

RPS

**BUILDING 3
STATUS PARK
NOBEL DRIVE
HAYES UB3 5EY**

TRANSPORT NOTE

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STATUS PARK
NOBEL DRIVE
HAYES UB3 5EY**

TRANSPORT NOTE

7 April 2017

Our Ref: KD/AN/adf/sjs/JNY8060-71-05

RPS

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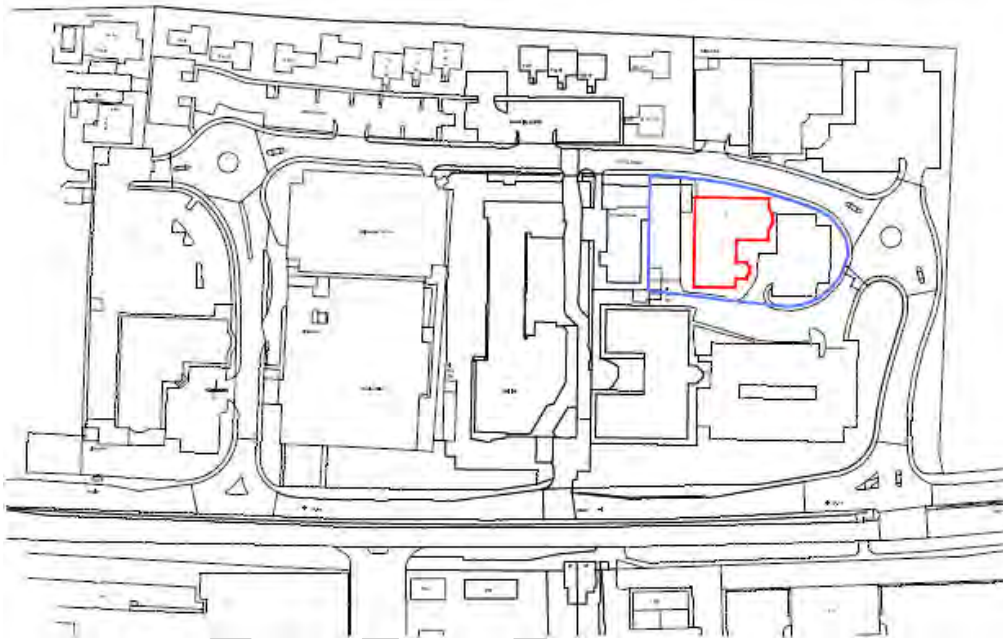
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1 TRANSPORT NOTE

Introduction

- 1.1 This Transport Note supports a Prior Notification Application (PNA) for a change of use of Building 3, Status Park, Nobel Drive, Hayes, UB3 5EY (the 'site'). The site is located in the London Borough of Hillingdon (LBH), as shown in **Figure 1**.

Figure 1: Site Location



- 1.2 The Applicant proposes is proposing a change of use of the existing 3 storey building, covering 1,783sqm Gross Floor Area (GFA) from B1 office use for residential purposes. The change of use is proposed to provide 36 residential units, with associated car and cycle parking as shown in **Appendix A**.
- 1.3 The purpose of this Transport Note is to identify whether the proposed change of use would result in a material increase, or a material change, in the character of traffic in the vicinity of the site.

Existing Situation

- 1.4 The development site is located within Status Park (the 'park'), a business park. 'Building 3' is located centrally within the Status Park on land immediately south of Nobel Drive. The building currently provides B1 office floorspace over three floors with parking provided for 73 vehicles and 20 cycles.
- 1.5 Status Park is situated north and south of Nobel Drive, with a roundabout junction providing access to the respective building car parks within the park. Heathrow Airport is located immediately south of the park.

- 1.6 Vehicular access to the site is taken from Nobel Drive by way of a roundabout junction. Nobel Drive forms a loop road around linking with the A4 (Bath Road). The A4 runs east-west, south of the site providing access to Cranford, Brentford, Chiswick and central London to the east. West of the site the A4 provides access to Harlington High Street and Tunnel Road which links with Heathrow Airport, continuing further west the A4 also provides access to the M4 junction number 4.
- 1.7 Pedestrian access to the site is also taken from Nobel Drive, through the existing car park of the development. There are footways along Nobel Drive linking with the A4 and then Harlington High Street and Tunnel Road west of the site. Footways also continue eastwards along the A4 to Cranford. Linking with the local retail facilities and amenities located here.
- 1.8 Building 3 is bound by commercial buildings to the south and west, with Nobel Drive forming the northern and eastern most boundaries. Nobel Drive is an unclassified road, subject to a 40mph speed restriction. Nobel Drive provides access to further commercial and hotel land-uses, airport parking and residential properties. Nobel Drive links with the A4 Bath Road south of the site by way of a signalised priority junction.
- 1.9 The majority of Nobel Drive is restricted by double yellow lines, there are three separate bays between the two roundabouts on Nobel Drive, which provide space for approximately 12 cars, and there are two bays to the west between the roundabout and the junction onto Bath Road, which provide space for approximately 15 cars. The bays have parking restrictions in place, between Monday to Saturday, 9am to 5pm, for Permit Holders or Pay and Display, with a maximum stay of 2 hours.
- 1.10 All adjacent streets to the development are adequately street lit and have continuous footways to at least one side of the carriageway with appropriate crossing points, including a signalised crossing point across the A4, south of the site.
- 1.11 There is an off road cycle route along both sides of the A4 continuing east and west of the site. This route provides the main connection to other local cycle routes which comprise of routes on a mixture of quieter and busier roads such as Harlington High Street, the A408 to West Drayton and Tunnel Road into Heathrow. These routes are illustrated in **Appendix B**, which provides an extract for TfL Cycle Guide 6.
- 1.12 The site is located approximately 1.2km south of Harlington village centre, 1.5km west of Cranford Village centre and approximately 1.8km east of Sovereign Court Local Shopping Centre, West Drayton.
- 1.13 There are a number of local facilities and amenities situated within the Harlington village centre, including convenience stores, pharmacy, and public houses. These are circa. 1.2km north of the site. Further shops and amenities are located in Cranford circa 1.5km east of the site.
- 1.14 It has been demonstrated that walking can reasonably replace short car trips of up to 2km (ref: The Effects of Smarter Choice Programmes in Sustainable Travel Towns: Research Report, Part III). The importance of walking and cycling at the local level and the significant contribution that these effective modes of travel can make, in respect of journeys up to 2km and 5km, has previously been recognised in government policy (PPG13), as well as various other CIHT and DfT publications and guidance notes.

- 1.15 Transport for London (TfL) recommend that for new development, bus and rail services should be accessible within 620 metres and 960 metres, respectively.
- 1.16 The nearest bus stops are located on the A4 Bath Road, within 500m of the site. These stops provide access to the services summarised in **Table 1**.

Table 1: Summary of Local Bus Services

No.	Route	Frequency (per hour, unless specified)				
		Daytime Frequency	First Service	Last Service	Sat	Sun
81	Slough - Colnbrook - Hounslow	8 mins	24hour		12mins	14mins
90	Feltham - Hatton Cross - Hayes - Yeading - Northolt	9-11mins	04:44	01:14	8-10mins	15-20mins
105	Heathrow Central - Southall - Greenford	9-12mins	24hour		9-13mins	15mins
111	Heathrow Central - Hounslow - Hampton - Kingston	9-12mins	24hour		9-12mins	11-13mins
140	Harrow Weald - Harrow - Northolt - Hayes - Heathrow Central	4-8mins	24hour		6-10mins	8-12mins
222	Hounslow - West Drayton - Uxbridge	7-10mins	24hour		7-10mins	11-13mins
285	Kingston - Feltham - Heathrow	8-12mins	24hour		9-12mins	11-13mins
423	Hounslow - Hatton Cross - Heathrow	10-20mins	03:45	00:30	10-20mins	10-20mins
H98	Hayes End - Hayes & Harlington - Hounslow	6-10mins	05:25	00:24	6-10mins	6-10min
N9	Heathrow Terminal 5 - Hounslow - Hammersmith - Aldwych	20 mins (night only)	23:52	05:12	20mins	20mins

Source: Traveline (November 2016)

- 1.17 **Table 1** demonstrates that there a number of services operating frequently, 24 hours a day, within close proximity to the site. These services provide access to destinations within west and central London, and further afield to Slough.
- 1.18 The nearest rail station to the site is Heathrow Terminals 2-3 Rail Station, which is located 2.3km south west of the site accessible via the A4 and Tunnel Road. TfL consider that rail services should be accessible within 960m to encourage access on foot. The rail station is however accessible by way of many of the bus services identified within **Table 1** above.
- 1.19 The Heathrow Connect rail service operates from Heathrow Terminal 2-3 Station; this provides connections to London Paddington every 30minutes. This is a stopping service calling at many west London stations on route, including; Hayes & Harlington, Southall, Hanwell, West Ealing and Ealing Broadway. Alternatively, the Heathrow Express provides direct access to London Paddington in 15 minutes, typically operating every 15 minutes.
- 1.20 The Piccadilly Line provides underground from Heathrow Terminal 2-3 Station into central London. This station can again be accessed by way of the local bus services.

- 1.21 The foregoing has demonstrated that the site is accessible by a variety of public transport services, within the TfL recommended maximum walking distances. A Public Transport Accessibility Level (PTAL) assessment, as shown in **Appendix C** has been undertaken of the development site and suggests that the site has a PTAL rating of 3 which is considered to be moderate. Taking into consideration the frequency of bus available within a convenient walking distance, coupled with those rail services that are accessible by way of frequent and convenient local bus services, it is considered that these services offer reasonable alternatives for travel to work and for leisure purposes. The PTAL report does not take into account walking or cycling routes, car club schemes or trips comprising two modes of transport, nor accessibility to local facilities and amenities.

Development Proposals

- 1.22 This Transport Note supports the Prior Notification Application (PNA) for a change of use to Building 3, Status Park. The change of use will see a conversion of the existing 1,783sqm GFA B1 office floorspace to 36 x residential units, with associated refuse collection area, car parking and cycle parking.
- 1.23 The proposed development comprises of the following housing mix, as shown in **Appendix A**:
- 29 x 1 bedroom units;
 - 3 x 2 bedroom units; and
 - 4 x studio flats.

Car and Cycle Parking

- 1.24 The London Borough of Hillingdon maximum car parking standards are set out within the Development Management Policies (DMP) within the LBH Local Plan Part 2; these are not yet adopted. The parking standards set out in the DMP are based on those contained in the London Plan, with some variance to address local circumstances in terms of employment sites and residential uses. The standards set out that for 1-2 bedroom dwellings are 1-1.5 car parking spaces plus visitor parking (undefined). These standards relate to those set out in the London Plan (2016).
- 1.25 Policy 6.13 Parking of the London Plan refers to the maximum parking standards that are set out in Table 6.2 of the Parking Addendum (2016). The maximum residential car parking provision for 1-2 bed units is less than one space per unit. Disabled parking provision should be provided for 10% of the proposed number of residential units.
- 1.26 There are currently 73 parking spaces available within the existing car park associated with Building 3.
- 1.27 Based on the above maximum parking policy standards for LBH, a provision of 54 car parking spaces for the proposed residential change of use is required, plus visitor parking. The proposed car parking provision is in accordance with the policy requirements of LBH and the London Plan (2016).

1.28 The LBH cycle parking standards state that 1 space per 1-2 bedroom units is required. The London Plan cycle parking standards state a minimum provision of 1 space per unit for 1 bedroom units and 2 spaces for all other dwellings. A provision of 1 visitor space per 40 units is also required. Based on the proposed housing mix this equates to a maximum provision of 39 long stay parking spaces.

1.29 In accordance with LBH policy requirements, motorcycle parking should be provided at five percent of the total car parking provision which equates to two spaces.

Servicing Strategy

1.30 The servicing arrangements for the site currently take place from within the existing car park, these would remain unchanged as part of the development proposals.

Trip Generation

1.31 To demonstrate that the proposed development would have no detrimental impact, the TRICS database version 7.3.3 has been reviewed. This review has determined the likely difference in person and vehicular trip generation for the existing and proposed land-uses of the site.

