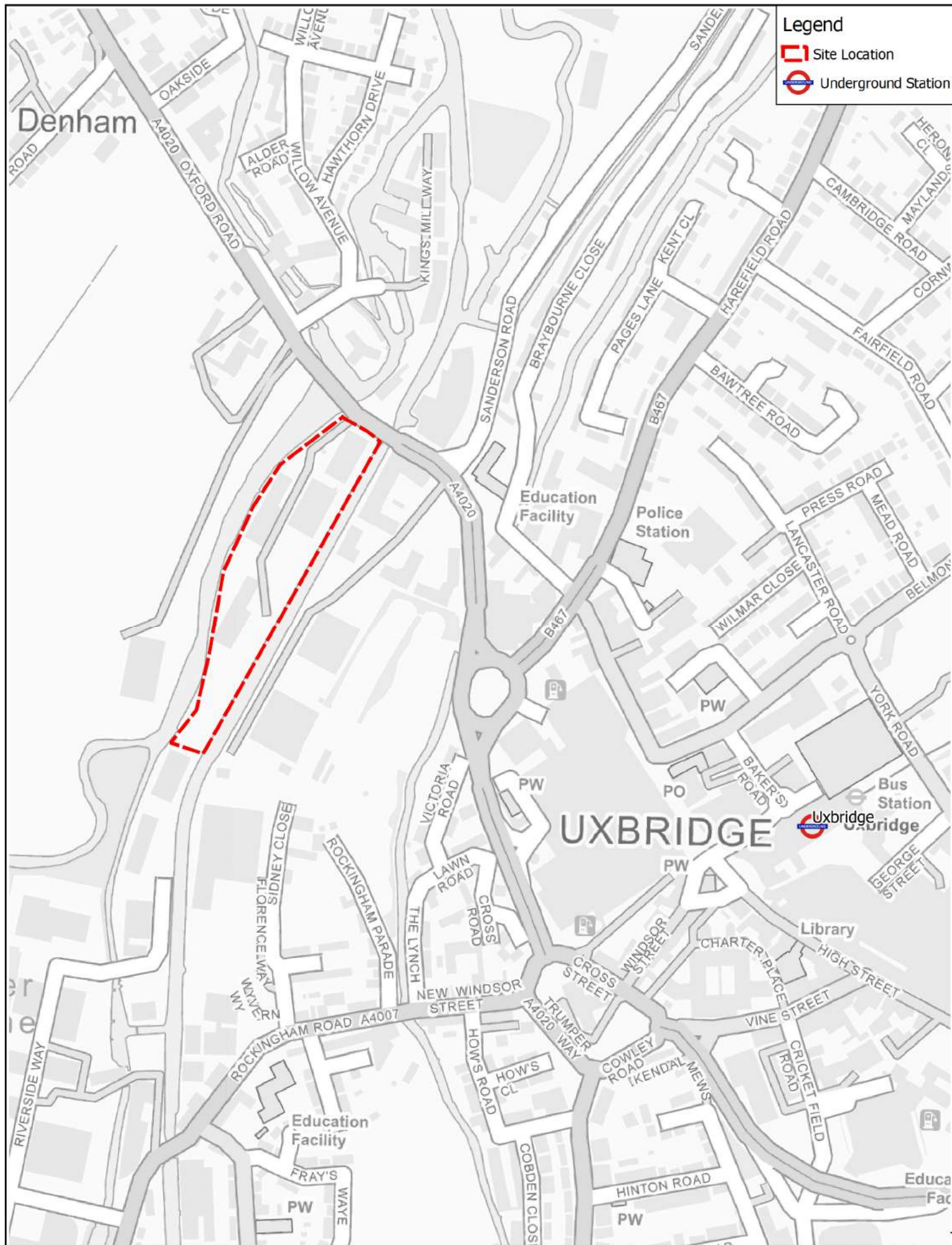
- 9.1 Markides Associates have been appointed by Permitted Developments Investments No6 Ltd to prepare this CERS Audit report in support of a planning application for land located on Oxford Road, Uxbridge.
- 9.2 The audit has assessed the cycle links, junctions, cycle parking provision and public transport interchanges in the vicinity of the site, and the associated cycle infrastructure within an audit area that covers the site and cyclist desire lines to Uxbridge railway station, local facilities on High Street, Harefield Road and on Oxford Road.
- 9.3 The assessed infrastructure achieved overall RAG scores of Green ‘good’ or Amber ‘average’. It was identified that the following measures would be encouraged in order to improve these scores considering the scale and type of development proposed.
- Formal cycle parking provision should be considered in Uxbridge Station to better meet the demand and reduce the quantity of informal cycle parking around the station accesses
 - Additional cycle parking provision at key locations such as: High Street and Oxford Road.
 - Improvement of the surfacing at all cycle lanes to improve their legibility.
 - Improvements to the quality of surfacing at the junction of the Site Access/Oxford Road to fill pot holes, smooth surfacing and improve safety for cyclists.
 - We propose an improvement to the A4020 Gyratory, with additional segregation for cyclists and a new toucan crossing. Cyclists travelling east to west from High Street to the site would travel southbound down Harefield Road on-street as far as the access to the Cedars Road Carpark, after which point they would divert off-road to a new shared foot-cycleway on the existing footway. The existing pelican crossing on the southern arm of the gyratory would be converted to a toucan crossing and potentially realigned. After crossing the road, cyclists would then re-join the existing cycle lane northbound on the A4020 on the northwest arm towards the site.
- 9.4 All these improvements are shown in **Figure 9.1**.
- 9.5 As this report shown the overall cycle provision in the vicinity of the site is “good” but with the suggested improvements could be better in terms of surface condition and legibility.

Figures and Drawings

Figure 1.1 – Site Location Plan

Figure 1.2 – CERS Map

Figure 9.1 – Cycle Mitigation



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Job Title
BRIDGE HOUSE, RIVERVIEW HOUSE AND WATERSIDE HOUSE,
DENDRIDGE INDUSTRIAL ESTATE, OXFORD ROAD, UXBRIDGE

Drawing Title
SITE LOCATION PLAN

Client
PERMITTED DEVELOPMENTS INVESTMENTS NO6 LTD

Scale

Drawn
PF

Job No
17257-00

Date
09/02/2017

Checked
DT

Figure No
FIGURE 1.1

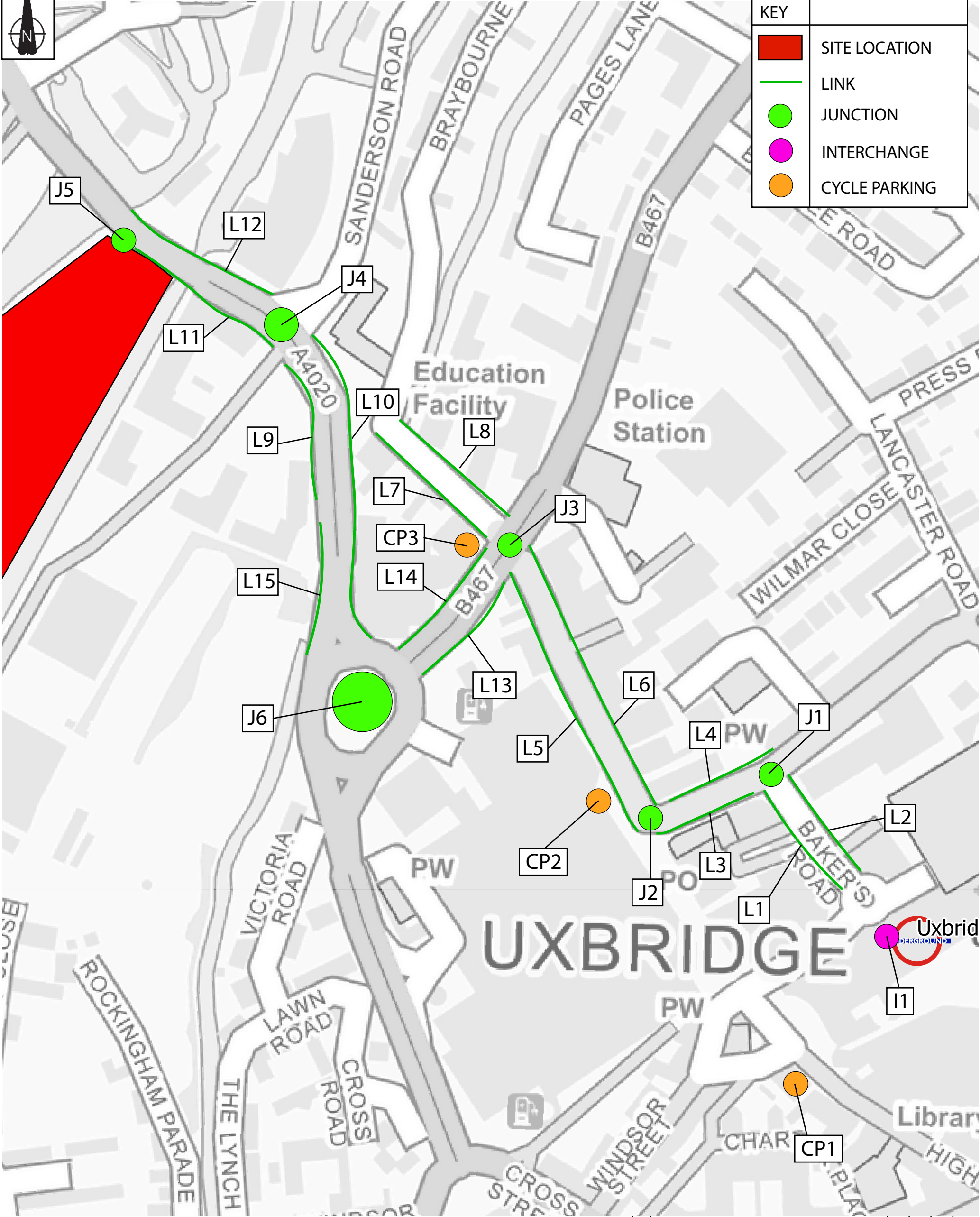
Designed
PF

Approved
DT

Rev



KEY	
	SITE LOCATION
	LINK
	JUNCTION
	INTERCHANGE
	CYCLE PARKING



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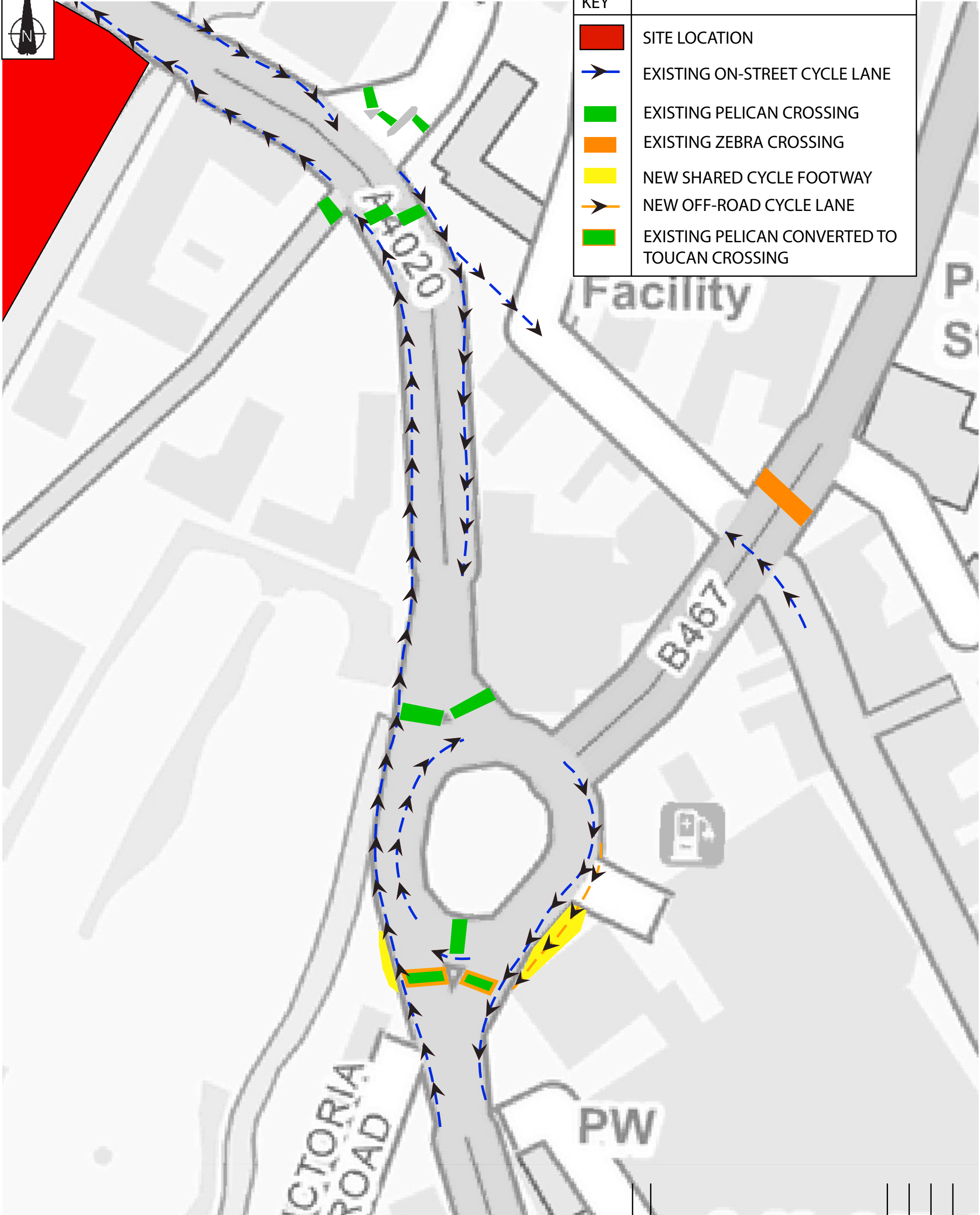
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Job Title	XEROX HOUSE, UXBRIDGE		Scale	NTS	Date	FEB'18		Designed	KS	
Drawing Title	CERS AUDIT PLAN		Drawn	SEC	Checked	DT		Approved	DT	
Client	PERMITTED DEVELOPMENTS INVESTMENTS NO6 LTD		Job No	17257-01	Figure No	FIGURE 2.1		Rev		



KEY	
	SITE LOCATION
	EXISTING ON-STREET CYCLE LANE
	EXISTING PELICAN CROSSING
	EXISTING ZEBRA CROSSING
	NEW SHARED CYCLE FOOTWAY
	NEW OFF-ROAD CYCLE LANE
	EXISTING PELICAN CONVERTED TO TOUCAN CROSSING



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Rev	Amendments	Drn	Chk	App	Date



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Job Title	XEROX HOUSE, UXBRIDGE	Scale	NTS	Date	FEB`18	Designed	SEC
Drawing Title	CYCLE MITIGATION - OPTION 1	Drawn	SEC	Checked	DT	Approved	DT
Client	STONEGATE HOMES LTD AND LEGAL & GENERAL ASSURANCE	Job No	17257-01	Figure No	FIGURE 9.1	Rev	

APPENDIX G: TRICS OUTPUT - RESIDENTIAL

Calculation Reference: AUDIT-860401-180123-0120

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
BT	BRENT	1 days
HO	HOUNSLOW	1 days
HV	HAVERING	1 days
KI	KINGSTON	1 days
NH	NEWHAM	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 12 to 493 (units:)
 Range Selected by User: 9 to 493 (units:)

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	1 days
Tuesday	1 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	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	2
Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Development Zone	2
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	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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	3 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
500,001 or More	4 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	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	3 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:

2 Poor	3 days
3 Moderate	2 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-C-01	BLOCKS OF FLATS		BRENT
	LAKESIDE DRIVE			
	PARK ROYAL			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Number of dwellings:	170		
	Survey date: WEDNESDAY	28/09/16	Survey Type: MANUAL	
2	HO-03-C-03	BLOCKS OF FLATS		HOUNSLOW
	COMMERCE ROAD			
	BRENTFORD			
	Edge of Town Centre			
	Development Zone			
	Total Number of dwellings:	150		
	Survey date: FRIDAY	18/11/16	Survey Type: MANUAL	
3	HV-03-C-02	BLOCKS OF FLATS		HAVERING
	WATERLOO ROAD			
	ROMFORD			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of dwellings:	493		
	Survey date: TUESDAY	22/11/16	Survey Type: MANUAL	
4	KI-03-C-03	BLOCK OF FLATS		KINGSTON
	PORTSMOUTH ROAD			
	SURBITON			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL	
5	NH-03-C-01	BLOCK OF FLATS		NEWHAM
	ARTHINGWORTH STREET			
	STRATFORD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	12		
	Survey date: THURSDAY	14/11/13	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/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.043	5	169	0.083	5	169	0.126
08:00 - 09:00	5	169	0.031	5	169	0.096	5	169	0.127
09:00 - 10:00	5	169	0.045	5	169	0.050	5	169	0.095
10:00 - 11:00	5	169	0.045	5	169	0.060	5	169	0.105
11:00 - 12:00	5	169	0.039	5	169	0.059	5	169	0.098
12:00 - 13:00	5	169	0.044	5	169	0.043	5	169	0.087
13:00 - 14:00	5	169	0.057	5	169	0.060	5	169	0.117
14:00 - 15:00	5	169	0.041	5	169	0.050	5	169	0.091
15:00 - 16:00	5	169	0.079	5	169	0.062	5	169	0.141
16:00 - 17:00	5	169	0.098	5	169	0.065	5	169	0.163
17:00 - 18:00	5	169	0.108	5	169	0.062	5	169	0.170
18:00 - 19:00	5	169	0.110	5	169	0.066	5	169	0.176
19:00 - 20:00	3	113	0.103	3	113	0.076	3	113	0.179
20:00 - 21:00	3	113	0.088	3	113	0.068	3	113	0.156
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.931			0.900			1.831

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.

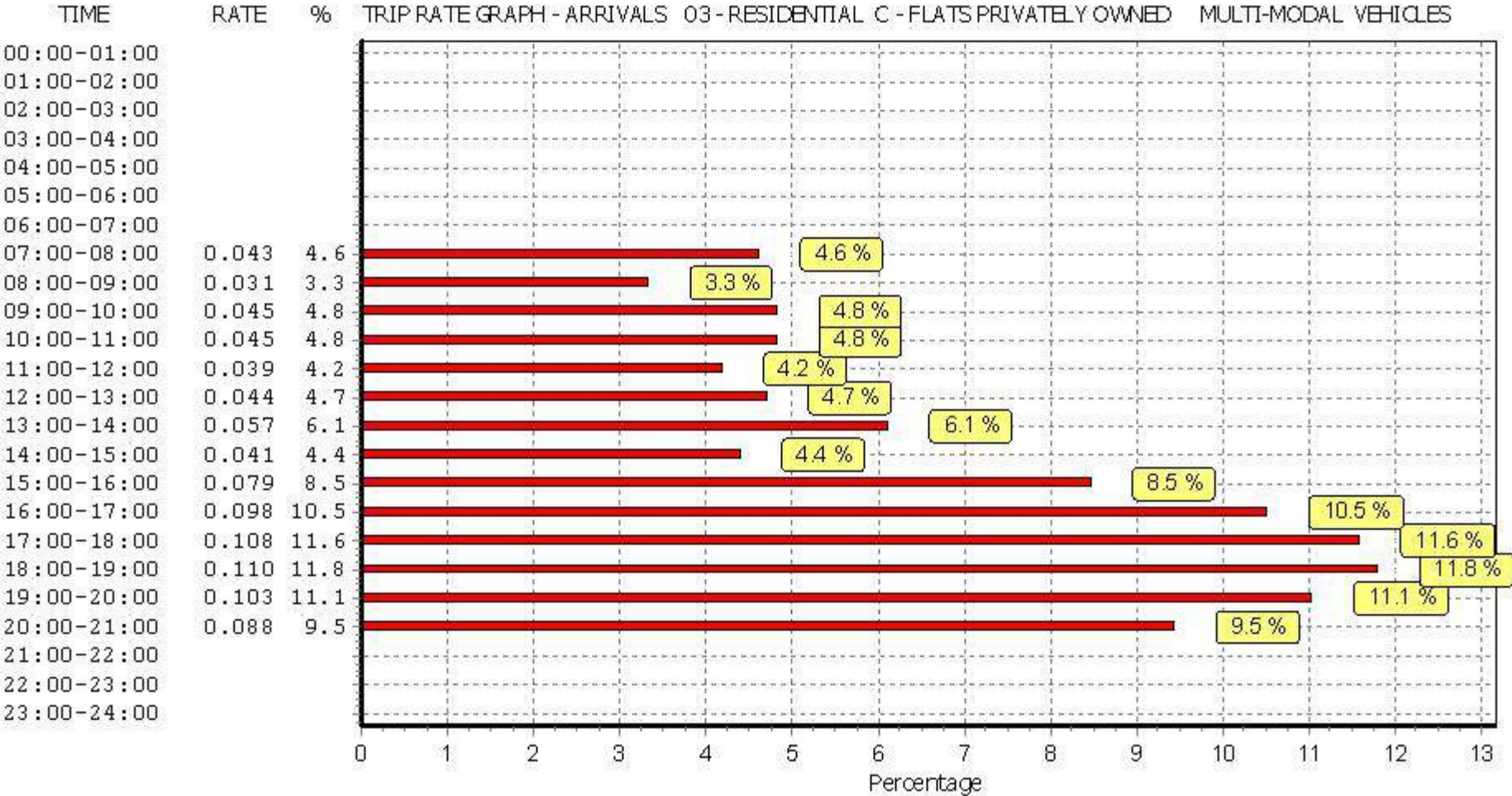
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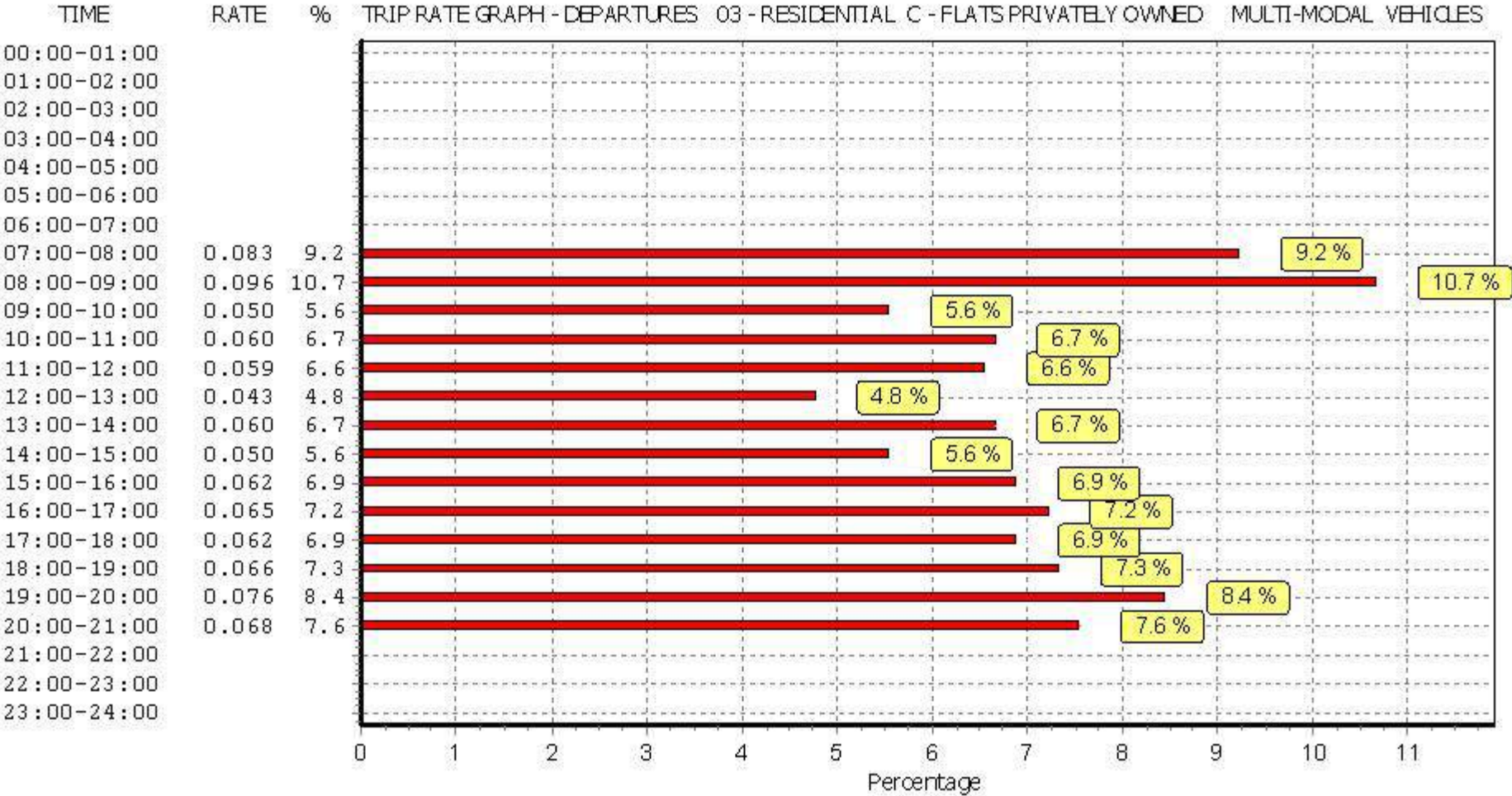
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date date range:	01/01/09 - 30/11/16
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

