

Kings Oak Brunel LLP

**Allport House,
Cowley Business Park**

Transport Statement

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Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

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- Appendix A - Architect's Layout Plans
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- Appendix C - PTAL Assessment
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1 INTRODUCTION

- 1.1 Caneparo Associates Limited has been appointed by Kings Oak Brunel LLP ('the Applicant') to provide traffic and transportation advice with regard to the proposed redevelopment of Allport House, Cowley Business Park, UB8 2AD, in the London Borough of Hillingdon (LBH).
- 1.2 Prior Approval was granted at the site to convert the existing building from office to residential use in September 2019 (planning ref: 46104/APP/2019/2606). The Applicant now seeks to implement this conversion, comprising 28 residential units, while increasing the quantum of residential use by a further 9 units by way of a vertical extension. The relevant architect's layout plans are shown at **Appendix A**.
- 1.3 It is pertinent to note that given the permitted change of use from office to residential granted by the Prior Approval, the relevant advice and information in relation to this has been carried forward to the proposed development for the additional residential units.
- 1.4 This report reviews the proposal in traffic and transportation terms and considers the effects of the proposed development in terms of trip generation, access, parking, servicing and refuse collection. It concludes that the proposal is acceptable in traffic and transport terms.
- 1.5 The remainder of the report is set out as follows;
- Section 2 summarises the existing site conditions;
 - Section 3 details the accessibility of the site by various modes of travel;
 - Section 4 summarises the relevant transport planning policy;
 - Section 5 describes the development proposal;
 - Section 6 assesses the effects of the development proposal; and,
 - Section 7 summarises and concludes.

2 EXISTING SITUATION

The Site and Surrounding Area

- 2.1 The site is located on the southern side of Cowley Business Park, which benefits from an access only road that forms the western arm of a roundabout with Cowley Road (A408) and High Street (A408), approximately 80 metres east of the site. The location of the site is shown at **Figure 2.1** below.

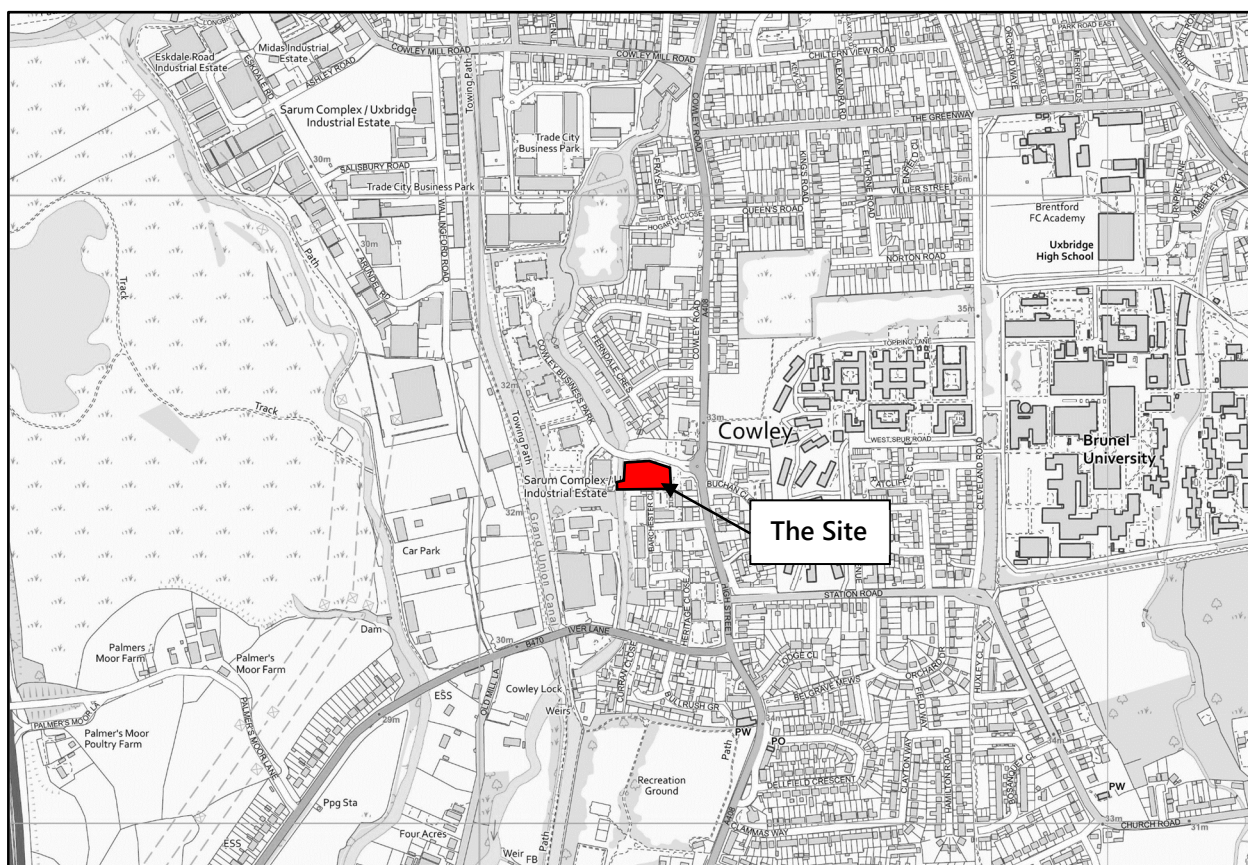


Figure 2.1 – Site Location Plan

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- 2.2 The area surrounding the site comprises a mixture of commercial and residential buildings, with office buildings to the west and semi-detached and terrace style residential buildings to the north, east and south.
- 2.3 The Fray's River, Grand Union Canal and River Colne extend in a broadly north-south direction to the west of the site, with Fray's River forming the western border of the site. Between Grand Union Canal and River Colne is the West London Industrial Park. Further to the east is Brunel University campus and associated student residential buildings.

Highway Network

- 2.4 Cowley Business Park is located on a private road with vehicle speed restricted to 10 mph. In the vicinity of the site, the road is marked with double red lines on either side of the carriageway, preventing parking on-street.
- 2.5 The main access road forms a dog-leg shape extending between Cowley Road and High Street (A408) to the east of the site, and forms a roundabout turning head at its northern extent.
- 2.6 Cowley Road and High Street (A408) form the main strategic roads in the area, providing access north for Uxbridge town centre and southwards for West Drayton.
- 2.7 There are two Controlled Parking Zones operating on Council managed roads in the locality of the site, with Zone C1 to the south and Zone U6 to the north. Both are operational Monday to Friday between 09:00 - 17:00.

3 ACCESSIBILITY

- 3.1 The site is accessible by walking, cycling, bus and car, while there are several local amenities within a suitable walking distance.

Walking

- 3.2 A person's willingness to walk is dependent on many factors including: access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey.
- 3.3 According to recent research, about 80 per cent of journeys shorter than 1 mile (1.6km) are made entirely by foot (The Chartered Institution of Highways and Transportation (April 2015) – 'Planning for Walking'), with this figure changing little over the years.
- 3.4 Local amenities and services are located within convenient walking distances of the site, with a Lidl supermarket located 400 metres (5 minutes') walk to the north of the site on Cowley Road. There is a small cluster of local shops located on the corner of Station Road and High Street, providing a convenience store, café, kebab shop and barbers.
- 3.5 Further convenience stores and retail / food outlets are distributed along High Street to the south, including Cowley Post office, which is located 550 metres (7 minutes') walk to the south of the site on High Road Cowley Peachey, which runs parallel to High Street (A408).
- 3.6 Northbound and southbound bus services are available from bus stops located on Cowley Road to the north of the site. Southbound bus services are available from Ferndale Crescent Stop BV which is 200 metres to the north, while northbound bus services are available from Ferndale Crescent Stop BT which is 380 metres to the north.

