

**TRANSPORT STATEMENT
FLORENCE WAY, UXBRIDGE, UB8 2LS**

**PROPOSED CHANGE OF USE OF THE EXISTING B8
UNIT TO USES WITHIN CLASSES B1C, B2 AND B8**

Prepared by: Entran Ltd



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WEST OF ENGLAND
TRAVEL PLAN AWARDS
GOLD AWARD

TRANSPORT STATEMENT
FLORENCE WAY, UXBRIDGE, UB8 2LS

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UNIT TO USES WITHIN CLASSES B1C, B2 AND B8**

Revision	Date	Notes	Author	Checked	Approved
Issue	Sept 2016	Issue	DJA	DTW	RGW
A	Sept 2016	Rev A – client comments	DJA	DTW	RGW
A	Sept 2016	Rev B – updated site areas	DJA	DTW	RGW

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C	TRICS Data



1. INTRODUCTION

1.1 Background

- 1.1.1 Entran Ltd has been commissioned to provide an assessment of the highway implications of the proposed redevelopment of an existing B8 unit off Florence Way, Uxbridge to uses within classes B1c, B2 and B8 of the use classes order.
- 1.1.2 Throughout this Transport Statement (TS) and when relevant, we make reference to both National and Local Policy and relevant guidance including:

National Policy

- Department for Communities and Local Government, National Planning Policy Framework (2012);
- National Planning Practice Guidance: Travel Plans, transport assessments and statements in decision-taking (March 2014);
- Department for Transport, Delivering a Sustainable Transport System (2008); and
- Department for Transport, Creating Growth, Cutting Carbon – Making Sustainable Transport Happen (2011).

Regional Policy

- The London Plan and The Mayor's Transport Strategy;
- The London Plan, Spatial Development Strategy for Greater London (2011);
- Transport for London's Transport Assessment Best Practice Guidance (2008);
- Greater London Authority, The Walking Plan for London – Mayor of London (2004); and
- Greater London Authority, Cycling revolution: London (2010).

Local Planning Policy

- Hillingdon Local Plan; Part 1 (2012);
- London Borough of Hillingdon, Local Implementation Plan, (2011); and
- LBH Local Plan Part 2 - Development Management Policies: October 2015.

1.2 Structure of Report

- 1.2.1 This report provides details of the traffic and transportation issues associated with the redevelopment proposals and addresses the following:
- Section 2 - Existing Development and Highway Conditions; Section 3 - Redevelopment Proposals; Section 4 Development Impact and Section 5 - Summary and conclusions.

2. EXISTING DEVELOPMENT AND HIGHWAY CONDITIONS

2.1 Existing Site Use

2.1.1 The site comprises 1.6 hectares of land currently utilised as 7,556 sqm GFA of warehouse for Use Class B8 only. It is noted that currently 3,952 sqm is office space.

2.1.2 As shown in **Figure 1.1** below, the site consists of:

- Dedicated access road off Florence Way;
- Factory building incorporating commercial and office space totalling 7,556 sqm GFA;
- Front Car park for 91 car parking spaces (including 1 disabled space) at a ratio of 1:83sqm, no cycle parking and;
- Rear gated service yard with 8 loading docks and 1 level loading door.

