Haydon House

296 Joel Street, Pinner

TRANSPORT STATEMENT

for Proposed Residential Development

On behalf of Hyde Park Construction Ltd

6538/TS02

August 2022

www.rgp.co.uk

DOCUMENT CONTROL

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Report Type:	Transport Statement
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2				
3				
4				
5				

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1 INTRODUCTION

1.1 Background

1.1.1 RGP is instructed by Hyde Park Construction Ltd to provide transport planning and highway advice with regards to redevelopment proposals at Haydon House, 296 Joel Street, Pinner ("the site"). The site is located within the London Borough of Hillingdon.

1.1.2 The site has recently been granted permitted development rights for the change of use of the existing building from office to residential (comprising 6 flatted units), with the principle of a residential use already established.

1.1.3 The current proposals comprise the demolition of the existing building to construct a new residential building with 13 flats/apartments. The proposed site layout plan is attached hereto at APPENDIX 1 .

1.1.4 The proposed flats would comprise the following unit mix:

(i) 2 x studio flats

(ii) 5 x 1-bedroom flats

(iii) 6 x 2-bedroom flats

1.1.5 The existing office building included a gross internal floorspace of approximately 400sqm and included the provision of 9 car parking spaces accessed via a single vehicle crossover on Joel Street.

1.1.6 The proposed residential development would retain access from Joel Street, using the existing vehicle crossover, to provide 7 car parking spaces to the rear of the site.

1.1.7 This Transport Statement demonstrates the proposed residential use of the site would have no negative transport or highway safety implications.

1.2 Report Structure

1.2.1 The remainder of this Transport Statement comprises the following key sections:

(i) Section 2: Site Location and Accessibility Review

(ii) Section 3: Policy Overview

(iii) Section 4: Trip Generation Impact

(iv) Section 5: Parking

(v) Section 6: Site Access and Servicing

(vi) Section 7: Summary and Conclusions

2 POLICY OVERVIEW

2.1 The National Planning Policy Framework

2.1.1 The latest National Planning Policy Framework (NPPF) came into effect in July 2021 and replaces all previous Government planning policy guidance. The NPPF broadly covers all aspects of planning policy and the extracts below detail those relevant to this site and transport.

2.1.2 Paragraph 110 outlines the basic transport requirements for developments to provide, and states that "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

(i) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

(ii) Safe and suitable access to the site can be achieved for all users;

(iii) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

(iv) 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."

2.1.3 Paragraph 113 states "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."

2.1.4 Of further note, paragraph 111 of the NPPF states that "development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.1.5 In accordance with this policy a Transport Statement has been prepared to assess the impacts of the redevelopment proposals. The planning application does not fall within the thresholds of requiring a Travel Plan based on the number of dwellings proposed.

2.2 The London Plan (March 2021)

2.2.1 The most up-to-date version of the London Plan was adopted in March 2021. Policy T1 states that development plans should facilitate *"the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041"*.

2.2.2 Policy T1 also states: "All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

2.2.3 Policy T4 relates to assessing and mitigating transport impacts and requires:

"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."

2.2.4 With reference to the above policies, the development proposals accord with this by outlining the sustainable transport modes available locally within Section 3 of this report which includes active transport modes such as walking and cycling, as well as public transport.

2.2.5 Policy T6 relates to Car Parking provision and states that "car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity… car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite')".

2.2.6 Policy T6.1 states that "New residential development should not exceed the maximum parking standards set out in Table 10.3." Policy T6.1 also suggests that disabled parking should also be provided with 3% of total parking or one blue badge bay available for new residential developments, with sufficient space to accommodate an increase of disabled parking provision to 10% if required on-site post development.

2.2.7 With reference Policies T6 and T6.1, the proposed site is located in a PTAL 3 area with regards to public transport accessibility, and Section 3 of this report outlines available local amenities and retail facilities in the vicinity of the site that would reduce the need to travel by private car. With regards to proposed car parking provision, the development proposals will provide appropriate car and cycle parking spaces.

2.3 London Borough of Hillingdon's Local Plan

2.3.1 London Borough of Hillingdon's Local Plan Part 1 (Core Policies) was adopted in July 2012 and Part 2 (Development Management Policies) was adopted in January 2020.

2.3.2 Core Policy T1 states that development will be steered towards the most appropriate locations to encourage sustainable travel. Cre Policy T2 states that various public transport interchanges will be improved as appropriate. Core Policy T3 states that the Council will improve north-south links in the borough. Core Policy T4 relates to the importance of Heathrow Airport and facilitating improved public transport and cycling links. Policy T5 relates to Crossrail improvements.

2.3.3 Development Management Policy DMT 1 states that developments must be accessible, safe, provide equal access, address servicing requirements and have no significant adverse transport impacts. It states that proposals should be supported by a Transport Assessment and Travel Plan if they exceed the required thresholds.

2.3.4 Policy DMT 2 relates to highway impacts and states that safe access should be provided, without causing other impacts and that suitable mitigation measures are adopted to address any traffic impacts. Policy DMT 3 states that road safeguarding for the Hayes By-Pass link.

2.3.5 Policy DMT 4 states the Council will support and promote enhancements to public transport facilities and may require developers to mitigate transport impacts from developments.

2.3.6 Policy DMT 5 states that safe and inclusive pedestrian and cycle connections should be facilitated, including cycle parking in line with the Council's standards. Policy DMT 6 states that car parking should be provided in accordance with the Council's parking standards, although variations may be acceptable where there would be no detrimental impact to on-street parking and where a transport appraisal or Travel Plan is also submitted.

2.3.7 Policy DMT 7 states that proposals generating high levels of freight should be conveniently located with respect to the strategic road network.

3 SITE LOCATION AND ACCESSIBILITY REVIEW

3.1 Locational Context

3.1.1 The site is located on the western side of Joel Street, approximately 150m north-west of its junction with High Road Eastcote.

3.1.2 Joel Street (B472) is a two-way single carriageway road subject to a 30mph speed limit.

3.1.3 There are a range of amenities and destinations within close proximity of the site, including leisure facilities, retail uses and public transport facilities. Figure 1, below, provides a context plan highlighting some of the most prominent local retail facilities, as well as the most easily accessible public transport connections.

Figure 1 - Local Context Plan

3.1.4 The local food and retail facilities 400m south of the site on High Road Eastcote include a number of food take-away outlets, restaurants, two convenience stores, an estate agent, dentist, accountants, barber shop and hairdressers.

3.1.5 Additionally, there are a range of sport and leisure destinations immediately east and south of the site, including Eastcote cricket club, Eastcote lawn tennis club, Eastcote House & Gardens and various public houses / cafes surrounding these. There are also numerous schools within a short walking distance, the closest of which is Coteford Junior School, 400m west of the site on Fore Street.