Cycling

- 3.7 It is generally accepted that 8km (or 5 miles) is an acceptable cycling distance, representing a journey time on average of 30 minutes (*'TfL Analysis of Cycling Potential'*).
- 3.8 This 8km catchment encompasses Uxbridge, Ickenham and Ruislip to the north-east, Goulds Green, Hayes and Hayes Town to the south-east and West Drayton and Heathrow Airport to the south.

- 3.9 'OpenStreetMap' provides online mapping of national, regional and local cycleways around Europe. The mapping service indicates that there is good infrastructure for cycling within the vicinity of the site, with a number of cycle friendly roads in the local area.
- 3.10 There are a number of cycle friendly roads in the local area, including a National Cycleway route which runs in a north-south orientation along High Street and Cowley Road (A408), with a cycle advisory lane marked on the western side of the carriageway to the south of the site.
- 3.11 National Cycleway No. 61 extends along the western side of Grand Union Canal, a short cycle to the west of the site, which provides a cycle route towards Maidenhead to the west and northwards for Watford.

Bus Services

- 3.12 There are two regular bus services that operate in the vicinity of the site, with the closest southbound and northbound bus stops located on Cowley Road approximately 200 metres and 380 metres to the north of the site respectively.
- 3.13 Bus route 222 extends between Uxbridge and Hounslow via West Drayton and Heathrow Airport North. This bus route runs 6-7 services per hour in each direction during off-peak times during the week.
- 3.14 Bus route U5 extends between Uxbridge and Hayes, via Colham Green, West Drayton and Furzeground Way. This bus route runs 5-6 services per hour in each direction during off-peak times during the week. TfL's Bus 'Spider' Map is available at **Appendix B**.

Underground Services

- 3.15 The closest London Underground Station to the site is Uxbridge Underground Station, located circa 1.8km north of the site. This station provides access to Piccadilly Line services between Arnos Grove and Cockfosters, as well as Metropolitan Line services between Uxbridge and Aldgate / Baker Street / Harrow-on-the-Hill Stations.

Public Transport Accessibility Level (PTAL)

- 3.16 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service

availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

- 3.17 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.
- 3.18 The site's PTAL rating is 1b which suggests there is a 'below average' level of access to public transport facilities surrounding the site compared with other London locations.
- 3.19 Although the absence of variety in public transport services available results in the low PTAL rating shown, the regularity of bus services available will provide a real choice for future residents when selecting how to travel. It is also pertinent to note that the PTAL methodology takes no account of local amenities, of which there are numerous within a walking and cycling distance of the site. The PTAL rating is therefore considered to underplay the true accessibility of the site, which is in a more sustainable location than the availability of public transport services would suggest. A copy of the site's PTAL Assessment is provided at **Appendix C**.

4 PLANNING POLICY

National Transport Policy

National Planning Policy Framework (NPPF February 2019)

4.1 The latest version of the National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 – 'Promoting Sustainable Transport' sets out central Government national transport policy. The chapter notes at paragraph 102 that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;*
- b) Opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for new environmental gains; and,*
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

4.2 The chapter continues at paragraph 103 by stating:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

4.3 When considering development proposals paragraph 108 notes that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all users;*
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

4.4 With regards to assessing the impact of development, paragraph 109 and 110 state:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

"Within this context, applications for development should:

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

- 4.5 The chapter concludes at paragraph 111 that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Regional Transport Policy

The London Plan (Adopted 2016)

- 4.6 The London Plan (2016) is a Spatial Development Strategy which sets out the framework for development in London over the next 20-25 years. The transport aspects of the London Plan relevant to the proposed development are as follows.

- 4.7 Paragraph 1.53 sets out the Mayor's objectives and vision, with point 6 stating the following with regards to transport:

"Ensuring London is a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

- 4.8 Chapter 6 (Transport) states that:

"The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants. It also has major effect – positive and negative – on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely."

Conversely, poor or reduced accessibility can be a major constraint on the success and quality of places, and their neighbourhoods and communities. He is particularly committed to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport."

- 4.9 Policy 6.1 of Chapter 6 (Transport) sets out a number of aims, with those relevant to the proposals as follows:

- (a) *"encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- (b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
- (c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
- (d) *promoting walking by ensuring an improved urban realm."*

The Draft New London Plan (Intend to Publish, December 2019)

4.10 Though currently in draft format, the New London Plan has been considered within this report. The Draft New London Plan is at 'Intend to Publish' stage, having been Examined in Public (EiP) and reviewed by the Panel of Inspectors appointed by the Secretary of State. It is therefore expected that the following policies will remain largely unchanged from the final version of the plan.

4.11 Six core 'good growth' policies are identified and state the following with regards to transport:

"Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lifestyles for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions."

4.12 Policy T4 – Assessing and mitigating transport impacts provides the following advice:

"b) Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development."

4.13 Policy T6 addresses car parking, stating:

l) "Where sites are redeveloped, existing parking provision should be reduced to reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy...."

4.14 **Table 4.1** sets out the maximum car parking and minimum cycle parking standards identified in the Draft New London Plan document.

Table 4.1: London Plan Car Parking Maximum Standards and Cycle Parking Minimum Standards	
Car Parking Maximum Provision Permitted	Cycle Parking Minimum Provision Permitted
Up to 1.5 spaces per unit	2 or more bed units – 2 spaces per unit 1-bed units – 1.5 spaces per unit Studio – 1 space per unit 5-40 units – 2 visitor spaces

The Mayor's Transport Strategy (March 2018)

4.15 The Mayor's Transport Strategy (MTS) was published in March 2018 and is a policy document developed in conjunction with the London Plan and the Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. The document outlines the Mayor's vision and how TfL and its partners will achieve the vision.

4.16 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. The document includes three key themes as set out below.

1. Healthy streets and healthy people – creating streets and networks to encourage active and sustainable travel, reducing car dependency.
2. A good public transport experience – shifting journeys by private car to the public transport network.
3. New homes and jobs – unlocking growth through new homes and jobs, brought about through planning a city that encourages walking, cycling and public transport use.

Local Transport Policy

Hillingdon's Local Implementation Plan (April 2011)

4.17 Hillingdon's Local Implementation Plan (LIP) sets out the Council's strategic plan to meet current and future transport challenges and achieve the ambitions to be an attractive and sustainable borough.

4.18 The LIP has 7 objectives for which it seeks to achieve, as summarised below:

- (a) *"Improve the condition of principal roads and increase satisfaction levels with network condition;*
- (b) *Reduce the negative impacts of transport on air quality and noise;*
- (c) *Promote healthy travel behaviour;*
- (d) *Improve the safety and security of the transport system, including reducing the number of collisions;*
- (e) *Ensure the transport system enables sustainable access to health, education, employment, social and leisure opportunities;*
- (f) *Reduce Hillingdon's contribution to climate change and improve its resilience; and,*
- (g) *Improve journey time reliability and reduce congestion."*

4.19 Some of the key strategies to achieve these objectives include:

- (a) *"Improving transport interchanges, including Uxbridge, Hayes, Eastcote, South Ruislip, Ruislip Gardens and links along the Grand Union Canal;*
- (b) *Enhancing north-south transport corridors, including smoothing traffic flows;*
- (c) *Enhancing east-west transport corridors, including improving shopping areas and smoothing traffic;*
- (d) *Improving access and the transport environment at destinations including Uxbridge, Ruislip, Eastcote, Ickenham, West Drayton and the Heathrow villages; and,*

(e) *Initiatives to promote real-time transport information to assist people in travel planning."*

Local Plan – Part 1 (November 2012)

4.20 Hillingdon's Local Plan – Part 1 sets out the Council's allocated locations for growth up to 2026. The document sets out Hillingdon's spatial vision and strategy, strategic objectives, core policies and a monitoring and implementation framework.