1.32 Main Land Use category 'Employment' and Sub Land Use category 'Office' have been selected to generate multi-modal trip rates from comparable sites to the existing situation. Sites with parking provision of less than 1 space per 10sqm or greater than 1/40sqm, and/or with access to less than 300 public transport services over a 12 hour period were excluded from the assessment. For the proposed development trip the Main Land Use category 'Residential' and Sub Land Use category 'Private Flats' from comparable sites. Sites with less than 0.5 parking spaces/unit or greater than 1.2 spaces/unit, and/or access to less than 300 public transport services in a 12 hour period were excluded. The TRICS output reports are attached at **Appendix D**.

1.33 The trip rates and resulting trip generation for vehicles and total people for the existing land-use are presented in **Table 2** below.

Table 2: Existing Vehicle and Person Trip Rate and Trip Generation

Mode	Time Period	Trip Rates/100sqm			Trip Generation		
		Arrivals	Dep	Total	Arrivals	Dep	Total
Vehicles	08:00-09:00	1.121	0.165	1.286	20	3	23
	17:00-18:00	0.379	1.022	1.401	7	18	25
	Daily	5.028	4.599	9.627	90	82	172
Persons	08:00-09:00	2.028	0.099	2.127	36	2	38
	17:00-18:00	0.775	2.325	3.1	14	41	55
	Daily	13.373	12.763	26.136	238	228	466

Source: TRICS version 7.3.3 (accessed November 2016)

1.34 **Table 2** shows that Building 3 (1,783 sqm GFA), currently generates 23 vehicle movements and 38 person movements in the AM peak hour and 25 vehicle movements and 55 two-way person movements in the PM Peak hour. Over an average day (07:00-19:00) there would be approximately 172 vehicle trips and 466 person trips generated.

- 1.35 The trip rates and resulting trip generation for vehicles and total people for the proposed land-use are presented in **Table 3** below.

Table 3: Proposed Vehicle and Person Trip Rate and Trip Generation

Mode	Time Period	Trip Rates/unit			Trip Generation		
		Arrivals	Dep	Total	Arrivals	Dep	Total
Vehicles	08:00-09:00	0.049	0.166	0.215	2	6	8
	17:00-18:00	0.119	0.056	0.175	4	2	6
	Daily	0.801	0.841	1.642	29	30	59
Persons	08:00-09:00	0.128	0.627	0.755	5	23	27
	17:00-18:00	0.373	0.17	0.543	13	6	20
	Daily	2.484	2.704	5.188	89	97	187

Source: TRICS version 7.3.3 (accessed November 2016)

- 1.36 **Table 3** shows that the proposed change of use (36 residential units) would generate 8 vehicle movements and 27 person movements in the AM peak hour and 6 vehicle movements and 20 person movements in the PM Peak hour. Over an average day (07:00-19:00) there would be approximately 59 vehicle trips and 187 person trips generated.
- 1.37 The net trip generation for vehicles and total people for the change of use from B1 Office to C3 Residential is presented in **Table 4** below.

Table 4: Net Change in Vehicle and Person Trip Rate and Trip Generation

Mode	AM Peak 08:00-09:00			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	-18	3	-15	-3	-16	-19	-61	-52	-113
Total People	-31	21	-11	-1	-35	-35	-149	-131	-279

Source: RPS Calculations (November 2016)

- 1.38 **Table 4** demonstrates that there would be a reduction in vehicle and person trips during the AM peak hour of 15 and 11 trips respectively. During the PM peak hour, a reduction of 19 vehicle trips and 35 person trips is anticipated, over the course of the day it is anticipated that there would be a net reduction of 113 vehicle trips and 279 person trips.

Summary and Conclusion

- 1.39 The Applicant is seeking prior-approval for a change of use of Building 3, Status Park, Nobel Drive, Hayes, UB3 5EY. The site is located in the London Borough of Hillingdon (LBH).
- 1.40 The proposal is for a change of use of the existing office building covering 1,783 sqm for residential purposes, providing 36 units, with associated car and cycle parking in accordance with LBH and London Plan policy. Vehicular access to the development would be retained from Nobel Drive.
- 1.41 A number of local facilities and amenities are located within a suitable walking and/or cycling distance of the site. There are good pedestrian and cycle routes in close proximity to the site enabling ease of access on foot/cycle to the local area.

- 1.42 There are a number of frequent bus services that operate from bus stops within 500m of the site and as such are situated within the TfL recommended maximum walking distance. These services provide convenient access to frequent over-ground and underground rail services, providing connections across west London and central London.
- 1.43 The existing trip generation of the B1 office space has been calculated based upon trip rates derived from the TRICS database for both vehicle and total person trips. A similar exercise has been undertaken of the proposed residential development.
- 1.44 A comparative assessment has found that following the proposed conversion it is likely that there would be a net reduction in both vehicle and person trips during both the AM and PM peak hours, as well as over the course of the day (07:00-19:00).

Concluding Comments

- 1.45 Taking into consideration the foregoing assessment, it can be concluded that based on the anticipated reduction of person movements, vehicle movements and potential for non-car mode trips, the proposed conversion would not result in a material increase or change in the character of traffic in the vicinity of the site.
- 1.46 It is therefore considered that there is no Highways related reason as to why prior approval consent should not be granted.

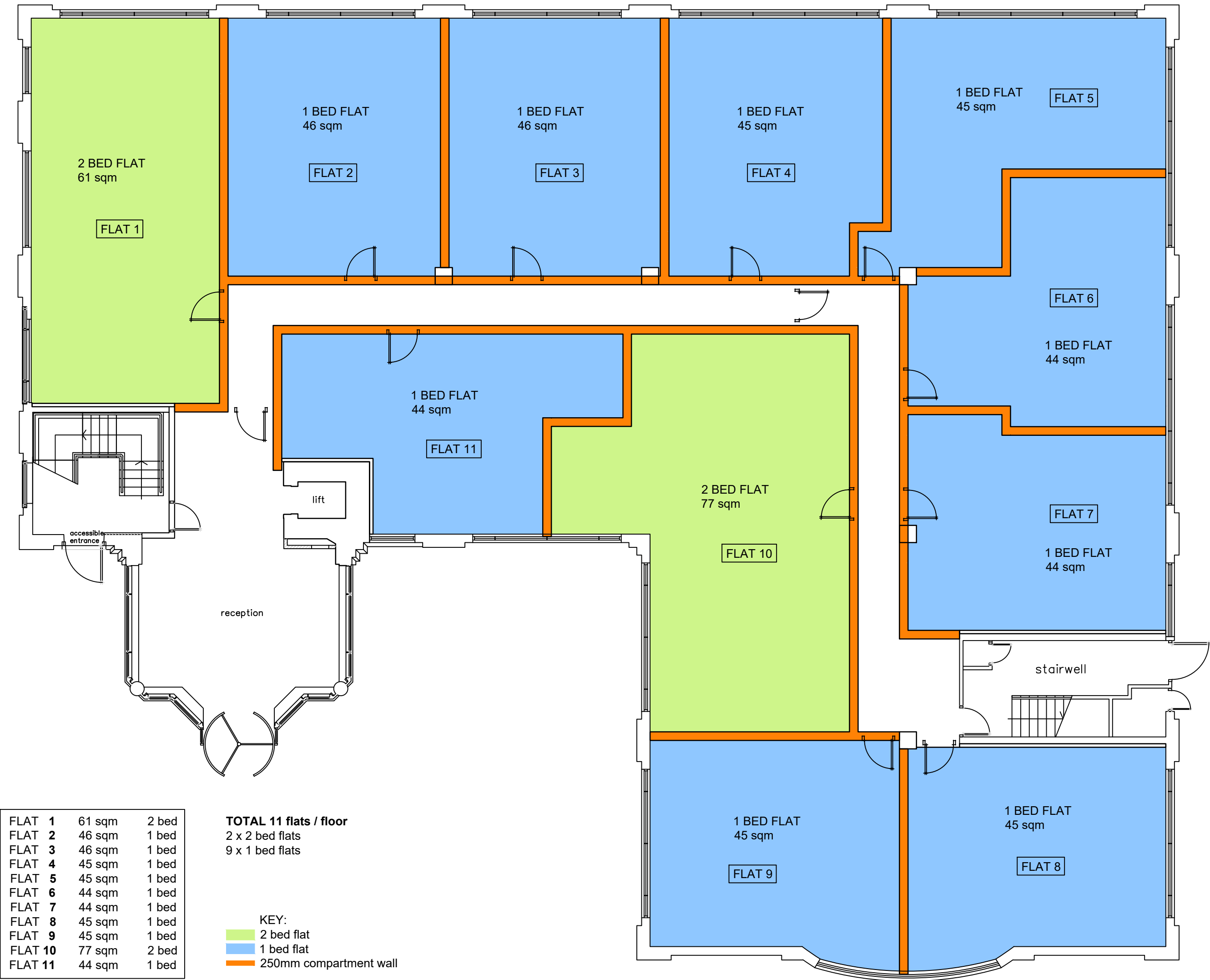
APPENDICES

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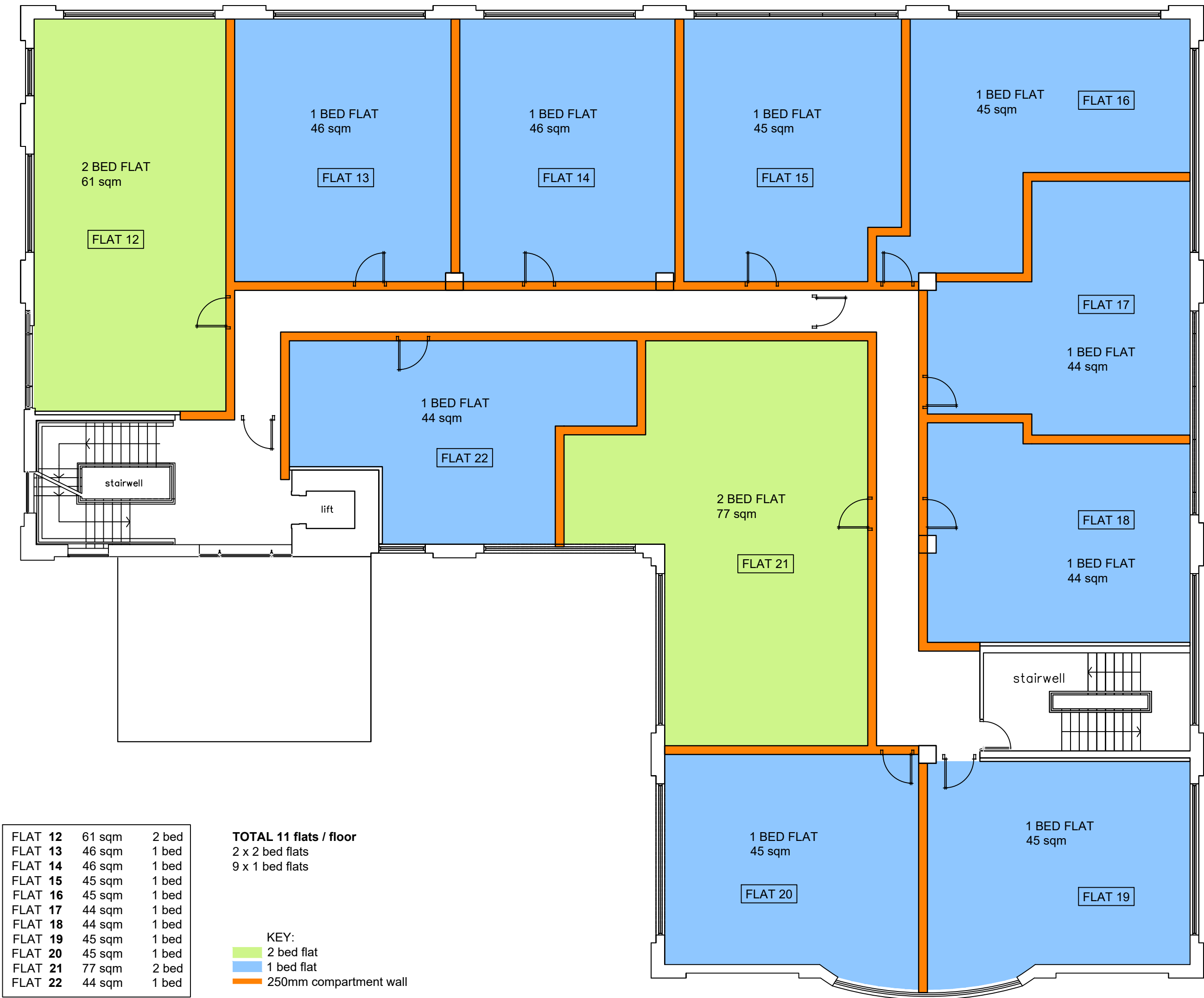
APPENDIX A - SITE LAYOUT PLAN