3.1.6 Extensive facilities can also be reached within nearby Eastcote, Northwood Hills and Pinner town centres.

3.1.7 These therefore provide further residents with the ability to meet many of their day-to-day needs within the local area.

3.2 Accessibility Credentials

3.2.1 There are good quality footways along both sides of Joel Street, which are wide and well-lit. Dropped kerbs are also available at all junctions, enabling ease of crossing.

3.2.2 The closest bus stop to the site is within 100m on the eastern side of Joel Street. This bus stop comprises a bus shelter, seating and timetable information. This stop is served by the 282 bus route between Northwood and Hanwell (approx. 6 services per hour in each direction). Other nearby stops also provide access to the H13 bus route between Ruislip and Northwood Hills (approx. 3 services per hour in each direction).

3.2.3 Northwood Hills underground station is located approximately 1.5km to the north of the site and Eastcote underground station is located approximately 1.5km to the south. Both stations form part of the Metropolitan line, whilst Eastcote also provides access to the Piccadilly line.

3.2.4 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the CIHT Guidelines for Providing Journeys on Foot (2000). These stations therefore fall within a comfortable walking distance for the majority of future residents and would likely form the principal mode of travel for residents travelling around London for commuting or leisure purposes.

3.2.5 The site is within a PTAL 1b location as identified within the TRICS output attached hereto at APPENDIX 2 .

3.2.6 However, it is important to note that PTAL is a measure of accessibility to public transport only and assumes users would walk a maximum of 960m only to reach tube and rail services. This, therefore, does not take account of the various local London Underground stations, nor the extensive amenities located within the immediate surrounding areas which act to reduce the need to make journeys away from the local area.

3.2.7 Overall, it is considered that residents would undertake the majority of trips within the local area on foot or by using the surrounding public transport services.

4 TRIP GENERATION COMPARISON

4.1 Existing Trip Generation

4.1.1 The TRICS database is the industry standard tool used to establish trip rates and trip generation for a range of use classes across the UK.

4.1.2 The site has historically operated as office space and therefore the TRICS database has been used to establish the potential trip generation associated with this use.

4.1.3 A TRICS assessment has been carried out, considering comparably located office developments within outer London and the full TRICS outputs are attached hereto at APPENDIX 3 . This considers weekday surveys of office sites in similar PTAL locations (PTAL 1) undertaken since January 2011. This reflects the trip rates established as part of the recent prior approval application.

4.1.4 A summary of the peak hour (08:00-09:00 and 17:00-18:00) and total daily trip generation is detailed below within Table 1, factored to the total floorspace of the site (c. 400sqm).

Table 1 - Existing Vehicle Trip Generation

Existing Trip Generation (400sqm Office)									
	AM Peak Hour			PM Peak Hour			Total Daily		
Walk	0	0	0	0	0	1	3	3	6
Cycle	0	0	0	0	0	0	1	1	2
Public transport	3	0	3	0	3	3	8	8	15
Vehicles	3	0	3	0	3	3	12	12	24
Total	6	0	7	0	7	8	24	24	48

4.1.5 As detailed above, the existing office use of the site is likely to generate a total of 48 two-way movements by all modes, including 15 two-way movements during the combined AM and PM peak hours.

4.1.6 the existing office use is likely to generate a total of 24 two-way vehicle movements over the course of a typical weekday. This would include 6 two-way vehicle movements during the combined peak hours.

4.2 Proposed Trip Generation

4.2.1 A TRICS assessment has been carried out for the proposed 13-unit flatted development and the full outputs are attached hereto at APPENDIX 4 .

4.2.2 In summary, this considers flatted developments in London, in similar PTAL locations and with an element of on-site parking. The sites selected also contain a similar average number of bedrooms per dwelling, whilst avoiding periods when Covid-19 restrictions were in place.

4.2.3 A summary of the peak hour (08:00-09:00 and 17:00-18:00) and total daily trip generation for the proposed 13-dwelling flatted development is detailed below within Table 2 - Proposed Trip Generation.

Table 2 - Proposed Trip Generation

Proposed Trip Generation (13 Flatted Dwellings)									
	AM Peak Hour			PM Peak Hour					
Walk	0	1	2	1	1	2	9	9	17
Cycle	0	0	0	0	0	0	1	1	2
Public transport	0	3	3	1	0	1	11	11	23
Vehicles	0	2	2	1	1	2	11	11	23
Total	1	7	8	4	2	6	36	36	72

4.2.4 As detailed above, the proposed residential development is anticipated to generate a total of 72 two-way movements over the course of a typical weekday by all modes, including 14 two-way movements during the combined AM and PM peak hours.

4.2.5 This would comprise a total of 23 two-way vehicle movements during the day, including 4 two-way vehicle movements during the combined peak hours.

4.3 Net Impact

4.3.1 Table 3, below, summarises the net trip generation impact of the proposals compared with the existing site use.

Table 3 - Trip Generation - Net Impact

Trip Generation – Net Impact									
	AM Peak Hour			PM Peak Hour					
Walk	0	1	2	1	1	1	6	6	11
Cycle	0	0	0	0	0	0	0	0	0
Public transport	-3	3	0	1	-3	-2	3	3	8
Vehicles	-3	2	-1	1	-2	-1	-1	-1	-1
Total	-5	7	1	4	-5	-2	12	12	24

4.3.2 As detailed above, the proposals would generate a slight increase of 24 two-way movements by all modes over the course of a typical day. However, there would be a slight reduction of 1 two-way movement during the combined AM and PM peak hours.

4.3.3 In terms of vehicular traffic, the proposals would be anticipated to generate a reduction of 1 two-way movement during the day, with a combined reduction of 2 two-way movements during the combined AM and PM peak hours.

4.3.4 The increase in daily movements would be attributed entirely to journeys on foot (11 additional two-way movements) and by public transport (8 additional two-way movements). These are unlikely to have a perceptible impact on footway and public transport capacity.

4.3.5 Overall, the proposals would have a negligible trip generation impact.

5 PARKING

5.1 Car Parking Standards

5.1.1 The most up-to-date set of parking standards for residential development are contained in the London Plan (March 2021). For sites within outer London Plan, in PTAL 1 locations, the following standards apply.

Location	Number of beds	Maximum parking provision*
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

Figure 2 - London Plan Cycle Parking Standards

5.1.2 As detailed above, the application site would be expected to provide a maximum of 1.5 parking spaces per dwelling based on the maximum parking standards.

5.1.3 Additionally, Policy T6.1 of the London Plan (part C) states that at least 20% of parking spaces should have active electric vehicle charging infrastructure and the remaining spaces should have "passive" infrastructure enabling ease of future uptake. Part G of this policy states that at least 3% of dwellings should have a designated disabled car parking bay.

5.1.4 The parking standards contained in Hillingdon's Local Plan Part 2: Development Management Policies (January 2020) state that flats should provided the following maximum levels of car parking:

(i) Studio units: 0.5 spaces per dwelling.