4.21 Chapter 9 of the Local Plan – Part 1 sets out the core policies on transport and infrastructure, which seeks to *"promote sustainable forms of transport with an overall aim of improving quality of life and reducing private car dependency."*

4.22 Policy T1 considers accessible local destinations, stating:

"The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision.

The Council will ensure access to local destinations which provide services and amenities.

The Council will promote active travel through improvements to Hillingdon's public rights of way."

4.23 Policy T2 relates to public transport interchanges. It seeks to *"facilitate improved public transport interchanges at Uxbridge, Hayes, West Drayton, Heathrow Airport, West Ruislip and other locations as appropriate in the future. These interchanges will accommodate measures to encourage subsequent shorter journeys to be completed on foot or by cycle."*

4.24 Policy T3 considers north-south sustainable transport links, seeking to *"improve north-south public transport links in the borough and link residential areas directly with employment areas and transport interchanges."*

Local Plan – Part 2 (Draft Version)

4.25 Once adopted this document will contain the development management policies, site allocations and designations and policies map for the Borough.

4.26 Prior to adoption, Hillingdon's website on planning policy states that the Local Plan – Part 2 Development Management Policies 2015 with Proposed Modifications March 2019, is to be

used for the *"purposes of decision-making in planning applications."* Relevant content within this document are summarised below.

Development Management Policies (2015) – Proposed Modifications (March 2019)

- 4.27 The Development Management Policies document forms part of Hillingdon's Local Plan - Part 2. The purpose of this document is to *"provide detailed policies that will form the basis of the Council's decisions on individual planning applications."*
- 4.28 At Chapter 8 the document considers Transport and Aviation. Policies DMT 1-6 are relevant to the proposal, which are summarised below.
- 4.29 Policy DMT 1 seeks to manage transport impacts, ensuring that developments meet relevant transport needs in a sustainable manner. Development sites should be accessible by public transport, walking and cycling, be safe and accessible to all people, address servicing and drop-off activity and not generate an adverse transport or air quality impact.
- 4.30 Policy DMT 2 considers highways impacts stating that development must provide safe pedestrian, cycle and vehicular access, associated traffic should route through trunk roads and any impact on capacity and function of the existing road network should be mitigated.
- 4.31 Policy DMT 3 is concerned with road safeguarding, stating that permission will not be granted if it prejudices the implementation of the Hayes By-Pass link from the former gas works site and Southall.
- 4.32 Policy DMT 4 in partnership with the Council's planned improvements to public transport, developers are required to support this where possible through; improvements to inclusive access, ensure bus stops are conveniently located, implement bus priority and associated road layout arrangements. This policy also seeks for developers to support the improvement of infrastructure for cycling.
- 4.33 Regarding walking and cycling, Policy DMT 5 states that development should retain, or enhance, existing pedestrian and cycle routes, provide a high quality public realm or interface with the public realm and provide cycle parking in accordance with the relevant standards.

- 4.34 **Table 4.2** sets out the maximum car parking and minimum cycle parking standards identified in Hillingdon's Development Management Policies.

Table 4.2: DMP Car Parking Maximum Standards and Cycle Parking Minimum Standards	
Car Parking Maximum Provision Permitted	Cycle Parking Minimum Provision Permitted
3 or more bed units – 2 spaces per unit 1 to 2 bed units – 1-1.5 spaces per unit Studio – 1 space per 2 units Provision of visitor spaces, car park to be allocated	3 or more bed units – 2 spaces per unit Studio to 2 bed units – 1 space per unit

- 4.35 Vehicle parking is considered in Policy DMT 6, which states that parking should be provided in accordance with the best practice standards as set out in the DMT appendix. In summary the appendix seeks for car parking spaces to be 2400mm x 4800mm in size, with 1200mm transfer zone added for DDA spaces. Additionally, it covers considerations relating to SuDS and a requirement for 5% active electric changing spaces and 5% passive provision.

Summary

- 4.36 The proposed development accords with the policy requirements summarised in this section. Cycle parking and car parking, as well as electric charging, is to be provided in accordance with local standards. The existing infrastructure and numerous amenities surrounding the site is well suited for walking and cycling needs, while the proximity of the site to local bus stops allows convenient access to / from the frequent bus services that are available.

5 DEVELOPMENT PROPOSAL

- 5.1 The Prior Approval scheme which has already been granted on the site will be implemented alongside this full planning application for a new development comprising a vertical extension on the existing building. The Prior Approval scheme will convert the entirety of the existing B1 office floor space for residential use, with 6 x studio units, 10 x 1-bed units and 12 x 2-bed units (28 units in total).
- 5.2 The proposed development to which this report relates seeks to provide a vertical extension to the existing building in order to accommodate an additional 9 residential units at the site. The proposed accommodation schedule comprises 2x 2-bed units, 6x 3-bed units and x1 4-bed unit which added to the 28 units already granted on the site, results in an overall total of 37 residential units.

Access

- 5.3 The development will retain the existing vehicle and pedestrian accesses into the site and building respectively. Vehicle access to the site will continue to be taken from the Cowley Business Park private road, as will pedestrian access.

Car Parking

- 5.4 The Prior Approval scheme at the site already provides 42 car parking spaces for 28 units, a ratio of 1.5 car parking spaces per unit, in line with local and regional maximum car parking standards. The new proposed development will increase this parking provision to 56 car parking spaces but maintaining the overall ratio of 1.5 car parking spaces per unit to accord with standards.
- 5.5 Following advice given in relation to the Prior Approval scheme, this proposal seeks to provide passive electric car charging facilities in excess of local policy standards. The proposed provision seeks to provide 10% active and 10% passive electric charging spaces. The proposal thus seeks to provide 5 active electric charging spaces and 5 passive electric changing spaces. A further 6 spaces will be provided for DDA vehicle users, which have been located for convenient access to the building entrance. Lastly, 3 motorcycle parking bays have also been provided.

- 5.6 The proposed car parking provision is considered to be suitable and is in accordance with local and regional maximum car parking standards.

Cycle Parking

- 5.7 The site will provide 56 cycle parking spaces, a provision in line with Hillingdon's DMP cycle parking standards.
- 5.8 Cycle parking is proposed in the form of Sheffield stands, which facilitate use by adapted cycles at the end of each aisle. The cycle store will be secure, sheltered and lit, located on-site within the car park area.

Servicing and Refuse Collection

- 5.9 The site will continue to be serviced from within the on-site car park, with the site able to accommodate vehicles in excess of 10m in length both entering and egressing the site in forward gear.
- 5.10 Refuse will be stored and collected on-site within the car park area, with collection directly from the refuse store facilitated through the car park, enabling LBH refuse collection operatives to collect the waste directly from the refuse store without the need for private waste management.

6 EFFECTS OF DEVELOPMENT PROPOSAL

6.1 This Section of the report considers the effects of the proposal in terms of trip generation, access, parking, servicing and refuse collection, as well as detailing measures which are proposed to mitigate the traffic / transport effects of the proposal.

Traffic Generation

6.2 The potential number of additional vehicular trips generated by the proposed 9 residential units, as well as the total development vehicle trips (i.e. including the Prior Approval scheme), has been estimated using trip rate information from the TRICS database based on similar sites within London which have a similar level of public transport accessibility and parking provision.

6.3 **Table 6.1** below provides a summary of the AM peak (08:00 – 09:00), PM peak (17:00 – 18:00) and Daily (07:00 – 21:00) vehicle trips generated by the additional 9 residential units and the total development. A copy of the TRICS Trip Rate Outputs is included at **Appendix D**.