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B3 - GF



B3 - 1F



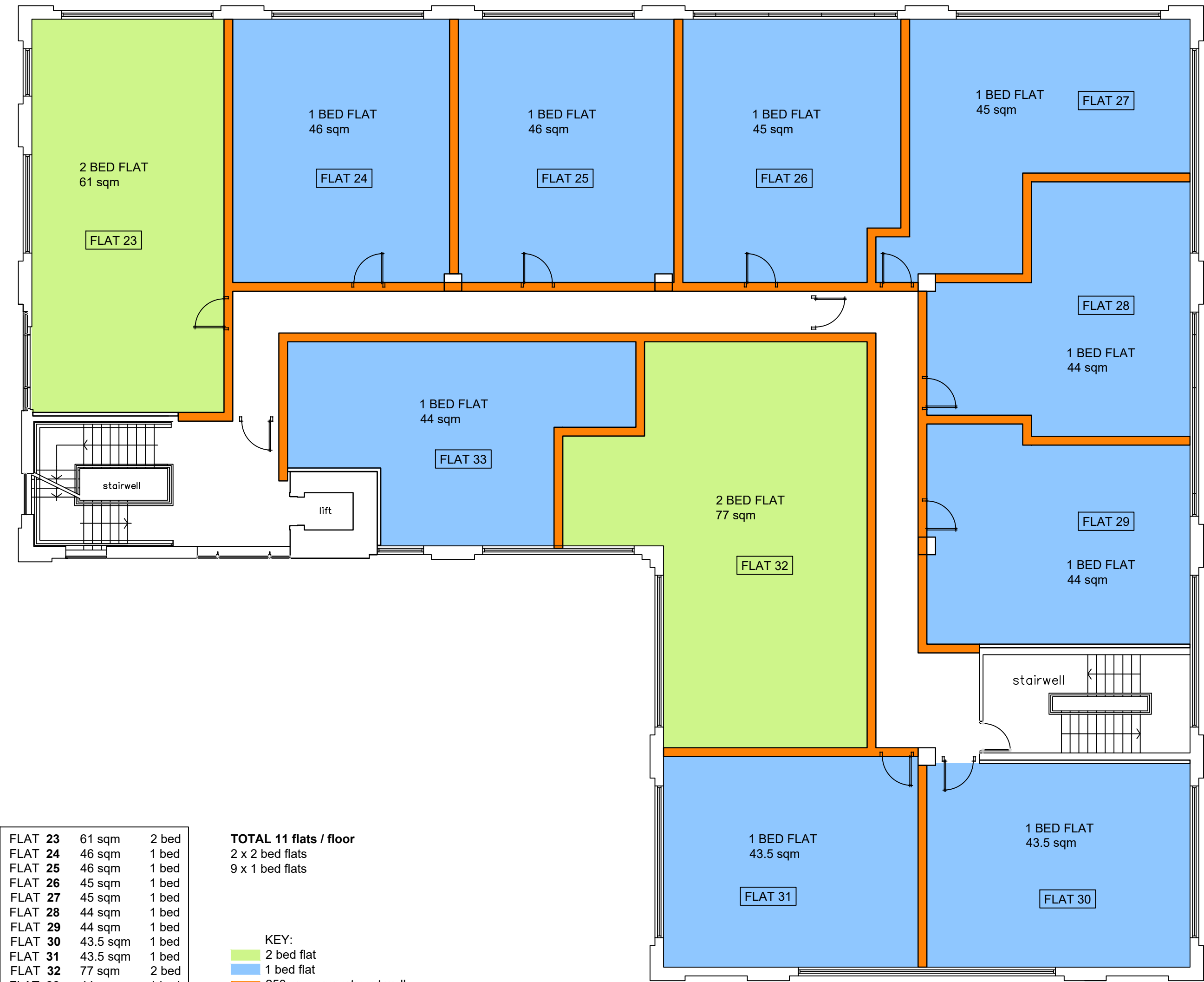
FLAT 12	61 sqm	2 bed
FLAT 13	46 sqm	1 bed
FLAT 14	46 sqm	1 bed
FLAT 15	45 sqm	1 bed
FLAT 16	45 sqm	1 bed
FLAT 17	44 sqm	1 bed
FLAT 18	44 sqm	1 bed
FLAT 19	45 sqm	1 bed
FLAT 20	45 sqm	1 bed
FLAT 21	77 sqm	2 bed
FLAT 22	44 sqm	1 bed

TOTAL 11 flats / floor
2 x 2 bed flats
9 x 1 bed flats

KEY:
2 bed flat
1 bed flat
250mm compartment wall



B3 - 2F



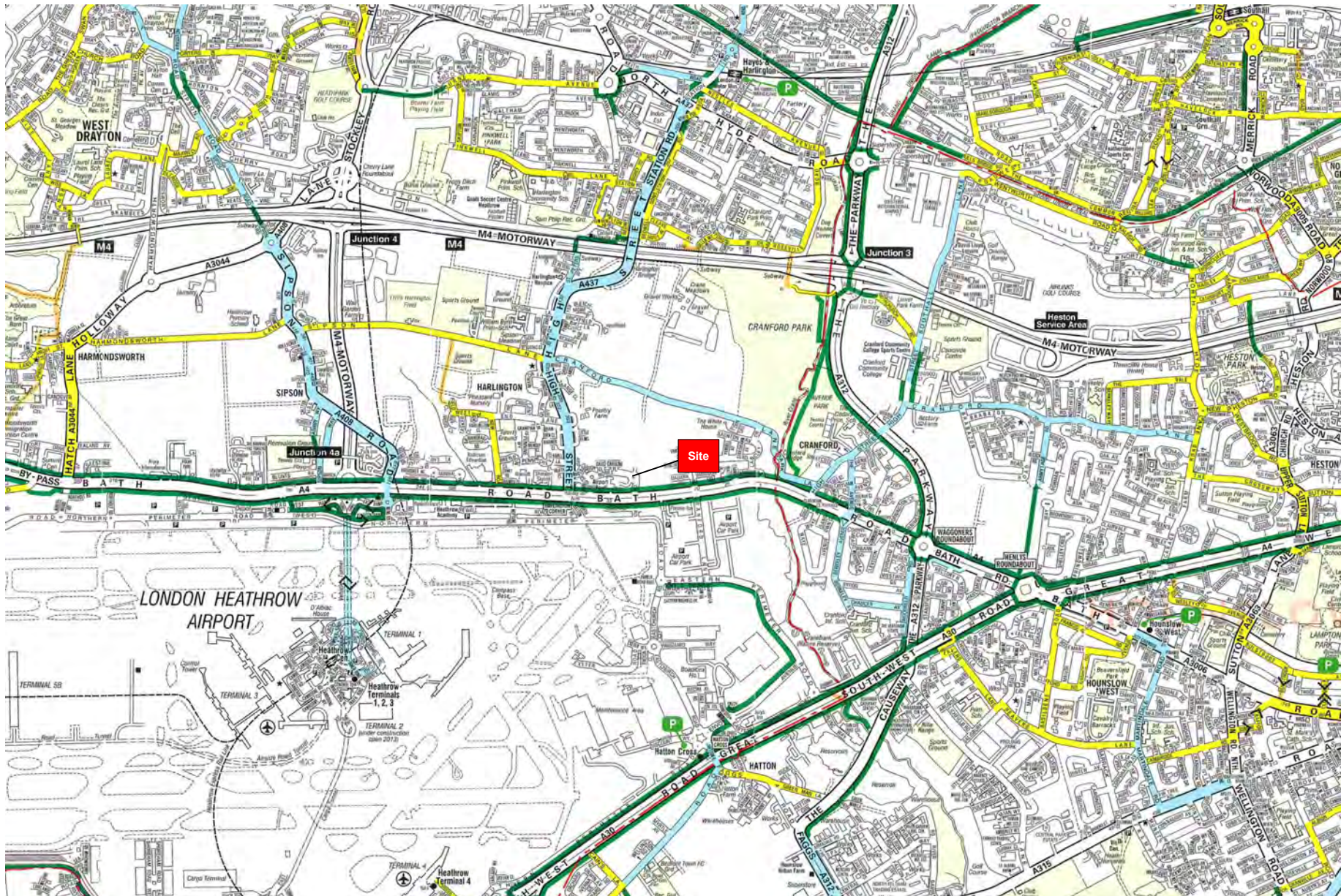
FLAT 23	61 sqm	2 bed
FLAT 24	46 sqm	1 bed
FLAT 25	46 sqm	1 bed
FLAT 26	45 sqm	1 bed
FLAT 27	45 sqm	1 bed
FLAT 28	44 sqm	1 bed
FLAT 29	44 sqm	1 bed
FLAT 30	43.5 sqm	1 bed
FLAT 31	43.5 sqm	1 bed
FLAT 32	77 sqm	2 bed
FLAT 33	44 sqm	1 bed

TOTAL 11 flats / floor
2 x 2 bed flats
9 x 1 bed flats

KEY:
2 bed flat
1 bed flat
250mm compartment wall

APPENDIX B - LOCAL CYCLE ROUTES

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- pedestrian route which connects cycling sections (must dismount)
- routes on a mixture of quiet or busier roads
- off road routes which may be shared with pedestrians
- roads recommended by cyclists that may connect other routes

P stations where there is cycle parking

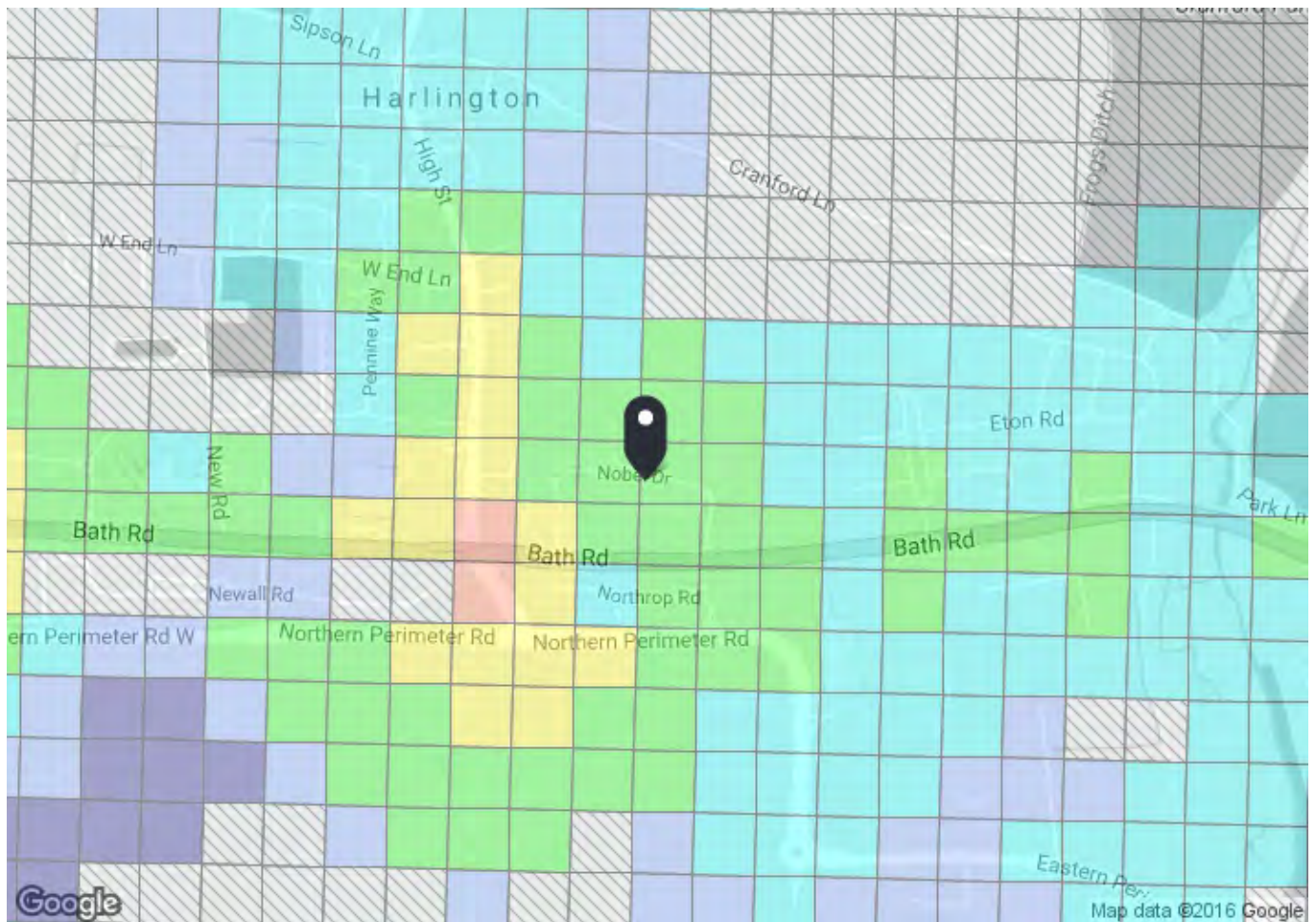


Date: Nov 2016 Scale: NTS Rev:
Drwg. No: JNY8060-71 Drawn: NC Checked: NC

Project:
Status Park, Nobel Drive, Hayes
Title:
ROAD CYCLE MAP

APPENDIX C - PTAL REPORT

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PTAL output for 2011 (Base year)
3