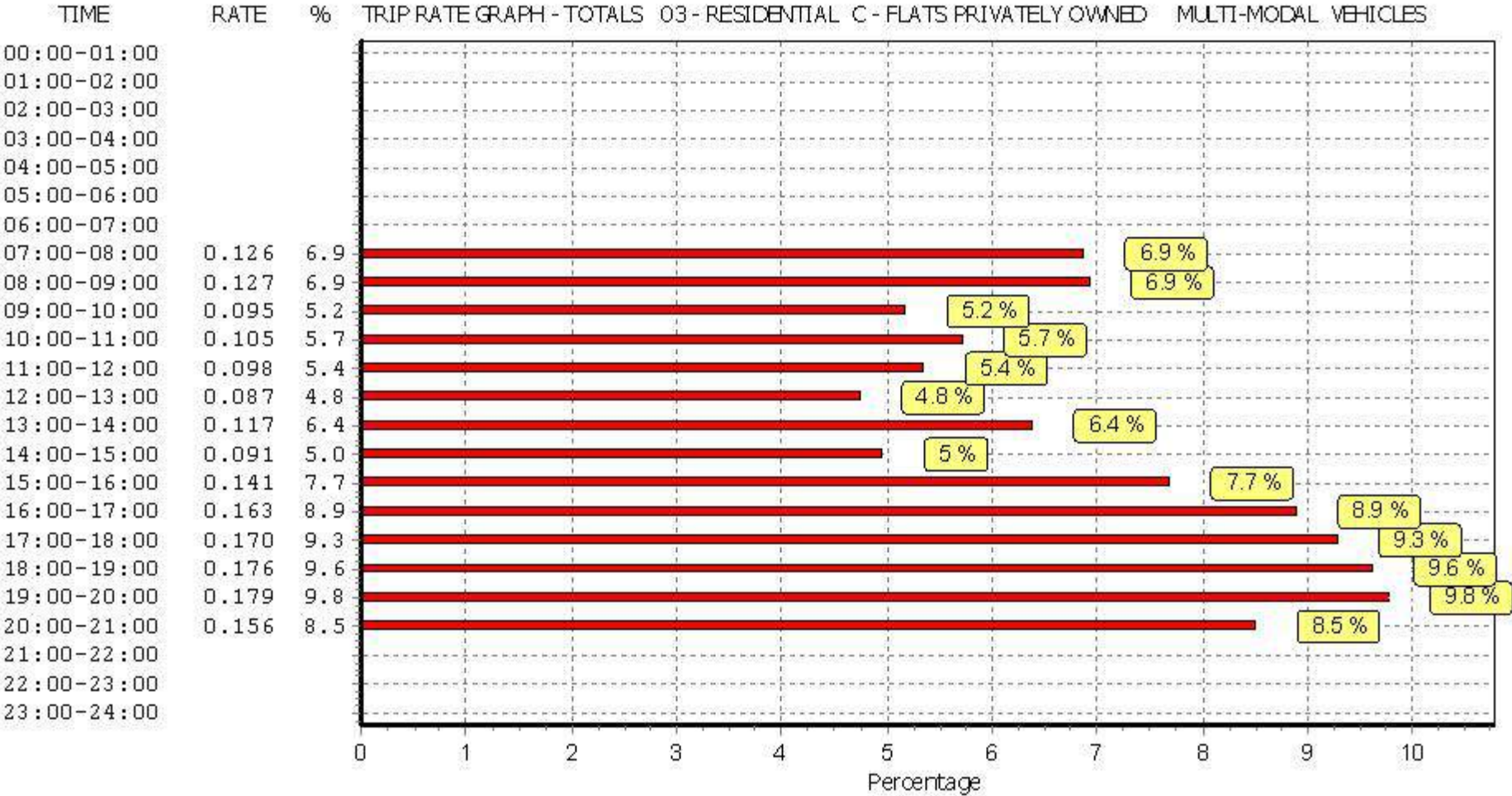
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.004	5	169	0.002	5	169	0.006
08:00 - 09:00	5	169	0.002	5	169	0.004	5	169	0.006
09:00 - 10:00	5	169	0.004	5	169	0.002	5	169	0.006
10:00 - 11:00	5	169	0.001	5	169	0.001	5	169	0.002
11:00 - 12:00	5	169	0.002	5	169	0.004	5	169	0.006
12:00 - 13:00	5	169	0.000	5	169	0.000	5	169	0.000
13:00 - 14:00	5	169	0.001	5	169	0.001	5	169	0.002
14:00 - 15:00	5	169	0.000	5	169	0.000	5	169	0.000
15:00 - 16:00	5	169	0.006	5	169	0.005	5	169	0.011
16:00 - 17:00	5	169	0.001	5	169	0.002	5	169	0.003
17:00 - 18:00	5	169	0.006	5	169	0.005	5	169	0.011
18:00 - 19:00	5	169	0.007	5	169	0.007	5	169	0.014
19:00 - 20:00	3	113	0.006	3	113	0.009	3	113	0.015
20:00 - 21:00	3	113	0.000	3	113	0.000	3	113	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.042			0.082

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.

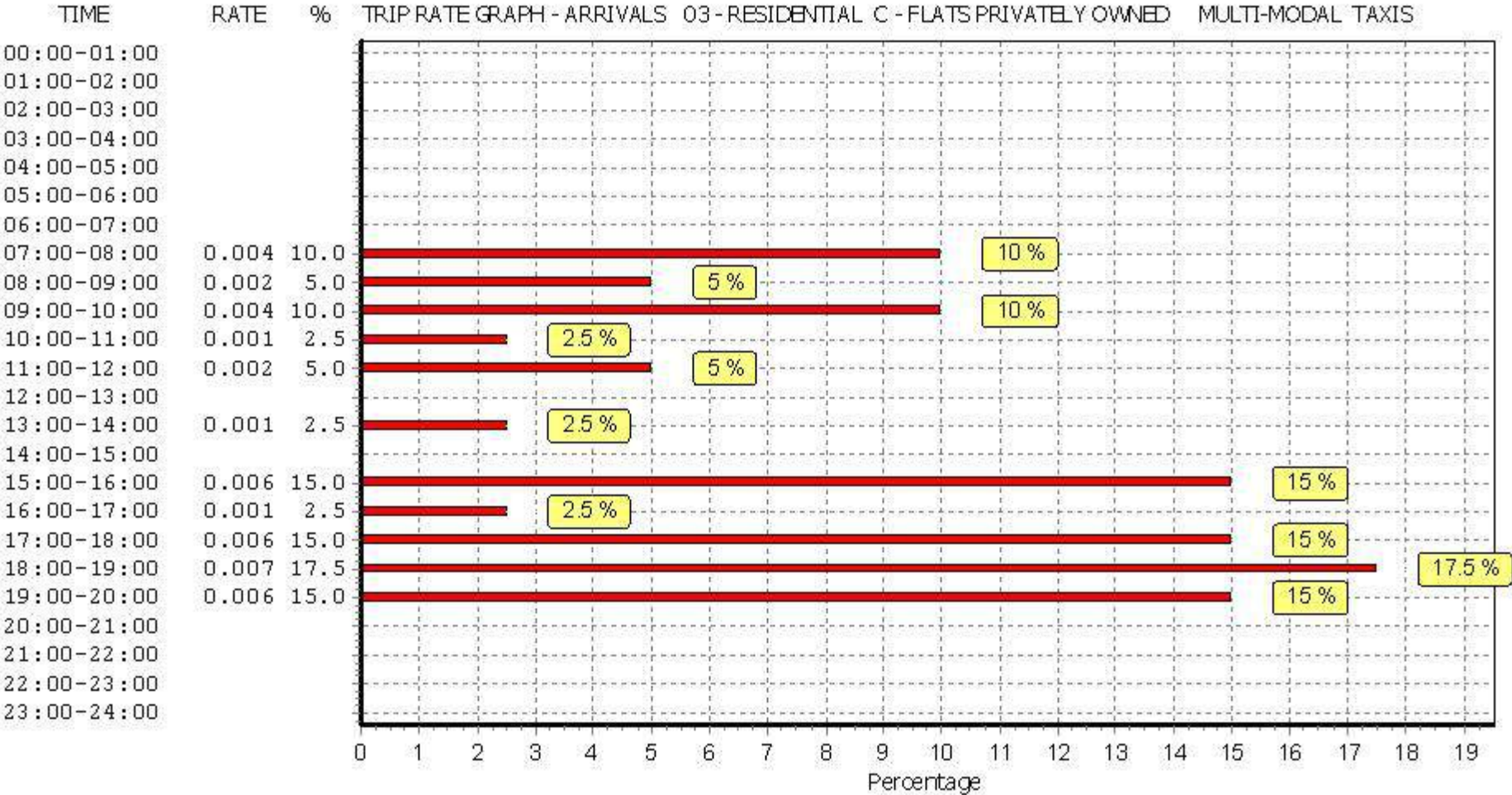
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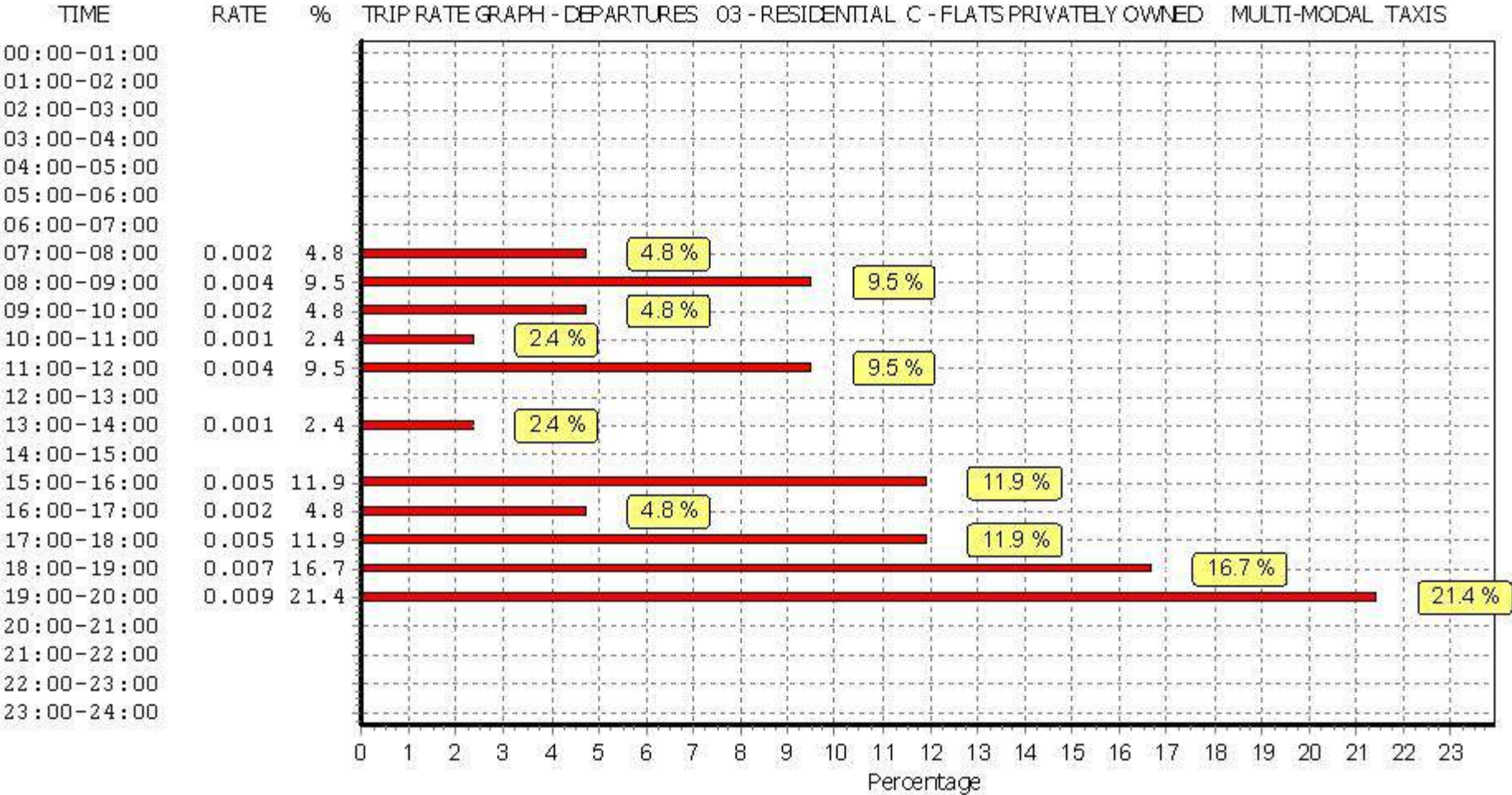
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
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

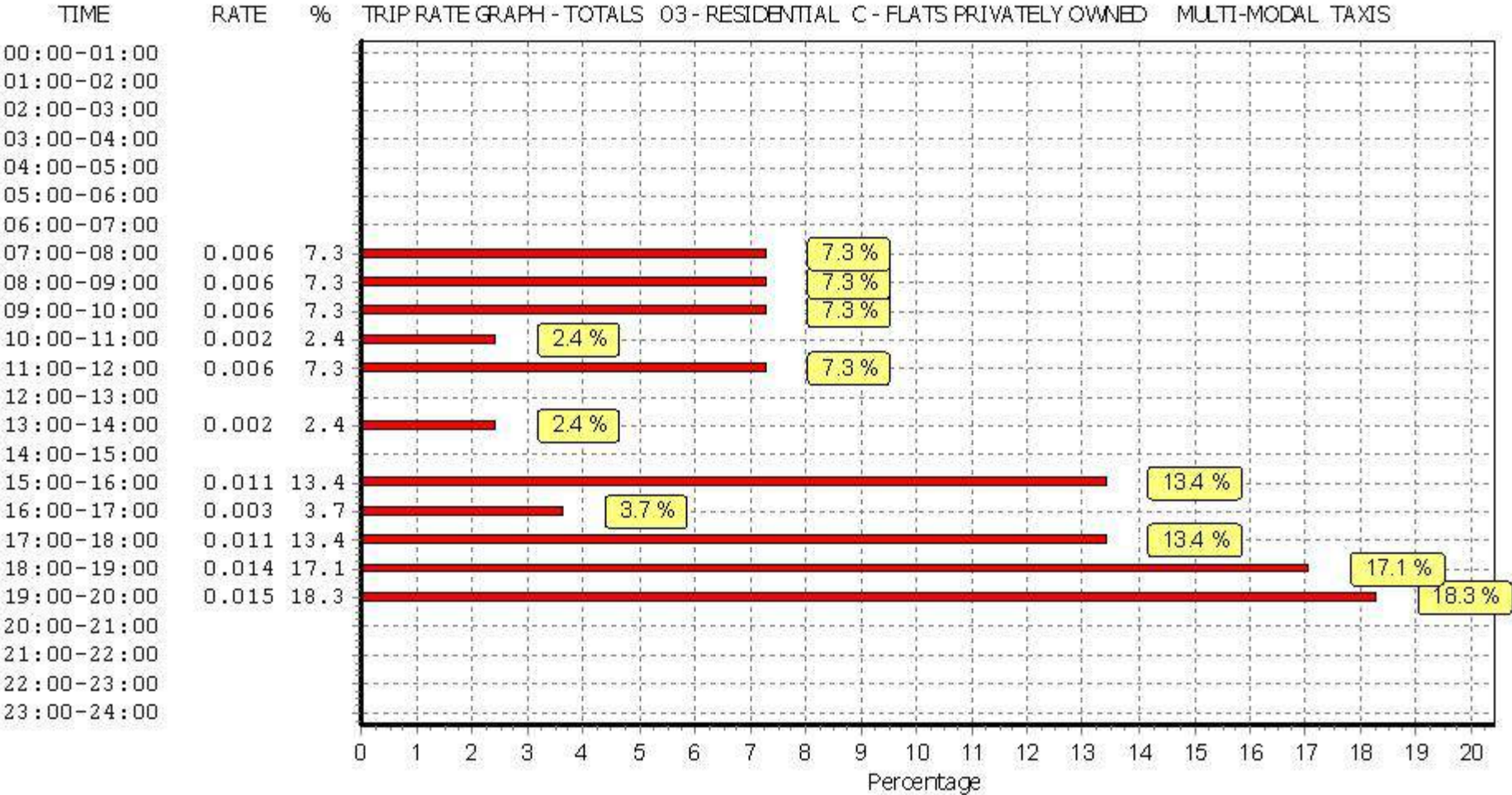
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.004	5	169	0.005	5	169	0.009
08:00 - 09:00	5	169	0.001	5	169	0.000	5	169	0.001
09:00 - 10:00	5	169	0.005	5	169	0.005	5	169	0.010
10:00 - 11:00	5	169	0.006	5	169	0.005	5	169	0.011
11:00 - 12:00	5	169	0.001	5	169	0.001	5	169	0.002
12:00 - 13:00	5	169	0.000	5	169	0.000	5	169	0.000
13:00 - 14:00	5	169	0.004	5	169	0.006	5	169	0.010
14:00 - 15:00	5	169	0.001	5	169	0.001	5	169	0.002
15:00 - 16:00	5	169	0.000	5	169	0.001	5	169	0.001
16:00 - 17:00	5	169	0.000	5	169	0.000	5	169	0.000
17:00 - 18:00	5	169	0.002	5	169	0.001	5	169	0.003
18:00 - 19:00	5	169	0.000	5	169	0.000	5	169	0.000
19:00 - 20:00	3	113	0.000	3	113	0.000	3	113	0.000
20:00 - 21:00	3	113	0.000	3	113	0.000	3	113	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.024			0.025			0.049		

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.

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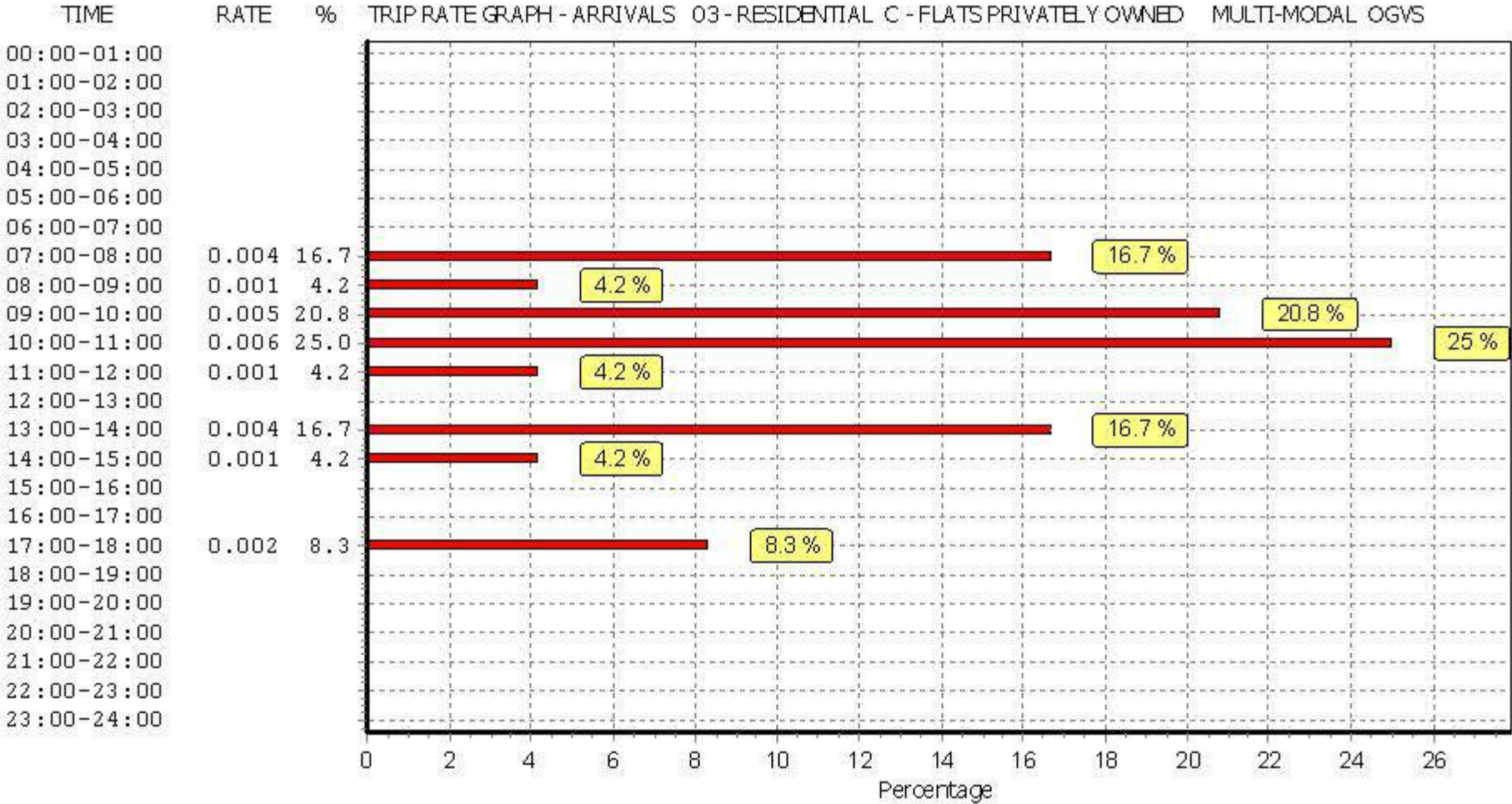
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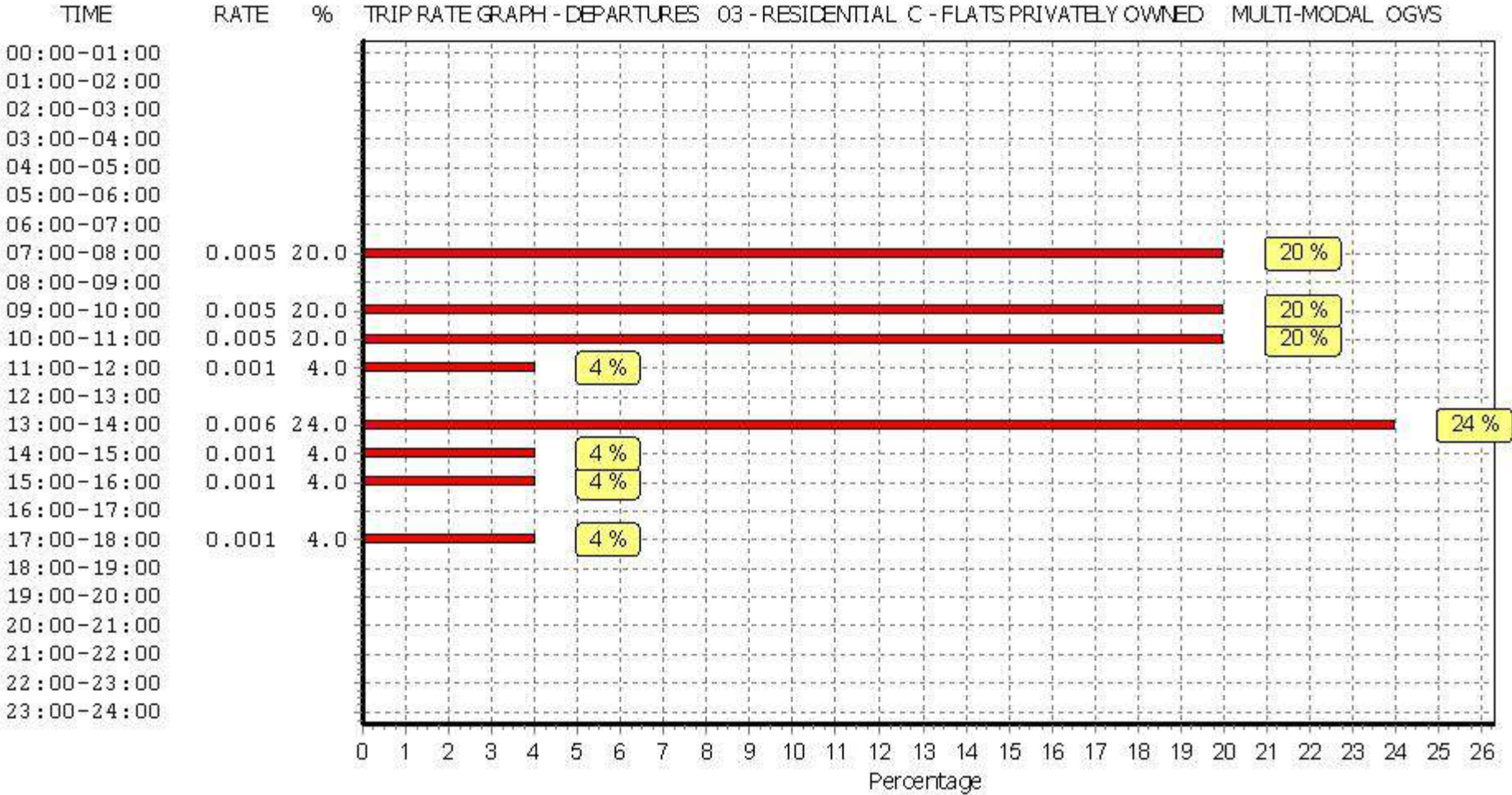
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
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