Table 6.1: Summary of Additional Trips Generated by 9 Units and Total Development				
Time Period	Trip Rates		Trip Generation	
	Arrive	Depart	Arrive	Depart
Trips Generated by the 9 Additional Units				
AM Peak (08:00 – 09:00)	0.036	0.143	0	1
PM Peak (17:00 – 18:00)	0.128	0.085	1	1
Daily (07:00 – 21:00)	1.029	1.048	9	9
Total Development Vehicle Trips				
AM Peak (08:00 – 09:00)	0.036	0.143	1	5
PM Peak (17:00 – 18:00)	0.128	0.085	5	3
Daily (07:00 – 21:00)	1.029	1.048	38	39

- 6.4 The results as summarised in **Table 6.1** illustrate that there would be a daily uplift of circa 18 two-way vehicle movements generated by the proposed addition of 9 residential units, an uplift which would not have a material impact on the operation of the local highway network. Importantly, the number of additional trips in the peak periods would be negligible and would fall within the day to day variation of traffic on the highway network.

Car Parking

- 6.5 As detailed in Section 5 of this report, the proposals will provide 56 car parking spaces, an uplift of 14 car parking spaces from the 28 unit Prior Approval scheme. This provision is in line with local and regional maximum car parking standards, providing a ratio of 1.5 car parking spaces per residential unit.
- 6.6 The car parking provision will also include 6 disabled parking spaces (DDA), 5 active and 5 passive charging spaces and 3 motorcycle parking spaces.

Cycle Parking

- 6.7 The proposal seeks to provide an external cycle store to the south-west of the building. The proposed cycle store will facilitate storage for 56 spaces, which is in excess of the local minimum cycle parking standards and in line with adopted London Plan standards. Hillingdon's DMP suggests a minimum of 43 cycle parking spaces based on the proposed schedule of residential accommodation.
- 6.8 The proposed cycle store will be secure, sheltered and lit and will provide cycle parking in the form of Sheffield stands, facilitating use by adapted cycles at the ends of parking aisles where more space is afforded.

Servicing and Refuse Collection

Servicing

- 6.9 Recent survey results indicate that residential units generate in the region of 12-15 deliveries per 100 units per day. The total development, therefore, is anticipated to generate circa 4 – 6 servicing trips per day.
- 6.10 The development will be serviced in the same manner as the existing site, with all delivery vehicles, up to and including 10m rigid lorries, able to enter the site and deliver within the car parking area, before egressing in forward gear.

Refuse Storage and Collection

- 6.11 Refuse will be stored within a communal refuse store located within the car park area, facilitating direct collection by refuse collection operatives. It is envisaged that refuse vehicles will enter the site in forward gear and collect waste directly from the refuse store, enabling expedited collections. It is envisaged that refuse collection will be undertaken by LBH refuse collection operatives.

7 SUMMARY AND CONCLUSION

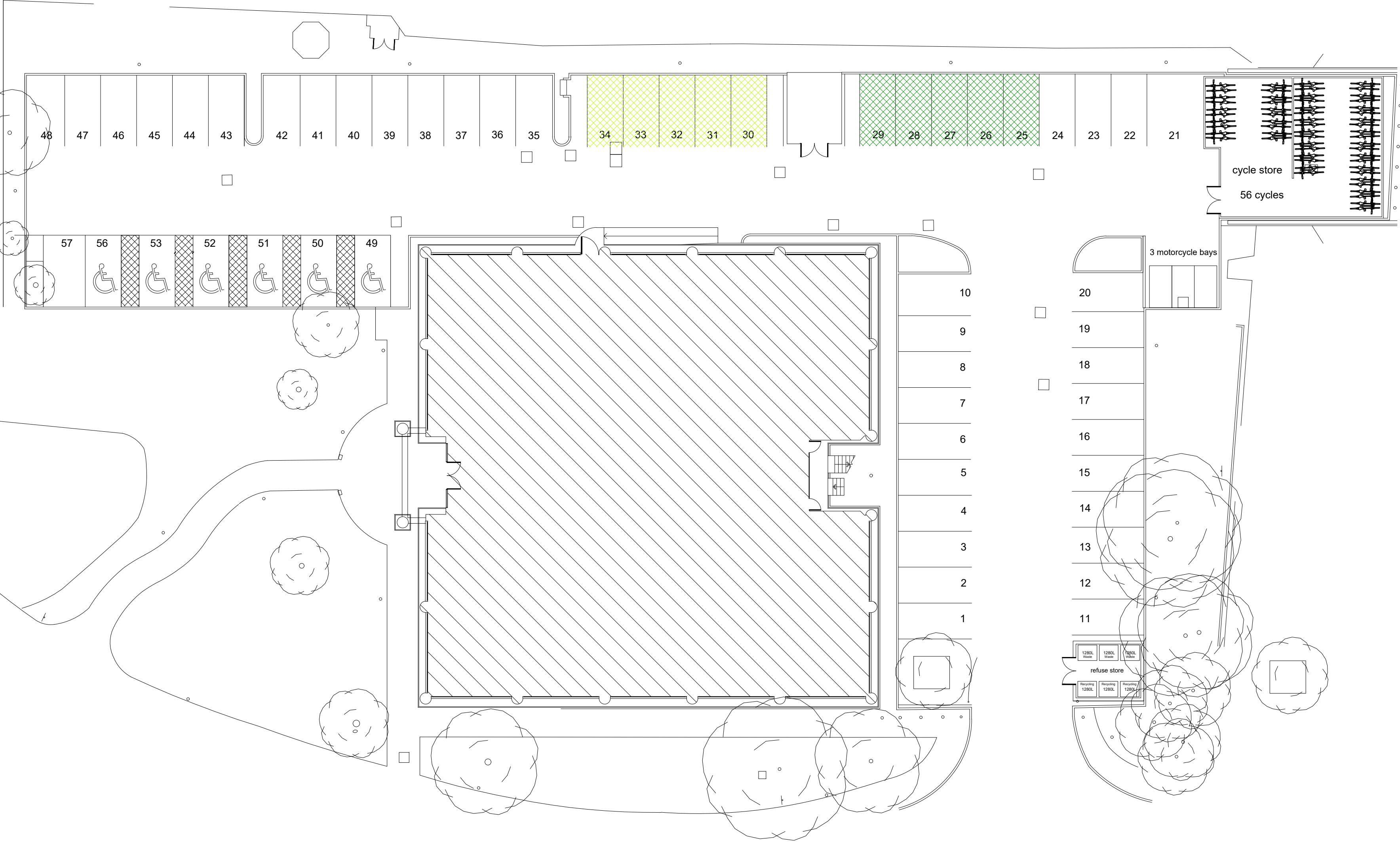
Summary

- 7.1 Caneparo Associates Limited has been appointed by Kings Oak Brunel LLP ('the Applicant') to provide traffic and transportation advice regarding the proposed redevelopment of Allport House, Cowley Business Park, UB8 2AD, in the London Borough of Hillingdon.
- 7.2 The proposal seeks to extend the existing building to provide an additional 9 residential units, bringing the total to 37 units accounting for the 28 units already permitted by a Prior Approval. The proposal has been assessed taking into consideration policy and existing conditions and can be summarised as follows:
- The site will provide car parking at a 1.5 spaces per unit ratio, in line with the London Plan and Hillingdon DMP car parking maximum standards. The proposals include 6 disabled spaces and 5 active and 5 passive charging bays, as well as 3 motorcycle parking bays;
 - Cycle parking will be provided in line with Hillingdon's DMP cycle parking standards and adopted London Plan standards;
 - There will be no material change in the number of vehicle trips generated by the site during the critical weekday peak periods;
 - The development is expected to generate 4-6 deliveries per day, with deliveries undertaken on-site in the same manner as for the previous office use. This level of servicing is not anticipated to have a material impact on the local highway network.
 - Refuse will be collected on-site from within the car park, with refuse collected by the Council's refuse collection operatives.