(ii) 1 and 2-bedroom units: 1 to 1.5 spaces per dwelling.

(iii) 3 and 4-bedroom units: 2 spaces per dwelling.

5.1.5 The London Plan confirms that where development plans specific lower maximum standards for parking, these should be followed. Therefore, in this instance, Hillingdon's Local Plan standards are more appropriate to reference.

5.2 Car Parking Demand

5.2.1 Local Census data (Census 2011) can be interrogated to establish the actual requirement for car parking in this location.

5.2.2 With regards to flatted dwellings within the local output area (E01002436: Hillingdon 004B), the following existing levels of car ownership are exhibited, as summarised within Table 4. The full outputs are attached hereto at APPENDIX 5 .

Table 4 - Census Car Ownership Data

Category	No. of Units	Percentage
All Categories: Car or van availability	96	-
No cars or vans in household	31	32%
1+ cars or vans in household	65	68%

5.2.3 As detailed above, it can be seen that 32% of flats and maisonettes in the local area do not own a private car or van.

5.2.4 Whilst the above statistics relate to all types of flats in the local area, it is notable that the proposed development comprises exclusively of studio, 1-bed and 2-bed flats. Therefore, these dwellings would be less likely to appeal to families than larger 3-bed or 4-bed flats, for example, and as a result are likely to exhibit lower than average levels of car dependency / car ownership (i.e. below the average figure of 68% established above).

5.2.5 Additionally, the likely requirement for car use can be further understood by interrogating method of travel to work information from the local output area. This data confirms that in 2011, just 40% of residents utilised a car or van to drive to work. The relevant Census 2011 outputs are attached hereto at APPENDIX 5 . Given recent increases in home working (following behavioural and working changes from the Covid-19 pandemic), the percentage of residents driving to work is likely to have further reduced below this level.

5.2.6 From the above analysis, it is evident that less than 68% of residents would be likely to own a car and less than 40% of residents would require regular use of a car for commuting purposes. On this basis, in the order of 0.5 car parking spaces per dwelling would likely be appropriate to accommodate all car parking needs within the site.

5.3 Proposed Car Parking Arrangements

5.3.1 The proposed development would provide 7 car parking spaces within the site demise, which equates to approximately 0.54 car parking spaces per dwelling. As a result, there is unlikely to be any displaced car parking and no impact on surrounding residential car parking availability.

5.3.2 In the unlikely event of any minimal overspill car parking occurring, this could be accommodated within local streets, such as Deerings Drive, Wentworth Drive or Gerrard Gardens, where on-street car parking is permitted.

5.3.3 In accordance with London Plan policy requirements, 2 of the proposed car parking spaces would benefit from active electric vehicle charging facilities from the outset, with the remaining 5 spaces having passive infrastructure installed.

5.3.4 Additionally, one of the parking spaces would be a disabled parking bay allocated specifically for use by blue badge holders. This equates to a disabled bay provided for 7.6% of dwellings, therefore exceeding the minimum London Plan requirement of 3%.

5.4 Cycle Parking

5.4.1 Table 10.2 of the London Plan confirms that residential dwellings should provide the following minimum cycle parking provision:

Table 5 - London Plan Cycle Parking Standards

Dwelling Type	Long-Stay Requirement	Short-Stay Requirement
Studio Flat	1 space per dwelling	5 to 40 dwellings: 2 spaces
1-bedroom dwelling	1.5 spaces per dwelling	
2-bedroom dwelling	2 spaces per dwelling	

5.4.2 Based on the above, there would be a requirement for a minimum of 21.5 (i.e. 22) long-stay cycle parking spaces in total. These would be secure internal spaces and would include a proportion of oversized Sheffield stands to accommodate any non-standard cycles, as required by the London Cycling Design Standards.

5.4.3 Additionally, a single Sheffield cycle stand would be provided on-site with capacity to accommodate 2 bicycles for short-stay purposes. This would be external so as to be easily accessible for visitors.

6 ACCESS AND SERVICING

6.1 Site Access

6.1.1 As detailed within Section 4 of this Transport Statement, the proposed residential use of the site would generate a slight reduced level of vehicular activity at the site access. Therefore, no alterations are proposed to the existing access.

6.1.2 As a result of the reduced vehicular activity, there would be an improvement in highway safety terms.

6.1.3 Notwithstanding this, good visibility splays are available in both directions along Joel Street from the site access, in excess of Manual for Streets design guidance.

6.2 Servicing Activity

6.2.1 The existing office is likely to require some regular deliveries of office supplies, postal and courier deliveries and collections of waste and recycling.

6.2.2 The proposed residential use would require a similar level of delivery activity, albeit these would comprise almost exclusively of online, courier and postal type deliveries. These would be undertaken as part of existing delivery routes along Joel Street and surrounding roads. Therefore, these would not typically represent 'new' vehicle movements but would form part of existing delivery routes to the surrounding residential areas.

6.2.3 An area of hardstanding would be retained within the front of the site boundary, in addition to the rear car parking area, each of which would be able to accommodate infrequent deliveries by light goods vehicles. This would ensure all delivery activity is accommodated within the site demise, with no impact on the surrounding highway.

6.3 Waste Storage & Collection

6.3.1 The proposals include a dedicated enclosed bin store at ground floor level. This would benefit from convenient internally for residents and via a separate external entrance for refuse operatives to access via the car parking area.

6.3.2 The bin store is generously sized and could accommodate 5 x 1,100 litre Eurobins, which is considered ample given the number and size of the properties proposed. These would be designated for storage of general waste or recycling and would be clearly labelled as such.

6.3.3 The proposed residential use of the site would be served by an existing weekly Council-operated collection on Joel Street.

7 SUMMARY AND CONCLUSIONS

7.1.1 This Transport Statement considers the transport planning implications associated with redevelopment proposals at Haydon House, 296 Joel Street, Pinner. In summary, the following key conclusions are made:

(i) The site is in an accessible location, close to a number of amenities and public transport facilities.

(ii) There would be a slightly reduced vehicle trip generation impact, including a reduction during the conventional AM and PM peak hours.

(iii) There would be a slight increase in trips to / from the site overall, although this would be made up entirely of pedestrian trips throughout the local area and public transport journeys.

(iv) All potential parking demand would be accommodated on-site with no displaced parking onto the surrounding local highway.