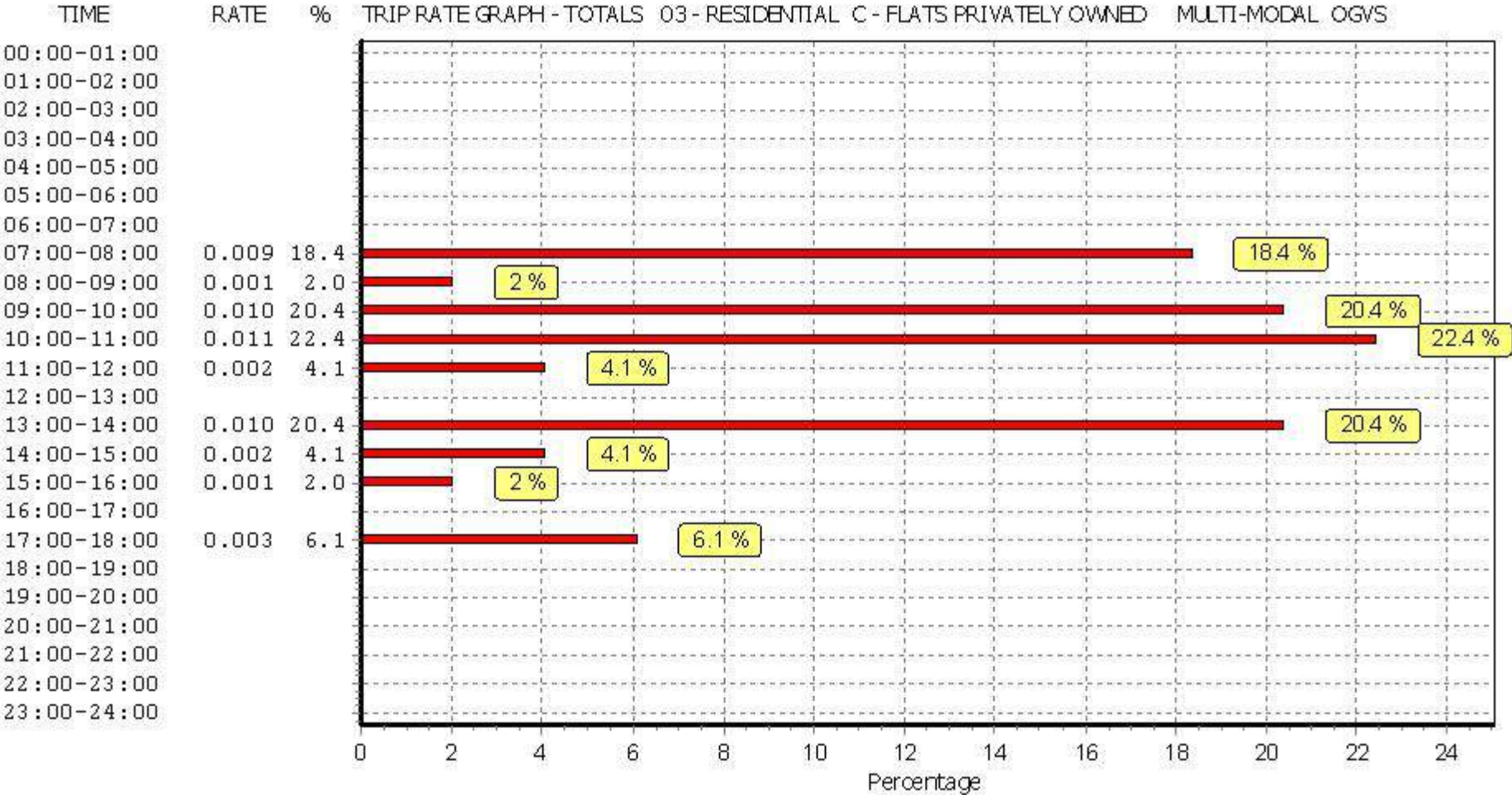
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.000	5	169	0.000	5	169	0.000
08:00 - 09:00	5	169	0.000	5	169	0.000	5	169	0.000
09:00 - 10:00	5	169	0.000	5	169	0.000	5	169	0.000
10:00 - 11:00	5	169	0.000	5	169	0.000	5	169	0.000
11:00 - 12:00	5	169	0.000	5	169	0.000	5	169	0.000
12:00 - 13:00	5	169	0.000	5	169	0.000	5	169	0.000
13:00 - 14:00	5	169	0.000	5	169	0.000	5	169	0.000
14:00 - 15:00	5	169	0.000	5	169	0.000	5	169	0.000
15:00 - 16:00	5	169	0.000	5	169	0.000	5	169	0.000
16:00 - 17:00	5	169	0.000	5	169	0.000	5	169	0.000
17:00 - 18:00	5	169	0.000	5	169	0.000	5	169	0.000
18:00 - 19:00	5	169	0.000	5	169	0.000	5	169	0.000
19:00 - 20:00	3	113	0.000	3	113	0.000	3	113	0.000
20:00 - 21:00	3	113	0.000	3	113	0.000	3	113	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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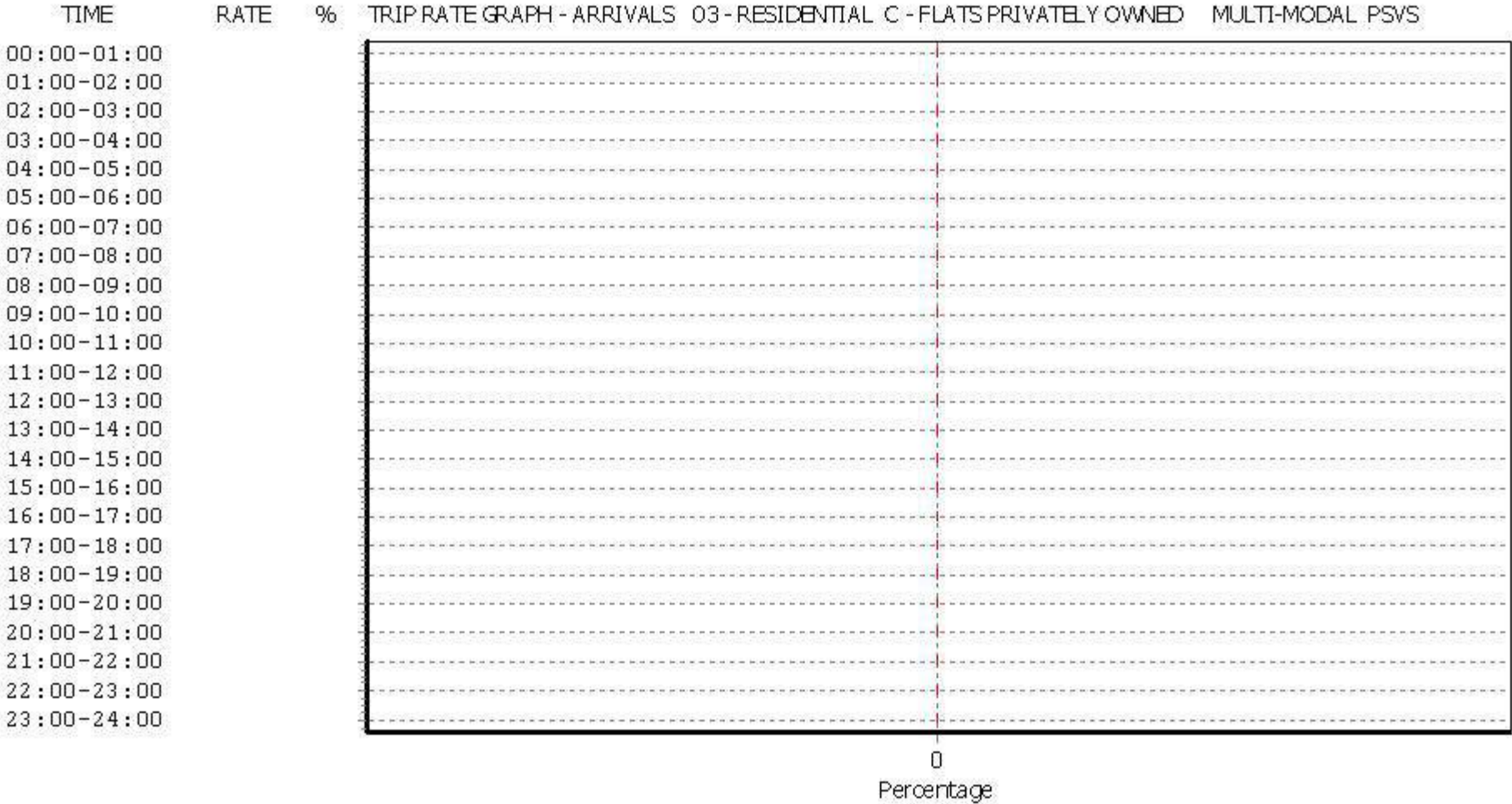
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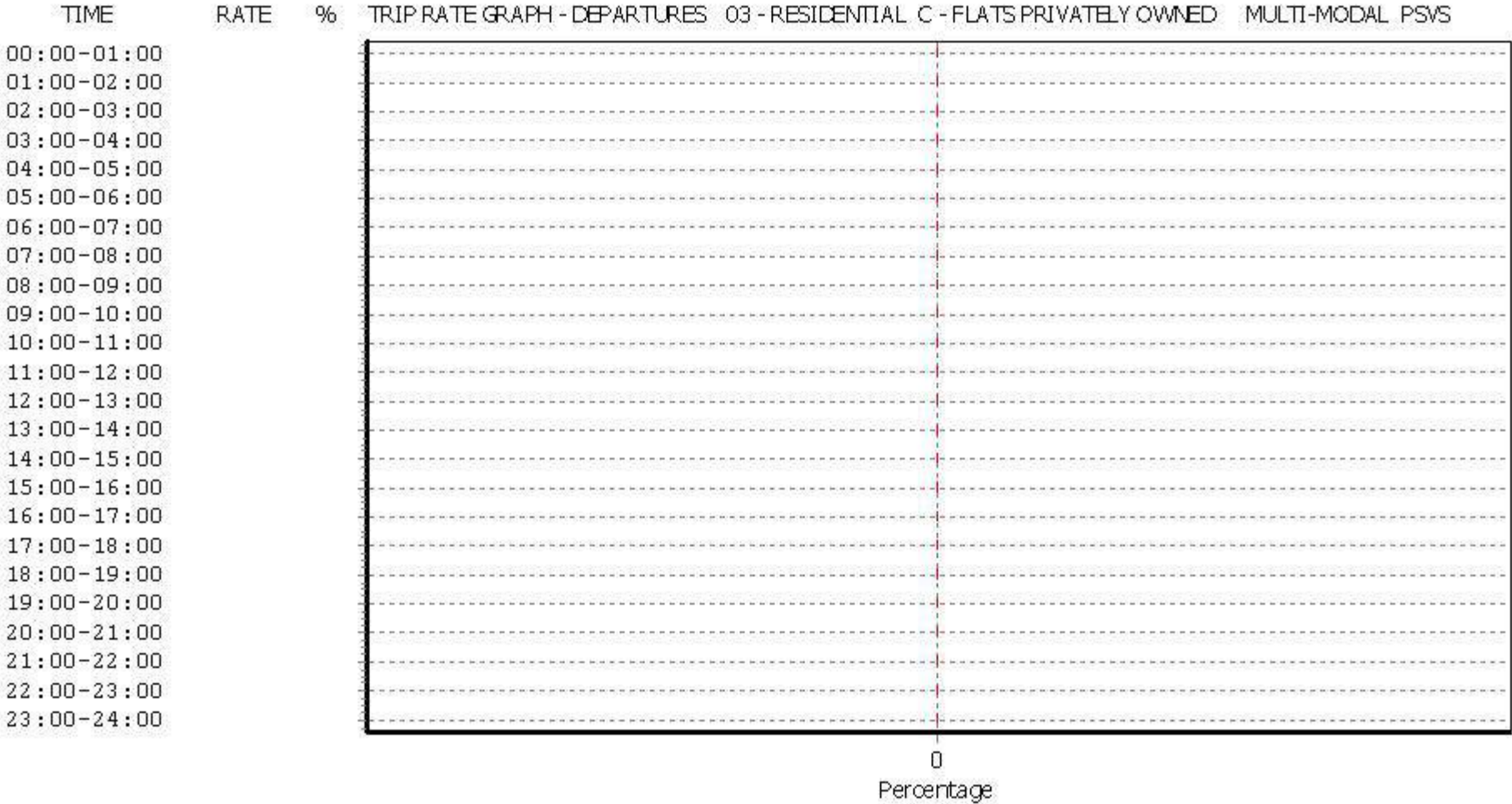
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
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

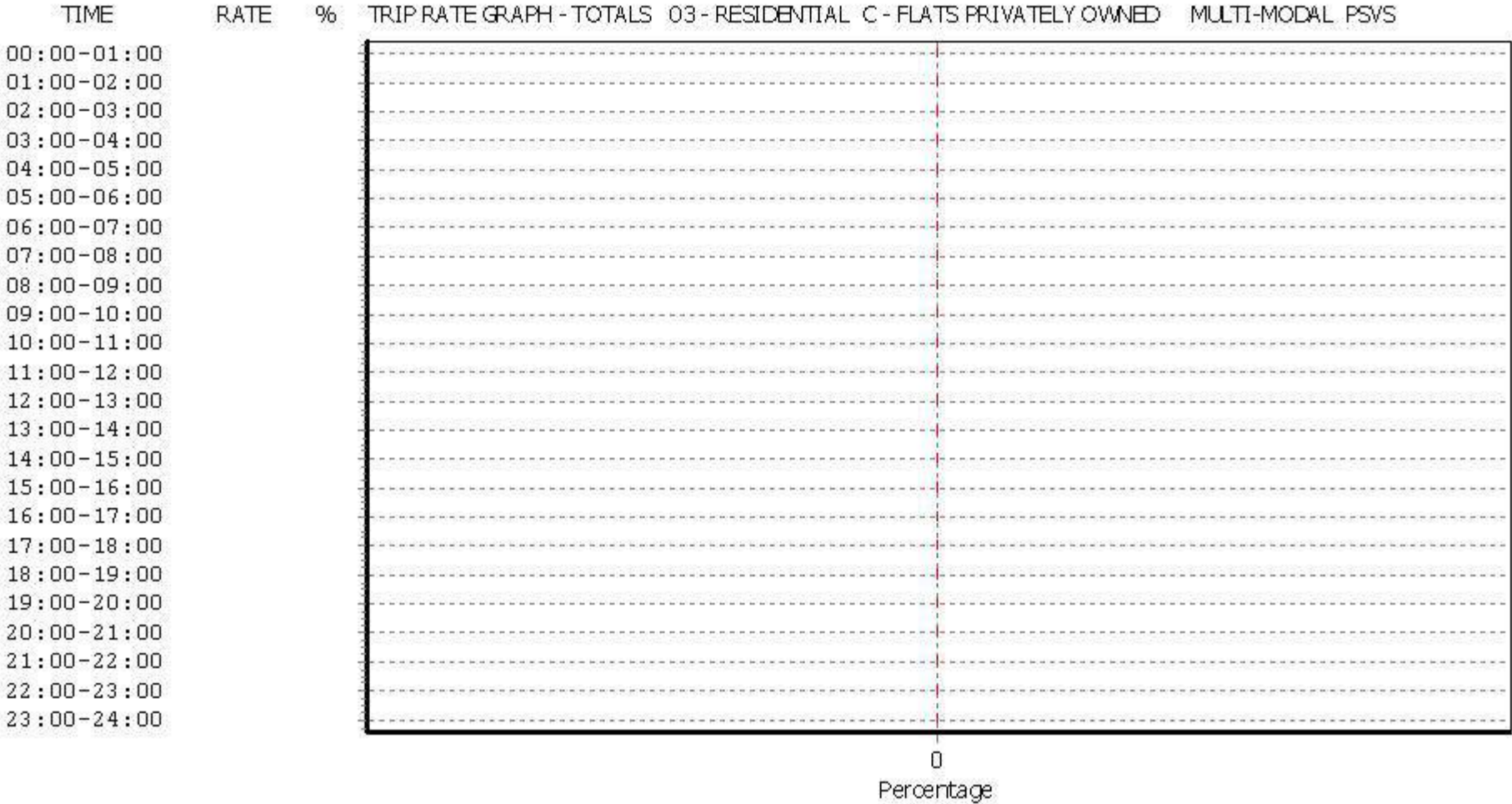
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.004	5	169	0.008	5	169	0.012
08:00 - 09:00	5	169	0.004	5	169	0.011	5	169	0.015
09:00 - 10:00	5	169	0.002	5	169	0.006	5	169	0.008
10:00 - 11:00	5	169	0.000	5	169	0.004	5	169	0.004
11:00 - 12:00	5	169	0.001	5	169	0.001	5	169	0.002
12:00 - 13:00	5	169	0.001	5	169	0.000	5	169	0.001
13:00 - 14:00	5	169	0.005	5	169	0.002	5	169	0.007
14:00 - 15:00	5	169	0.001	5	169	0.007	5	169	0.008
15:00 - 16:00	5	169	0.002	5	169	0.002	5	169	0.004
16:00 - 17:00	5	169	0.004	5	169	0.000	5	169	0.004
17:00 - 18:00	5	169	0.006	5	169	0.002	5	169	0.008
18:00 - 19:00	5	169	0.004	5	169	0.004	5	169	0.008
19:00 - 20:00	3	113	0.015	3	113	0.000	3	113	0.015
20:00 - 21:00	3	113	0.006	3	113	0.000	3	113	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.047			0.102

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.

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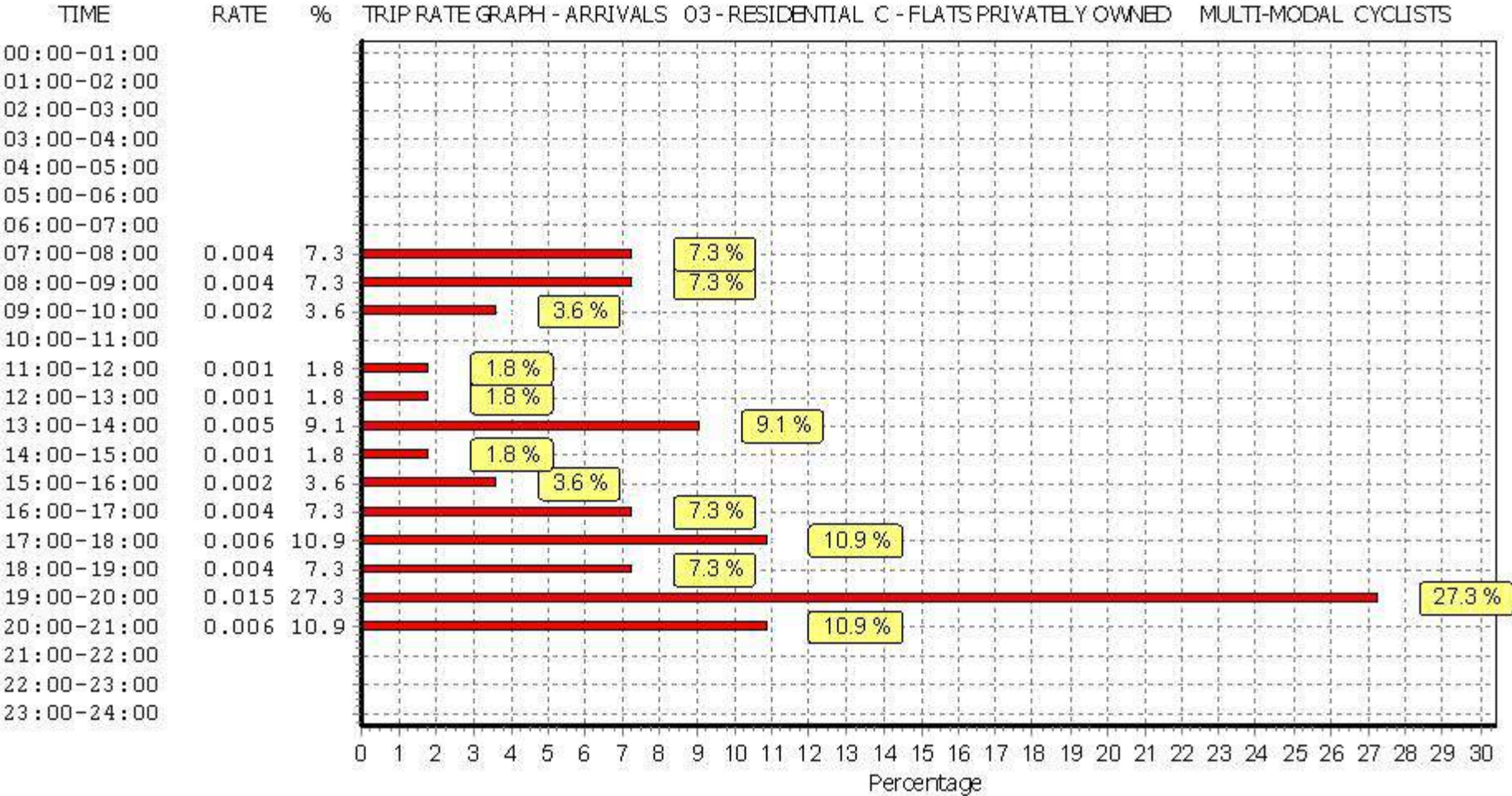
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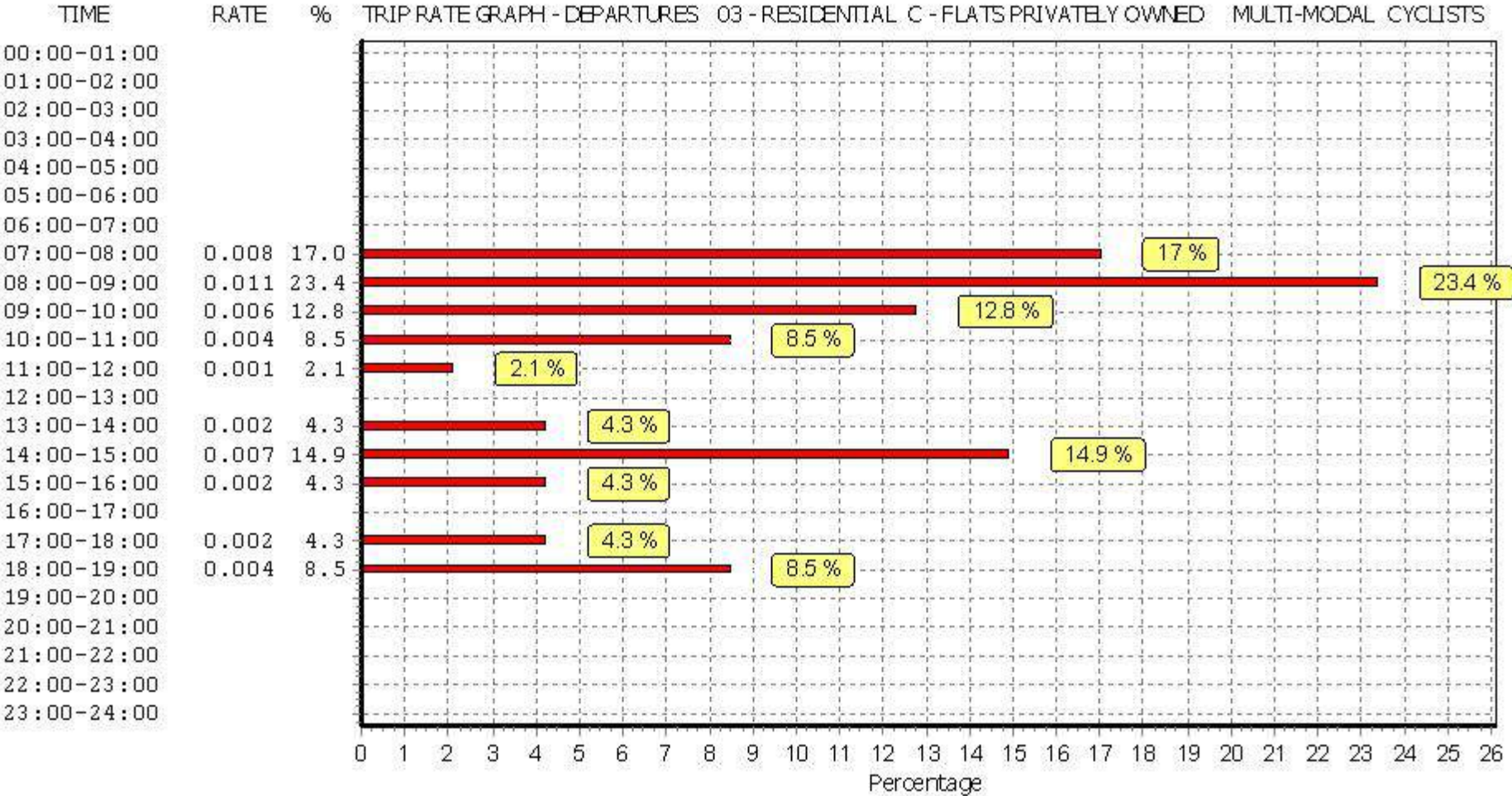
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
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