Conclusion

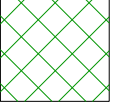
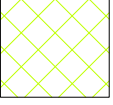
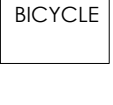
- 7.3 In conclusion, it is considered that the development proposal is appropriate for the location, will have no material impact on the local transport network, and is in accordance with relevant adopted national, regional and local policy guidance.

Appendix A



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- KEY:**
-  5 active electric vehicle charging points
 -  5 passive electric vehicle charging points
 -  6 disabled Parking spaces
 -  28 car parking spaces
 -  56 Sheffield stand secure bicycle spaces

Parking requirements:
1.5 Spaces per dwelling

PD scheme number of dwellings:
28 dwellings

New second floor number of dwellings:
9 dwellings

Total: 28+9 x 1.5 = **56 parking spaces**

Cycle requirements:
1-2 Bed dwellings: 1 space
2+ Bed dwellings: 2 spaces

PD scheme:
Studios + 1 beds: 16 dwellings
2 beds: 12 dwellings.

Phase 2:
2 beds: 3 dwellings
3 beds: 6 dwellings

Total: 1 x (16+12+3) + 2 x 6 = **43 cycle spaces**

Motor cycle requirements:
1 for every 20 car spaces

Total: 3 motorcycle spaces

Refuse requirements:
120 Liters per bedroom 50% waste, 50%recycling.

PD scheme		New 2nd Floor	
6 x studios = 6 beds		3 x 2 Beds = 6 beds	
10 x 1 Beds = 10 beds		6 x 3 Beds = 18 beds	
12 x 2 Beds = 24 beds			
Total: 40 Beds		Total: 24 Beds	

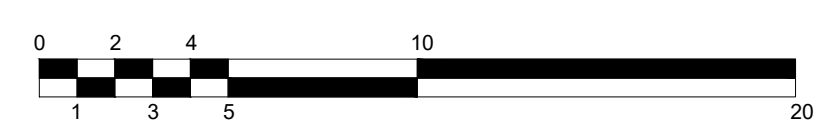
40 +24 = 64
64 x 120 = 7680 Liters divided by 2 = 3840
3840 Liters for waste and 3840 Liters for recycling.

Total Bins
3 x 1280 L bins = 3840 L (Waste)
3 x 1280 L bins = 3840 L (Recycling)

SKETCH

**PD & NEW SECOND FLOOR (9 dwellings) CAR PARKING
BICYCLE AND REFUSE STORE PLAN**

ALLPORT HOUSE
UXBRIDGE, LONDON UB8 2AS



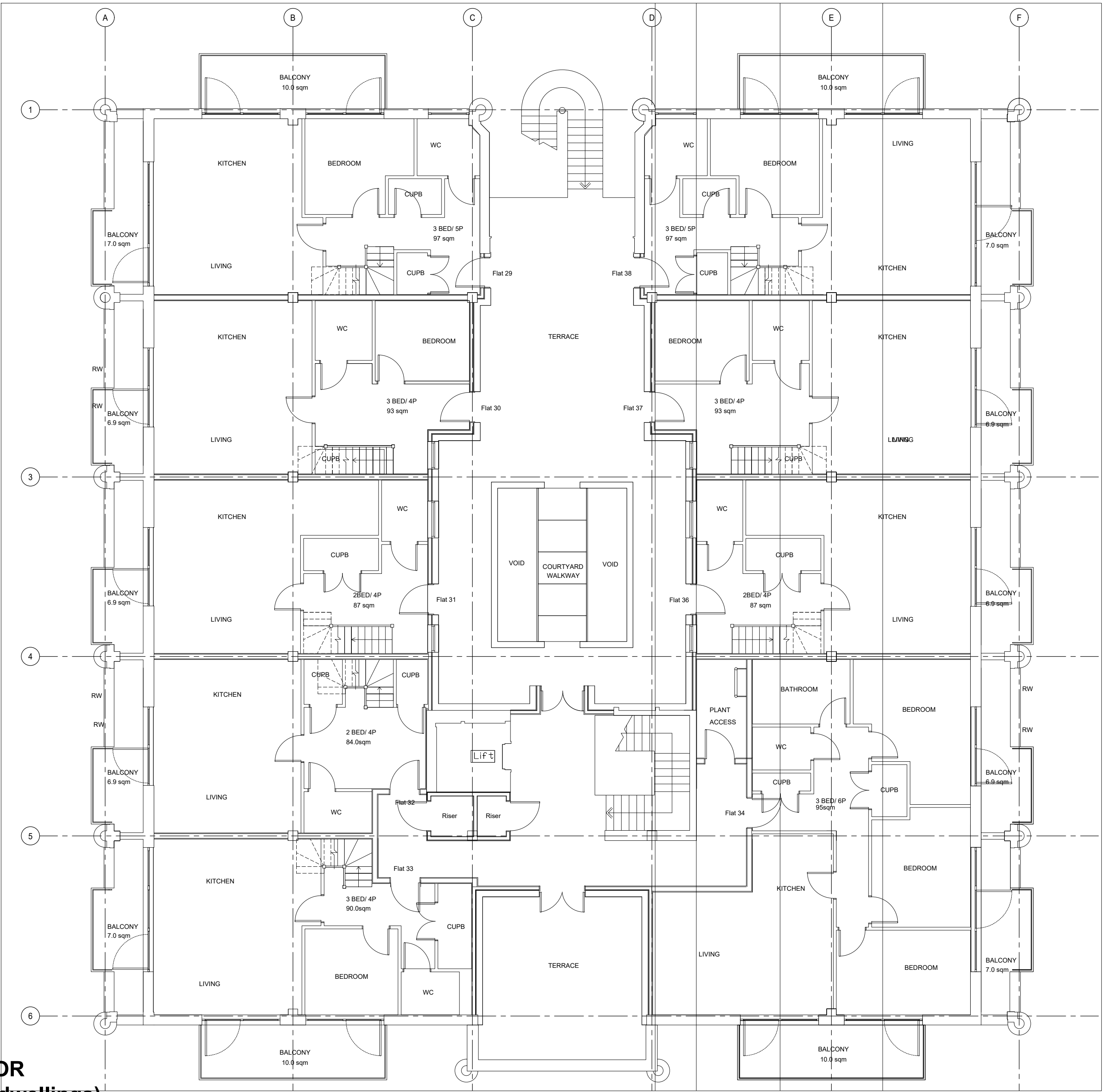
Drawing Title: PD & NEW 2nd FLOOR (9 Dwellings) CAR PARKING BICYCLE AND REFUSE STORE PLAN
Scale: 1:200 @ A2
Date: November. 2019
Drawing Number: 4D_1920_SK_503

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Bedford House
Fulham Green
68-79 Fulham High Street
London SW6 3JW
t 020 7471 8550
e mail@architect.uk.com
www.4d-studio.co.uk

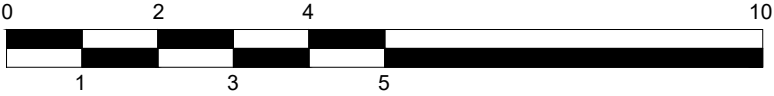
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Note:
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3030-01, 3030-02