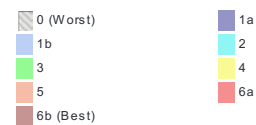
UB3 5EY
Harlington, Hayes UB3 5EY, UK

Easting: 509107, Northing: 177024

Grid Cell: 63407

Report generated: 23/11/2016

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	HARLINGTON CORNER	90	523.68	6	6.55	7	13.55	2.21	0.5	1.11
Bus	BATH ROAD NOBEL DRIVE	H98	418.2	7.5	5.23	6	11.23	2.67	0.5	1.34
Bus	BATH ROAD NOBEL DRIVE	111	418.2	7	5.23	6.29	11.51	2.61	0.5	1.3
Bus	BATH ROAD NOBEL DRIVE	81	418.2	5	5.23	8	13.23	2.27	0.5	1.13
Bus	BATH ROAD NOBEL DRIVE	222	418.2	7.5	5.23	6	11.23	2.67	1	2.67
Bus	BATH ROAD NOBEL DRIVE	105	418.2	6	5.23	7	12.23	2.45	0.5	1.23
Bus	HARLINGTON CORNER	285	466.78	6	5.83	7	12.83	2.34	0.5	1.17
Bus	HARLINGTON CORNER	140	466.78	8.5	5.83	5.53	11.36	2.64	0.5	1.32
Bus	HARLINGTON CORNER	423	466.78	3	5.83	12	17.83	1.68	0.5	0.84
Bus	HATTON RD NTH/N PERIM RD	X26	623.86	2	7.8	17	24.8	1.21	0.5	0.6
Total Grid Cell AI:										12.71

APPENDIX D - TRICS REPORTS

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Calculation Reference: AUDIT-515501-170322-0346

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	HG HARINGEY	1 days
	KN KENSINGTON AND CHELSEA	1 days
	SK SOUTHWARK	1 days
	TH TOWER HAMLETS	2 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	SC SURREY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
10	WALES	
	FS FLINTSHIRE	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: 24 to 85 (units:)
 Range Selected by User: 20 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 23/04/15

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

Selected survey days:

Monday	2 days
Wednesday	4 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	9 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	5
Suburban Area (PPS6 Out of Centre)	4

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

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	5

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

9 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:

5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	3 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	4 days
1.1 to 1.5	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:

No

9 days

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

PTAL Rating:

No PTAL Present	5 days
4 Good	1 days
5 Very Good	1 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1	FS-03-C-01	BLOCK OF FLATS	FLINTSHIRE
	WREXHAM STREET		
	MOLD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	30	
	Survey date: MONDAY	06/07/09	Survey Type: MANUAL
2	HG-03-C-02	BLOCK OF FLATS	HARINGEY
	HIGH ROAD		
	WOODSIDE PARK		
	WOOD GREEN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	30	
	Survey date: WEDNESDAY	01/10/14	Survey Type: MANUAL
3	KN-03-C-03	BLOCK OF FLATS	KENSINGTON AND CHELSEA
	ALLEN STREET		
	KENSINGTON		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	72	
	Survey date: FRIDAY	11/05/12	Survey Type: MANUAL
4	SC-03-C-02	FLATS	SURREY
	CONSTITUTION HILL		
	WOKING		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	36	
	Survey date: WEDNESDAY	23/07/08	Survey Type: MANUAL
5	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL		
	BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	85	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL
6	SK-03-C-01	BLOCK OF FLATS	SOUTHWARK
	PARK STREET		
	SOUTHWARK		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	53	
	Survey date: FRIDAY	19/09/14	Survey Type: MANUAL
7	TH-03-C-02	FLATS	TOWER HAMLETS
	BURNHAM STREET		
	BETHNAL GREEN		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	24	
	Survey date: MONDAY	10/11/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	TH-03-C-03 PALMERS ROAD	FLATS		TOWER HAMLETS
	BETHNAL GREEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	69		
	Survey date: WEDNESDAY	12/11/08		Survey Type: MANUAL
9	WH-03-C-01 AMIES STREET	BLOCKS OF FLATS		WANDSWORTH
	CLAPHAM JUNCTION			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	30		
	Survey date: WEDNESDAY	09/05/12		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-C-02	low pt
EX-03-C-02	low pt
HF-03-C-02	parking >1.2/unit
IS-03-C-01	parking <0.5/unit
NF-03-C-01	low pt
SF-03-C-03	parking >1.2/unit
SK-03-C-02	parking <0.5/unit

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	48	0.019	9	48	0.124	9	48	0.143
08:00 - 09:00	9	48	0.049	9	48	0.166	9	48	0.215
09:00 - 10:00	9	48	0.065	9	48	0.068	9	48	0.133
10:00 - 11:00	9	48	0.070	9	48	0.082	9	48	0.152
11:00 - 12:00	9	48	0.056	9	48	0.047	9	48	0.103
12:00 - 13:00	9	48	0.086	9	48	0.068	9	48	0.154
13:00 - 14:00	9	48	0.063	9	48	0.058	9	48	0.121
14:00 - 15:00	9	48	0.047	9	48	0.051	9	48	0.098
15:00 - 16:00	9	48	0.075	9	48	0.042	9	48	0.117
16:00 - 17:00	9	48	0.054	9	48	0.030	9	48	0.084
17:00 - 18:00	9	48	0.119	9	48	0.056	9	48	0.175
18:00 - 19:00	9	48	0.098	9	48	0.049	9	48	0.147
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.801			0.841			1.642

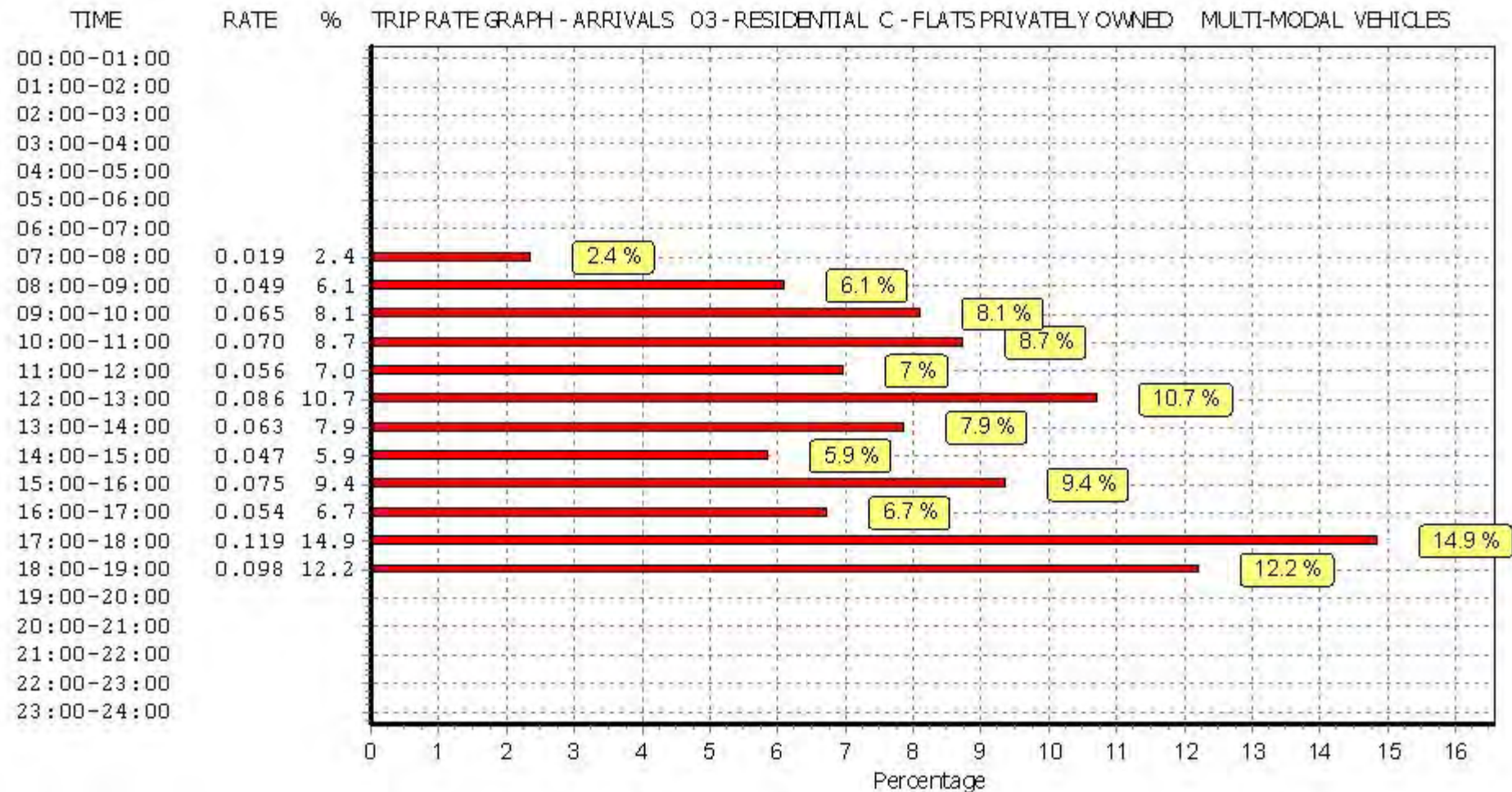
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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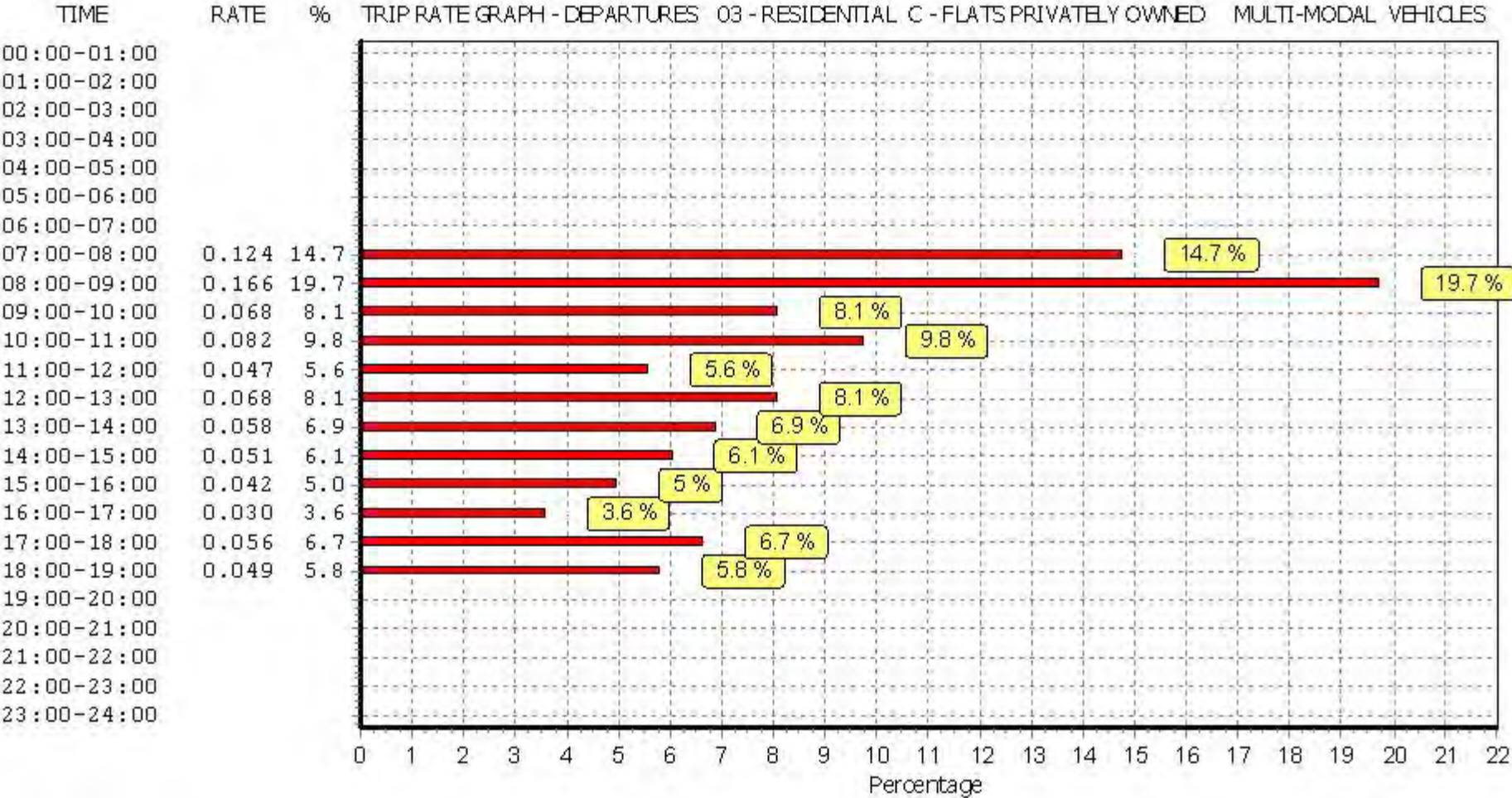
Parameter summary