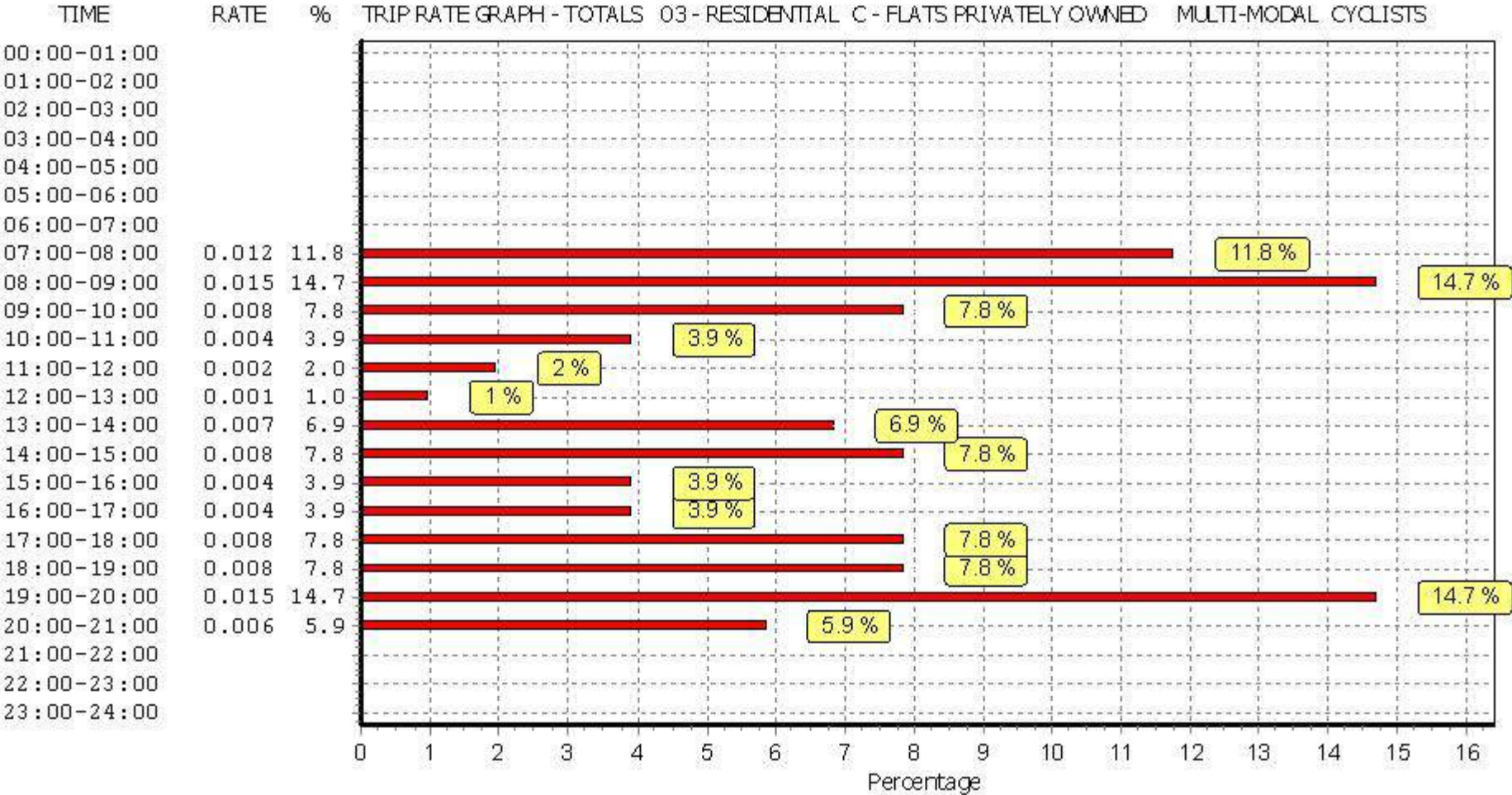
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.052	5	169	0.102	5	169	0.154
08:00 - 09:00	5	169	0.034	5	169	0.142	5	169	0.176
09:00 - 10:00	5	169	0.054	5	169	0.057	5	169	0.111
10:00 - 11:00	5	169	0.052	5	169	0.075	5	169	0.127
11:00 - 12:00	5	169	0.057	5	169	0.077	5	169	0.134
12:00 - 13:00	5	169	0.054	5	169	0.052	5	169	0.106
13:00 - 14:00	5	169	0.076	5	169	0.077	5	169	0.153
14:00 - 15:00	5	169	0.057	5	169	0.069	5	169	0.126
15:00 - 16:00	5	169	0.114	5	169	0.086	5	169	0.200
16:00 - 17:00	5	169	0.147	5	169	0.084	5	169	0.231
17:00 - 18:00	5	169	0.141	5	169	0.086	5	169	0.227
18:00 - 19:00	5	169	0.157	5	169	0.085	5	169	0.242
19:00 - 20:00	3	113	0.138	3	113	0.124	3	113	0.262
20:00 - 21:00	3	113	0.121	3	113	0.085	3	113	0.206
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.254			1.201			2.455		

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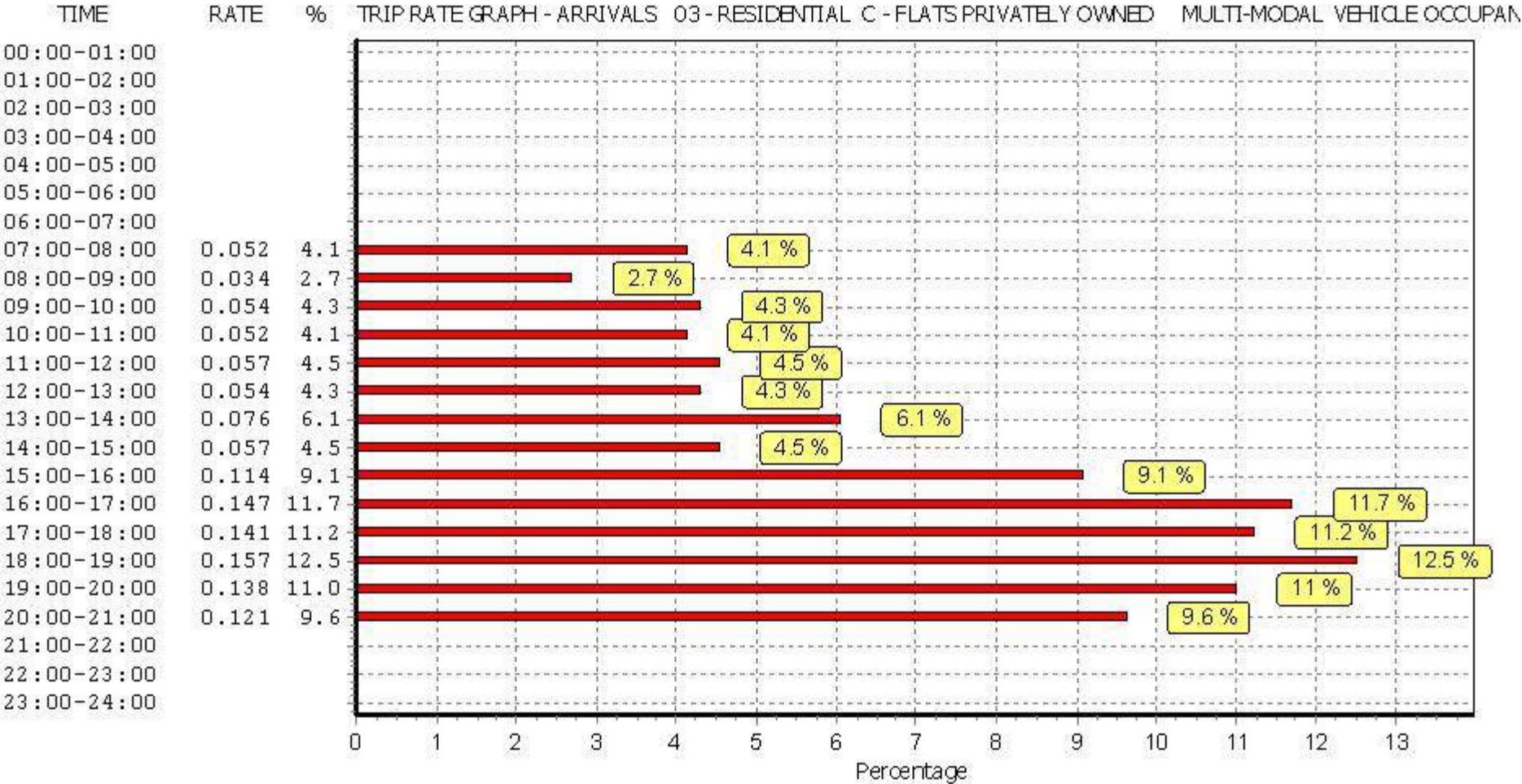
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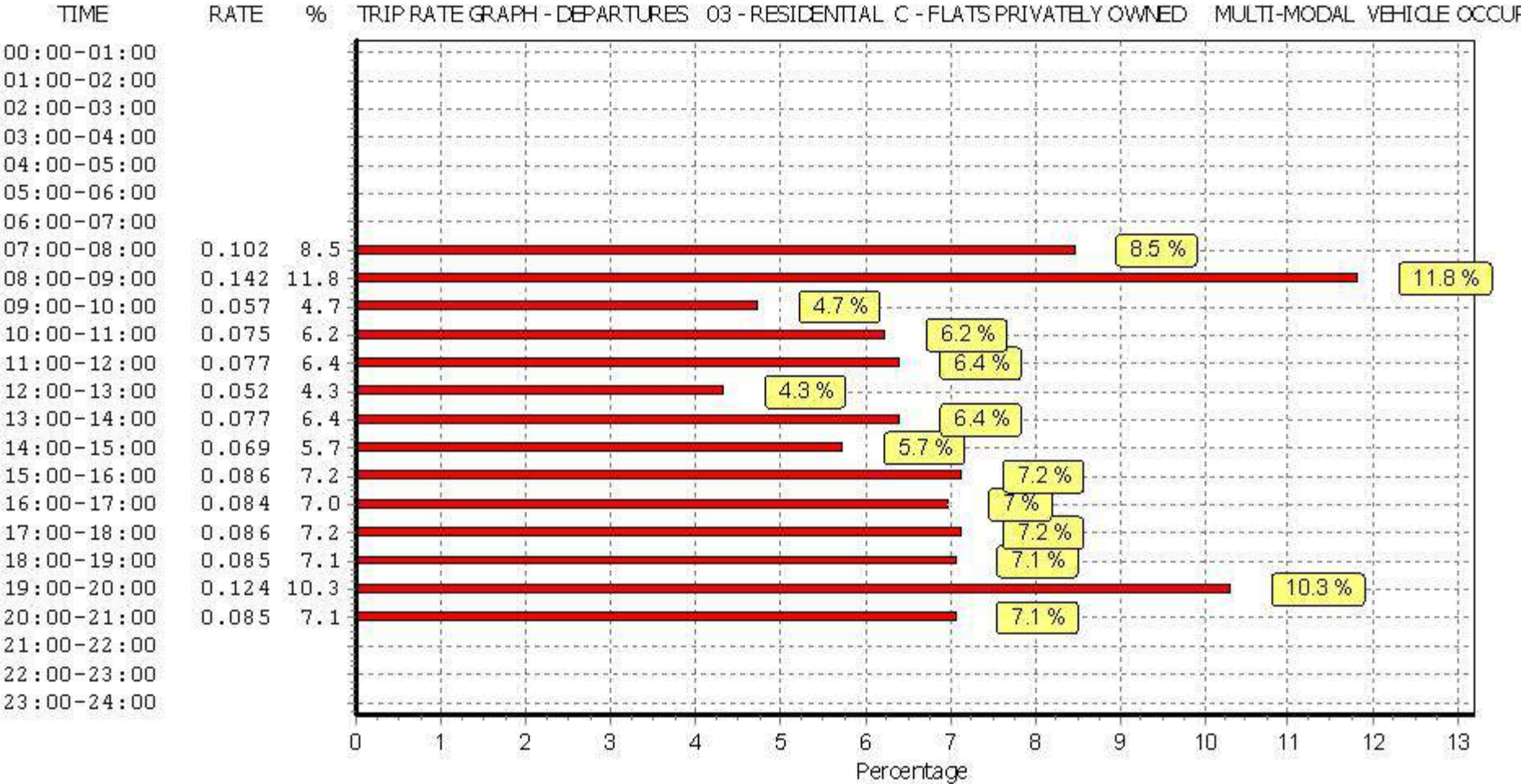
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
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

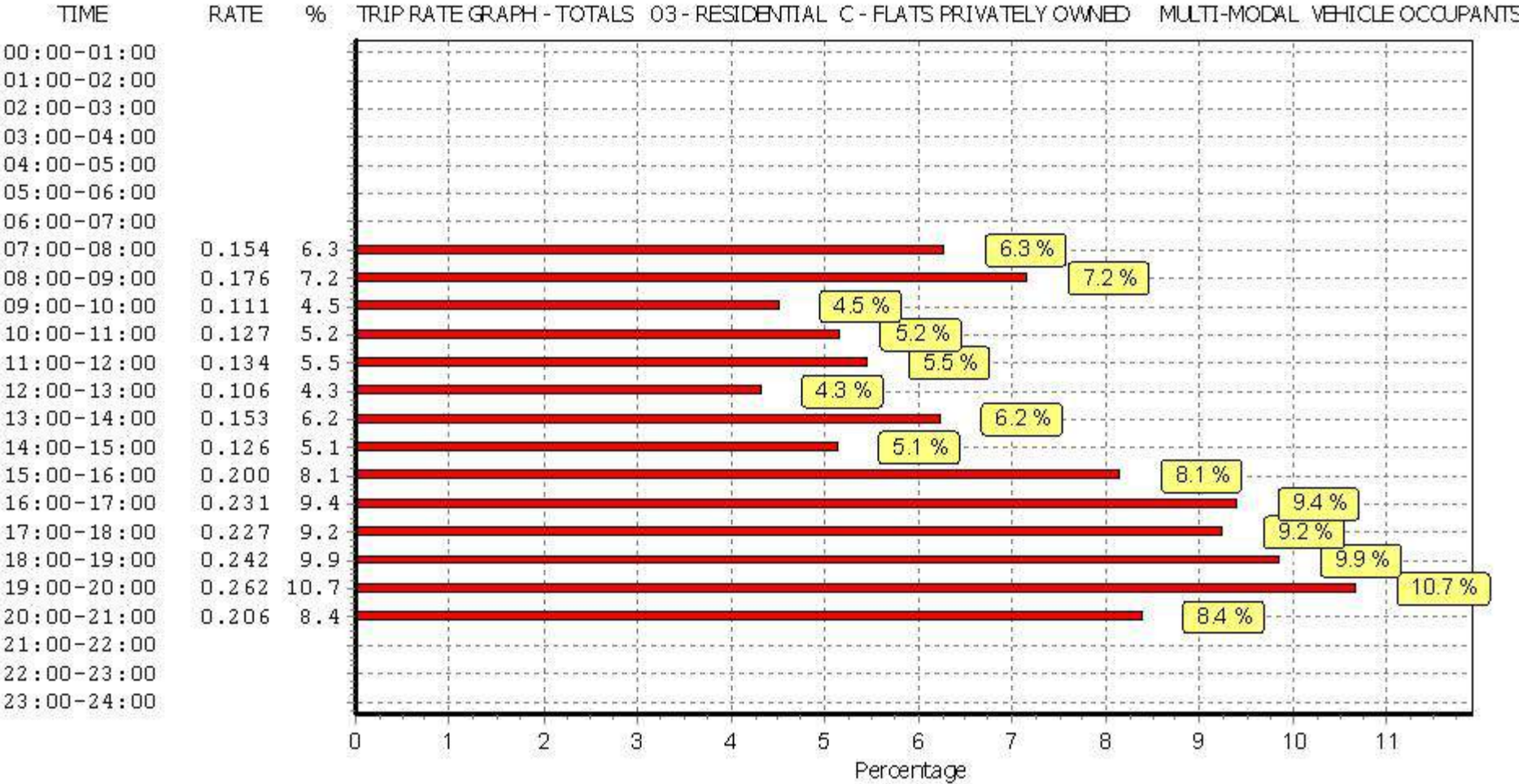
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.012	5	169	0.041	5	169	0.053
08:00 - 09:00	5	169	0.032	5	169	0.105	5	169	0.137
09:00 - 10:00	5	169	0.041	5	169	0.043	5	169	0.084
10:00 - 11:00	5	169	0.017	5	169	0.044	5	169	0.061
11:00 - 12:00	5	169	0.031	5	169	0.036	5	169	0.067
12:00 - 13:00	5	169	0.058	5	169	0.030	5	169	0.088
13:00 - 14:00	5	169	0.033	5	169	0.033	5	169	0.066
14:00 - 15:00	5	169	0.027	5	169	0.032	5	169	0.059
15:00 - 16:00	5	169	0.071	5	169	0.028	5	169	0.099
16:00 - 17:00	5	169	0.036	5	169	0.032	5	169	0.068
17:00 - 18:00	5	169	0.047	5	169	0.015	5	169	0.062
18:00 - 19:00	5	169	0.031	5	169	0.041	5	169	0.072
19:00 - 20:00	3	113	0.079	3	113	0.059	3	113	0.138
20:00 - 21:00	3	113	0.071	3	113	0.044	3	113	0.115
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.586			0.583			1.169

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.

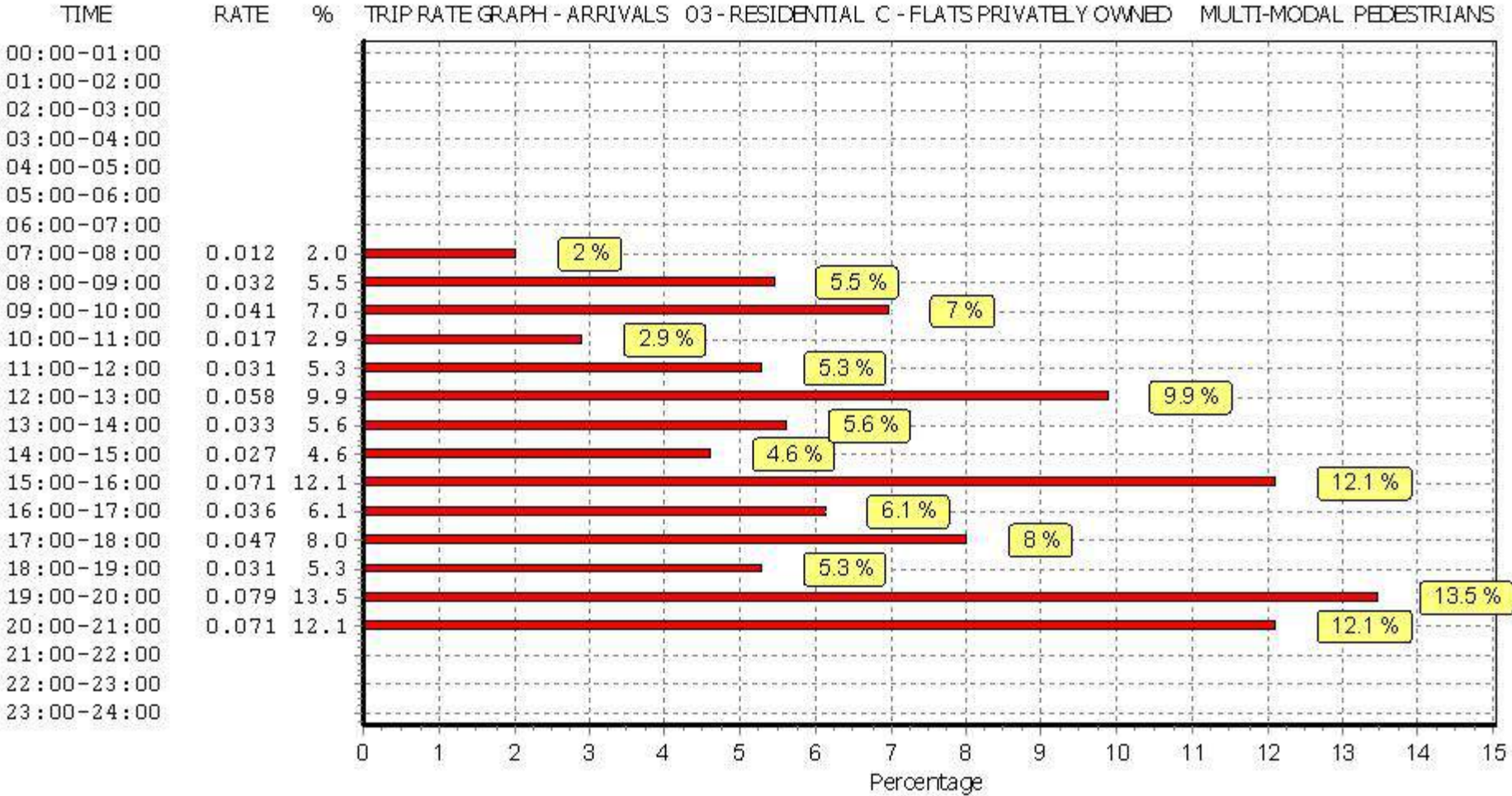
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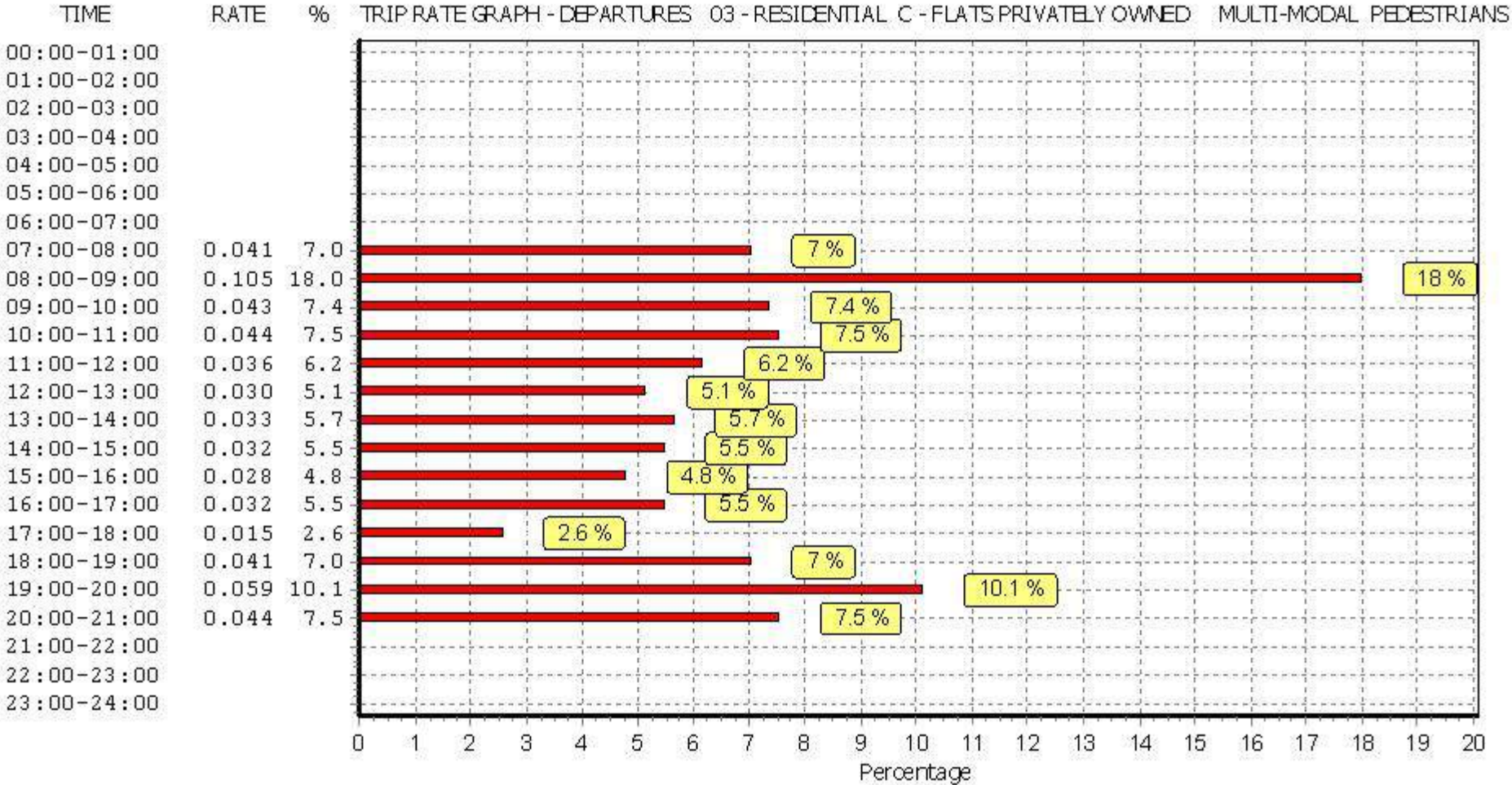
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
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

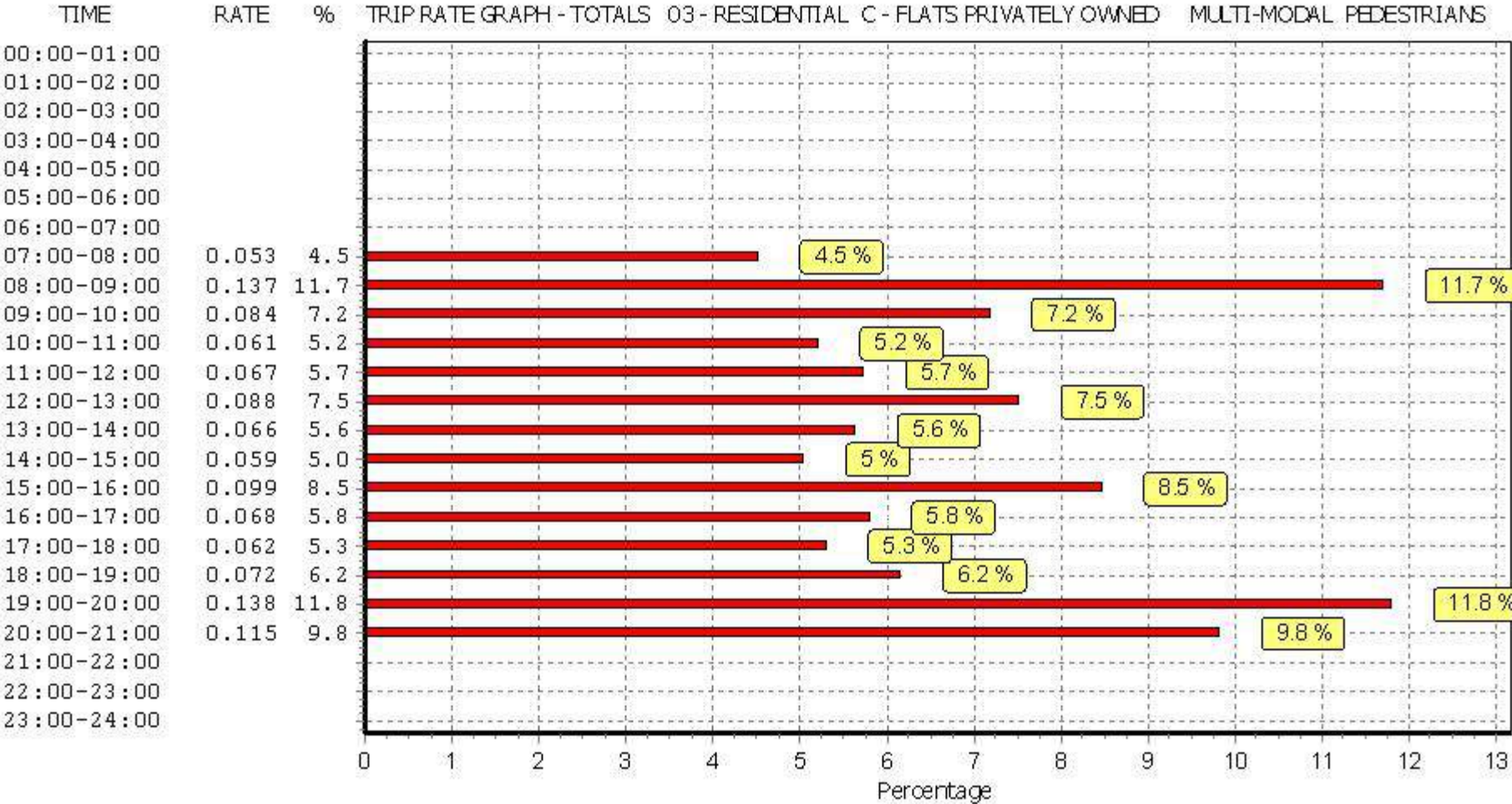
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.002	5	169	0.028	5	169	0.030
08:00 - 09:00	5	169	0.008	5	169	0.045	5	169	0.053
09:00 - 10:00	5	169	0.011	5	169	0.015	5	169	0.026
10:00 - 11:00	5	169	0.007	5	169	0.007	5	169	0.014
11:00 - 12:00	5	169	0.004	5	169	0.008	5	169	0.012
12:00 - 13:00	5	169	0.008	5	169	0.007	5	169	0.015
13:00 - 14:00	5	169	0.004	5	169	0.013	5	169	0.017
14:00 - 15:00	5	169	0.009	5	169	0.002	5	169	0.011
15:00 - 16:00	5	169	0.008	5	169	0.014	5	169	0.022
16:00 - 17:00	5	169	0.013	5	169	0.012	5	169	0.025
17:00 - 18:00	5	169	0.025	5	169	0.005	5	169	0.030
18:00 - 19:00	5	169	0.015	5	169	0.018	5	169	0.033
19:00 - 20:00	3	113	0.024	3	113	0.012	3	113	0.036
20:00 - 21:00	3	113	0.015	3	113	0.012	3	113	0.027
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.153			0.198			0.351

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.