PRELIMINARY



**PROPOSED SECOND FLOOR
9 DWELLINGS (8x2 storey dwellings)**

ALLPORT HOUSE
UXBRIDGE, LONDON UB8 2AS

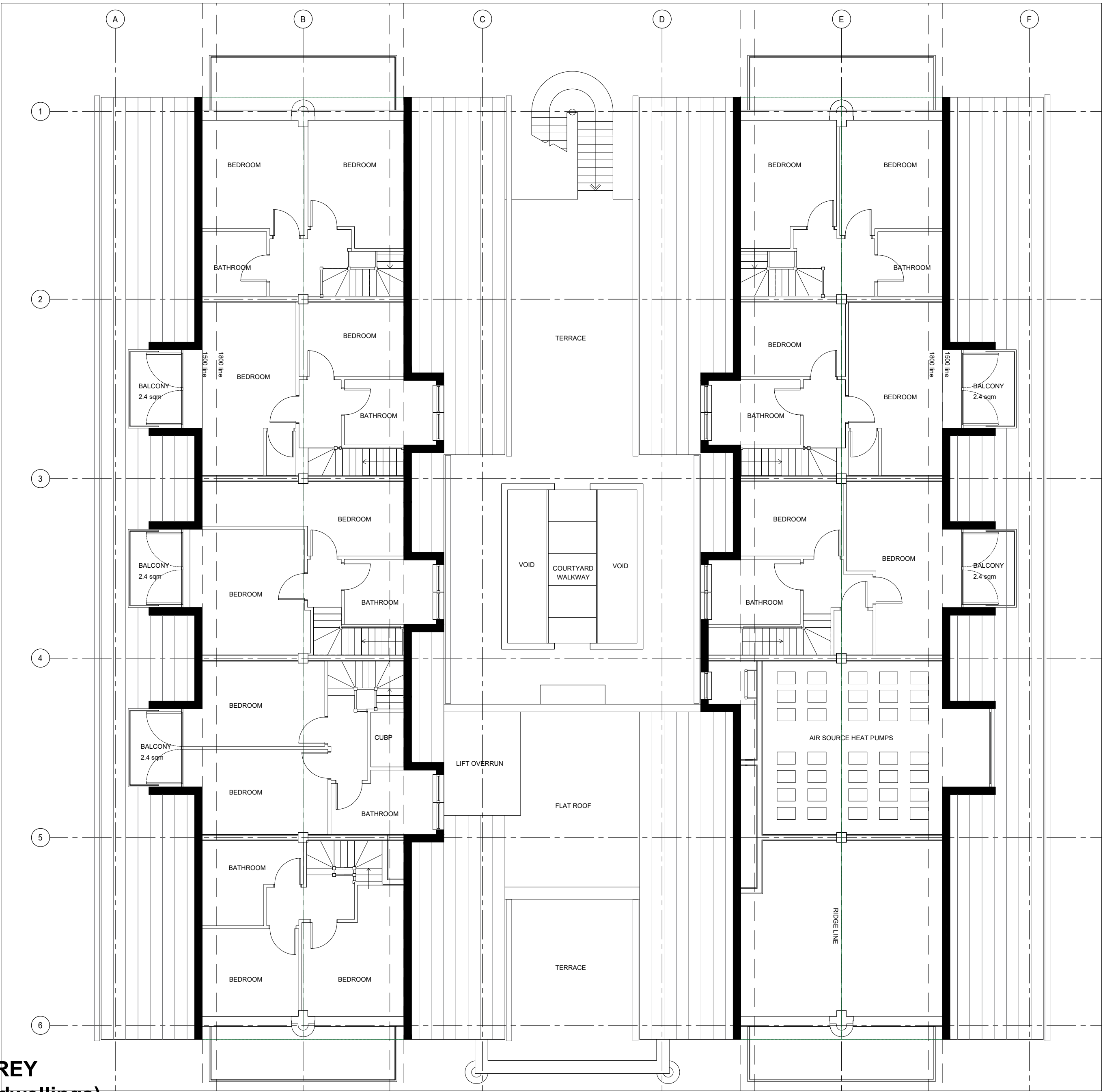
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9 DWELLINGS (8x2 storey dwellings)
Scale: 1:100 @ A2
Date: NOVEMBER. 2019
Drawing Number: 4D_1920_PL_610

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Bedford House
Fulham Green
69-79 Fulham High Street
London SW6 3JW
t 020 7471 8550
e mail@architect.uk.com
www.4d-studio.co.uk

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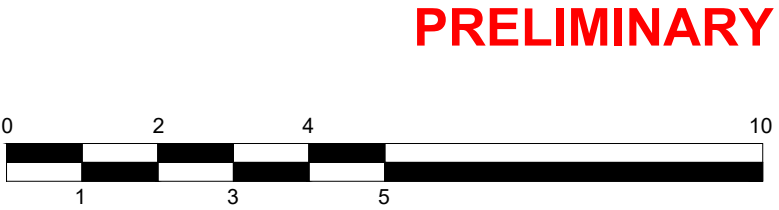
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**PROPOSED SECOND STOREY
9 DWELLINGS (8x2 storey dwellings)**

ALLPORT HOUSE
UXBRIDGE, LONDON UB8 2AS



PRELIMINARY

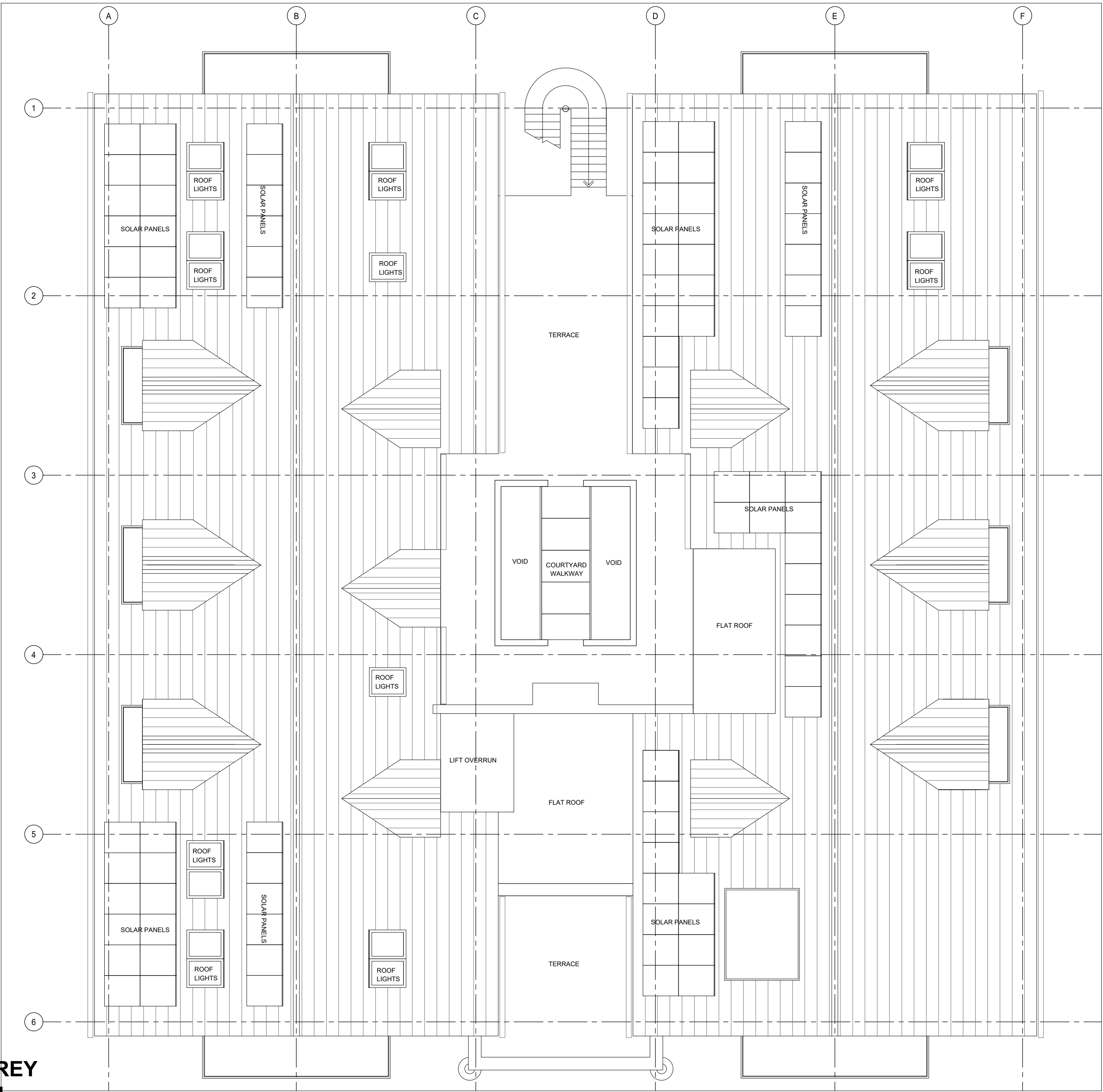
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9 DWELLINGS (8x2 storey dwellings)
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Date: NOVEMBER. 2019
Drawing Number: 4D_1920_PL_611