Trip rate parameter range selected: 24 - 85 (units:)
 Survey date date range: 01/01/08 - 23/04/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

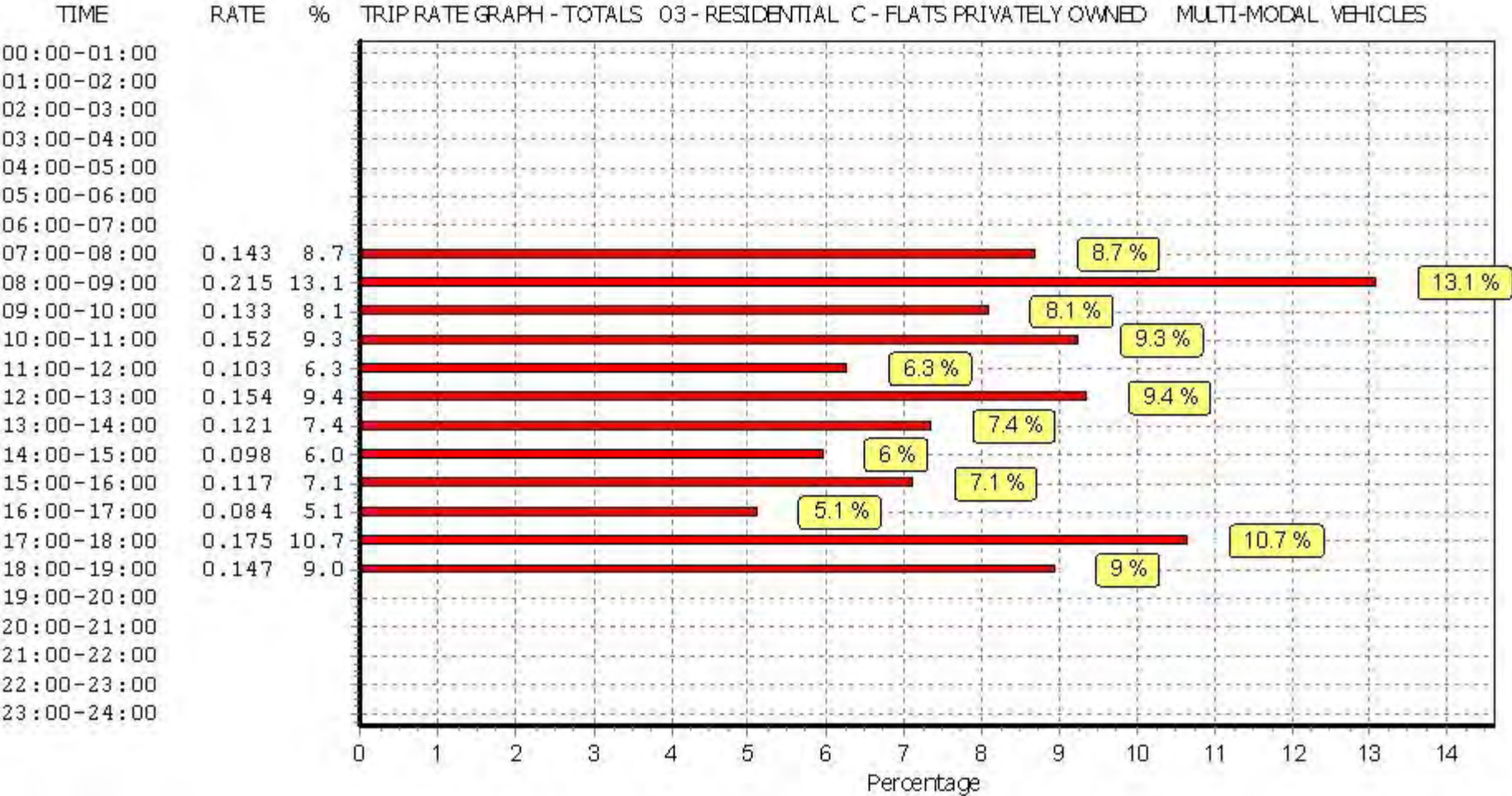
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	48	0.002	9	48	0.002	9	48	0.004
08:00 - 09:00	9	48	0.000	9	48	0.000	9	48	0.000
09:00 - 10:00	9	48	0.005	9	48	0.005	9	48	0.010
10:00 - 11:00	9	48	0.005	9	48	0.005	9	48	0.010
11:00 - 12:00	9	48	0.000	9	48	0.000	9	48	0.000
12:00 - 13:00	9	48	0.007	9	48	0.007	9	48	0.014
13:00 - 14:00	9	48	0.000	9	48	0.000	9	48	0.000
14:00 - 15:00	9	48	0.000	9	48	0.000	9	48	0.000
15:00 - 16:00	9	48	0.007	9	48	0.007	9	48	0.014
16:00 - 17:00	9	48	0.005	9	48	0.000	9	48	0.005
17:00 - 18:00	9	48	0.007	9	48	0.012	9	48	0.019
18:00 - 19:00	9	48	0.005	9	48	0.002	9	48	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.040			0.083

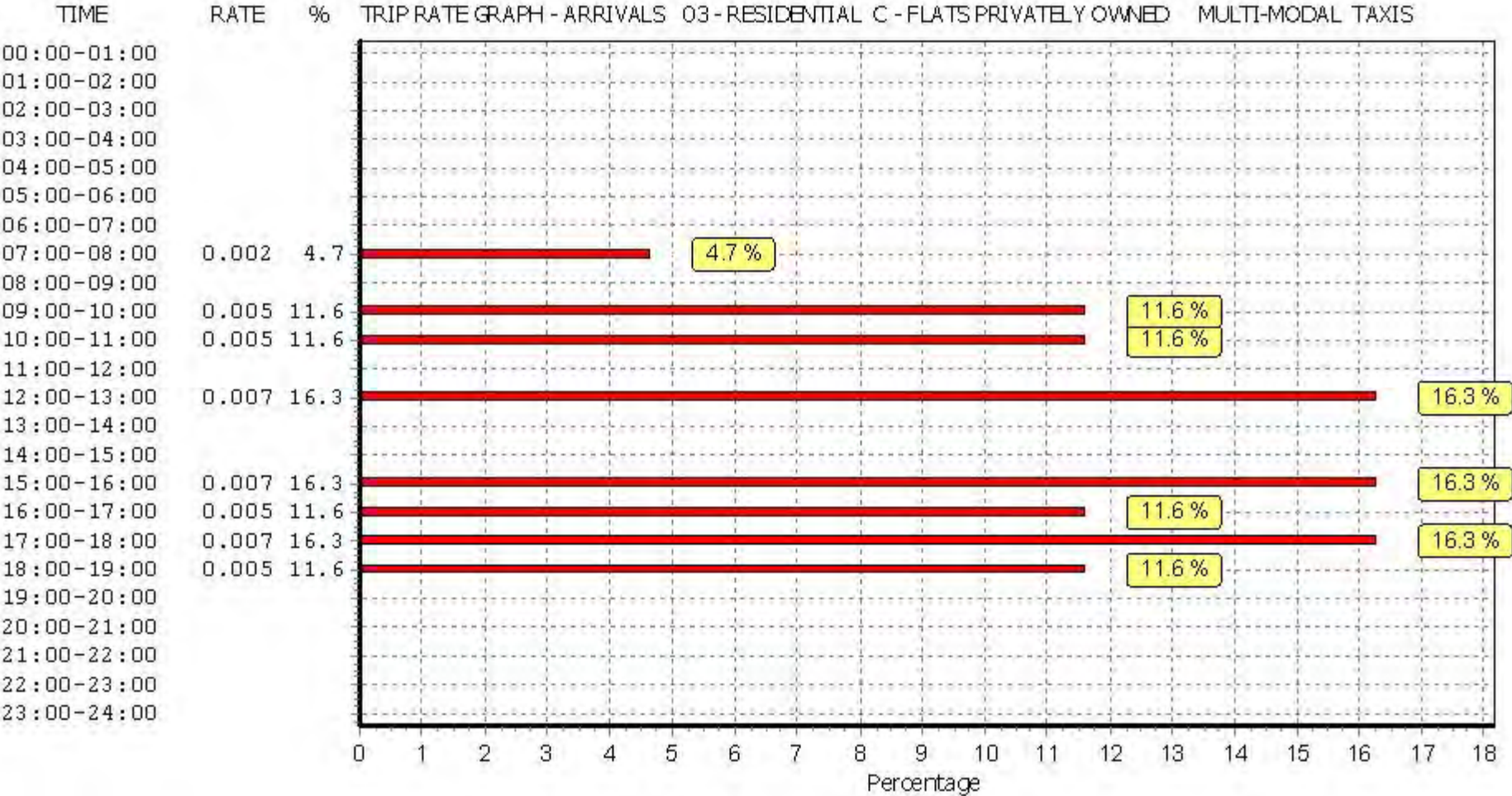
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