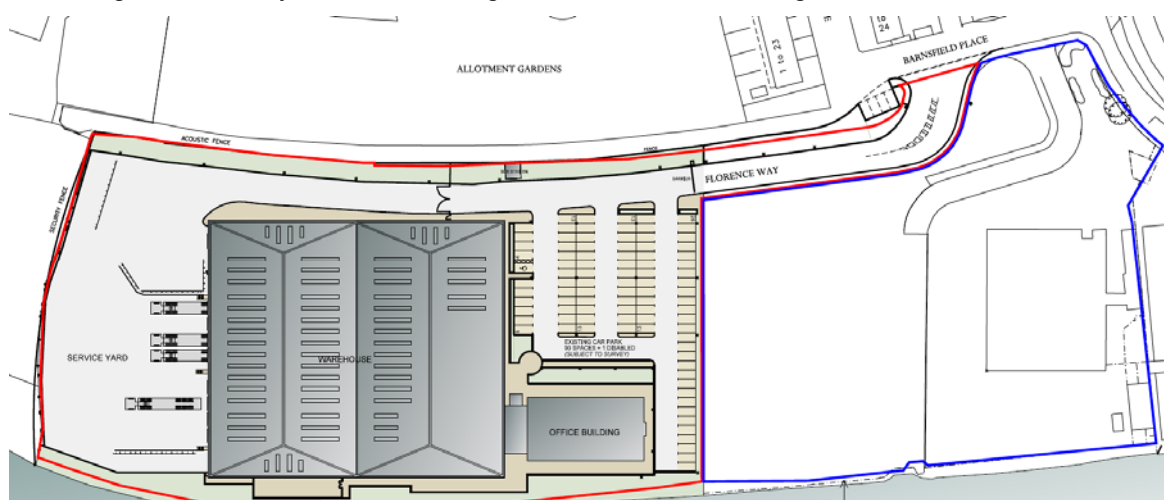


Figure 2.1 – Existing Site Layout

2.1.3 Plate A below illustrates that Florence Way forms a standard T-junction including splitter island with Barnsfield Place. The junction is also protected by double yellow lines.



Plate A – Existing Site Access

2.2 Local Transport Network

- 2.2.1 Florence Way is primarily a 7.3m wide access road with a 1.8m wide footway along its western flank. Florence Way is subject to a 30mph speed limit and benefits from a comprehensive street lighting system.
- 2.2.2 Barnsfield Place is also primarily a 7.3m wide access road with a 1.8m wide footway along both flanks, is subject to a 30mph speed limit and benefits from a comprehensive street lighting system. Access to Barnsfield Place is from Rockingham Road via a ghost island right turn lane. Plate B below illustrates the current access arrangements.



Plate B – Access to Barnsfield Place from Rockingham Road

- 2.2.3 Rockingham Road is a primary distributor of varying road width but local to the site is lit and subject to a 30mph speed limit
- 2.2.4 To the north, Rockingham Road (A4007) provides access to Uxbridge town centre, A408, A4020 and the M40, whilst to the south access is to more rural roads beyond the M25.

2.3 Pedestrian and Cycle Access

- 2.3.1 Acceptable journey distances on foot vary depending on the purpose of the journey, the environment in which the journey is taking place and of course the individual walking. The Institute of Highways and Transportation guide 'Providing for Journeys on Foot' suggests that for commuting a desirable walking distance would be 500m, an acceptable walking distance would be 1km and the preferred maximum walking distance would be 2km.
- 2.3.2 There is a comprehensive footway network around the site including many controlled crossing points ensuring that there is no obstruction to pedestrian movement to/from the Site to/from local facilities.
- 2.3.3 Uxbridge Town Centre, with all its commercial, retail, employment, leisure and health facilities is within 700m of the site.
- 2.3.4 There is no specific cycle network local to the Town Centre although cycle parking facilities exist along the High Street.
- 2.3.5 On inspection, there are no deficiencies in the highway network as it relates to pedestrian and cycle access that would discourage or restrict the use of these modes as being a viable alternative to the car.

2.4 Public Transport

- 2.4.1 All available bus services serving Uxbridge can be accessed within 750m of the site. The bus services that can be accessed include, amongst others; 7, 58, 222, 331, 427, 580, 607, 740, A10, U2, U3, U4, U7, U9. Routes 7 and 58 can also be accessed from Rockingham Road, with stops

being within 150m of the site.

- 2.4.2 The nearest London Underground Station is Uxbridge which is on the Piccadilly and Metropolitan lines and is within 750m of the site.
- 2.4.3 The site lies within an area with a PTAL rating of 3, the PTAL report is included as **Appendix A**. Furthermore, and on inspection, there are no deficiencies in the public transport network or facilities that would discourage or restrict the use of these modes as being a viable alternative to the car.
- 2.4.4 The site's contextual location (highlighted by red spot on the plan) is illustrated in **Figure 2.2** below.