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Bedford House
Fulham Green
69-79 Fulham High Street
London SW6 3JW
t 020 7471 8550
e mail@architect.uk.com
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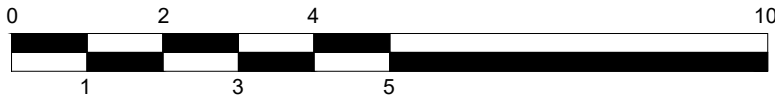
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**PROPOSED SECOND STOREY
9 DWELLINGS ROOF PLAN**

ALLPORT HOUSE
UXBRIDGE, LONDON UB8 2AS



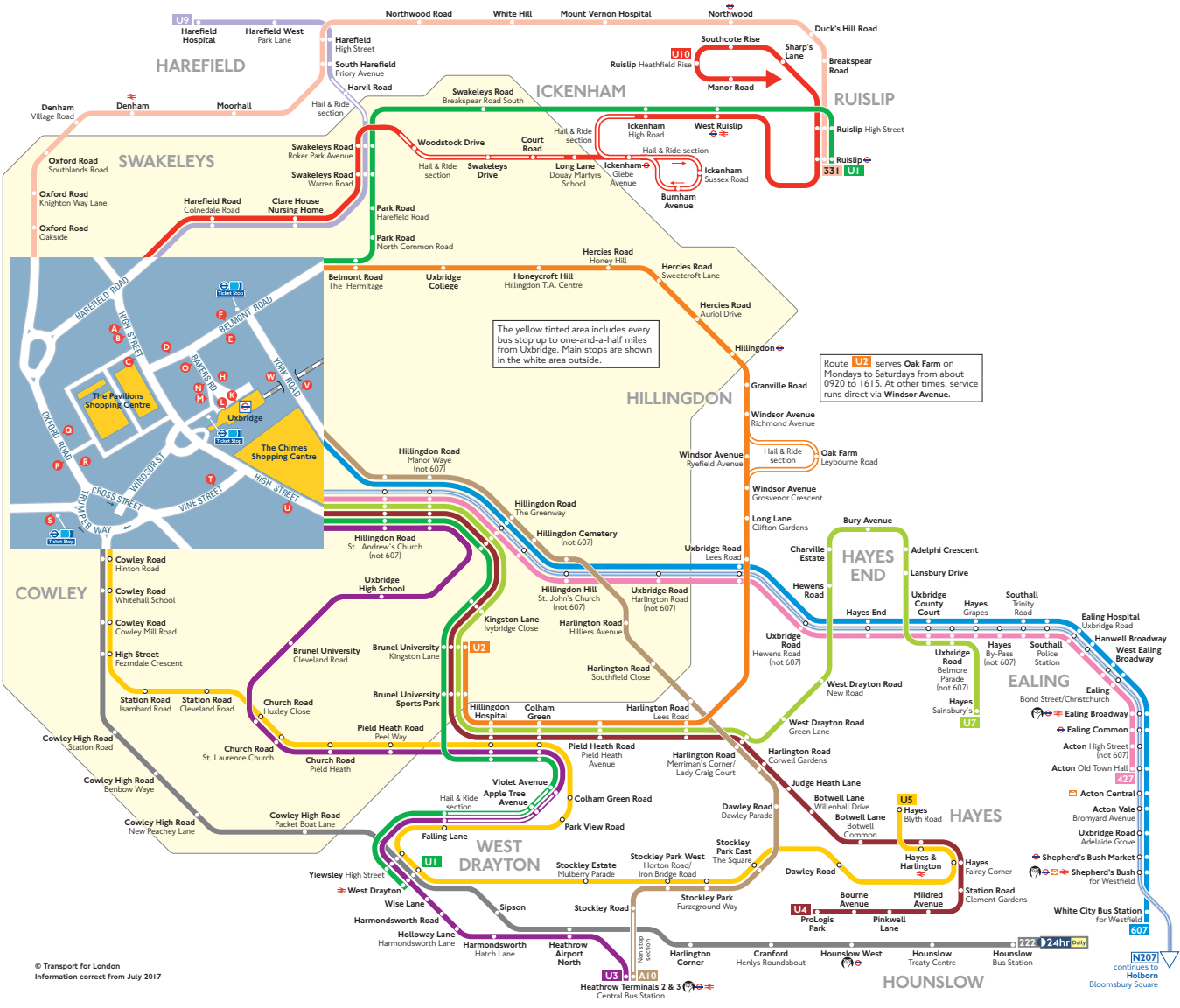
PRELIMINARY

Drawing Title: PROPOSED SECOND STOREY
9 DWELLINGS ROOF PLAN
Scale: 1:100 @ A2
Date: NOVEMBER. 2019
Drawing Number: 4D_1920_PL_612

4D STUDIO
Bedford House
Fulham Green
69-79 Fulham High Street
London SW6 3JW
t 020 7471 8550
e mail@architect.uk.com
www.4d-studio.co.uk

Appendix B

Buses from Uxbridge



© Transport for London
Information correct from July 2017

Route finder

Bus route	Towards	Bus stops
222 24hr Daily	Hounslow	C M Q
331	Ruislip	A L
427	Acton	C O R T W
607	White City	O
A10	Heathrow Terminals 2 & 3	M V
U1	Ruislip	D L P U
	West Drayton	B M R T
U2	Brunel University	N
U3	Heathrow Terminals 2 & 3	B M R T
U4	Hayes Prologis Park	B K R T
U5	Hayes ASDA	C K G W
U7	Hayes Sainsbury's	C O R T
U9	Harefield Hospital	A L
U10	Ruislip	A L

Night buses

Bus route	Towards	Bus stops
N207	Holborn	C O R T

Other buses

Bus route	Towards	Bus stops
3	Slough	B N O S
7	Slough	B N O S
580	Beaconsfield	A W
	High Wycombe	A W
581	Denham/Beaconsfield	A W
583	Slough	C N O
724	Harlow	W
	Heathrow Terminals 2 & 3	V
730	Hemel Hempstead	A W
740	Heathrow Terminals 2 & 3	D V
	High Wycombe	A W
A40	Heathrow Terminals 2 & 3	A F
	High Wycombe	A W