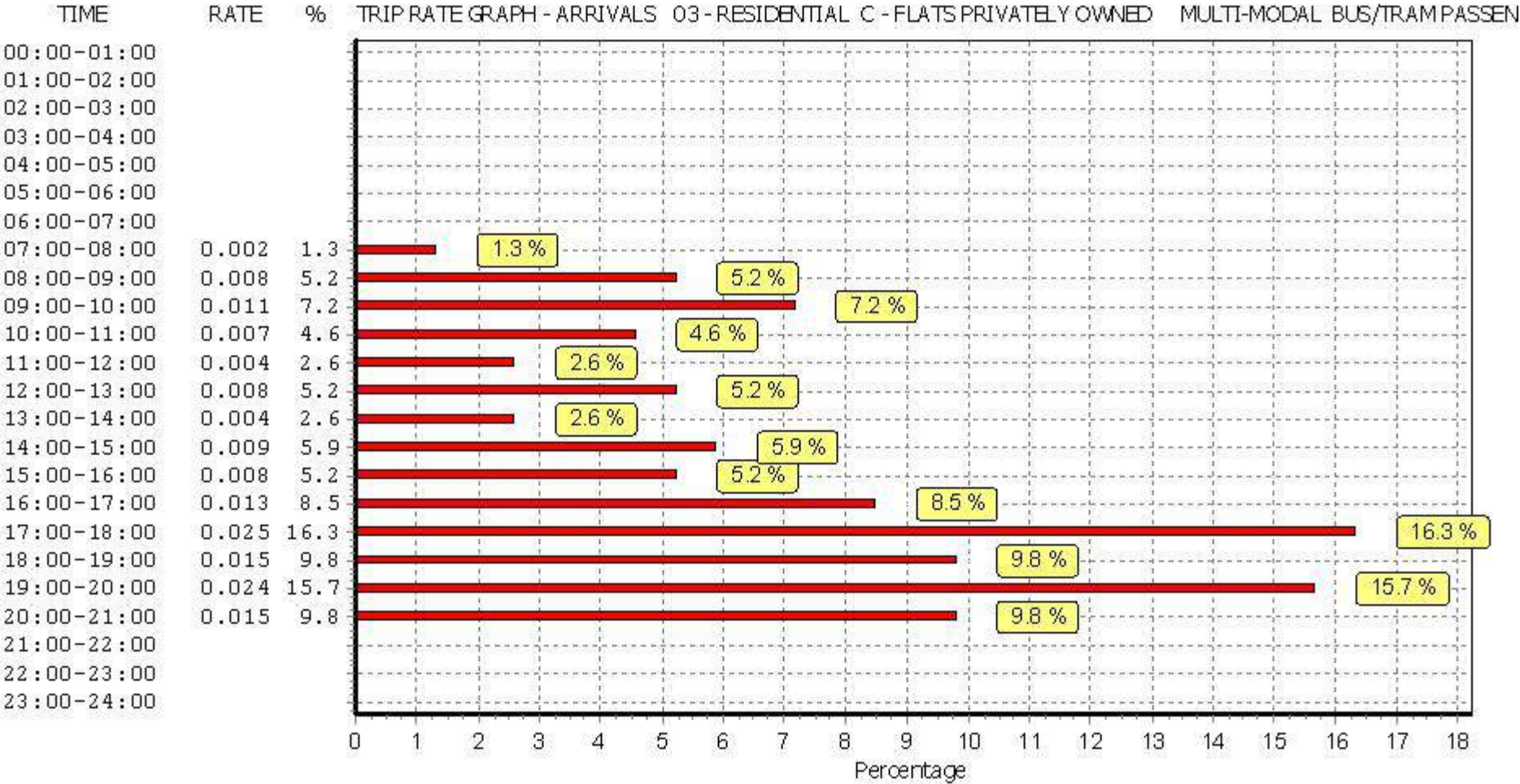
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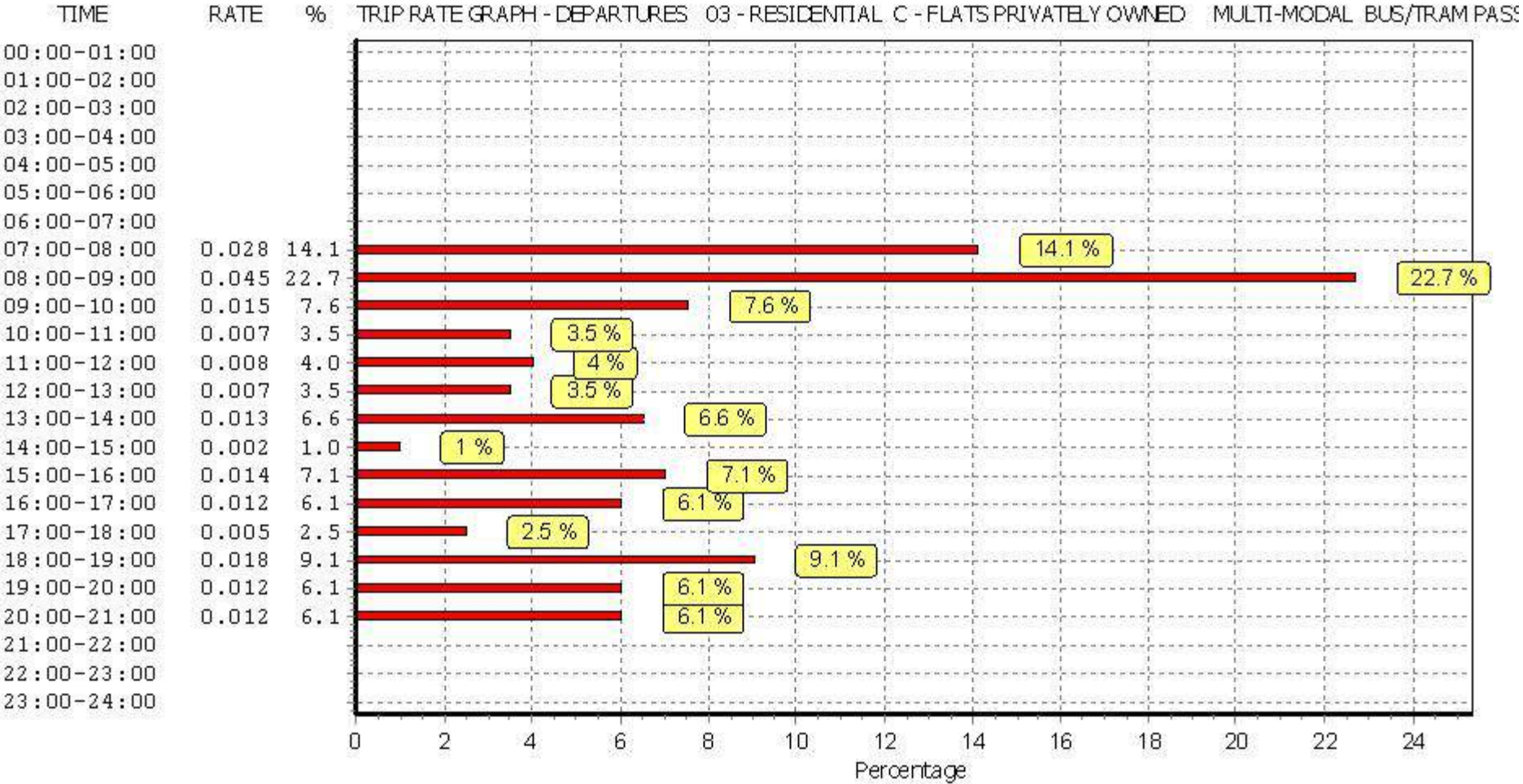
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
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

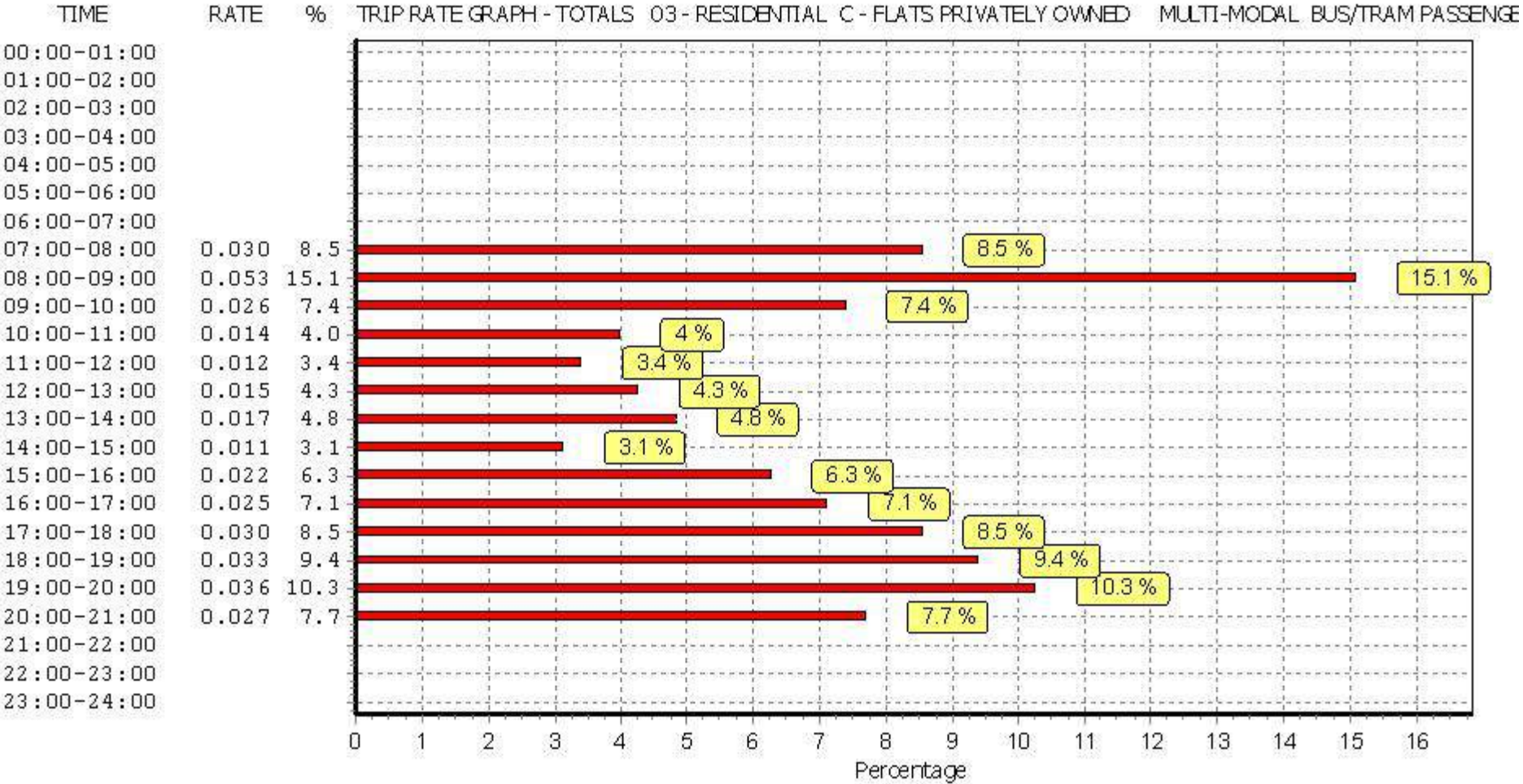
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.004	5	169	0.059	5	169	0.063
08:00 - 09:00	5	169	0.004	5	169	0.084	5	169	0.088
09:00 - 10:00	5	169	0.006	5	169	0.021	5	169	0.027
10:00 - 11:00	5	169	0.002	5	169	0.015	5	169	0.017
11:00 - 12:00	5	169	0.006	5	169	0.013	5	169	0.019
12:00 - 13:00	5	169	0.005	5	169	0.007	5	169	0.012
13:00 - 14:00	5	169	0.005	5	169	0.006	5	169	0.011
14:00 - 15:00	5	169	0.011	5	169	0.007	5	169	0.018
15:00 - 16:00	5	169	0.009	5	169	0.012	5	169	0.021
16:00 - 17:00	5	169	0.012	5	169	0.005	5	169	0.017
17:00 - 18:00	5	169	0.038	5	169	0.008	5	169	0.046
18:00 - 19:00	5	169	0.063	5	169	0.002	5	169	0.065
19:00 - 20:00	3	113	0.118	3	113	0.006	3	113	0.124
20:00 - 21:00	3	113	0.050	3	113	0.009	3	113	0.059
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.333			0.254			0.587		

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.

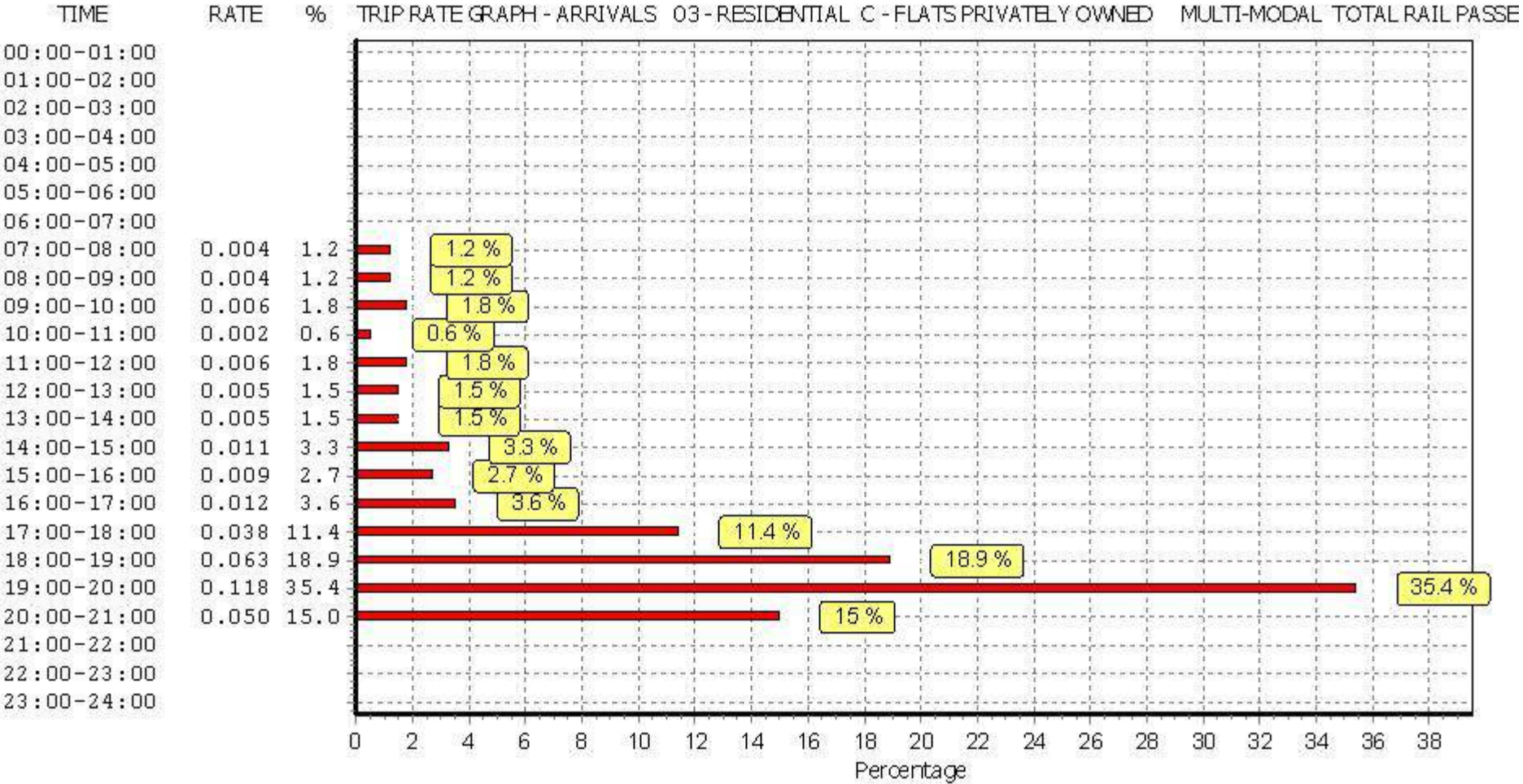
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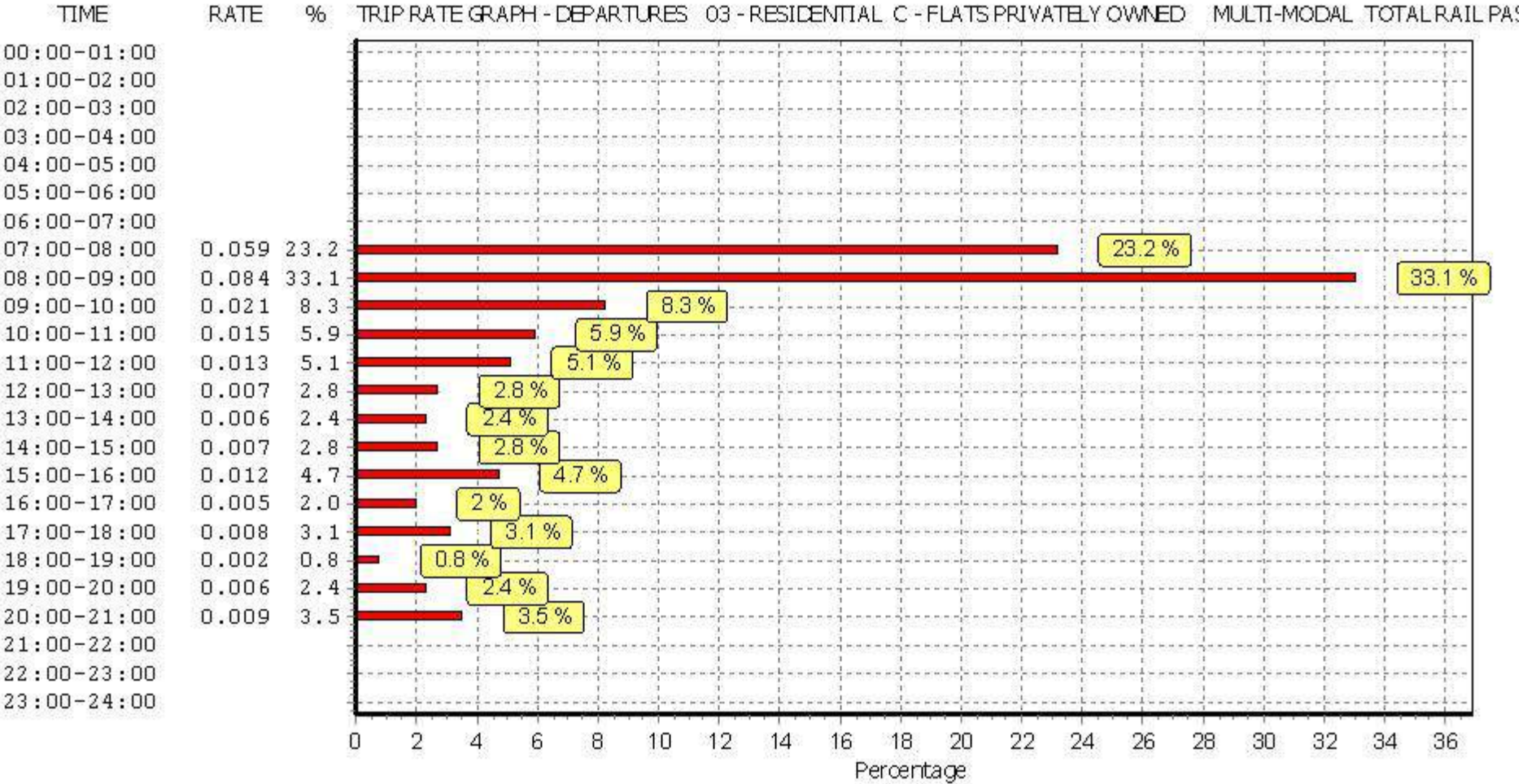
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
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