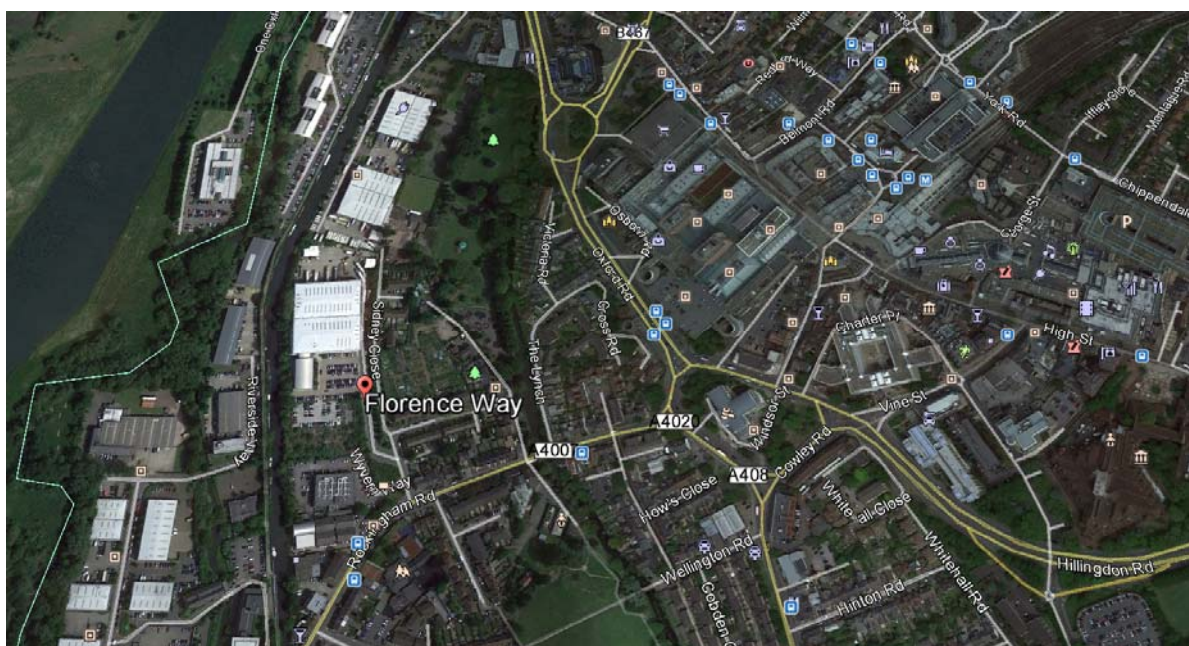


Figure 2.2 - Site Location Plan

- 2.4.5 Clearly the site is well located, enabling staff to use other modes of transport to access the site other than the private car.

3. DEVELOPMENT PROPOSALS

3.1 Development Composition

3.1.1 The redevelopment proposal is for the redevelopment of the site as follows:

- New footprint of 6,338 sqm GFA, but with a reduction in office floor space to 1,196 sqm of the total GFA;
- Revision in proposed land use classes to B1c, B2 and B8;
- Reduction in car parking provision to 75 car spaces (including 7 disabled spaces) equating to 1:85 sqm GFA (currently 1:83)
- Alterations to the layout of existing parking areas and associated landscaping ;
- No alterations to site access arrangements;
- No alterations to site servicing arrangements;
- Cycle storage (20 cycles at 1:380sqm) is to be provided via covered stands close to the office accommodation.

3.1.2 The proposed site layout is shown in **Figure 3.1** below and also attached as **Appendix C** (includes existing site layout);