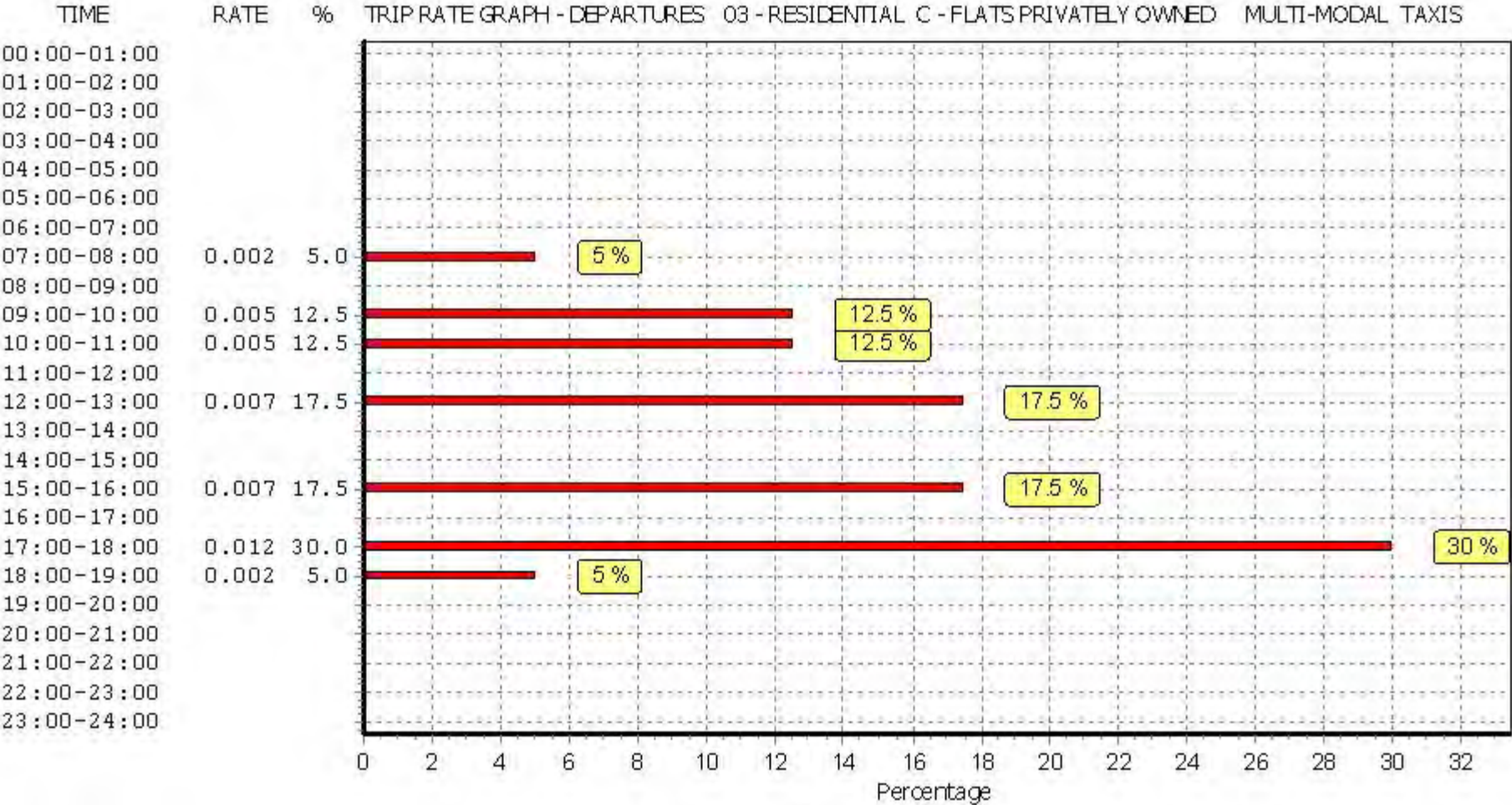
Parameter summary

Trip rate parameter range selected: 24 - 85 (units:)
 Survey date date range: 01/01/08 - 23/04/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

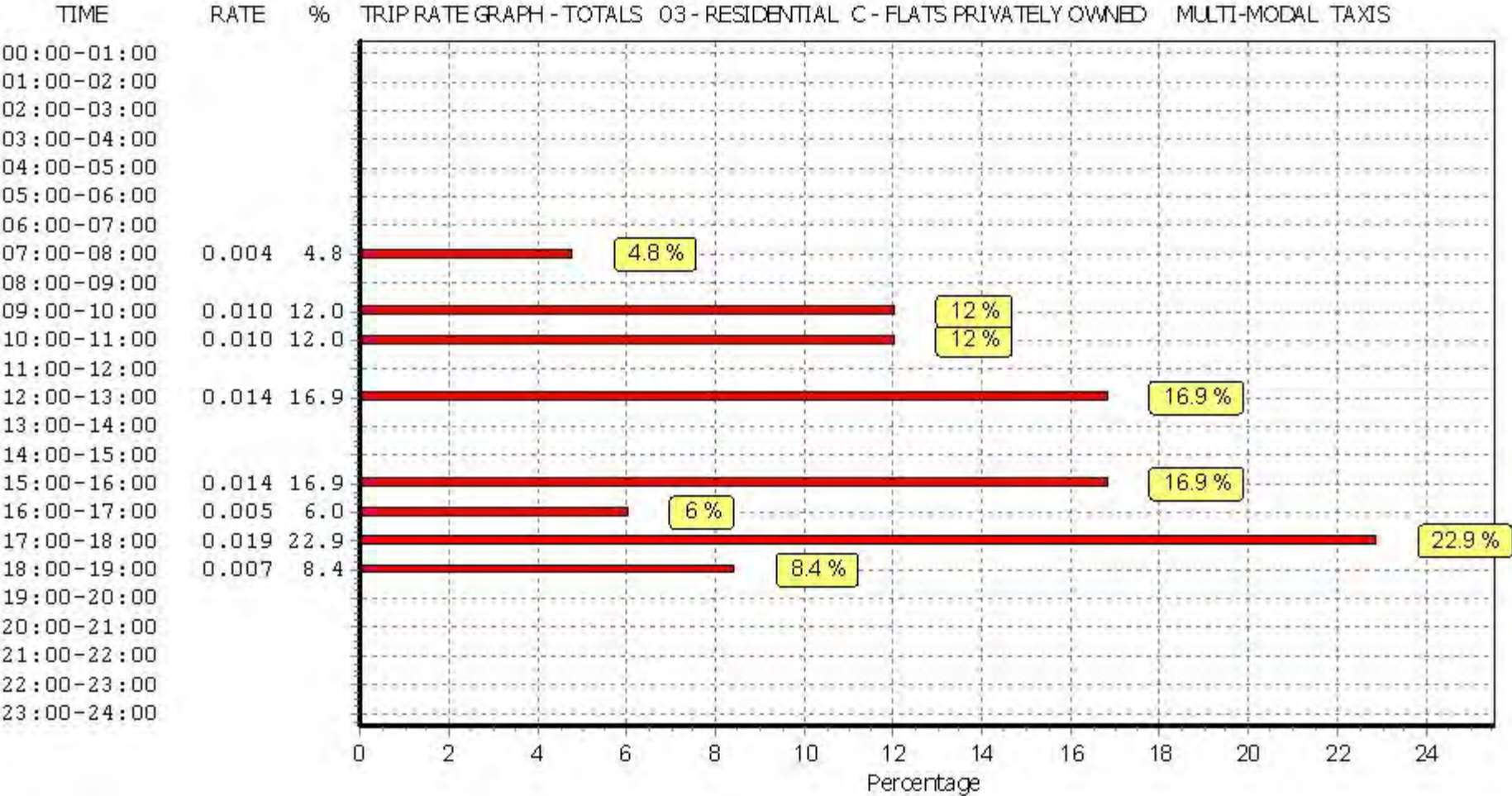
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	48	0.000	9	48	0.000	9	48	0.000
08:00 - 09:00	9	48	0.000	9	48	0.000	9	48	0.000
09:00 - 10:00	9	48	0.000	9	48	0.000	9	48	0.000
10:00 - 11:00	9	48	0.005	9	48	0.005	9	48	0.010
11:00 - 12:00	9	48	0.002	9	48	0.002	9	48	0.004
12:00 - 13:00	9	48	0.002	9	48	0.002	9	48	0.004
13:00 - 14:00	9	48	0.000	9	48	0.000	9	48	0.000
14:00 - 15:00	9	48	0.000	9	48	0.000	9	48	0.000
15:00 - 16:00	9	48	0.000	9	48	0.000	9	48	0.000
16:00 - 17:00	9	48	0.000	9	48	0.000	9	48	0.000
17:00 - 18:00	9	48	0.000	9	48	0.000	9	48	0.000
18:00 - 19:00	9	48	0.000	9	48	0.000	9	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

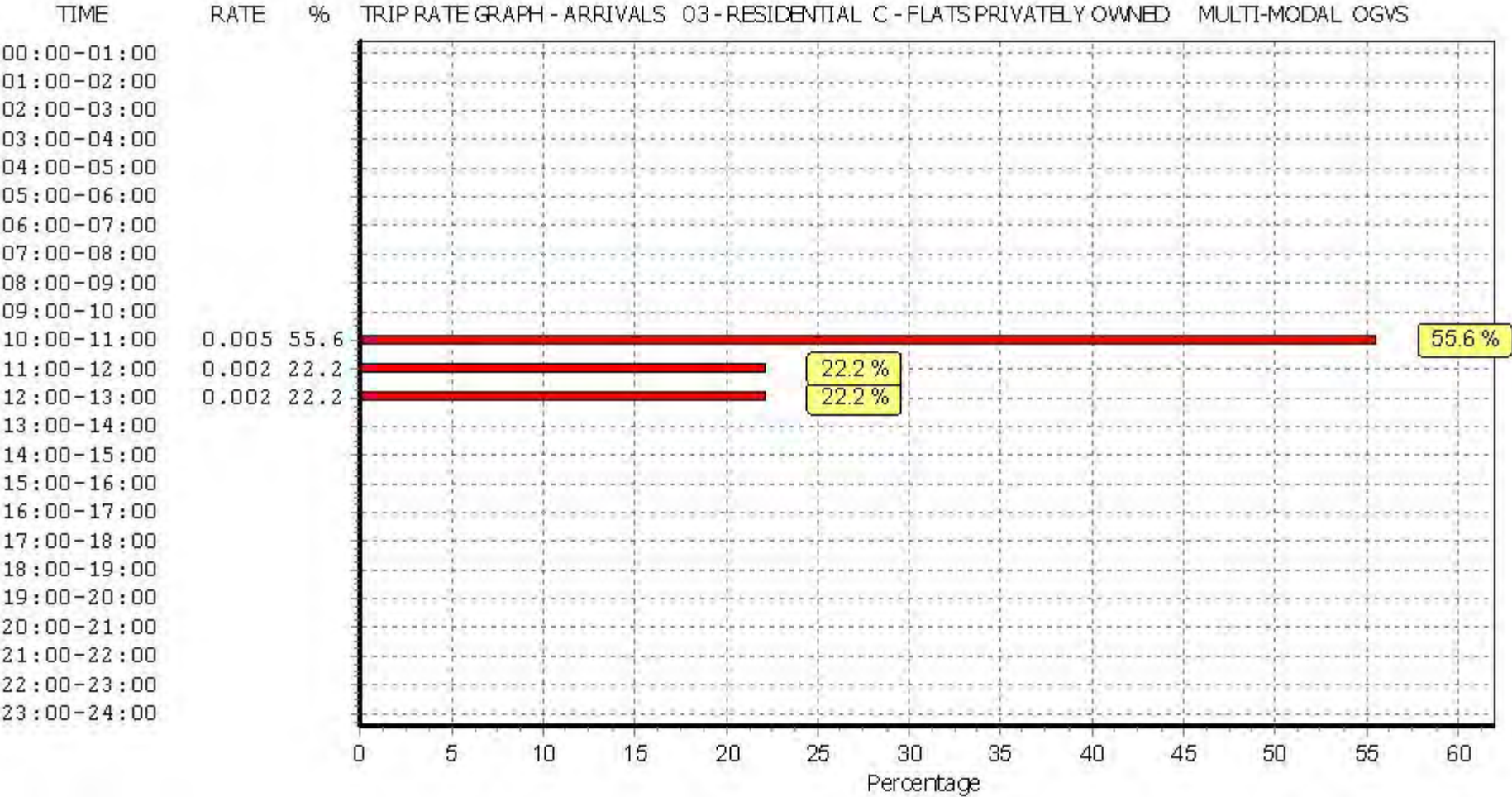
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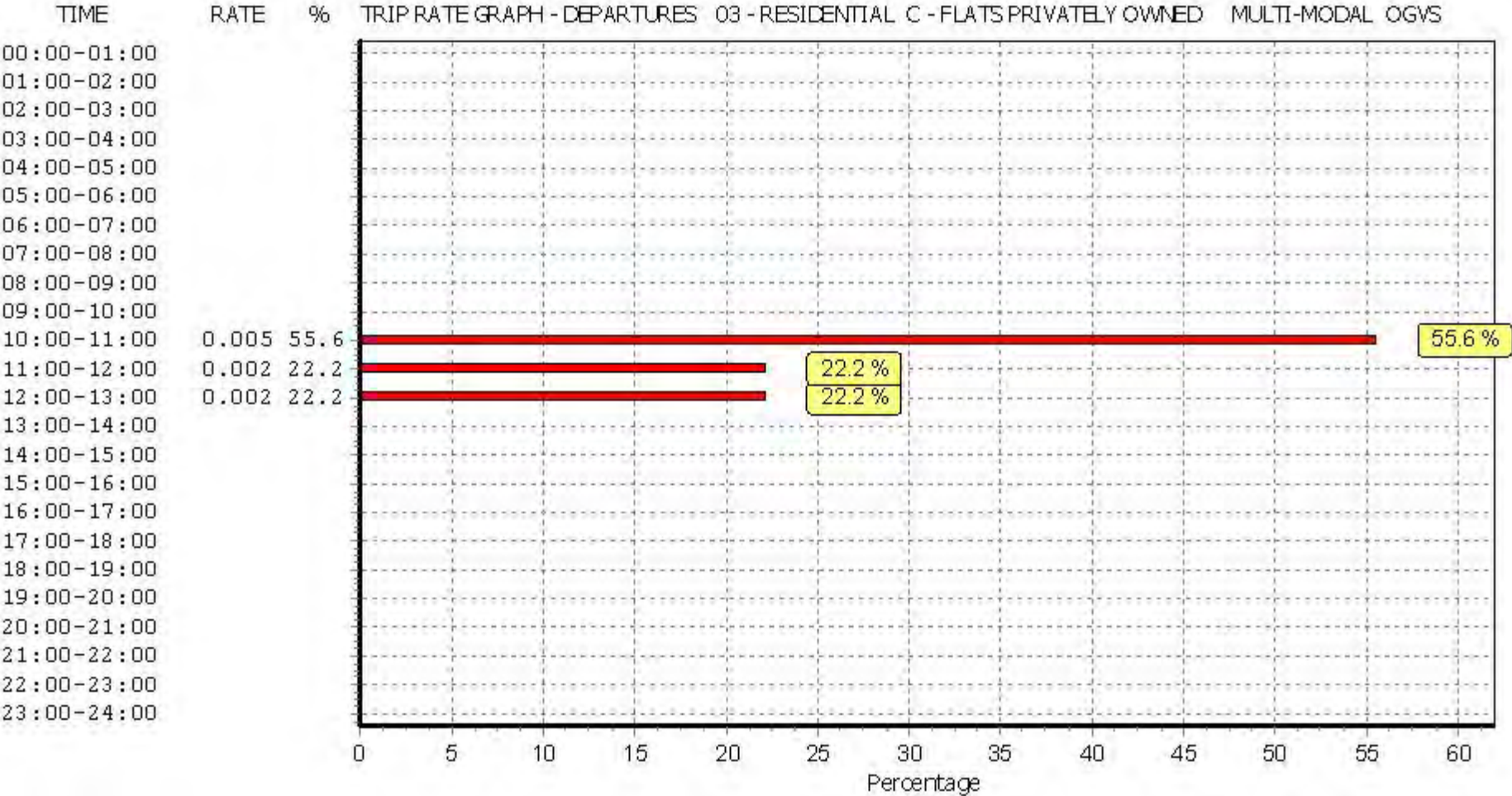
Parameter summary