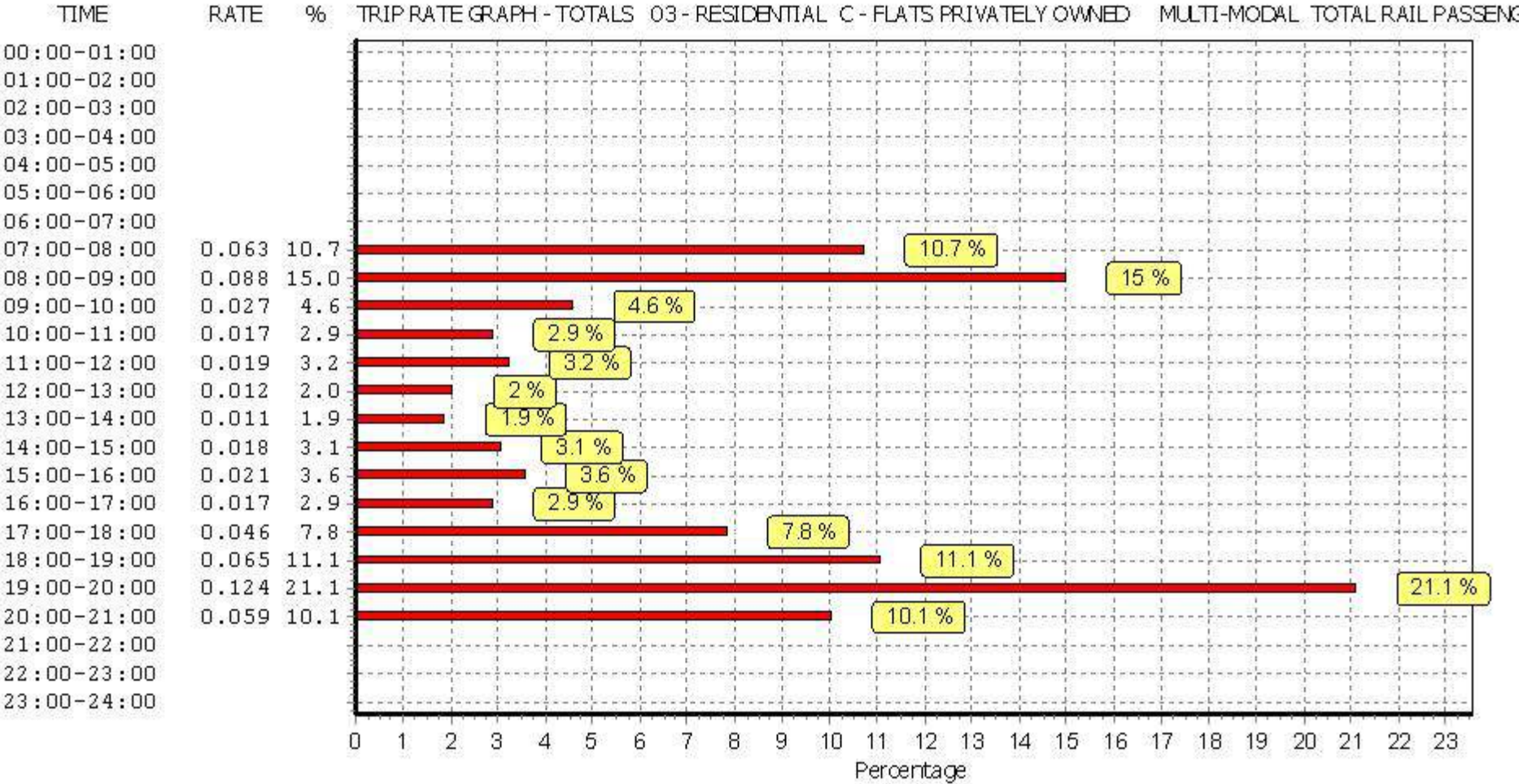
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.000	5	169	0.000	5	169	0.000
08:00 - 09:00	5	169	0.000	5	169	0.000	5	169	0.000
09:00 - 10:00	5	169	0.000	5	169	0.000	5	169	0.000
10:00 - 11:00	5	169	0.000	5	169	0.000	5	169	0.000
11:00 - 12:00	5	169	0.000	5	169	0.000	5	169	0.000
12:00 - 13:00	5	169	0.000	5	169	0.000	5	169	0.000
13:00 - 14:00	5	169	0.000	5	169	0.000	5	169	0.000
14:00 - 15:00	5	169	0.000	5	169	0.000	5	169	0.000
15:00 - 16:00	5	169	0.000	5	169	0.000	5	169	0.000
16:00 - 17:00	5	169	0.000	5	169	0.000	5	169	0.000
17:00 - 18:00	5	169	0.000	5	169	0.000	5	169	0.000
18:00 - 19:00	5	169	0.000	5	169	0.000	5	169	0.000
19:00 - 20:00	3	113	0.000	3	113	0.000	3	113	0.000
20:00 - 21:00	3	113	0.000	3	113	0.000	3	113	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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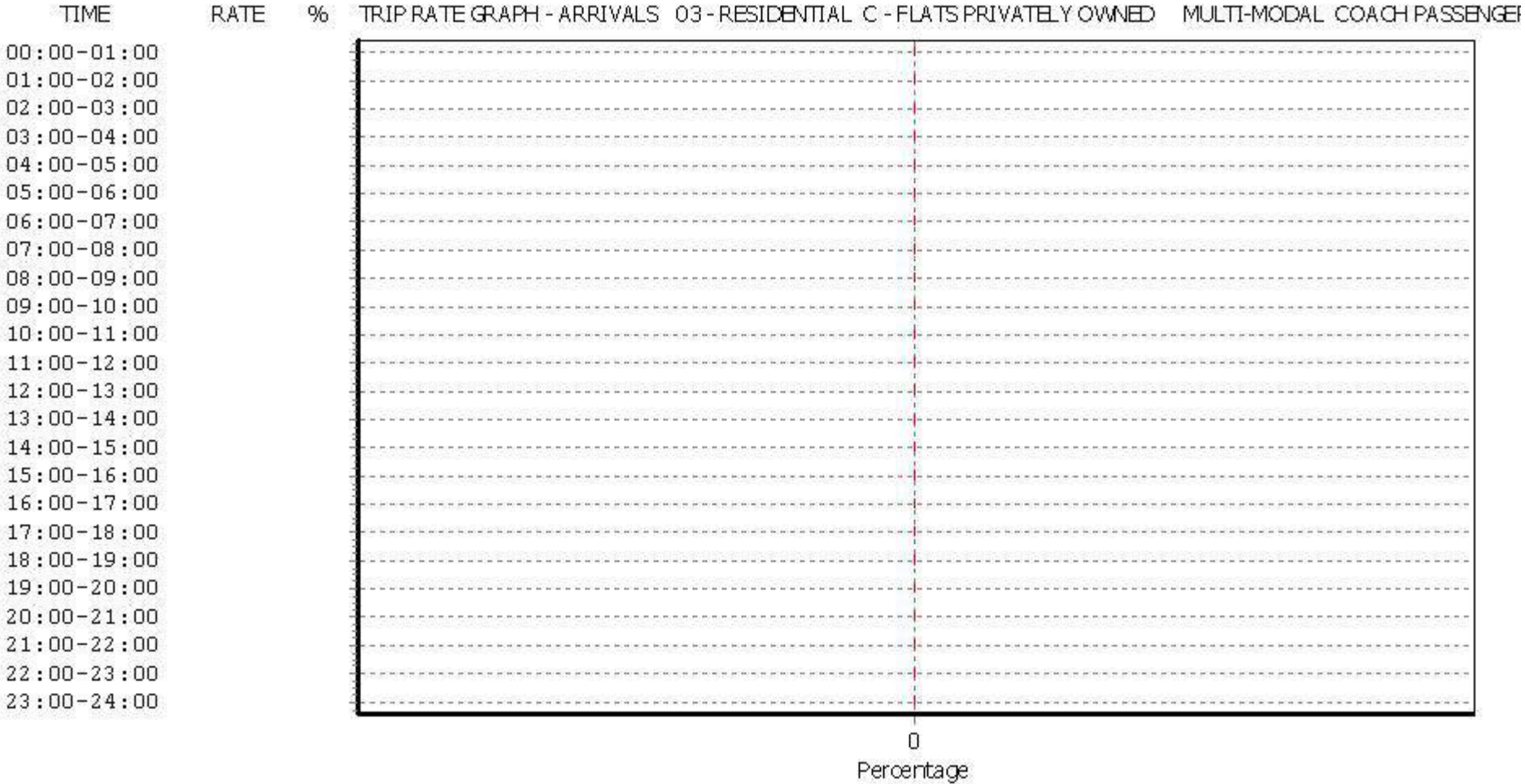
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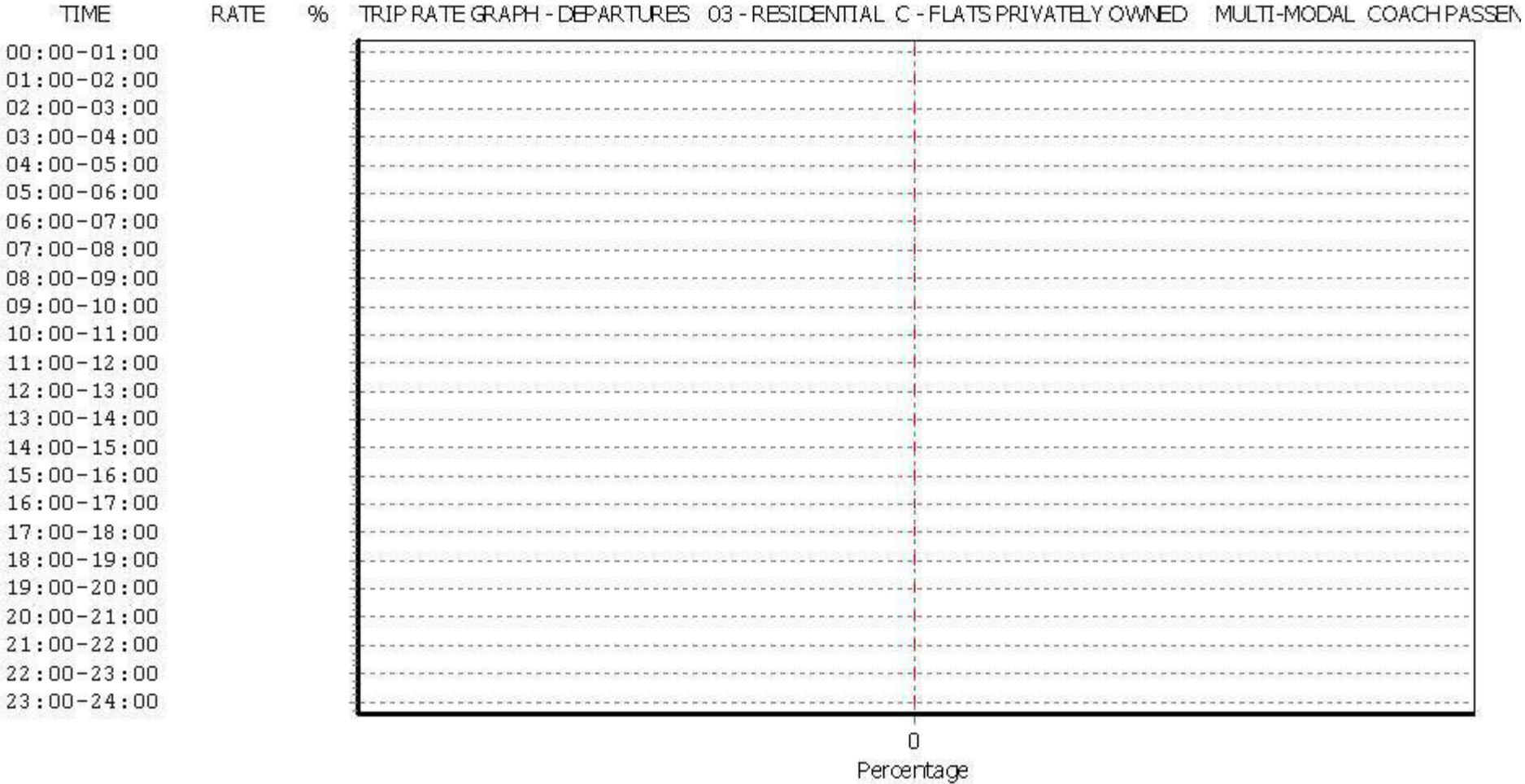
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
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

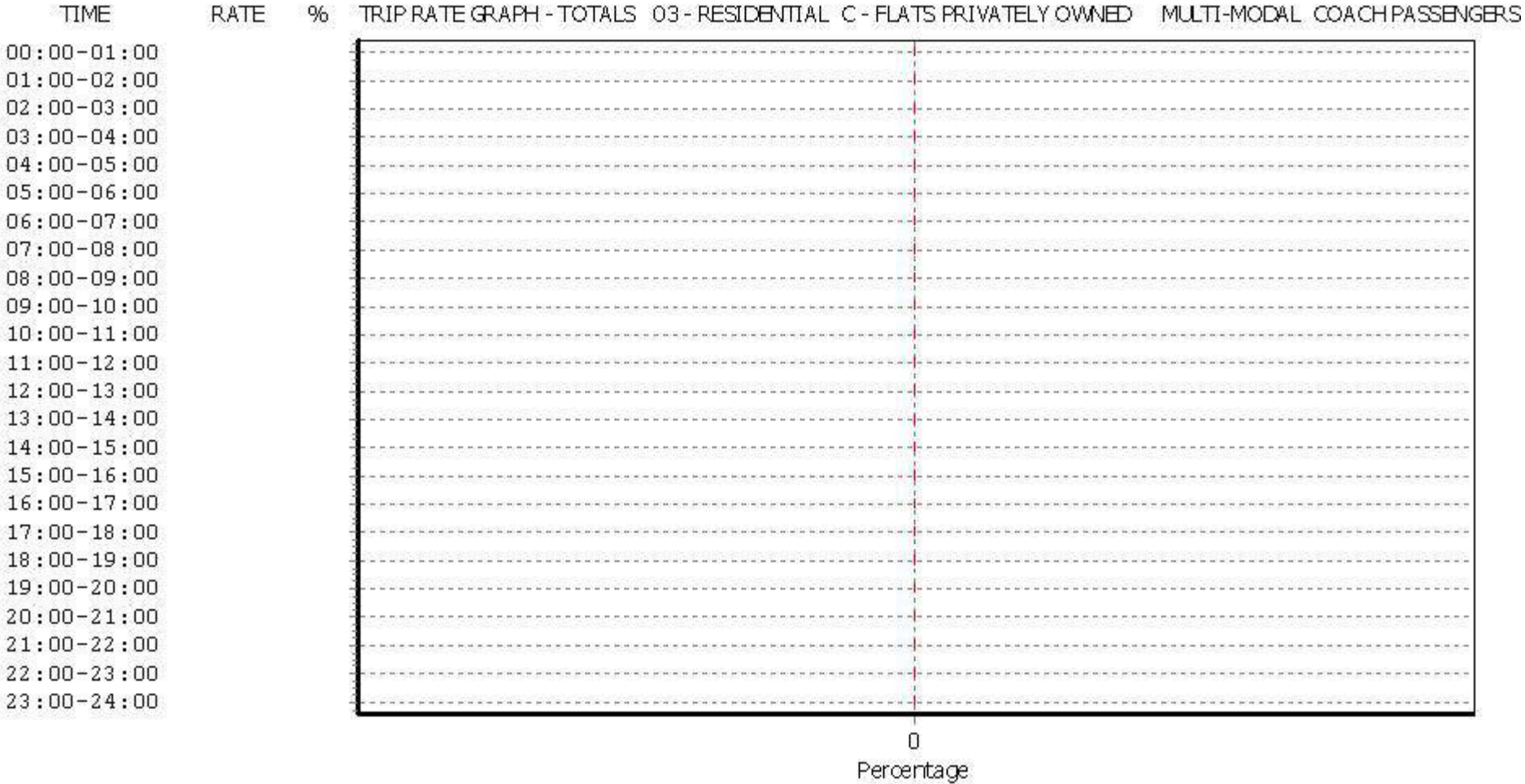
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.006	5	169	0.088	5	169	0.094
08:00 - 09:00	5	169	0.012	5	169	0.129	5	169	0.141
09:00 - 10:00	5	169	0.017	5	169	0.037	5	169	0.054
10:00 - 11:00	5	169	0.009	5	169	0.022	5	169	0.031
11:00 - 12:00	5	169	0.009	5	169	0.021	5	169	0.030
12:00 - 13:00	5	169	0.013	5	169	0.014	5	169	0.027
13:00 - 14:00	5	169	0.008	5	169	0.019	5	169	0.027
14:00 - 15:00	5	169	0.020	5	169	0.009	5	169	0.029
15:00 - 16:00	5	169	0.018	5	169	0.026	5	169	0.044
16:00 - 17:00	5	169	0.025	5	169	0.017	5	169	0.042
17:00 - 18:00	5	169	0.063	5	169	0.013	5	169	0.076
18:00 - 19:00	5	169	0.078	5	169	0.020	5	169	0.098
19:00 - 20:00	3	113	0.141	3	113	0.018	3	113	0.159
20:00 - 21:00	3	113	0.065	3	113	0.021	3	113	0.086
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.484			0.454			0.938

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.

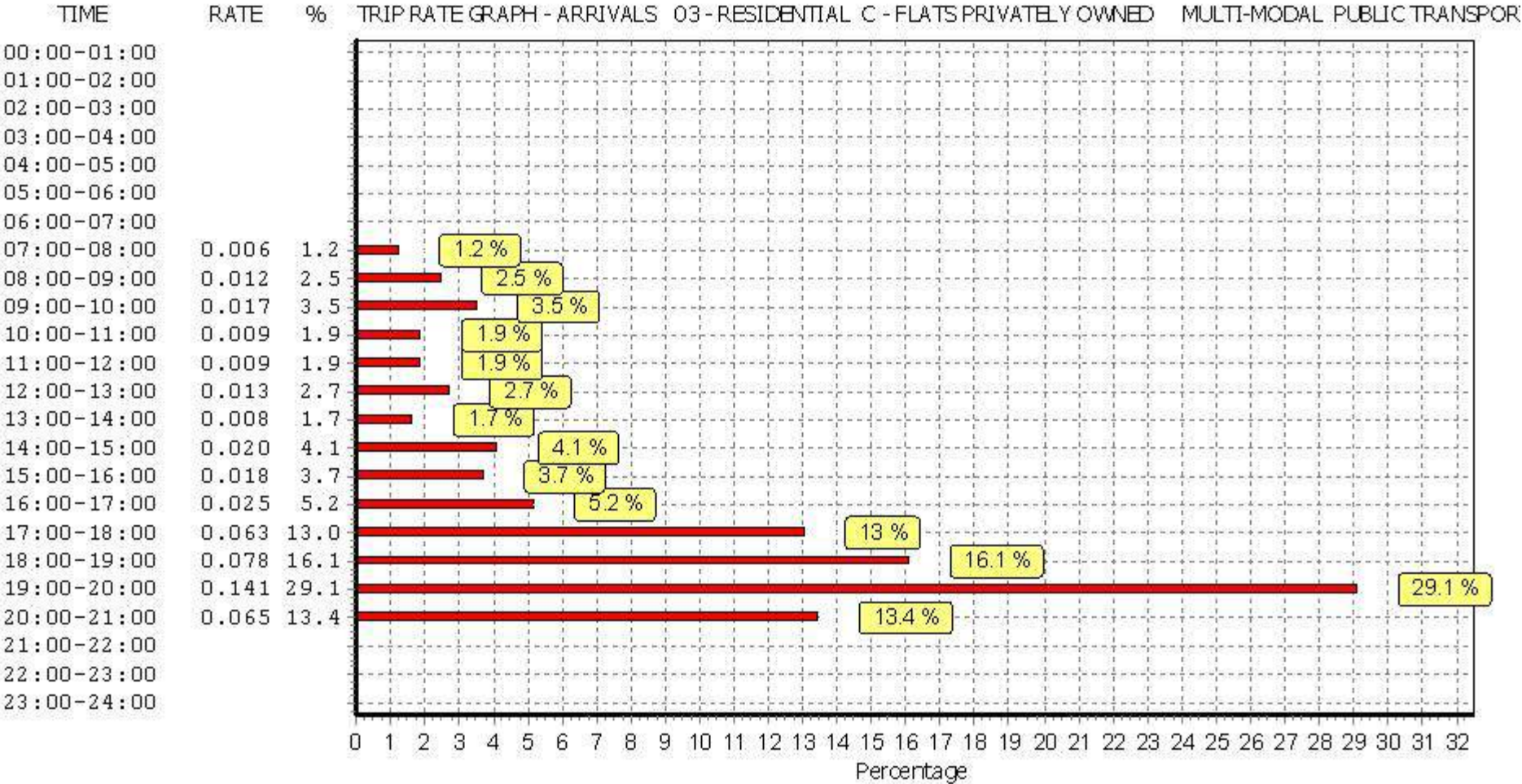
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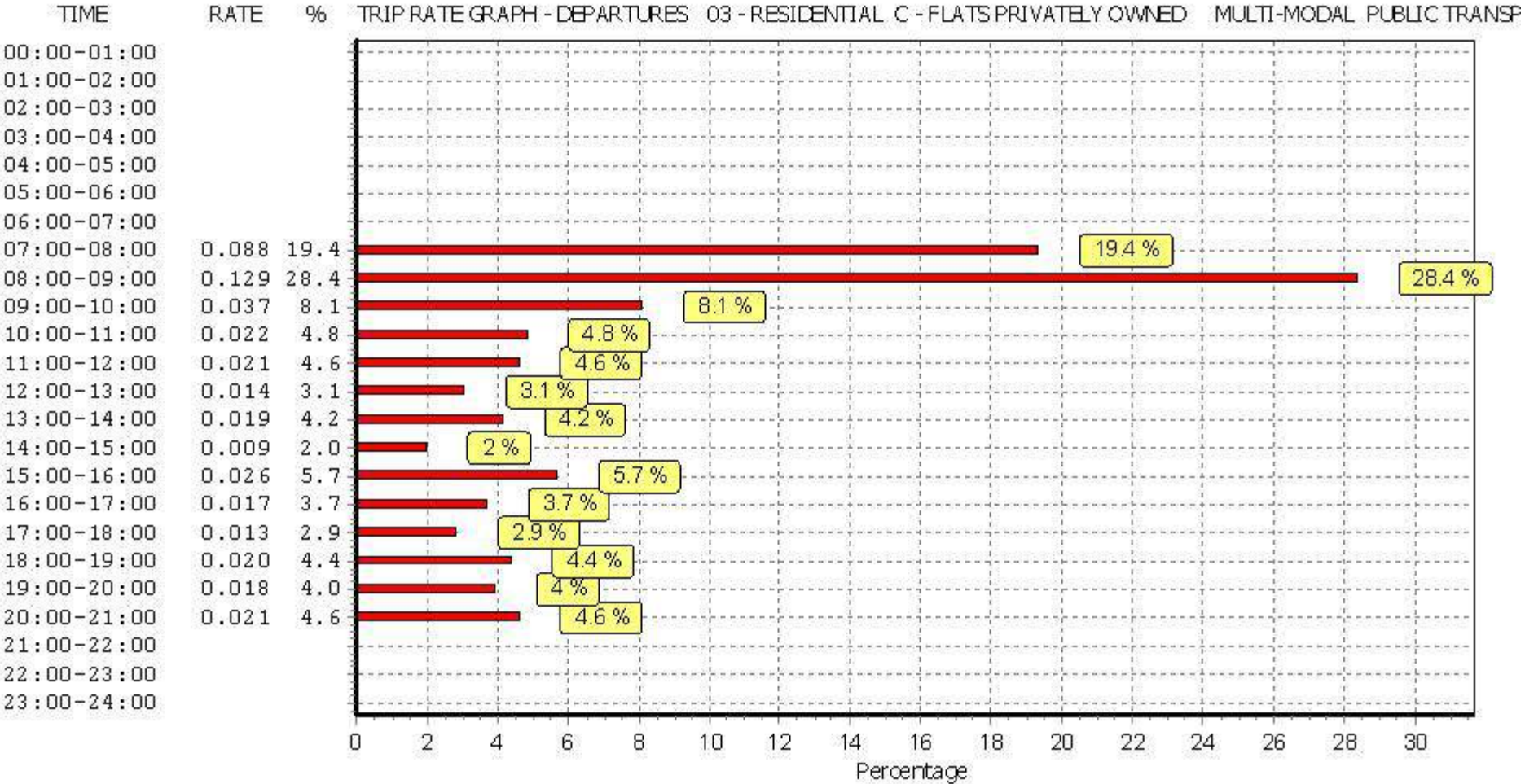
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date date range:	01/01/09 - 30/11/16
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

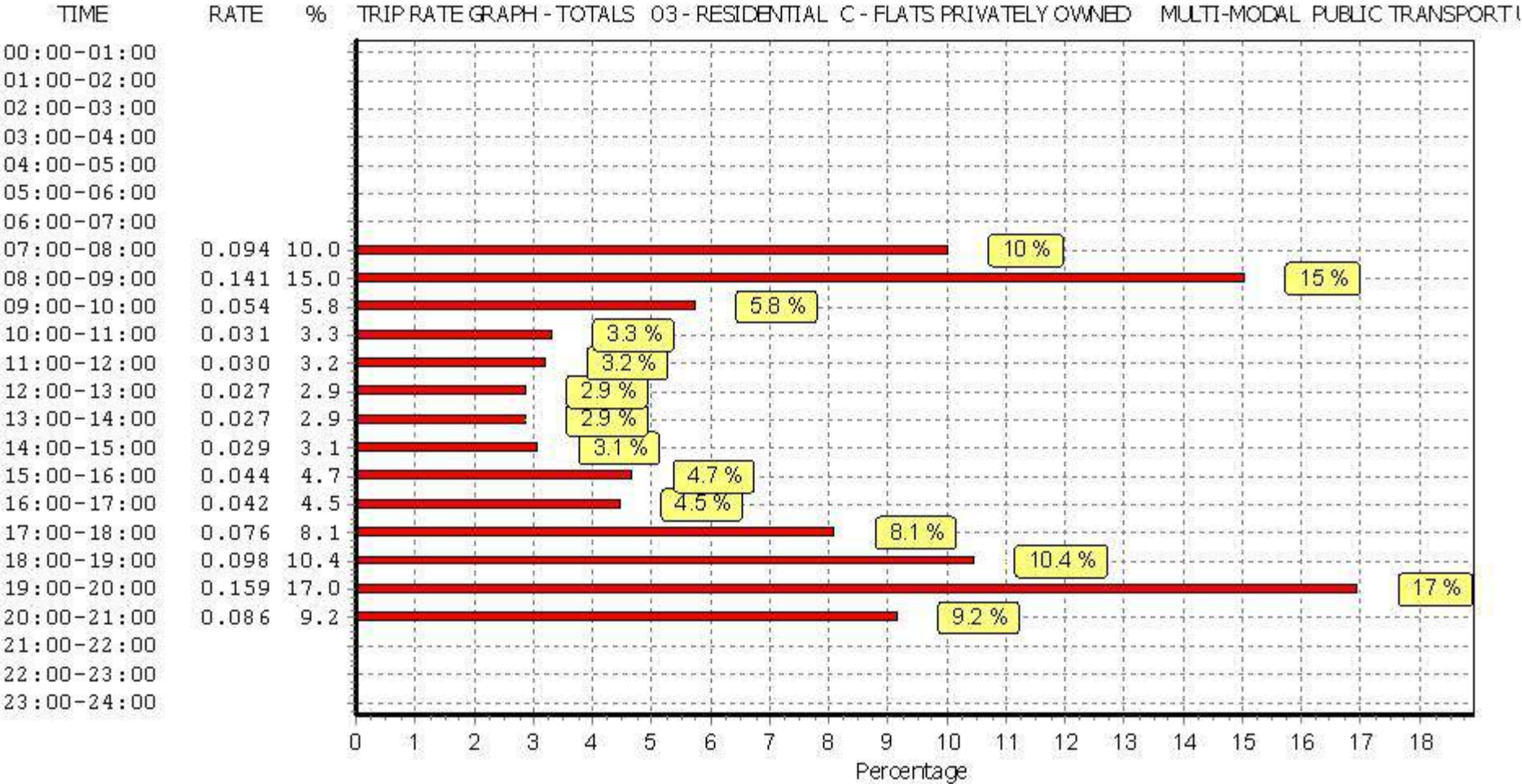
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.073	5	169	0.239	5	169	0.312
08:00 - 09:00	5	169	0.082	5	169	0.387	5	169	0.469
09:00 - 10:00	5	169	0.115	5	169	0.142	5	169	0.257
10:00 - 11:00	5	169	0.078	5	169	0.144	5	169	0.222
11:00 - 12:00	5	169	0.098	5	169	0.135	5	169	0.233
12:00 - 13:00	5	169	0.127	5	169	0.096	5	169	0.223
13:00 - 14:00	5	169	0.122	5	169	0.131	5	169	0.253
14:00 - 15:00	5	169	0.105	5	169	0.117	5	169	0.222
15:00 - 16:00	5	169	0.205	5	169	0.143	5	169	0.348
16:00 - 17:00	5	169	0.211	5	169	0.133	5	169	0.344
17:00 - 18:00	5	169	0.257	5	169	0.117	5	169	0.374
18:00 - 19:00	5	169	0.270	5	169	0.150	5	169	0.420
19:00 - 20:00	3	113	0.374	3	113	0.200	3	113	0.574
20:00 - 21:00	3	113	0.262	3	113	0.150	3	113	0.412
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.379			2.284			4.663		

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.