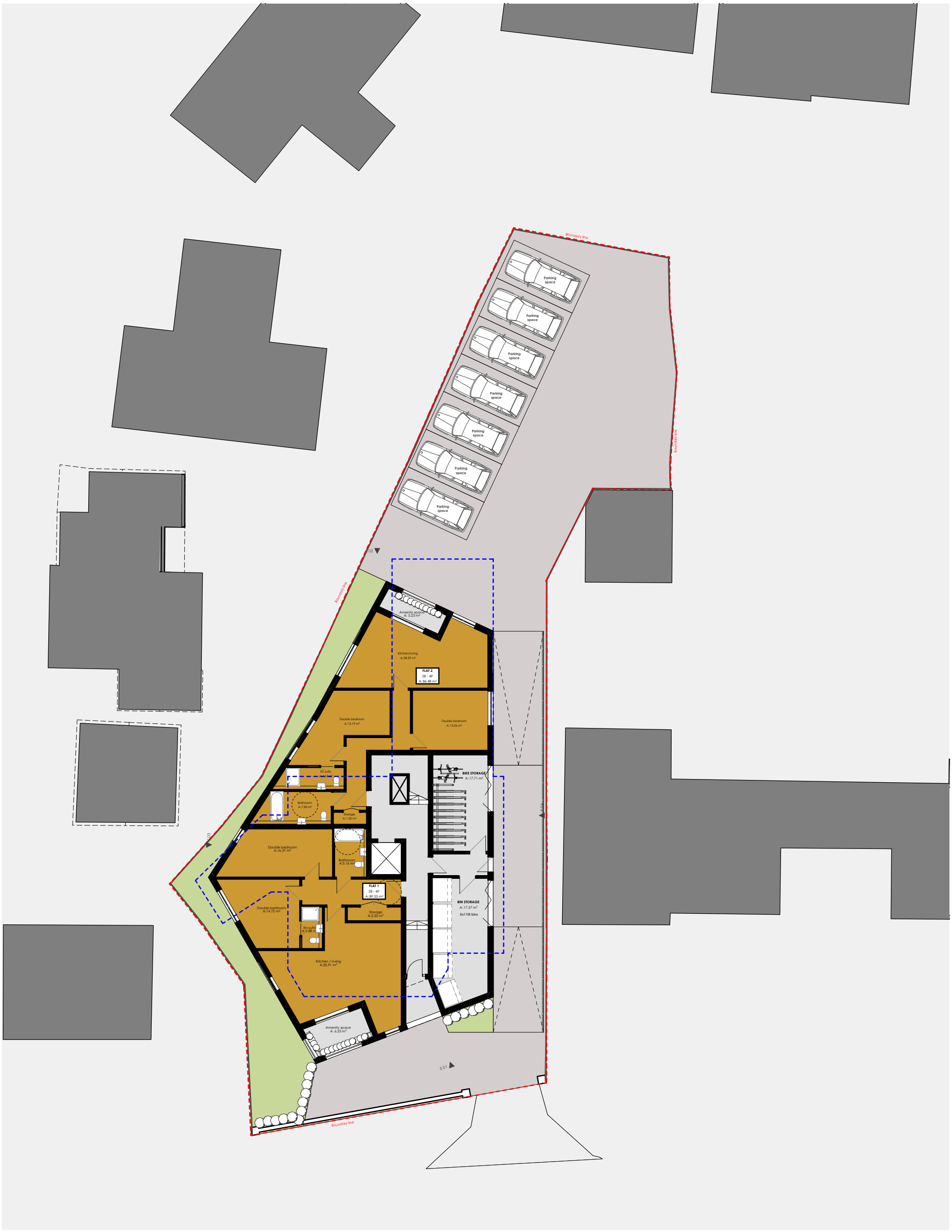
(v) The existing site access arrangements would be retained and there would be an overall betterment in the operation of this access given the reduction in traffic at this location.

(vi) There would be a low level of delivery activity generated, and this could be accommodated safely within the site demise.

(vii) Suitable provision would be available for all waste and recycling demands within the site.

7.1.2 Overall, it is demonstrated there are no transport or highway related reasons to prevent planning approval from being approved.

APPENDIX 1 PROPOSED SITE LAYOUT



Notes
1. All dimensions to be checked on site.
2. All dimensions are to masonry unless otherwise stated (ie not plaster finishes)
3. All information is to be checked and verified by the contractors and sub-contractors for accuracy and fit.
4. Discrepancies or omissions to be brought to the attention of **CIAO** prior to construction.
5. This drawing has been drawn to scale,as shown, for the purpose of obtaining local authority approval
6. For General Notes refer to Drawing No. 4GN-01

PROPOSED SITE PLAN
Scale 1:200

WIP 220622

0 2.0 4.0 10.0 20.0

Rev	Date	Notes

Client: Westgold Holdings LTD	**Stage:** Planning	**Date:** 23/06/2022	
Project: Haydon House, 296 Joel Street, HA5 2PY	**Project Ref. No:** 166	**Scale:** 1:200@A3	
Drawing title: Proposed site plan	**Drawing number:** 166-3GA-00	**Drawn By:** FC	**Checked By:** AP

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CIAO
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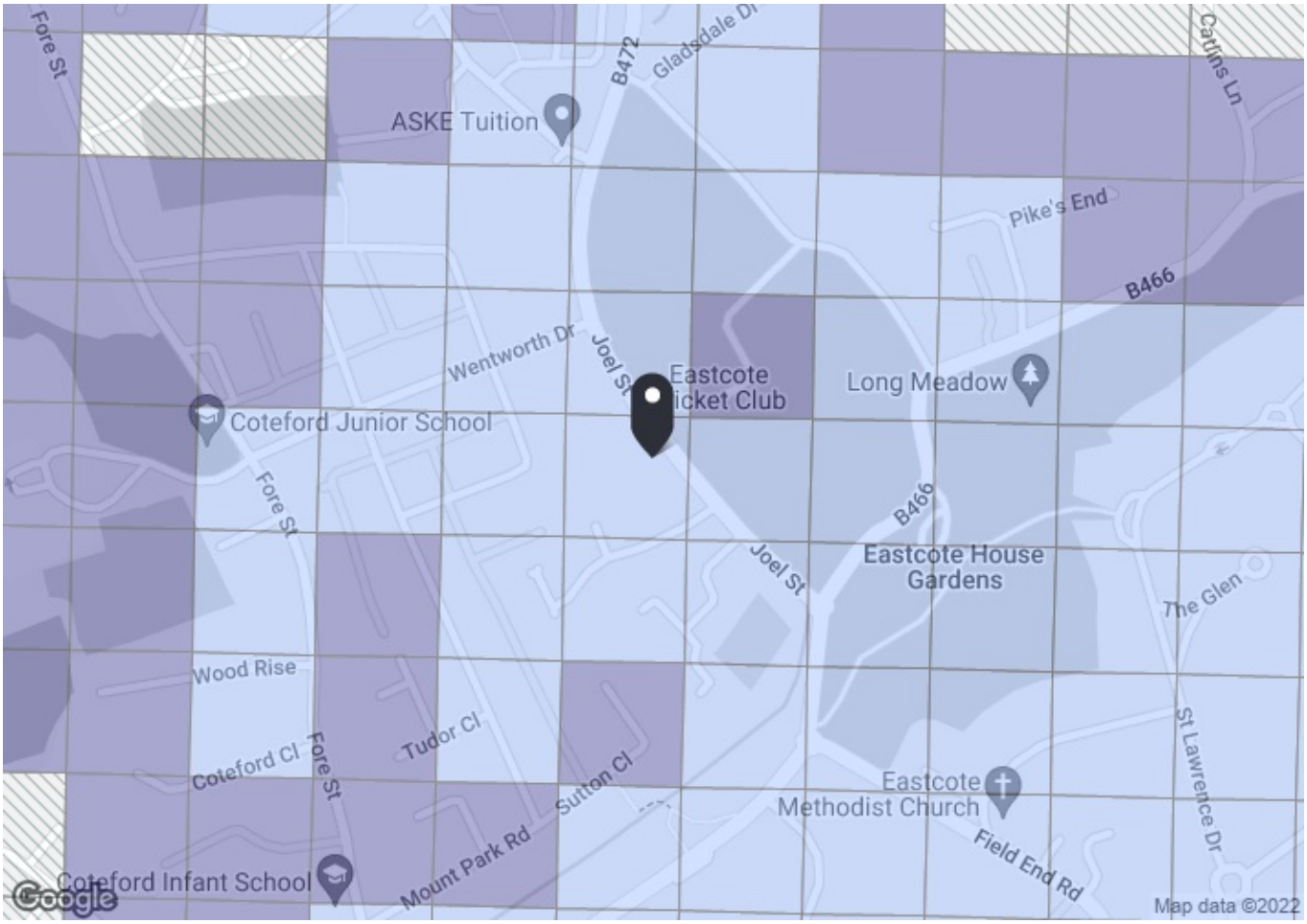
APPENDIX 2 PTAL OUTPUT