Trip rate parameter range selected: 24 - 85 (units:)
 Survey date date range: 01/01/08 - 23/04/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

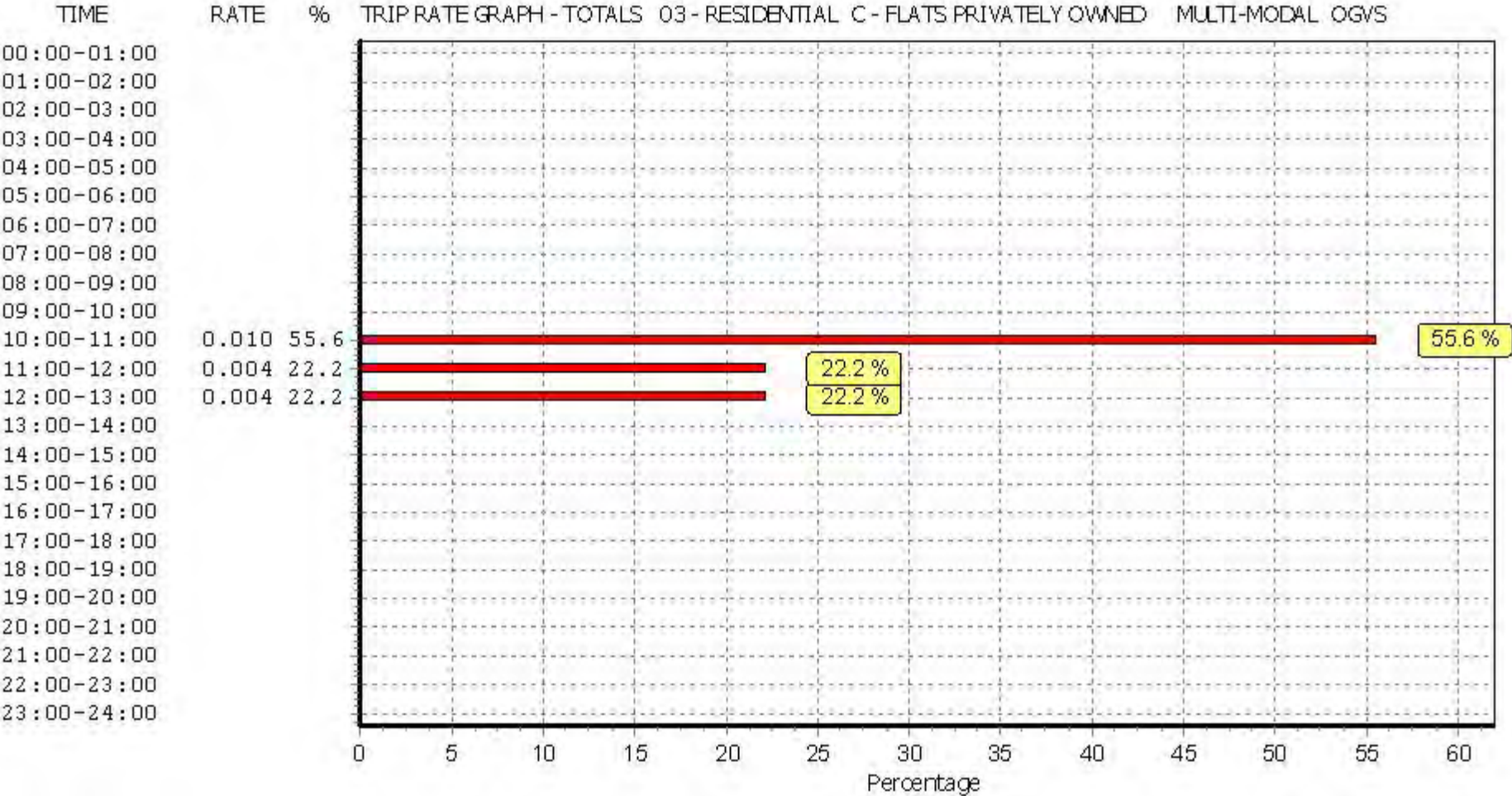
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	48	0.000	9	48	0.000	9	48	0.000
08:00 - 09:00	9	48	0.000	9	48	0.000	9	48	0.000
09:00 - 10:00	9	48	0.000	9	48	0.000	9	48	0.000
10:00 - 11:00	9	48	0.000	9	48	0.000	9	48	0.000
11:00 - 12:00	9	48	0.000	9	48	0.000	9	48	0.000
12:00 - 13:00	9	48	0.000	9	48	0.000	9	48	0.000
13:00 - 14:00	9	48	0.000	9	48	0.000	9	48	0.000
14:00 - 15:00	9	48	0.000	9	48	0.000	9	48	0.000
15:00 - 16:00	9	48	0.000	9	48	0.000	9	48	0.000
16:00 - 17:00	9	48	0.000	9	48	0.000	9	48	0.000
17:00 - 18:00	9	48	0.000	9	48	0.000	9	48	0.000
18:00 - 19:00	9	48	0.000	9	48	0.000	9	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

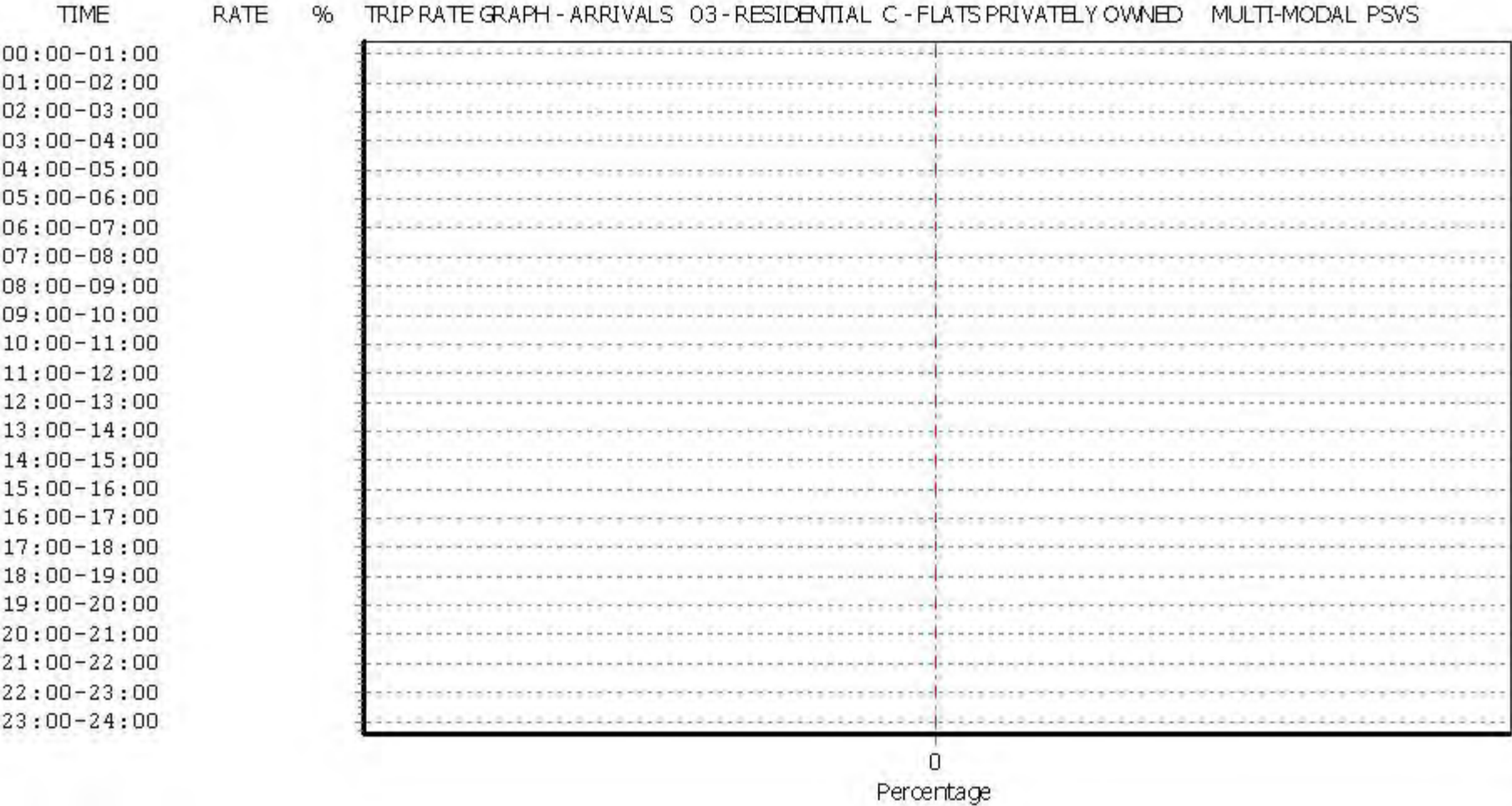
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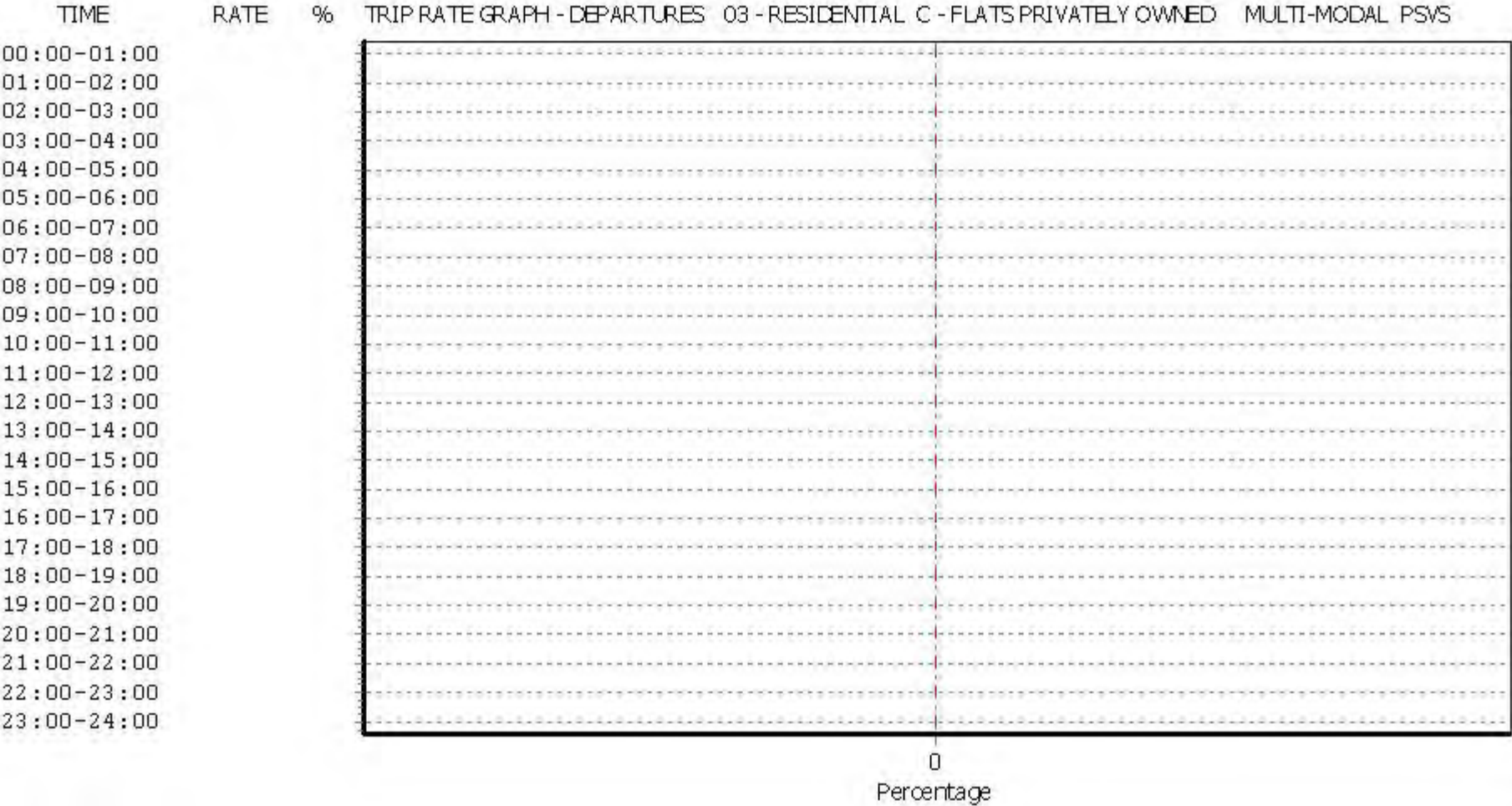
Parameter summary