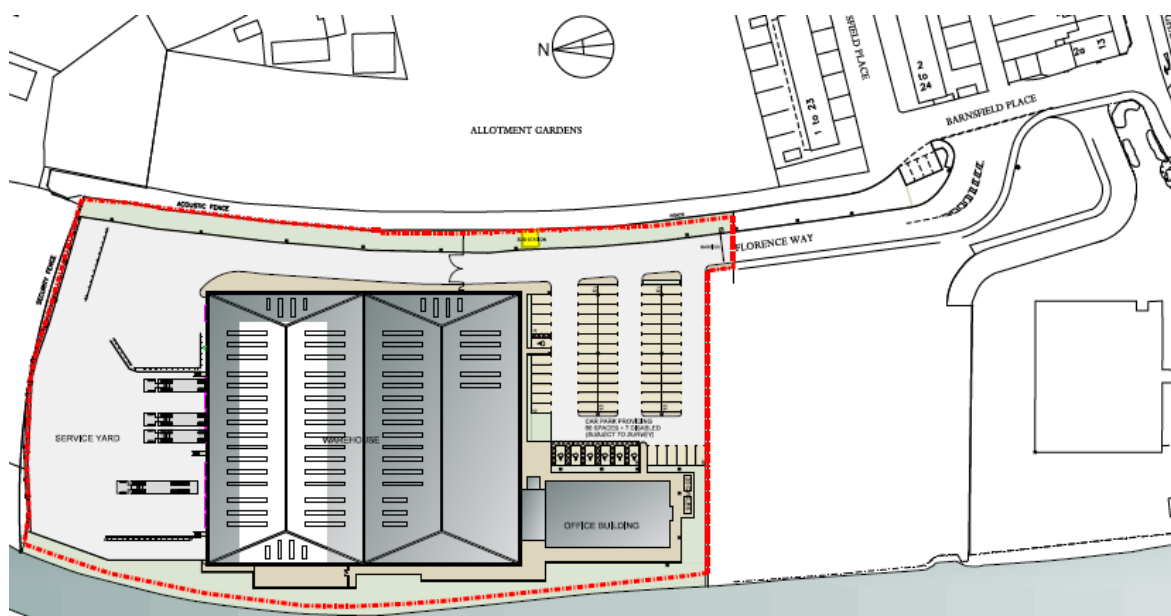


Figure 3.1 – Proposed Site Layout



3.2 Car Parking

- 3.2.1 The site is designated as a strategic industrial location under policy 2.17 of the London Plan and in annexe 3 table A 3.1 is listed as an IBP (Industrial Business Park) designation. The London Plan parking addendum to chapter 6 sets maximum car parking standards for this location of between 1:100sm and 1:600sm.
- 3.2.2 With regard to the London Plan therefore, the proposed parking provision is policy compliant.
- 3.2.3 LBH Local Plan Part 2 - Development Management Policies: October 2015 advises of a maximum car parking provision for all non B1 uses of 2 spaces plus 1 space per 50 – 100 sqm of gross floor space.
- 3.2.4 With regard to the LBH Local Plan therefore, the proposed parking provision is policy compliant.

3.3 Cycle Parking

- 3.3.1 The London Plan advises of a cycle parking provision of B1(b) (c) (business) – 1 per 250 sqm long stay and 1 per 1,000 sqm short stay and B2 – B8 (General Industry storage and distribution) 1 per 500 sqm long stay and 1 per 1,000 sqm short stay.
- 3.3.2 With regard to the London Plan therefore, the proposed parking provision is policy compliant.
- 3.3.3 LBH Local Plan Part 2 - Development Management Policies: October 2015 advises of a cycle parking provision of B1(b) (c) (business) – 1 per 250 sqm and B2 – B8 (General Industry storage and distribution) 1 per 500sqm.
- 3.3.4 With regard to the LBH Local Plan therefore, the proposed parking provision is policy compliant.



4. TRIP GENERATION

4.1 Introduction

- 4.1.1 The following chapter has been prepared to identify the existing and future traffic generation profiles of the development site.

4.2 Existing / Proposed Use – Trip Generation

- 4.2.1 As described in Chapter 2 of this report, the site is a B8 land use that is proposed to be redeveloped as a open B1(c), B2 and B8 unit.
- 4.2.2 In order to understand the extant and potential future vehicular trip generating characteristics of the site, the TRICS database has been interrogated. The results of this analysis are illustrated in Table 4.1 below, with a copy of the TRICS output data attached as **Appendix C**.
- 4.2.3 Given the restricted number of sites available in the TRICS database reflective of the sites location, specific selection criteria have been used (see output) In addition, for the proposed use, a B2 Industrial Unit has been selected as being a reasonable land use to cover both the higher and lower trip rates generally associated with B1(c) and B8 uses respectively.

Time	Trip Rate (per unit)			Traffic Flows (per unit)		
	Arrivals	Departures	trip rate	Arrivals	Departures	Trips
0800-0900	0.426	0.10	0.526	32	8	40
1700-1800	0.145	0.384	0.529	11	29	40
Daily	2.265	2.332	4.597	171	176	347

Proposed (asume B2) 6338 sqm						
Time	Trip Rate (per unit)			Traffic Flows (per unit)		
	Arrivals	Departures	trip rate	Arrivals	Departures	Trips
0800-0900	0.8	0.14	0.940	51	9	60
1700-1800	0.097	0.678	0.775	6	43	49
Daily	3.362	3.377	6.739	213	214	427

Impact

Time	Total New Trips		
	Arrivals	Departures	Trips
0800-0900	19	1	20
1700-1800	-5	14	9
Daily	42	38	80

Table 4.1 – Vehicular Impact

- 4.2.4 Table 4.1 illustrates that the development will generate 20 additional vehicular trips during the AM peak period (one every three minutes) and 9 additional vehicular trips during the PM peak(one every six minutes).
- 4.2.5 Based on the evidence presented above and in earlier chapters of this report, the potential impact of the development in this location is negligible and in this regard therefore, further analysis into the impact that the proposed development might have on the local highway network is considered to be unnecessary.



5. SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1 Based on the data and analysis presented in this report, the following conclusions are drawn:

- The location, prevailing adjacent transport provisions and site sustainable transport initiatives, ensure that this site delivers a good level of multi-modal transport sustainability;
- The site includes for an appropriate level of car parking and new cycle parking at an appropriate level; and
- The site has been assessed in terms of vehicular impact as well as other key issues and found to offer significant highway safety benefits.

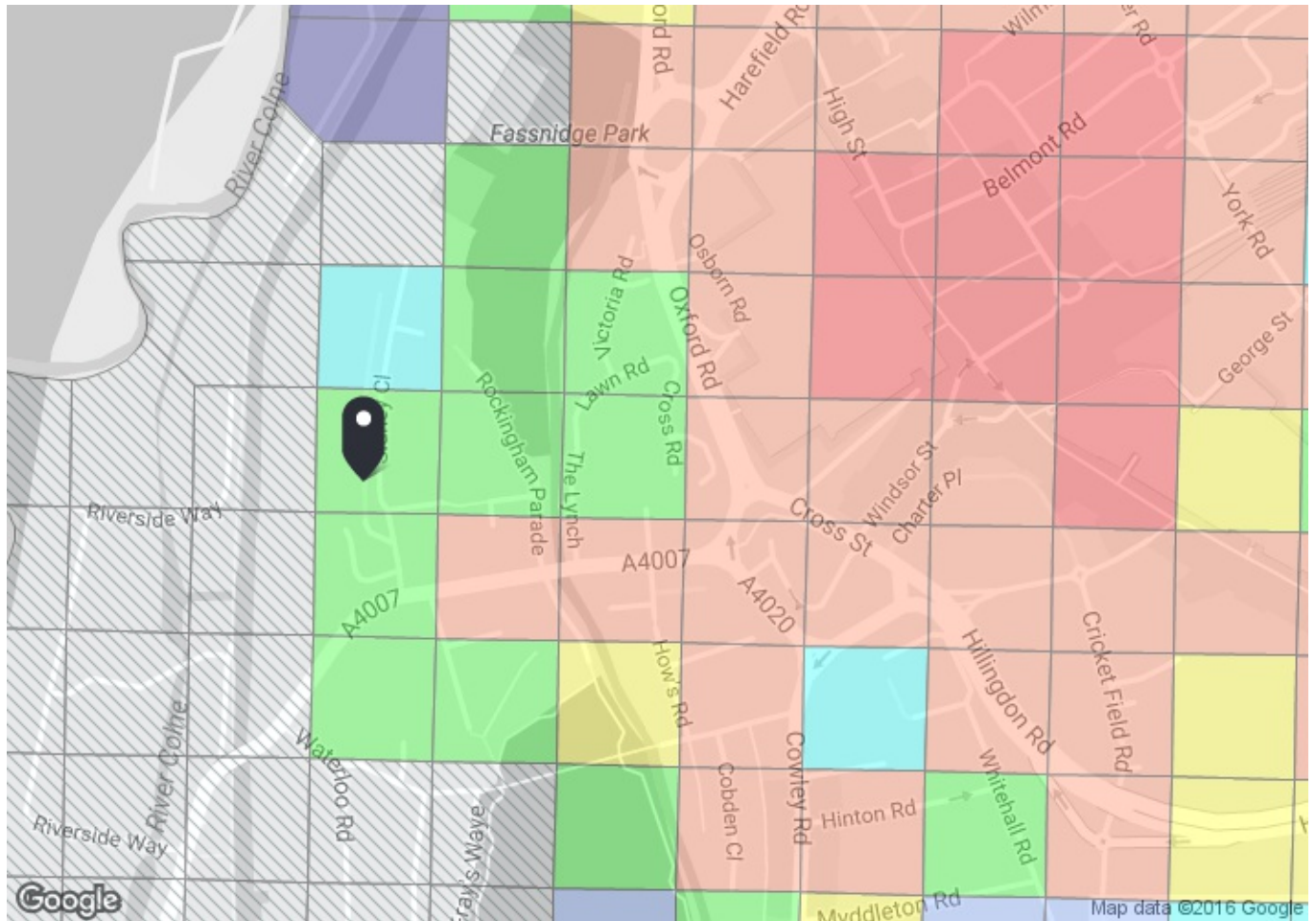
5.2 Conclusion

5.2.1 Based on the evidence presented in this report, the following conclusions are drawn;

- The effect of the development proposals on the surrounding transportation network is negligible; and
- The development should be considered acceptable and sustainable.