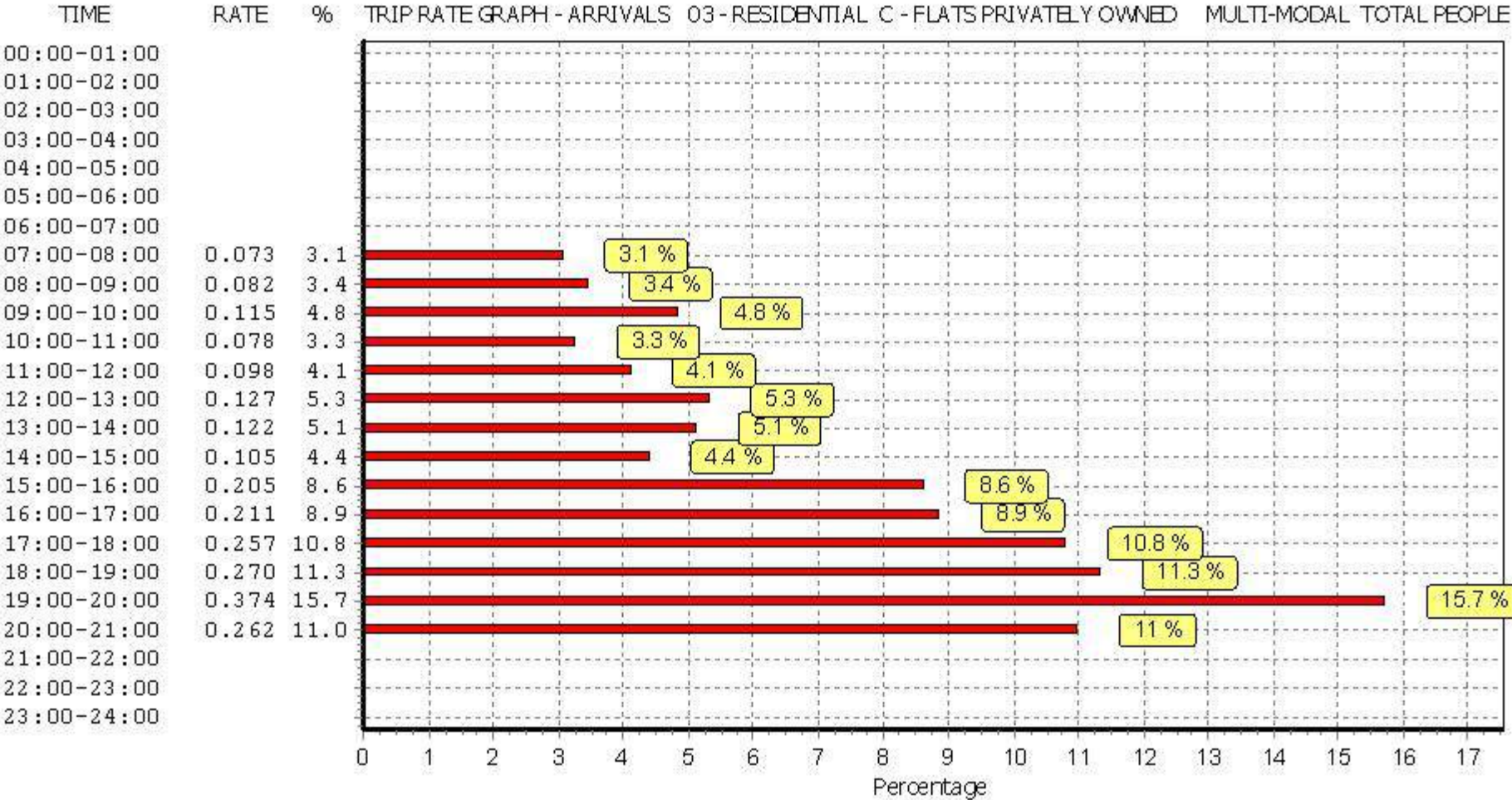
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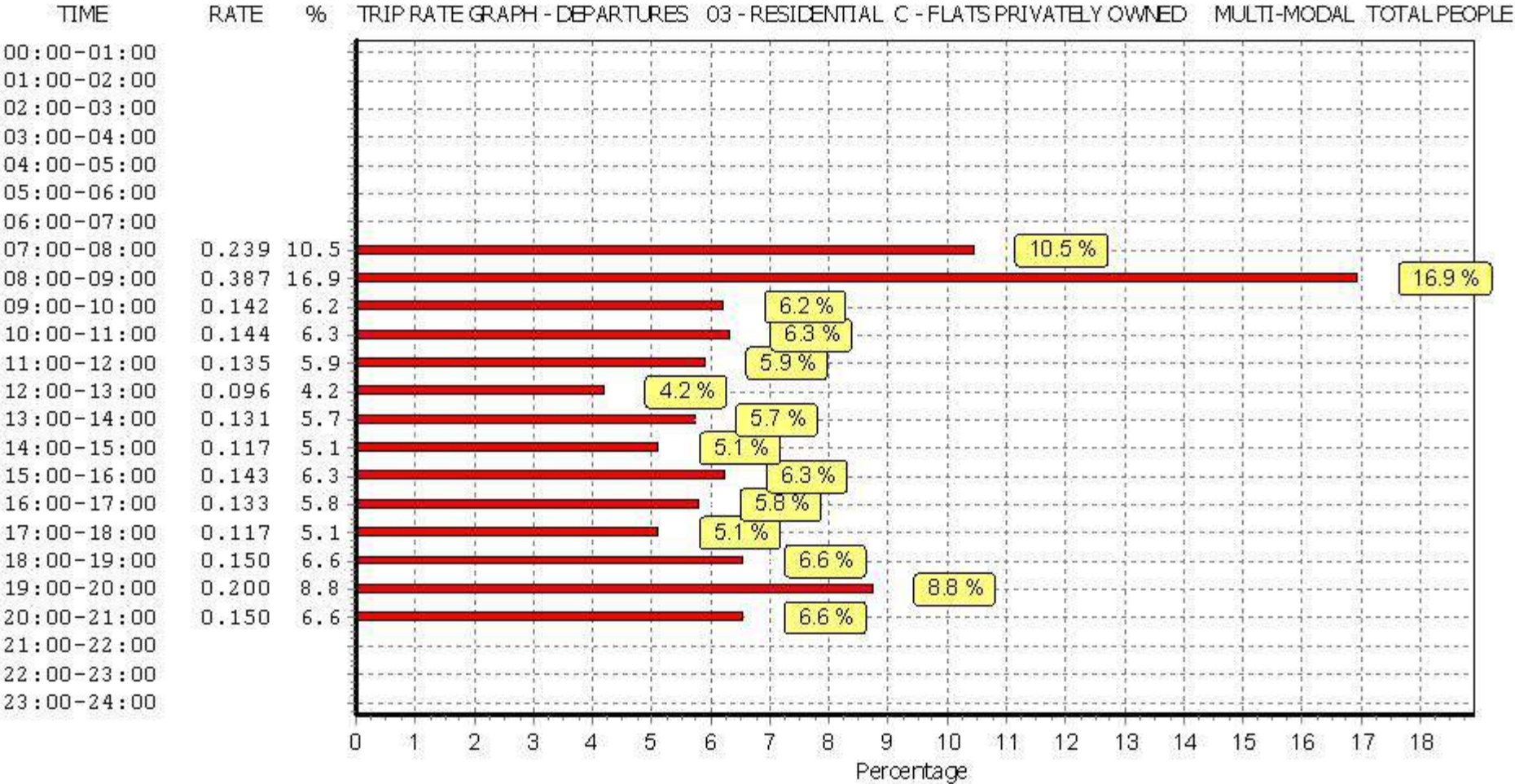
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date date range:	01/01/09 - 30/11/16
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

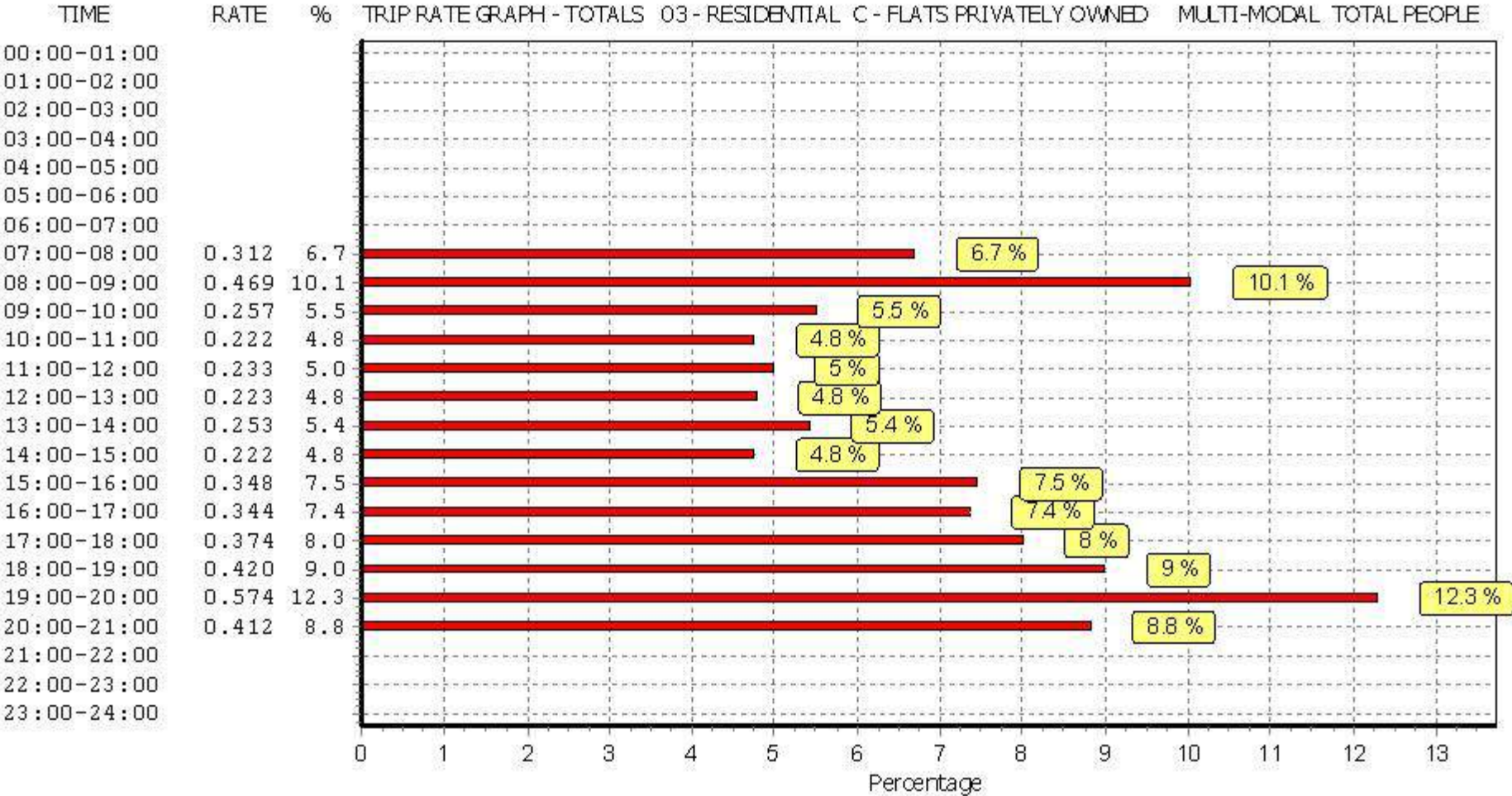
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.031	5	169	0.069	5	169	0.100
08:00 - 09:00	5	169	0.025	5	169	0.083	5	169	0.108
09:00 - 10:00	5	169	0.031	5	169	0.034	5	169	0.065
10:00 - 11:00	5	169	0.030	5	169	0.045	5	169	0.075
11:00 - 12:00	5	169	0.024	5	169	0.043	5	169	0.067
12:00 - 13:00	5	169	0.034	5	169	0.033	5	169	0.067
13:00 - 14:00	5	169	0.041	5	169	0.045	5	169	0.086
14:00 - 15:00	5	169	0.034	5	169	0.040	5	169	0.074
15:00 - 16:00	5	169	0.059	5	169	0.043	5	169	0.102
16:00 - 17:00	5	169	0.079	5	169	0.051	5	169	0.130
17:00 - 18:00	5	169	0.083	5	169	0.045	5	169	0.128
18:00 - 19:00	5	169	0.093	5	169	0.050	5	169	0.143
19:00 - 20:00	3	113	0.082	3	113	0.059	3	113	0.141
20:00 - 21:00	3	113	0.079	3	113	0.062	3	113	0.141
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.725			0.702			1.427		

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.

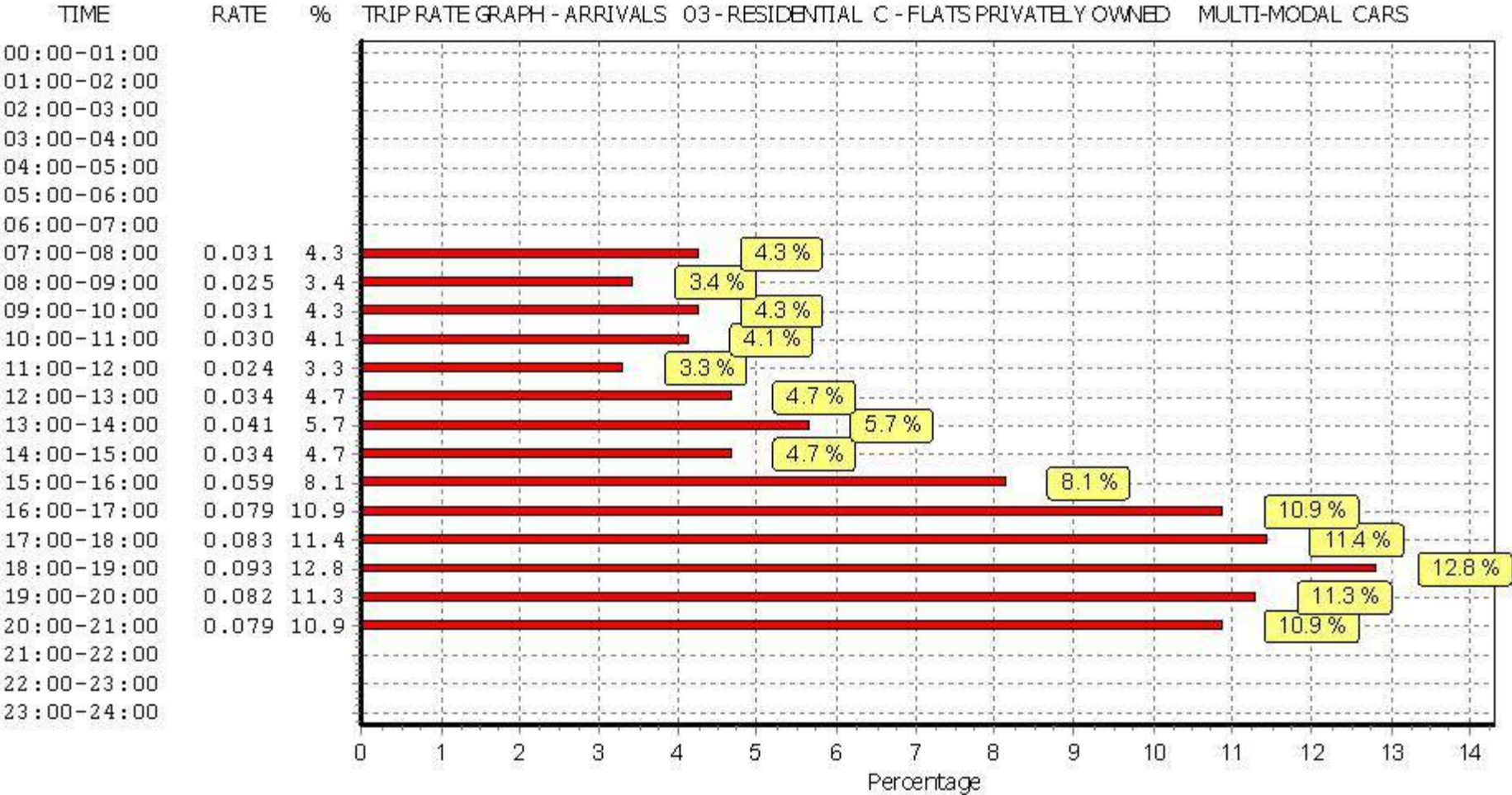
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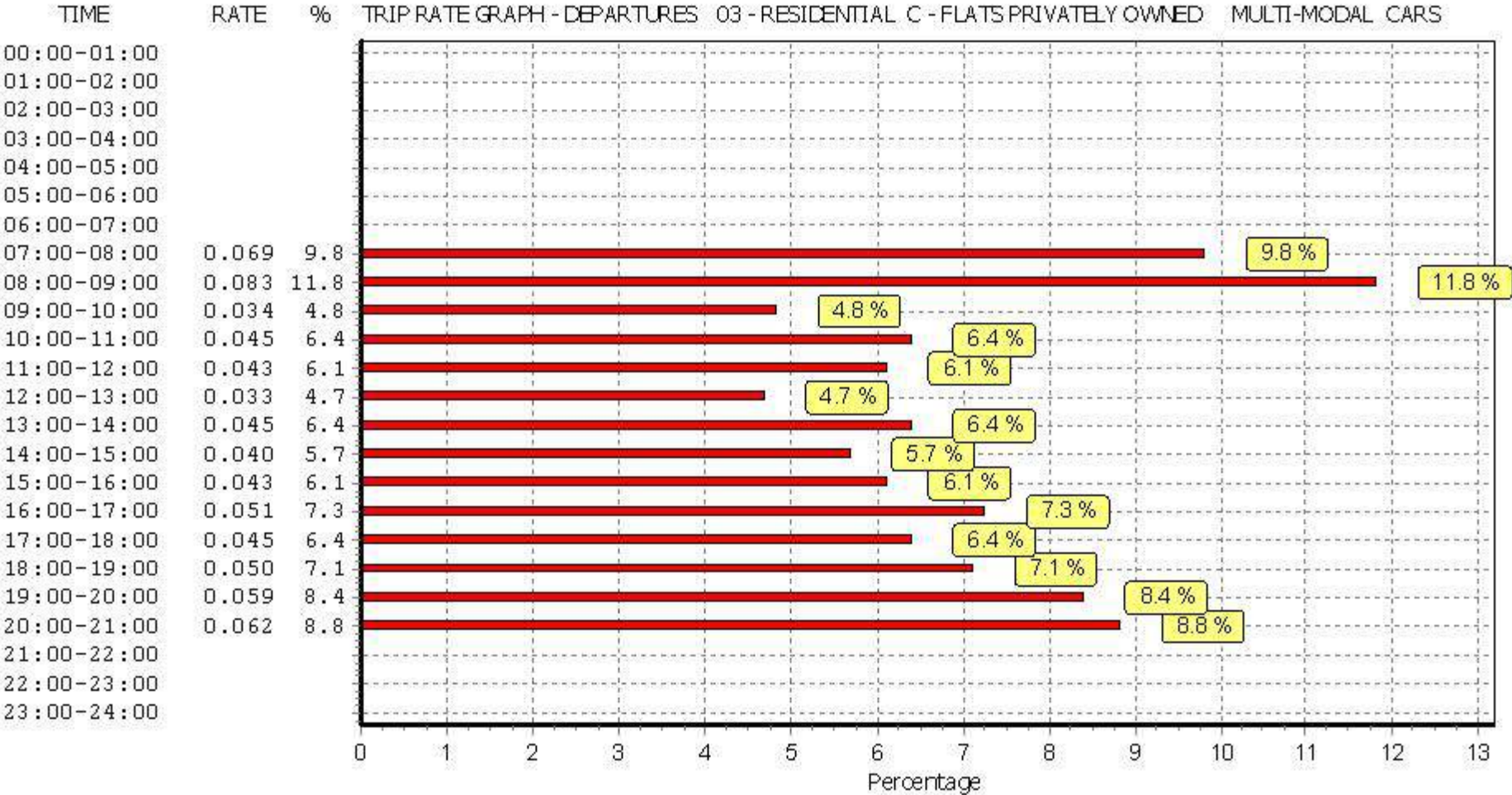
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
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

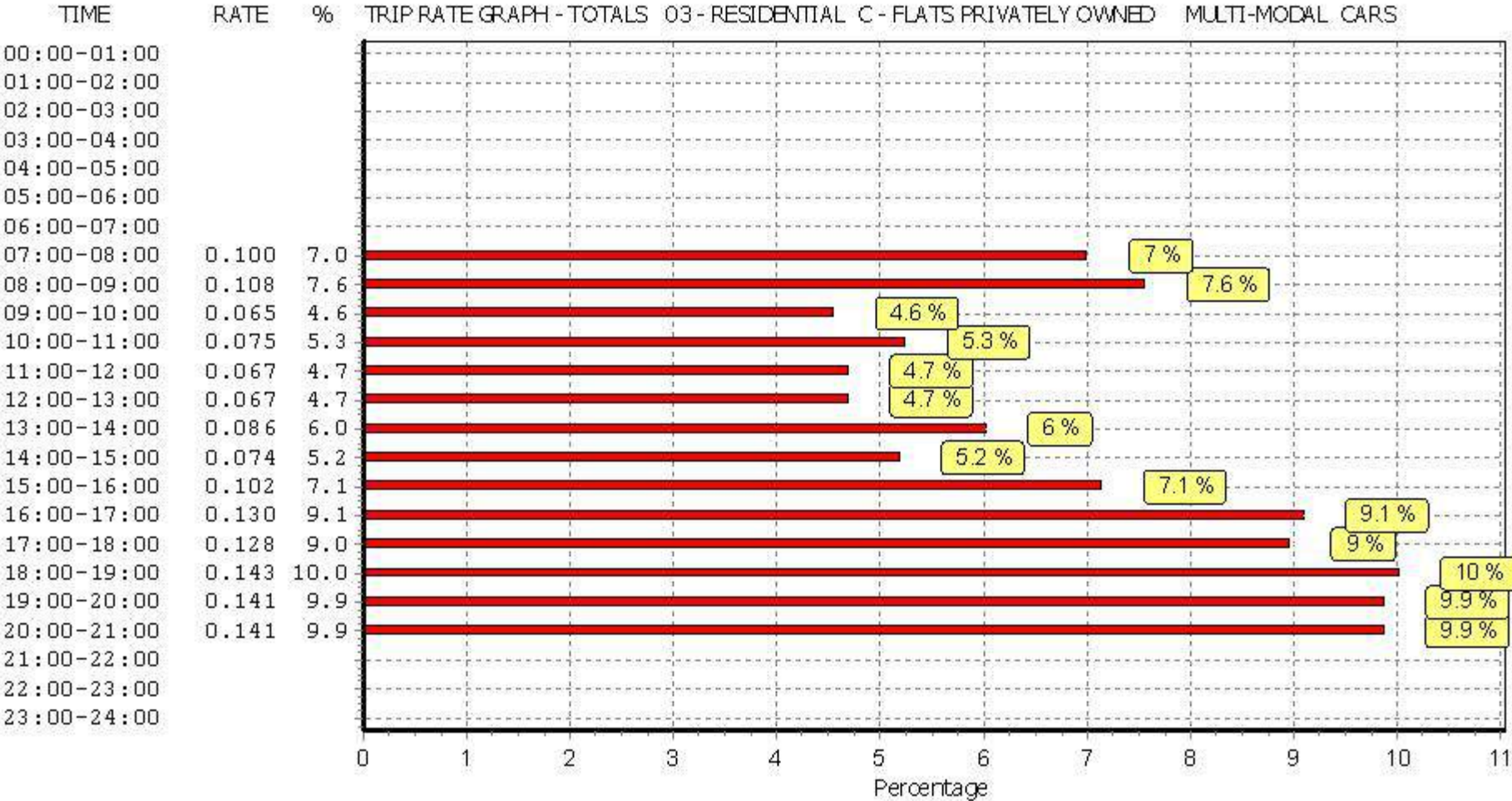
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.004	5	169	0.002	5	169	0.006
08:00 - 09:00	5	169	0.001	5	169	0.001	5	169	0.002
09:00 - 10:00	5	169	0.006	5	169	0.006	5	169	0.012
10:00 - 11:00	5	169	0.008	5	169	0.009	5	169	0.017
11:00 - 12:00	5	169	0.011	5	169	0.011	5	169	0.022
12:00 - 13:00	5	169	0.009	5	169	0.009	5	169	0.018
13:00 - 14:00	5	169	0.011	5	169	0.007	5	169	0.018
14:00 - 15:00	5	169	0.006	5	169	0.007	5	169	0.013
15:00 - 16:00	5	169	0.009	5	169	0.011	5	169	0.020
16:00 - 17:00	5	169	0.014	5	169	0.011	5	169	0.025
17:00 - 18:00	5	169	0.011	5	169	0.009	5	169	0.020
18:00 - 19:00	5	169	0.004	5	169	0.005	5	169	0.009
19:00 - 20:00	3	113	0.000	3	113	0.003	3	113	0.003
20:00 - 21:00	3	113	0.000	3	113	0.000	3	113	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.094			0.091			0.185		

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.