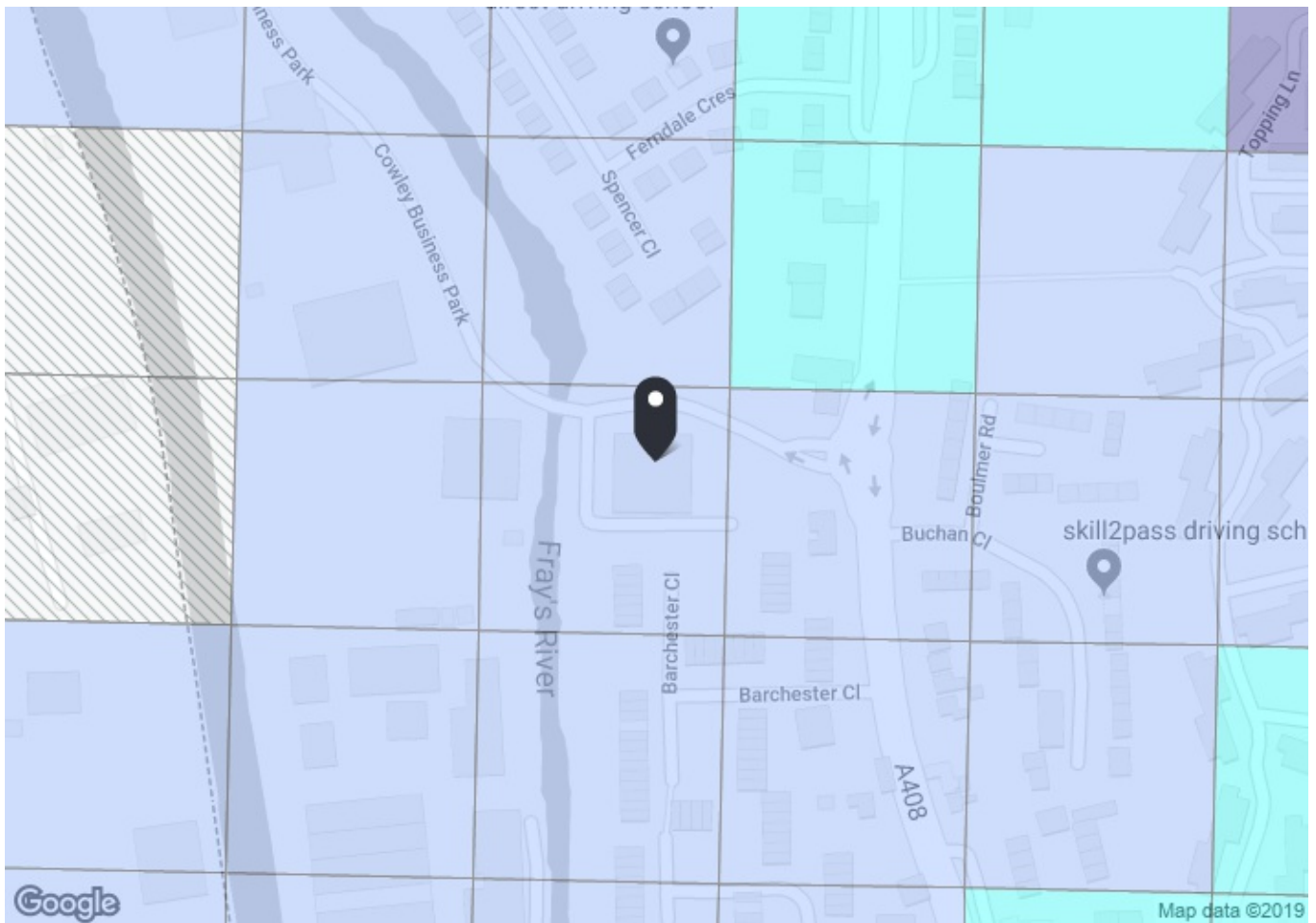
Key

222	Day buses in black
N207	Night buses in blue
	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
⊕	Except late evenings
+	Mondays to Saturdays except evenings
◆	Limited stop
●	Monday to Saturday daytimes off-peak
▼	Mondays to Fridays daytimes off-peak
⊠	One early evening journey
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

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

Appendix C



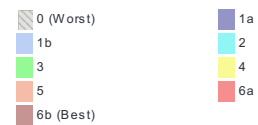
PTAL output for Base Year 1b

1 Cowley Business Park, Uxbridge UB8 2AD, UK
Easting: 505267, Northing: 182564

Grid Cell: 90680

Report generated: 11/12/2019

Map key - PTAL



Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HIGH STREET FERNDAL CR	U5	350.42	5	4.38	8	12.38	2.42	0.5	1.21
Bus	HIGH STREET FERNDAL CR	222	350.42	7.5	4.38	6	10.38	2.89	1	2.89
Total Grid Cell AI:										4.1

Appendix D

Calculation Reference: AUDIT-358901-191218-1245

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
BE	BEXLEY	1 days
EN	ENFIELD	2 days
HO	HOUNSLOW	1 days
KI	KINGSTON	1 days
RD	RICHMOND	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: 16 to 402 (units:)
 Range Selected by User: 9 to 493 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 21/06/19

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

Selected survey days:

Monday	2 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 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)	3
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	3
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3	6 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:

15,001 to 20,000	1 days
25,001 to 50,000	4 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:

500,001 or More	6 days
-----------------	--------

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	3 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.

PTAL Rating:

No PTAL Present	1 days
1a (Low) Very poor	1 days
2 Poor	4 days

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

LIST OF SITES relevant to selection parameters

1	BE-03-C-02	BLOCKS OF FLATS	BEXLEY
	CLYDESDALE WAY		
	BELVEDERE		
	Edge of Town		
	Industrial Zone		
	Total Number of dwellings:	402	
	Survey date: WEDNESDAY	19/09/18	Survey Type: MANUAL
2	EN-03-C-01	BLOCK OF FLATS	ENFIELD
	SOUTH STREET		
	ENFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	16/11/15	Survey Type: MANUAL
3	EN-03-C-03	BLOCKS OF FLATS	ENFIELD
	NORTH CIRCULAR ROAD		
	PALMERS GREEN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	08/11/17	Survey Type: MANUAL
4	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
5	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
6	RD-03-C-04	BLOCKS OF FLATS	RICHMOND
	BESSANT DRIVE		
	KEW		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	170	
	Survey date: WEDNESDAY	15/05/19	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EN-03-C-02	Parking Ratio
HV-03-C-02	Parking Ratio
TH-03-C-04	Parking Ratio

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
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	6	129	0.026	6	129	0.139	6	129	0.165
08:00 - 09:00	6	129	0.036	6	129	0.143	6	129	0.179
09:00 - 10:00	6	129	0.052	6	129	0.063	6	129	0.115
10:00 - 11:00	6	129	0.037	6	129	0.049	6	129	0.086
11:00 - 12:00	6	129	0.041	6	129	0.063	6	129	0.104
12:00 - 13:00	6	129	0.062	6	129	0.059	6	129	0.121
13:00 - 14:00	6	129	0.054	6	129	0.068	6	129	0.122
14:00 - 15:00	6	129	0.049	6	129	0.049	6	129	0.098
15:00 - 16:00	6	129	0.075	6	129	0.067	6	129	0.142
16:00 - 17:00	6	129	0.101	6	129	0.055	6	129	0.156
17:00 - 18:00	6	129	0.128	6	129	0.085	6	129	0.213
18:00 - 19:00	6	129	0.138	6	129	0.071	6	129	0.209
19:00 - 20:00	5	152	0.126	5	152	0.084	5	152	0.210
20:00 - 21:00	5	152	0.104	5	152	0.053	5	152	0.157
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.029			1.048			2.077

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: 16 - 402 (units:)
 Survey date range: 01/01/11 - 21/06/19
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 3

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