APPENDIX A



PTAL output for 2011 (Base year)
3

Florence Way Uxbridge UB8, UK

Easting: 505036, Northing: 184018

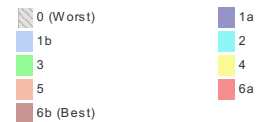
Grid Cell: 98523

Report generated: 31/08/2016

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

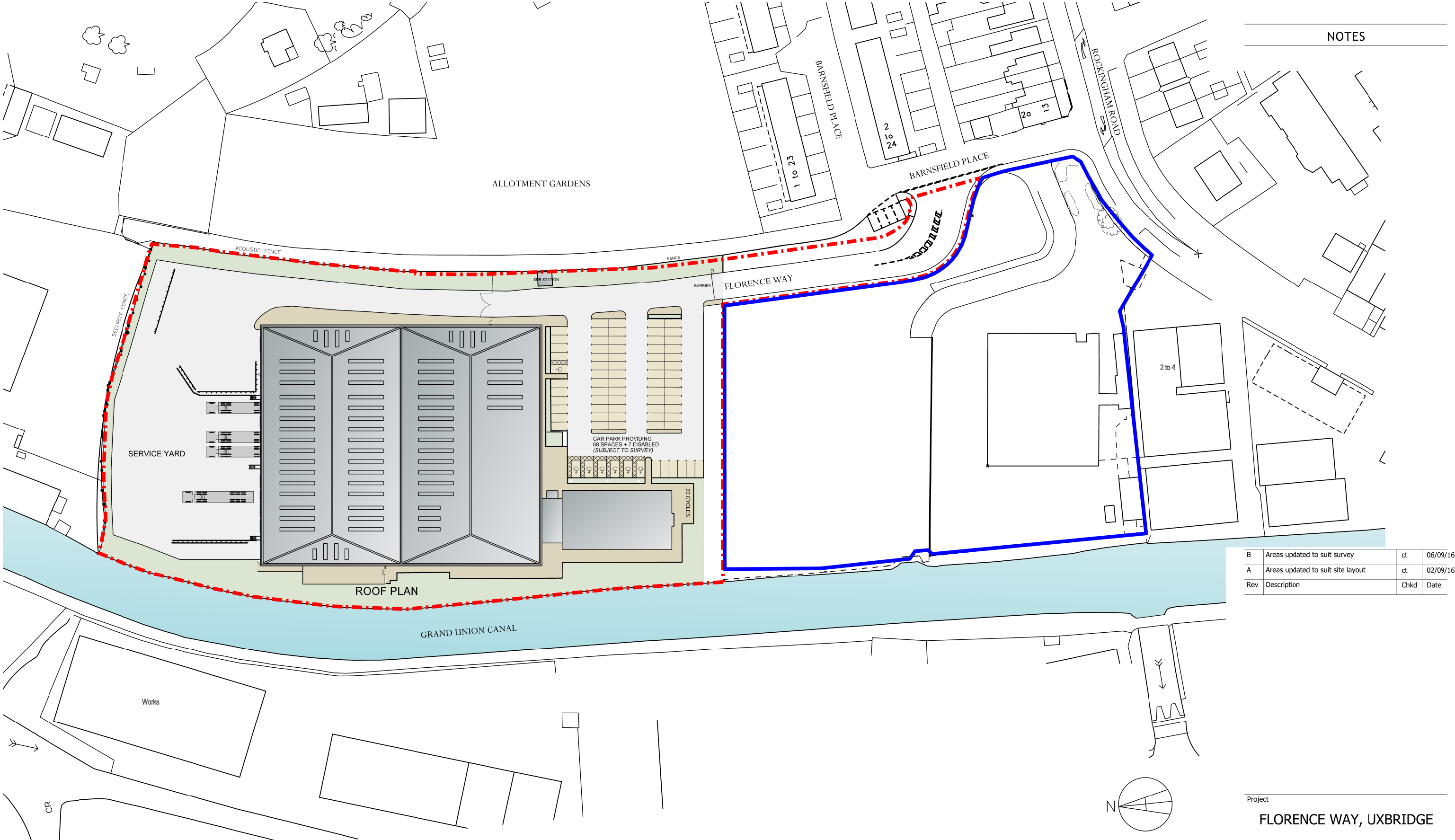
PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE OXFORD ROAD	U7	518.61	2	6.48	17	23.48	1.28	0.5	0.64
Bus	UXBRIDGE OXFORD ROAD	U5	518.61	5	6.48	8	14.48	2.07	0.5	1.04
Bus	UXBRIDGE OXFORD ROAD	222	518.61	7.5	6.48	6	12.48	2.4	1	2.4
Bus	UXBRIDGE OXFORD ROAD	U3	518.61	5	6.48	8	14.48	2.07	0.5	1.04
Bus	UXBRIDGE OXFORD ROAD	U4	518.61	7.5	6.48	6	12.48	2.4	0.5	1.2
Bus	UXBRIDGE OXFORD ROAD	U1	518.61	4	6.48	9.5	15.98	1.88	0.5	0.94
Bus	UXBRIDGE OXFORD ROAD	427	518.61	7.5	6.48	6	12.48	2.4	0.5	1.2
LUL	Uxbridge	'Uxbridge-AldSlow'	853.77	5.33	10.67	6.38	17.05	1.76	1	1.76
LUL	Uxbridge	'BkStr-UxbridgeSFast'	853.77	2.33	10.67	13.63	24.3	1.23	0.5	0.62
LUL	Uxbridge	'Uxbridge-BStreetSl'	853.77	3.67	10.67	8.92	19.6	1.53	0.5	0.77
LUL	Uxbridge	'HarrowHill-Uxbridge'	853.77	0.67	10.67	45.53	56.2	0.53	0.5	0.27
LUL	Uxbridge	'Uxbridge-Cockfosters'	853.77	3.67	10.67	8.92	19.6	1.53	0.5	0.77
LUL	Uxbridge	'AnnosGrove-Uxbridge'	853.77	1	10.67	30.75	41.42	0.72	0.5	0.36
LUL	Uxbridge	'Oakwood-Uxbridge'	853.77	0.33	10.67	91.66	102.33	0.29	0.5	0.15
Total Grid Cell AI:										13.16