TRANSPORT FOR LONDON



PTAL output for Base Year
1b

288 Joel St, Pinner HA5 2PY, UK
Easting: 510467, Northing: 188857

Grid Cell: 125047

Report generated: 19/04/2022

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

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	JOEL STREET THE WOODMAN	282	203.72	5	2.55	8	10.55	2.84	1	2.84
Bus	EASTCOTE VILLAGE HIGH RD	H13	411.97	3	5.15	12	17.15	1.75	0.5	0.87
									Total Grid Cell AI:	**3.72**

APPENDIX 3 TRICS OUTPUTS – OFFICE USE

Calculation Reference: AUDIT-728001-220823-0844

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:
01 GREATER LONDON
HO HOUNSLOW 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 114000 to 114000 (units: sqm)
Range Selected by User: 408 to 114000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 02/03/22

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

Selected survey days:
Wednesday 1 days

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

Selected survey types:
Manual count 1 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 undertaking using machines.

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:
No Sub Category 1

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

Secondary Filtering selection:

Use Class:
Not Known 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
25,001 to 50,000 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 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

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

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:
1b Very poor 1 days

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

LIST OF SITES relevant to selection parameters

1 HO-02-A-01 SKY HEADQUARTERS HOUNSLOW
SYON LANE
ISLEWORTH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 120000 sqm
Survey date: WEDNESDAY *05/07/17* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 400 SQM shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.96

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	114000	0.361	1.442	1	114000	0.055	0.221	1	114000	0.416	1.663
07:00 - 08:00	1	114000	0.513	2.053	1	114000	0.072	0.288	1	114000	0.585	2.341
08:00 - 09:00	1	114000	0.659	2.635	1	114000	0.097	0.389	1	114000	0.756	3.024
09:00 - 10:00	1	114000	0.531	2.123	1	114000	0.111	0.442	1	114000	0.642	2.565
10:00 - 11:00	1	114000	0.174	0.695	1	114000	0.089	0.358	1	114000	0.263	1.053
11:00 - 12:00	1	114000	0.107	0.428	1	114000	0.064	0.256	1	114000	0.171	0.684
12:00 - 13:00	1	114000	0.120	0.481	1	114000	0.104	0.418	1	114000	0.224	0.899
13:00 - 14:00	1	114000	0.086	0.344	1	114000	0.114	0.456	1	114000	0.200	0.800
14:00 - 15:00	1	114000	0.082	0.330	1	114000	0.106	0.425	1	114000	0.188	0.755
15:00 - 16:00	1	114000	0.067	0.267	1	114000	0.193	0.772	1	114000	0.260	1.039
16:00 - 17:00	1	114000	0.079	0.316	1	114000	0.468	1.870	1	114000	0.547	2.186
17:00 - 18:00	1	114000	0.082	0.330	1	114000	0.720	2.881	1	114000	0.802	3.211
18:00 - 19:00	1	114000	0.075	0.302	1	114000	0.405	1.621	1	114000	0.480	1.923
19:00 - 20:00	1	114000	0.049	0.196	1	114000	0.239	0.954	1	114000	0.288	1.150
20:00 - 21:00	1	114000	0.038	0.151	1	114000	0.094	0.375	1	114000	0.132	0.526
21:00 - 22:00	1	114000	0.050	0.200	1	114000	0.075	0.302	1	114000	0.125	0.502
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.073	12.293			3.006	12.028			6.079	24.321

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:	114000 - 114000 (units: sqm)
Survey date date range:	01/01/14 - 02/03/22
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 400 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	114000	0.023	0.091	1	114000	0.002	0.007	1	114000	0.025	0.098
07:00 - 08:00	1	114000	0.062	0.249	1	114000	0.002	0.007	1	114000	0.064	0.256
08:00 - 09:00	1	114000	0.110	0.439	1	114000	0.000	0.000	1	114000	0.110	0.439
09:00 - 10:00	1	114000	0.069	0.277	1	114000	0.000	0.000	1	114000	0.069	0.277
10:00 - 11:00	1	114000	0.008	0.032	1	114000	0.000	0.000	1	114000	0.008	0.032
11:00 - 12:00	1	114000	0.004	0.014	1	114000	0.000	0.000	1	114000	0.004	0.014
12:00 - 13:00	1	114000	0.001	0.004	1	114000	0.003	0.011	1	114000	0.004	0.015
13:00 - 14:00	1	114000	0.002	0.007	1	114000	0.004	0.014	1	114000	0.006	0.021
14:00 - 15:00	1	114000	0.003	0.011	1	114000	0.006	0.025	1	114000	0.009	0.036
15:00 - 16:00	1	114000	0.001	0.004	1	114000	0.013	0.053	1	114000	0.014	0.057
16:00 - 17:00	1	114000	0.004	0.014	1	114000	0.046	0.182	1	114000	0.050	0.196
17:00 - 18:00	1	114000	0.002	0.007	1	114000	0.099	0.396	1	114000	0.101	0.403
18:00 - 19:00	1	114000	0.002	0.007	1	114000	0.071	0.284	1	114000	0.073	0.291
19:00 - 20:00	1	114000	0.000	0.000	1	114000	0.027	0.109	1	114000	0.027	0.109
20:00 - 21:00	1	114000	0.000	0.000	1	114000	0.011	0.042	1	114000	0.011	0.042
21:00 - 22:00	1	114000	0.002	0.007	1	114000	0.004	0.014	1	114000	0.006	0.021
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.293	1.163			0.288	1.144			0.581	2.307