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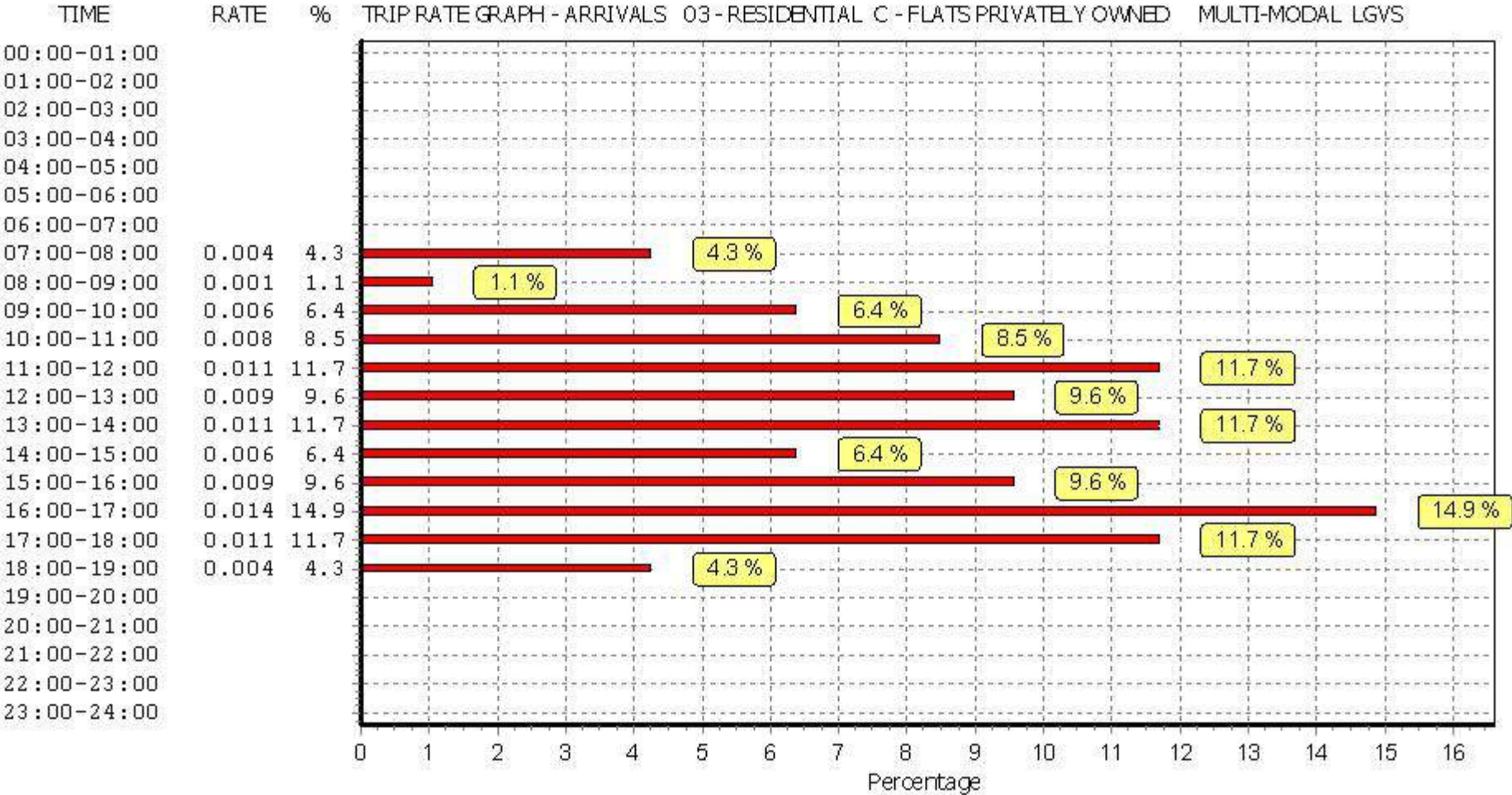
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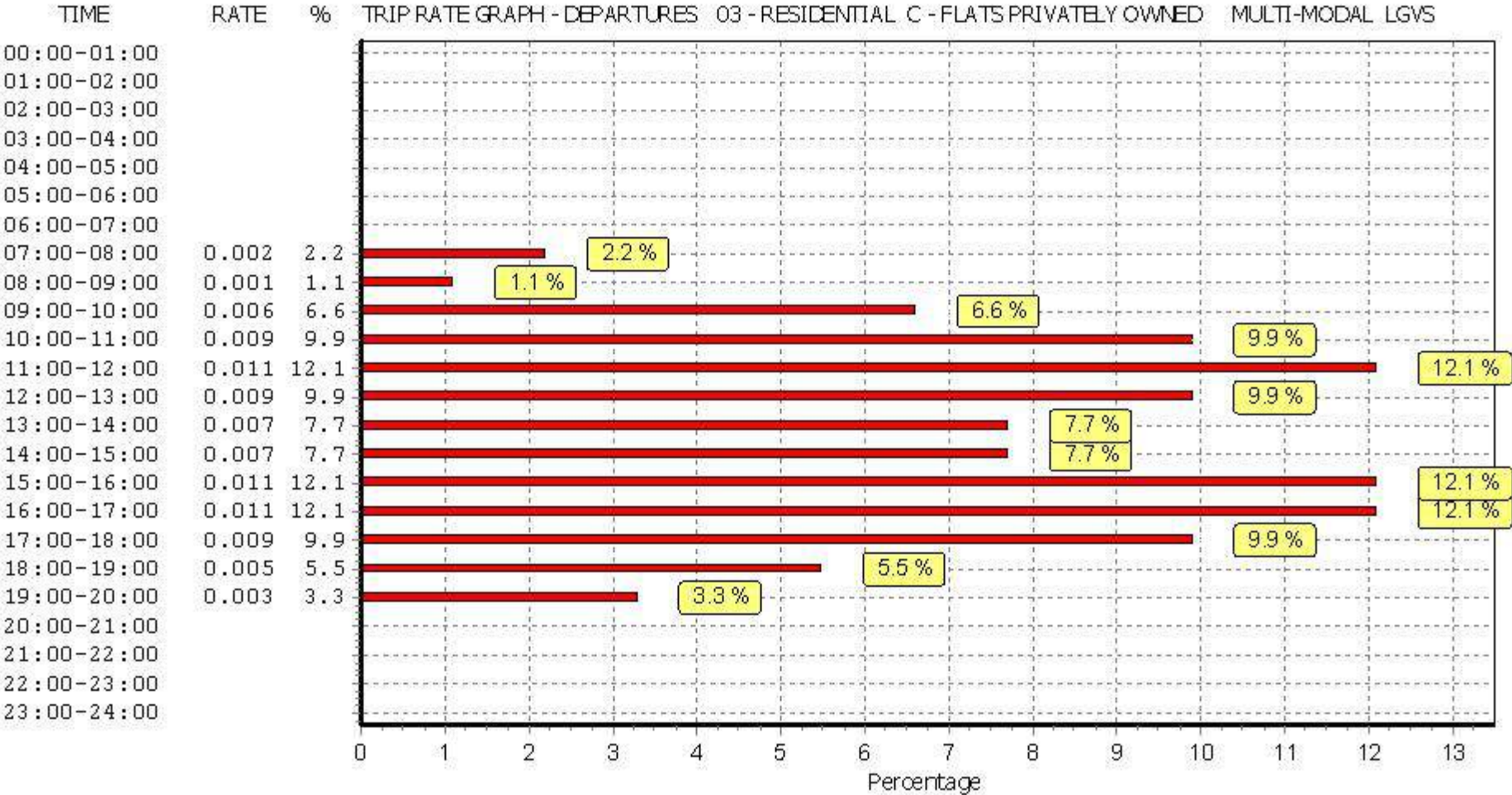
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
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

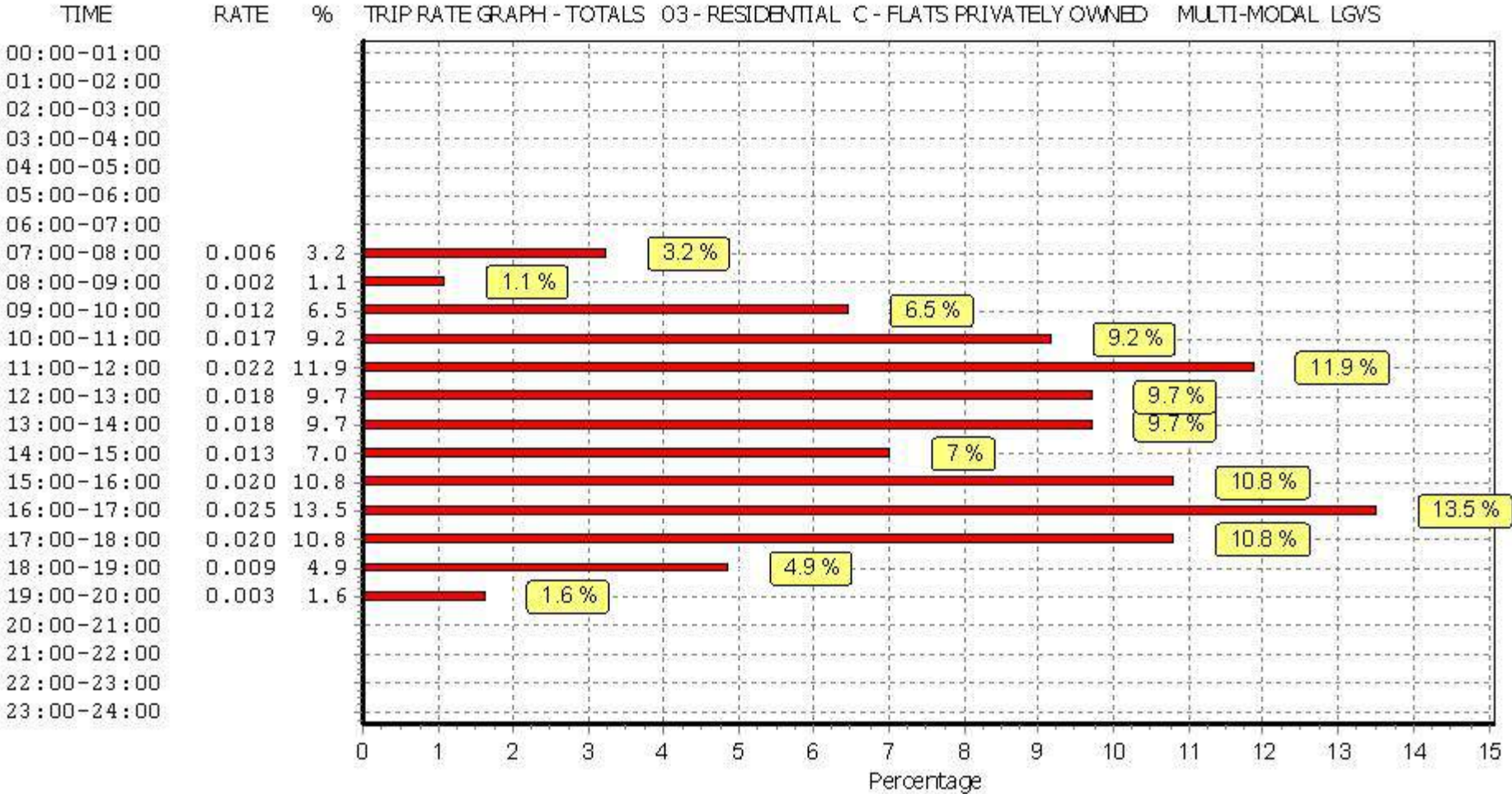
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.000	5	169	0.002	5	169	0.002
08:00 - 09:00	5	169	0.001	5	169	0.006	5	169	0.007
09:00 - 10:00	5	169	0.000	5	169	0.002	5	169	0.002
10:00 - 11:00	5	169	0.000	5	169	0.000	5	169	0.000
11:00 - 12:00	5	169	0.001	5	169	0.001	5	169	0.002
12:00 - 13:00	5	169	0.000	5	169	0.000	5	169	0.000
13:00 - 14:00	5	169	0.000	5	169	0.001	5	169	0.001
14:00 - 15:00	5	169	0.000	5	169	0.000	5	169	0.000
15:00 - 16:00	5	169	0.002	5	169	0.000	5	169	0.002
16:00 - 17:00	5	169	0.001	5	169	0.000	5	169	0.001
17:00 - 18:00	5	169	0.005	5	169	0.001	5	169	0.006
18:00 - 19:00	5	169	0.005	5	169	0.004	5	169	0.009
19:00 - 20:00	3	113	0.015	3	113	0.006	3	113	0.021
20:00 - 21:00	3	113	0.009	3	113	0.006	3	113	0.015
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.029			0.068

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.

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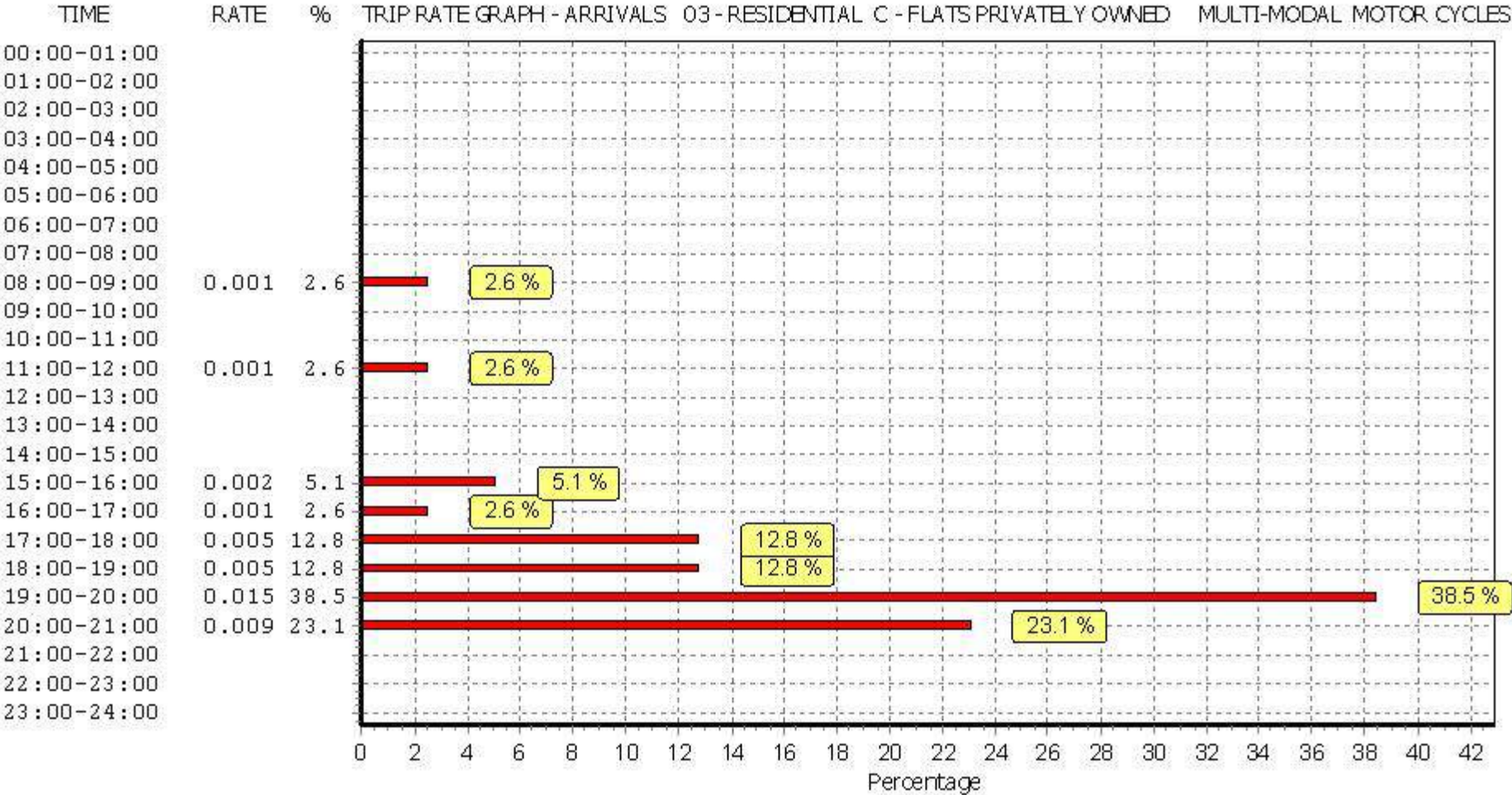
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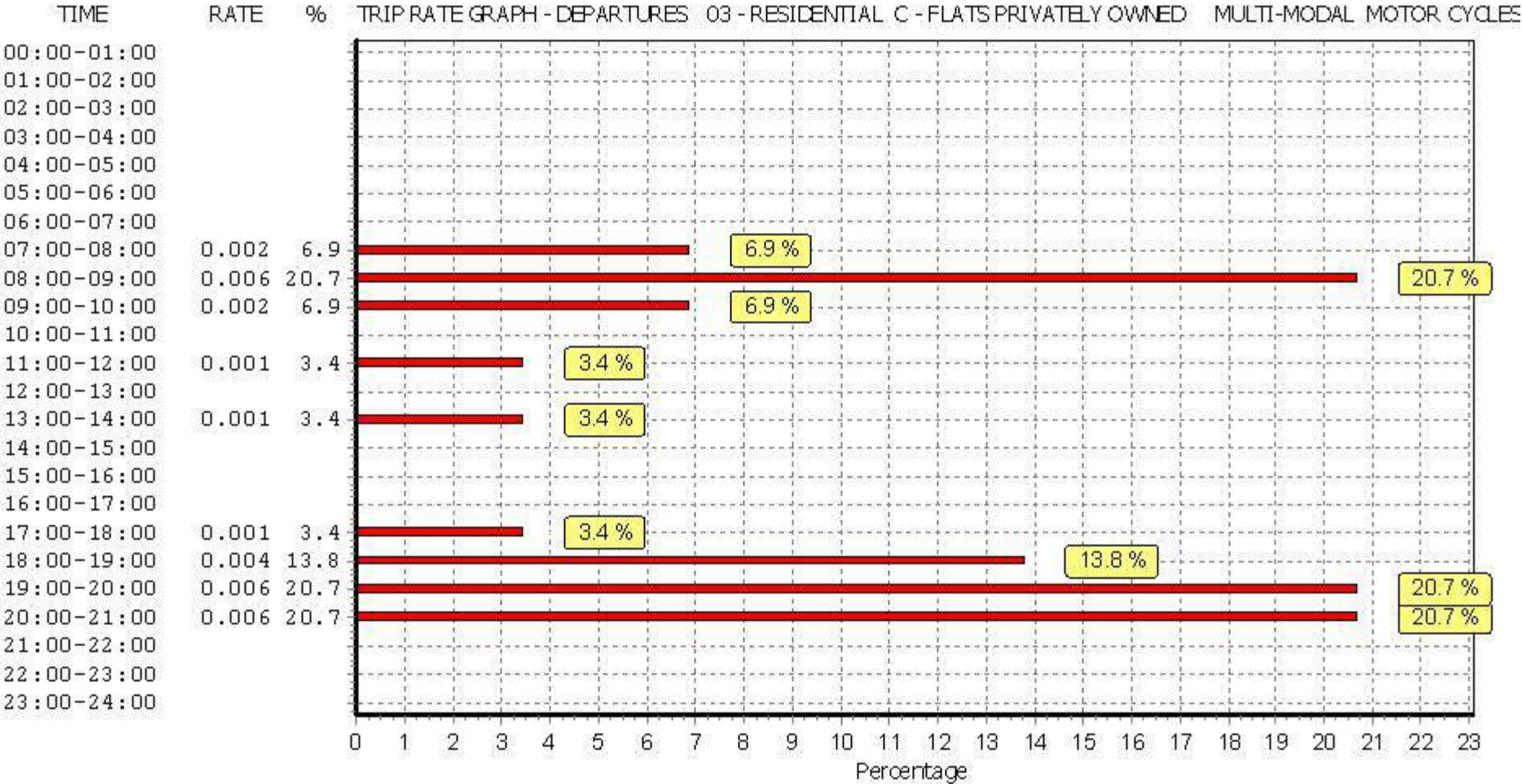
Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
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

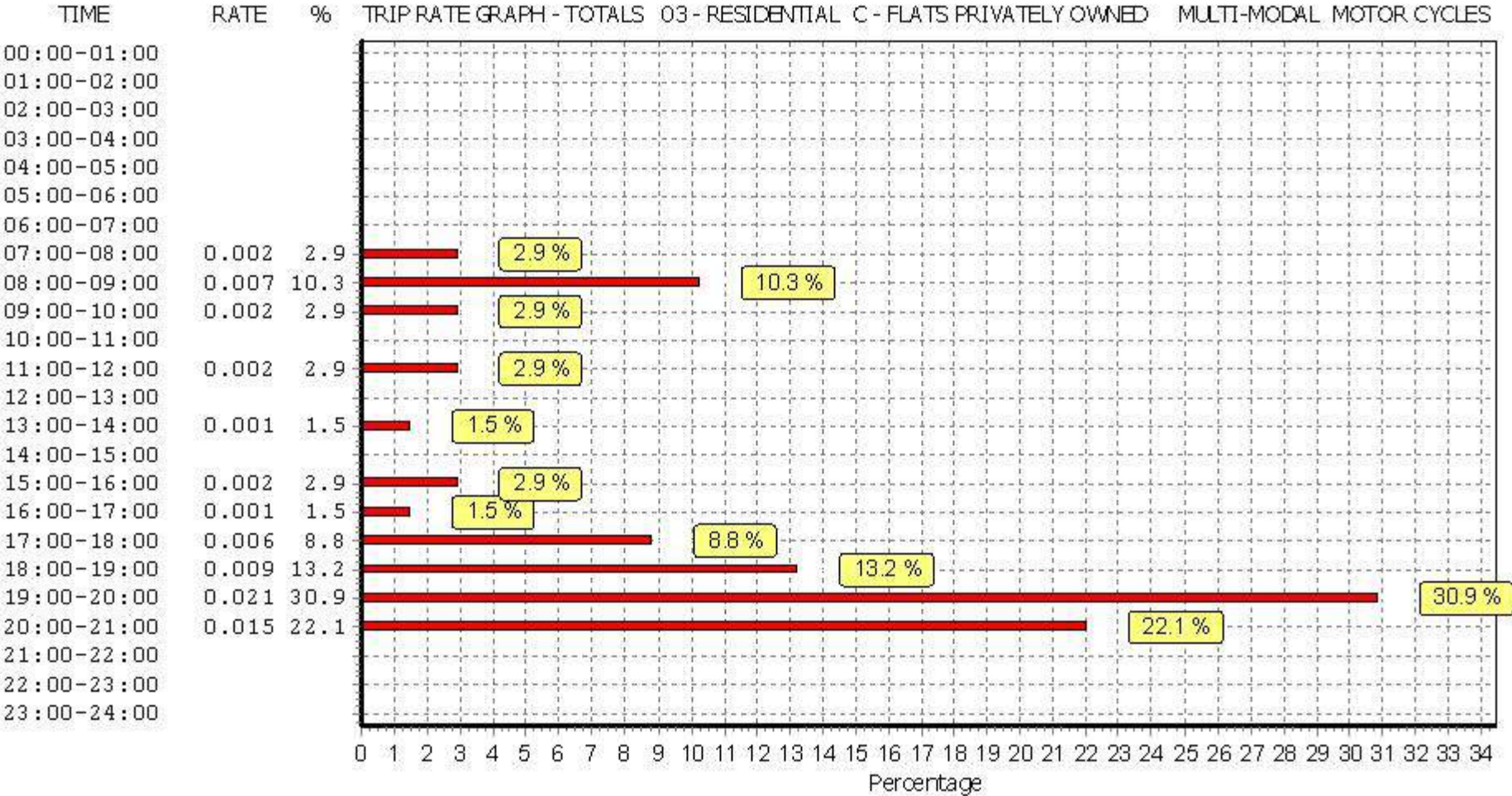
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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