APPENDIX B



NOTES

B	Areas updated to suit survey	ct	06/09/16
A	Areas updated to suit site layout	ct	02/09/16
Rev	Description	Chkd	Date

Description	GIA sqm	GIA sqft
Existing - Warehouse	3492	37,588
Existing - Office/Ancillary	3952	42,539
Existing - Core	112	1,205
Proposed - Warehouse	5030	54,142
Proposed - Office/Ancillary	1196	12,873
Proposed - Core	112	1,205

Existing - Car Parking (Incl 1 Disabled space)	91 (1:83)
Proposed - Car Parking (Incl 7 Disabled spaces)	75 (1:84)

Project
FLORENCE WAY, UXBRIDGE

Drg Title
PROPOSED SITE PLAN

Status
P L A N N I N G



Scale
1:1000 @ A3
Date
13/05/2016

Drg No
16003 / TP / 003
Rev
B



APPENDIX C

Calculation Reference: AUDIT-337901-160831-0832

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
	HO HOUNSLOW	1 days
	KI KINGSTON	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	SC SURREY	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 4000 to 13500 (units: sqm)
Range Selected by User: 3000 to 16000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 11/09/14

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	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:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	3
Residential Zone	1
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

B8 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®.

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	4 days

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

LIST OF SITES relevant to selection parameters

1	EN-02-F-01	WAREHOUSING	ENFIELD
	OAKTHORPE ESTATE		
	PALMERS GREEN		
	ENFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	13251 sqm	
	Survey date: WEDNESDAY	19/11/08	Survey Type: MANUAL
2	HC-02-F-01	WAREHOUSING	HAMPSHIRE
	MAURETANIA ROAD		
	NURSLING INDUSTRIAL ESTATE		
	SOUTHAMPTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: WEDNESDAY	21/11/07	Survey Type: MANUAL
3	HO-02-F-02	LOGISTICS AND FREIGHT	HOUNSLOW
	ASCOT ROAD		
	FELTHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	13500 sqm	
	Survey date: THURSDAY	11/09/14	Survey Type: MANUAL
4	KI-02-F-01	STATIONERY	KINGSTON
	OAKCROFT ROAD		
	CHESSINGTON NORTH		
	Town Centre		
	Industrial Zone		
	Total Gross floor area:	4661 sqm	
	Survey date: TUESDAY	08/09/09	Survey Type: MANUAL
5	SC-02-F-04	WAREHOUSING	SURREY
	PRETORIA ROAD		
	CHERTSEY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	4460 sqm	
	Survey date: TUESDAY	27/11/07	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7974	0.221	5	7974	0.120	5	7974	0.341
08:00 - 09:00	5	7974	0.426	5	7974	0.100	5	7974	0.526
09:00 - 10:00	5	7974	0.161	5	7974	0.125	5	7974	0.286
10:00 - 11:00	5	7974	0.158	5	7974	0.115	5	7974	0.273
11:00 - 12:00	5	7974	0.196	5	7974	0.163	5	7974	0.359
12:00 - 13:00	5	7974	0.221	5	7974	0.211	5	7974	0.432
13:00 - 14:00	5	7974	0.211	5	7974	0.211	5	7974	0.422
14:00 - 15:00	5	7974	0.173	5	7974	0.201	5	7974	0.374
15:00 - 16:00	5	7974	0.138	5	7974	0.196	5	7974	0.334
16:00 - 17:00	5	7974	0.115	5	7974	0.258	5	7974	0.373
17:00 - 18:00	5	7974	0.145	5	7974	0.384	5	7974	0.529
18:00 - 19:00	5	7974	0.100	5	7974	0.248	5	7974	0.348