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
Estimated TRIP rate value per 400 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	114000	0.025	0.098	1	114000	0.005	0.021	1	114000	0.030	0.119
07:00 - 08:00	1	114000	0.026	0.105	1	114000	0.012	0.049	1	114000	0.038	0.154
08:00 - 09:00	1	114000	0.098	0.393	1	114000	0.004	0.018	1	114000	0.102	0.411
09:00 - 10:00	1	114000	0.075	0.298	1	114000	0.015	0.060	1	114000	0.090	0.358
10:00 - 11:00	1	114000	0.025	0.102	1	114000	0.023	0.091	1	114000	0.048	0.193
11:00 - 12:00	1	114000	0.032	0.126	1	114000	0.037	0.147	1	114000	0.069	0.273
12:00 - 13:00	1	114000	0.085	0.340	1	114000	0.130	0.519	1	114000	0.215	0.859
13:00 - 14:00	1	114000	0.096	0.386	1	114000	0.082	0.330	1	114000	0.178	0.716
14:00 - 15:00	1	114000	0.096	0.382	1	114000	0.047	0.189	1	114000	0.143	0.571
15:00 - 16:00	1	114000	0.043	0.172	1	114000	0.058	0.232	1	114000	0.101	0.404
16:00 - 17:00	1	114000	0.024	0.095	1	114000	0.052	0.207	1	114000	0.076	0.302
17:00 - 18:00	1	114000	0.021	0.084	1	114000	0.125	0.498	1	114000	0.146	0.582
18:00 - 19:00	1	114000	0.011	0.042	1	114000	0.048	0.193	1	114000	0.059	0.235
19:00 - 20:00	1	114000	0.005	0.021	1	114000	0.036	0.144	1	114000	0.041	0.165
20:00 - 21:00	1	114000	0.008	0.032	1	114000	0.022	0.088	1	114000	0.030	0.120
21:00 - 22:00	1	114000	0.004	0.018	1	114000	0.013	0.053	1	114000	0.017	0.071
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.674	2.694			0.709	2.839			1.383	5.533

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 400 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	114000	0.060	0.239	1	114000	0.010	0.039	1	114000	0.070	0.278
07:00 - 08:00	1	114000	0.177	0.709	1	114000	0.037	0.147	1	114000	0.214	0.856
08:00 - 09:00	1	114000	0.692	2.768	1	114000	0.006	0.025	1	114000	0.698	2.793
09:00 - 10:00	1	114000	0.568	2.270	1	114000	0.004	0.018	1	114000	0.572	2.288
10:00 - 11:00	1	114000	0.160	0.639	1	114000	0.008	0.032	1	114000	0.168	0.671
11:00 - 12:00	1	114000	0.047	0.189	1	114000	0.018	0.070	1	114000	0.065	0.259
12:00 - 13:00	1	114000	0.056	0.225	1	114000	0.015	0.060	1	114000	0.071	0.285
13:00 - 14:00	1	114000	0.039	0.158	1	114000	0.016	0.063	1	114000	0.055	0.221
14:00 - 15:00	1	114000	0.011	0.046	1	114000	0.029	0.116	1	114000	0.040	0.162
15:00 - 16:00	1	114000	0.011	0.046	1	114000	0.078	0.312	1	114000	0.089	0.358
16:00 - 17:00	1	114000	0.004	0.014	1	114000	0.343	1.372	1	114000	0.347	1.386
17:00 - 18:00	1	114000	0.008	0.032	1	114000	0.763	3.053	1	114000	0.771	3.085
18:00 - 19:00	1	114000	0.013	0.053	1	114000	0.354	1.414	1	114000	0.367	1.467
19:00 - 20:00	1	114000	0.012	0.049	1	114000	0.196	0.782	1	114000	0.208	0.831
20:00 - 21:00	1	114000	0.014	0.056	1	114000	0.066	0.263	1	114000	0.080	0.319
21:00 - 22:00	1	114000	0.011	0.046	1	114000	0.020	0.081	1	114000	0.031	0.127
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.883	7.539			1.963	7.847			3.846	15.386

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
Estimated TRIP rate value per 400 SQM shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.96

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	114000	0.475	1.898	1	114000	0.066	0.263	1	114000	0.541	2.161
07:00 - 08:00	1	114000	0.793	3.172	1	114000	0.111	0.442	1	114000	0.904	3.614
08:00 - 09:00	1	114000	1.625	6.498	1	114000	0.066	0.263	1	114000	1.691	6.761
09:00 - 10:00	1	114000	1.271	5.084	1	114000	0.072	0.288	1	114000	1.343	5.372
10:00 - 11:00	1	114000	0.359	1.435	1	114000	0.096	0.382	1	114000	0.455	1.817
11:00 - 12:00	1	114000	0.185	0.740	1	114000	0.118	0.474	1	114000	0.303	1.214
12:00 - 13:00	1	114000	0.259	1.035	1	114000	0.254	1.018	1	114000	0.513	2.053
13:00 - 14:00	1	114000	0.235	0.940	1	114000	0.211	0.842	1	114000	0.446	1.782
14:00 - 15:00	1	114000	0.190	0.761	1	114000	0.194	0.775	1	114000	0.384	1.536
15:00 - 16:00	1	114000	0.113	0.453	1	114000	0.357	1.428	1	114000	0.470	1.881
16:00 - 17:00	1	114000	0.095	0.379	1	114000	0.926	3.705	1	114000	1.021	4.084
17:00 - 18:00	1	114000	0.089	0.358	1	114000	1.790	7.161	1	114000	1.879	7.519
18:00 - 19:00	1	114000	0.088	0.351	1	114000	0.919	3.677	1	114000	1.007	4.028
19:00 - 20:00	1	114000	0.052	0.207	1	114000	0.505	2.021	1	114000	0.557	2.228
20:00 - 21:00	1	114000	0.051	0.204	1	114000	0.192	0.768	1	114000	0.243	0.972
21:00 - 22:00	1	114000	0.061	0.242	1	114000	0.111	0.446	1	114000	0.172	0.688
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			5.941	23.757			5.988	23.953			11.929	47.710