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.265			2.332			4.597

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.

Parameter summary

Trip rate parameter range selected: 4000 - 13500 (units: sqm)
 Survey date range: 01/01/07 - 11/09/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-337901-160831-0840

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	HD HILLINGDON	1 days
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 3912 to 11375 (units: sqm)
Range Selected by User: 3000 to 11375 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 09/06/15

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

Selected survey days:

Tuesday	1 days
Wednesday	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	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	3
Out of Town	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.

Filtering Stage 3 selection:

Use Class:

B1	3 days
B2	1 days

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

Population within 1 mile:

1,000 or Less	1 days
10,001 to 15,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	3 days

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

LIST OF SITES relevant to selection parameters

1	AN-02-C-01	COMPOSITES	ANTRIM
	FERGUSON ROAD		
	LISBURN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6500 sqm	
	Survey date: TUESDAY	09/06/15	Survey Type: MANUAL
2	BT-02-C-02	FOOD PRODUCTION	BRENT
	ABBEYDALE ROAD		
	ALPERTON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	6100 sqm	
	Survey date: WEDNESDAY	10/09/14	Survey Type: MANUAL
3	HD-02-C-01	TARMAC PRODUCTION	HILLINGDON
	PUMP LANE		
	HAYES		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3912 sqm	
	Survey date: FRIDAY	11/05/12	Survey Type: MANUAL
4	WS-02-C-02	AVIATION COMPANY	WEST SUSSEX
	MAYDWELL AVENUE		
	SLINFOLD		
	NEAR HORSHAM		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	11375 sqm	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	8738	0.252	2	8738	0.086	2	8738	0.338
07:00 - 08:00	4	6972	0.473	4	6972	0.208	4	6972	0.681
08:00 - 09:00	4	6972	0.800	4	6972	0.140	4	6972	0.940
09:00 - 10:00	4	6972	0.237	4	6972	0.154	4	6972	0.391
10:00 - 11:00	4	6972	0.208	4	6972	0.212	4	6972	0.420
11:00 - 12:00	4	6972	0.233	4	6972	0.197	4	6972	0.430
12:00 - 13:00	4	6972	0.244	4	6972	0.312	4	6972	0.556
13:00 - 14:00	4	6972	0.183	4	6972	0.176	4	6972	0.359
14:00 - 15:00	4	6972	0.179	4	6972	0.226	4	6972	0.405
15:00 - 16:00	4	6972	0.126	4	6972	0.186	4	6972	0.312
16:00 - 17:00	4	6972	0.176	4	6972	0.294	4	6972	0.470
17:00 - 18:00	4	6972	0.097	4	6972	0.678	4	6972	0.775
18:00 - 19:00	3	7262	0.110	3	7262	0.376	3	7262	0.486
19:00 - 20:00	1	11375	0.044	1	11375	0.132	1	11375	0.176
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.362			3.377			6.739

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.

Parameter summary

Trip rate parameter range selected: 3912 - 11375 (units: sqm)
 Survey date range: 01/01/07 - 09/06/15
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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.