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL Servicing Vehicles
Calculation factor: 100 sqm
Estimated TRIP rate value per 400 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	114000	0.012	0.049	1	114000	0.005	0.021	1	114000	0.017	0.070
07:00 - 08:00	1	114000	0.015	0.060	1	114000	0.009	0.035	1	114000	0.024	0.095
08:00 - 09:00	1	114000	0.014	0.056	1	114000	0.009	0.035	1	114000	0.023	0.091
09:00 - 10:00	1	114000	0.010	0.039	1	114000	0.011	0.046	1	114000	0.021	0.085
10:00 - 11:00	1	114000	0.025	0.098	1	114000	0.019	0.077	1	114000	0.044	0.175
11:00 - 12:00	1	114000	0.013	0.053	1	114000	0.012	0.049	1	114000	0.025	0.102
12:00 - 13:00	1	114000	0.018	0.074	1	114000	0.012	0.049	1	114000	0.030	0.123
13:00 - 14:00	1	114000	0.009	0.035	1	114000	0.010	0.039	1	114000	0.019	0.074
14:00 - 15:00	1	114000	0.008	0.032	1	114000	0.012	0.049	1	114000	0.020	0.081
15:00 - 16:00	1	114000	0.004	0.018	1	114000	0.011	0.046	1	114000	0.015	0.064
16:00 - 17:00	1	114000	0.007	0.028	1	114000	0.018	0.070	1	114000	0.025	0.098
17:00 - 18:00	1	114000	0.001	0.004	1	114000	0.008	0.032	1	114000	0.009	0.036
18:00 - 19:00	1	114000	0.003	0.011	1	114000	0.003	0.011	1	114000	0.006	0.022
19:00 - 20:00	1	114000	0.000	0.000	1	114000	0.002	0.007	1	114000	0.002	0.007
20:00 - 21:00	1	114000	0.000	0.000	1	114000	0.002	0.007	1	114000	0.002	0.007
21:00 - 22:00	1	114000	0.002	0.007	1	114000	0.002	0.007	1	114000	0.004	0.014
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.141	0.564			0.145	0.580			0.286	1.144

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.*

APPENDIX 4 TRICS OUTPUTS – RESIDENTIAL USE

Calculation Reference: AUDIT-728001-220822-0824

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	HO	HOUNSLOW	1 days
	TH	TOWER HAMLETS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 14 to 402 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 30/06/21

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

Selected survey days:

Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	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:

Industrial Zone	1
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.

Secondary Filtering selection:

Use Class:

C3	3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	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
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

1b Very poor	1 days
2 Poor	2 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 No of Dwellings: 402
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 HO-03-C-05 BLOCK OF FLATS HOUNSLOW
PARK LANE
HOUNSLOW
CRANFORD
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *06/03/20* *Survey Type: MANUAL*

3 TH-03-C-04 BLOCK OF FLATS TOWER HAMLETS
LEVEN ROAD
POPLAR
ABERFELDY VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 83
Survey date: FRIDAY *21/06/19* *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
HV-03-C-02	Larger average dwelling size
RD-03-C-05	Covid restrictions
WF-03-C-06	Larger average dwelling size and Covid restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 13 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.14

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	166	0.014	0.182	3	166	0.134	1.745	3	166	0.148	1.927
08:00 - 09:00	3	166	0.022	0.287	3	166	0.144	1.876	3	166	0.166	2.163
09:00 - 10:00	3	166	0.046	0.599	3	166	0.056	0.729	3	166	0.102	1.328
10:00 - 11:00	3	166	0.026	0.339	3	166	0.034	0.443	3	166	0.060	0.782
11:00 - 12:00	3	166	0.026	0.339	3	166	0.048	0.625	3	166	0.074	0.964
12:00 - 13:00	3	166	0.050	0.651	3	166	0.042	0.547	3	166	0.092	1.198
13:00 - 14:00	3	166	0.044	0.573	3	166	0.056	0.729	3	166	0.100	1.302
14:00 - 15:00	3	166	0.052	0.677	3	166	0.050	0.651	3	166	0.102	1.328
15:00 - 16:00	3	166	0.062	0.808	3	166	0.050	0.651	3	166	0.112	1.459
16:00 - 17:00	3	166	0.090	1.172	3	166	0.056	0.729	3	166	0.146	1.901
17:00 - 18:00	3	166	0.098	1.277	3	166	0.070	0.912	3	166	0.168	2.189
18:00 - 19:00	3	166	0.136	1.772	3	166	0.048	0.625	3	166	0.184	2.397
19:00 - 20:00	3	166	0.106	1.381	3	166	0.048	0.625	3	166	0.154	2.006
20:00 - 21:00	3	166	0.108	1.407	3	166	0.046	0.599	3	166	0.154	2.006
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.880	11.464			0.882	11.486			1.762	22.950

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:	14 - 402 (units:)
Survey date date range:	01/01/14 - 30/06/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 13 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	166	0.004	0.052	3	166	0.014	0.182	3	166	0.018	0.234
08:00 - 09:00	3	166	0.002	0.026	3	166	0.024	0.313	3	166	0.026	0.339
09:00 - 10:00	3	166	0.004	0.052	3	166	0.004	0.052	3	166	0.008	0.104
10:00 - 11:00	3	166	0.004	0.052	3	166	0.006	0.078	3	166	0.010	0.130
11:00 - 12:00	3	166	0.004	0.052	3	166	0.002	0.026	3	166	0.006	0.078
12:00 - 13:00	3	166	0.002	0.026	3	166	0.010	0.130	3	166	0.012	0.156
13:00 - 14:00	3	166	0.014	0.182	3	166	0.012	0.156	3	166	0.026	0.338
14:00 - 15:00	3	166	0.002	0.026	3	166	0.002	0.026	3	166	0.004	0.052
15:00 - 16:00	3	166	0.006	0.078	3	166	0.002	0.026	3	166	0.008	0.104
16:00 - 17:00	3	166	0.008	0.104	3	166	0.002	0.026	3	166	0.010	0.130
17:00 - 18:00	3	166	0.016	0.208	3	166	0.002	0.026	3	166	0.018	0.234
18:00 - 19:00	3	166	0.004	0.052	3	166	0.000	0.000	3	166	0.004	0.052
19:00 - 20:00	3	166	0.010	0.130	3	166	0.002	0.026	3	166	0.012	0.156
20:00 - 21:00	3	166	0.004	0.052	3	166	0.000	0.000	3	166	0.004	0.052
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.084	1.092			0.082	1.067			0.166	2.159

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 13 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	166	0.028	0.365	3	166	0.040	0.521	3	166	0.068	0.886
08:00 - 09:00	3	166	0.026	0.339	3	166	0.096	1.251	3	166	0.122	1.590
09:00 - 10:00	3	166	0.048	0.625	3	166	0.052	0.677	3	166	0.100	1.302
10:00 - 11:00	3	166	0.030	0.391	3	166	0.032	0.417	3	166	0.062	0.808
11:00 - 12:00	3	166	0.030	0.391	3	166	0.034	0.443	3	166	0.064	0.834
12:00 - 13:00	3	166	0.046	0.599	3	166	0.040	0.521	3	166	0.086	1.120
13:00 - 14:00	3	166	0.038	0.495	3	166	0.026	0.339	3	166	0.064	0.834
14:00 - 15:00	3	166	0.048	0.625	3	166	0.036	0.469	3	166	0.084	1.094
15:00 - 16:00	3	166	0.054	0.703	3	166	0.056	0.729	3	166	0.110	1.432
16:00 - 17:00	3	166	0.066	0.860	3	166	0.042	0.547	3	166	0.108	1.407
17:00 - 18:00	3	166	0.062	0.808	3	166	0.056	0.729	3	166	0.118	1.537
18:00 - 19:00	3	166	0.080	1.042	3	166	0.042	0.547	3	166	0.122	1.589
19:00 - 20:00	3	166	0.062	0.808	3	166	0.056	0.729	3	166	0.118	1.537
20:00 - 21:00	3	166	0.052	0.677	3	166	0.058	0.756	3	166	0.110	1.433
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.670	8.728			0.666	8.675			1.336	17.403

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 13 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	166	0.004	0.052	3	166	0.180	2.345	3	166	0.184	2.397
08:00 - 09:00	3	166	0.010	0.130	3	166	0.194	2.527	3	166	0.204	2.657
09:00 - 10:00	3	166	0.042	0.547	3	166	0.064	0.834	3	166	0.106	1.381
10:00 - 11:00	3	166	0.018	0.234	3	166	0.026	0.339	3	166	0.044	0.573
11:00 - 12:00	3	166	0.020	0.261	3	166	0.050	0.651	3	166	0.070	0.912
12:00 - 13:00	3	166	0.044	0.573	3	166	0.064	0.834	3	166	0.108	1.407
13:00 - 14:00	3	166	0.034	0.443	3	166	0.068	0.886	3	166	0.102	1.329
14:00 - 15:00	3	166	0.052	0.677	3	166	0.070	0.912	3	166	0.122	1.589
15:00 - 16:00	3	166	0.070	0.912	3	166	0.050	0.651	3	166	0.120	1.563
16:00 - 17:00	3	166	0.082	1.068	3	166	0.032	0.417	3	166	0.114	1.485
17:00 - 18:00	3	166	0.090	1.172	3	166	0.020	0.261	3	166	0.110	1.433
18:00 - 19:00	3	166	0.174	2.267	3	166	0.020	0.261	3	166	0.194	2.528
19:00 - 20:00	3	166	0.144	1.876	3	166	0.018	0.234	3	166	0.162	2.110
20:00 - 21:00	3	166	0.076	0.990	3	166	0.018	0.234	3	166	0.094	1.224
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.860	11.202			0.874	11.386			1.734	22.588

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 13 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.14

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	166	0.052	0.677	3	166	0.417	5.419	3	166	0.469	6.096
08:00 - 09:00	3	166	0.060	0.782	3	166	0.531	6.904	3	166	0.591	7.686
09:00 - 10:00	3	166	0.150	1.954	3	166	0.184	2.397	3	166	0.334	4.351
10:00 - 11:00	3	166	0.080	1.042	3	166	0.110	1.433	3	166	0.190	2.475
11:00 - 12:00	3	166	0.088	1.146	3	166	0.152	1.980	3	166	0.240	3.126
12:00 - 13:00	3	166	0.160	2.084	3	166	0.162	2.110	3	166	0.322	4.194
13:00 - 14:00	3	166	0.140	1.824	3	166	0.174	2.267	3	166	0.314	4.091
14:00 - 15:00	3	166	0.162	2.110	3	166	0.170	2.214	3	166	0.332	4.324
15:00 - 16:00	3	166	0.220	2.866	3	166	0.168	2.188	3	166	0.388	5.054
16:00 - 17:00	3	166	0.281	3.647	3	166	0.140	1.824	3	166	0.421	5.471
17:00 - 18:00	3	166	0.299	3.882	3	166	0.172	2.240	3	166	0.471	6.122
18:00 - 19:00	3	166	0.449	5.836	3	166	0.120	1.563	3	166	0.569	7.399
19:00 - 20:00	3	166	0.351	4.559	3	166	0.130	1.693	3	166	0.481	6.252
20:00 - 21:00	3	166	0.287	3.725	3	166	0.138	1.798	3	166	0.425	5.523
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.779	36.134			2.768	36.030			5.547	72.164

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 13 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	166	0.000	0.000	3	166	0.000	0.000	3	166	0.000	0.000
08:00 - 09:00	3	166	0.002	0.026	3	166	0.002	0.026	3	166	0.004	0.052
09:00 - 10:00	3	166	0.008	0.104	3	166	0.006	0.078	3	166	0.014	0.182
10:00 - 11:00	3	166	0.004	0.052	3	166	0.004	0.052	3	166	0.008	0.104
11:00 - 12:00	3	166	0.002	0.026	3	166	0.004	0.052	3	166	0.006	0.078
12:00 - 13:00	3	166	0.006	0.078	3	166	0.000	0.000	3	166	0.006	0.078
13:00 - 14:00	3	166	0.002	0.026	3	166	0.004	0.052	3	166	0.006	0.078
14:00 - 15:00	3	166	0.006	0.078	3	166	0.004	0.052	3	166	0.010	0.130
15:00 - 16:00	3	166	0.002	0.026	3	166	0.006	0.078	3	166	0.008	0.104
16:00 - 17:00	3	166	0.004	0.052	3	166	0.004	0.052	3	166	0.008	0.104
17:00 - 18:00	3	166	0.000	0.000	3	166	0.002	0.026	3	166	0.002	0.026
18:00 - 19:00	3	166	0.000	0.000	3	166	0.000	0.000	3	166	0.000	0.000
19:00 - 20:00	3	166	0.000	0.000	3	166	0.000	0.000	3	166	0.000	0.000
20:00 - 21:00	3	166	0.000	0.000	3	166	0.000	0.000	3	166	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.036	0.468			0.036	0.468			0.072	0.936

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.*

APPENDIX 5 CENSUS DATA

LC4415EW - Accommodation type by car or van availability by number of usual resid

population	All households
units	Persons
date	2011
area type	2011 super output areas - lower layer
area name	E01002436 : Hillingdon 004B
no of usual residents in househ	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
All categories: Car or van availa	658	562	96
No cars or vans in household	104	73	31
1 car or van in household	284	230	54
2 or more cars or vans in house	270	259	11

ents aged 17 or over in household

QS701EW - Method of travel to work

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - lower layer
area name	E01002436 : Hillingdon 004B
rural urban	Total

Method of Travel to Work	2011
All categories: Method of tra	1,157
Work mainly at or from hom	51
Underground, metro, light ra	183
Train	23
Bus, minibus or coach	14
Taxi	9
Motorcycle, scooter or mope	2
Driving a car or van	464
Passenger in a car or van	21
Bicycle	10
On foot	38
Other method of travel to wo	3
Not in employment	339

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