Trip rate parameter range selected:	24 - 85 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	7

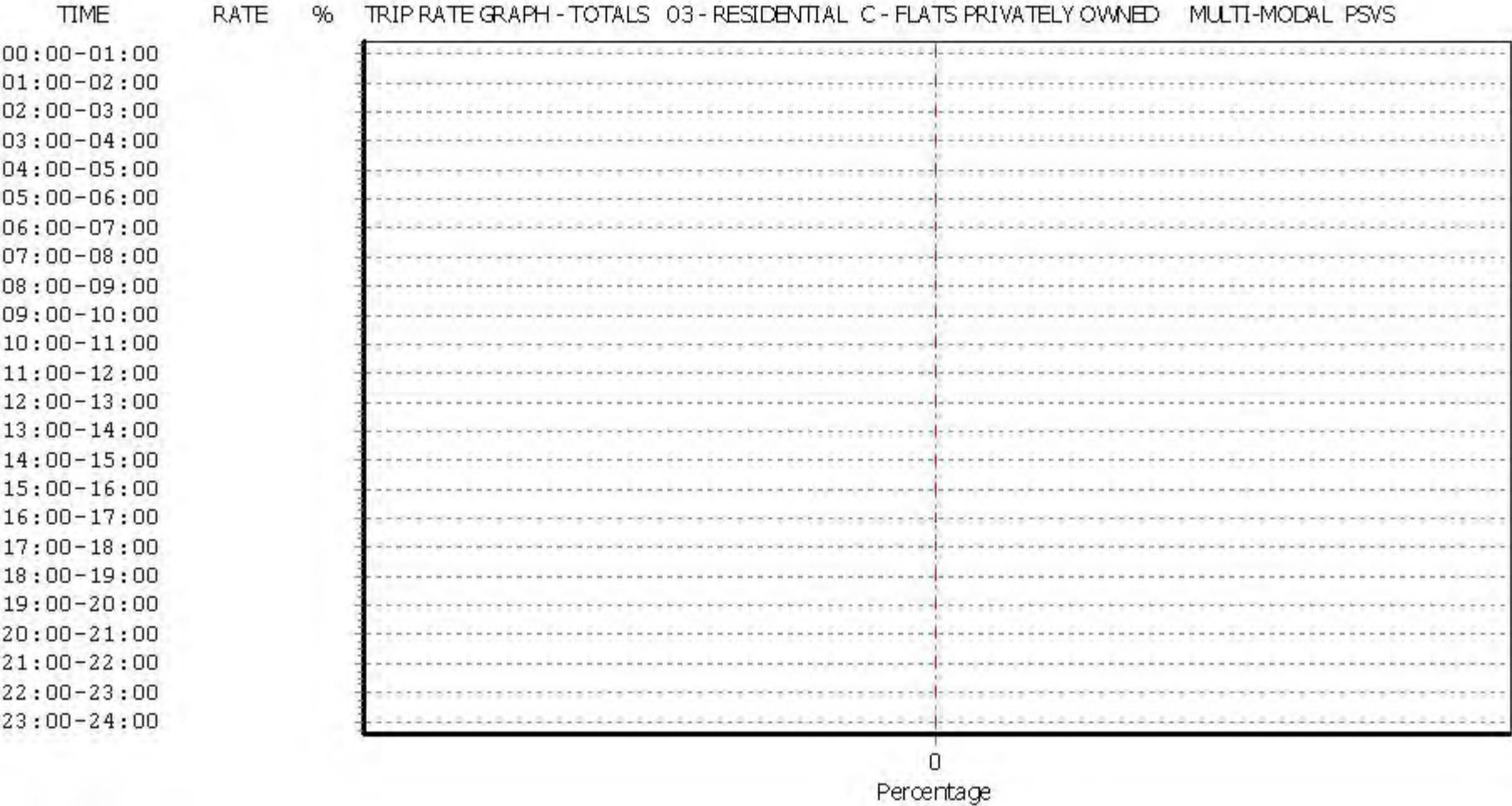
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	48	0.002	9	48	0.019	9	48	0.021
08:00 - 09:00	9	48	0.009	9	48	0.019	9	48	0.028
09:00 - 10:00	9	48	0.007	9	48	0.009	9	48	0.016
10:00 - 11:00	9	48	0.012	9	48	0.005	9	48	0.017
11:00 - 12:00	9	48	0.002	9	48	0.009	9	48	0.011
12:00 - 13:00	9	48	0.007	9	48	0.005	9	48	0.012
13:00 - 14:00	9	48	0.005	9	48	0.005	9	48	0.010
14:00 - 15:00	9	48	0.009	9	48	0.002	9	48	0.011
15:00 - 16:00	9	48	0.000	9	48	0.000	9	48	0.000
16:00 - 17:00	9	48	0.007	9	48	0.007	9	48	0.014
17:00 - 18:00	9	48	0.002	9	48	0.000	9	48	0.002
18:00 - 19:00	9	48	0.007	9	48	0.000	9	48	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.080			0.149

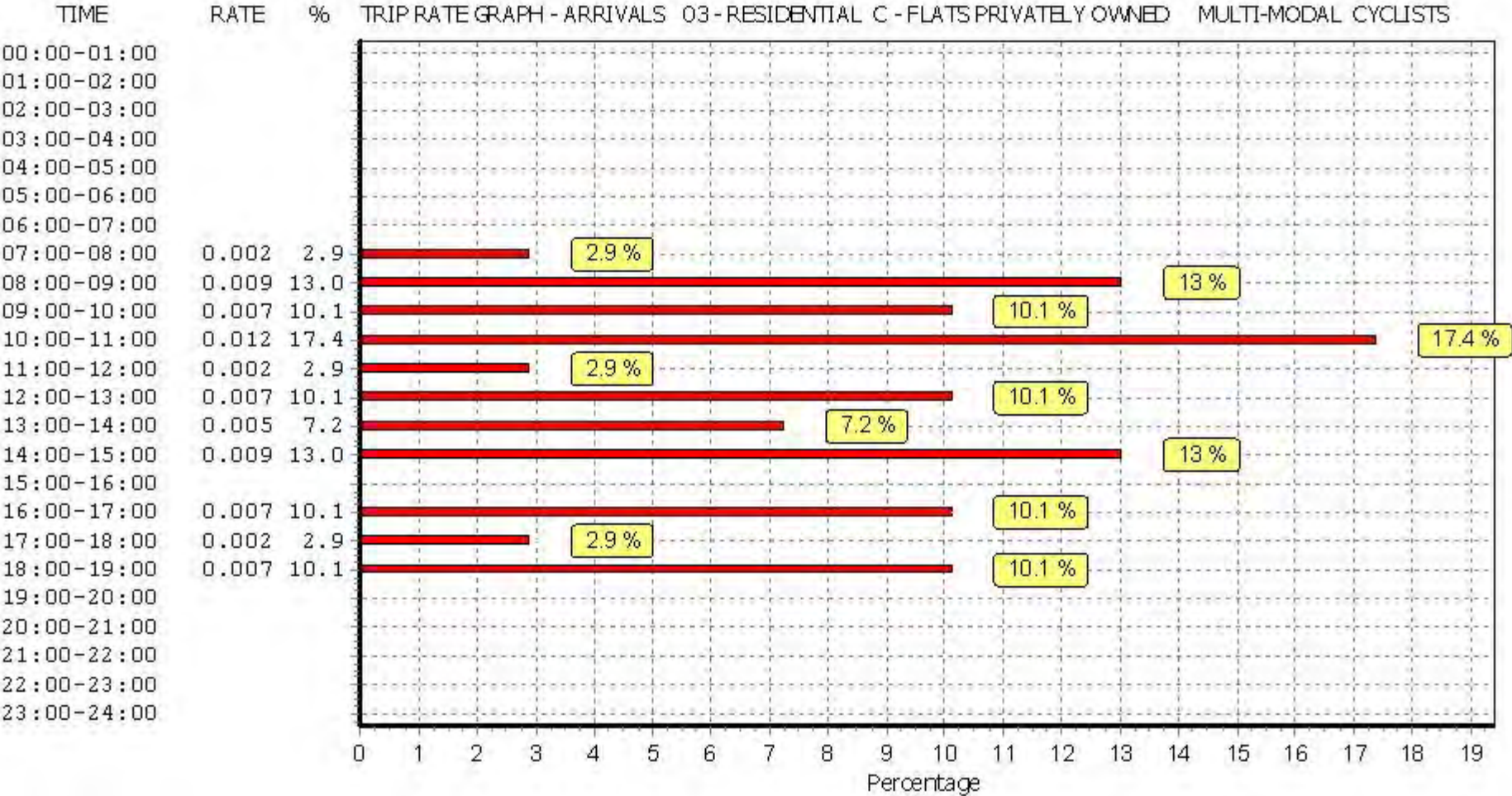
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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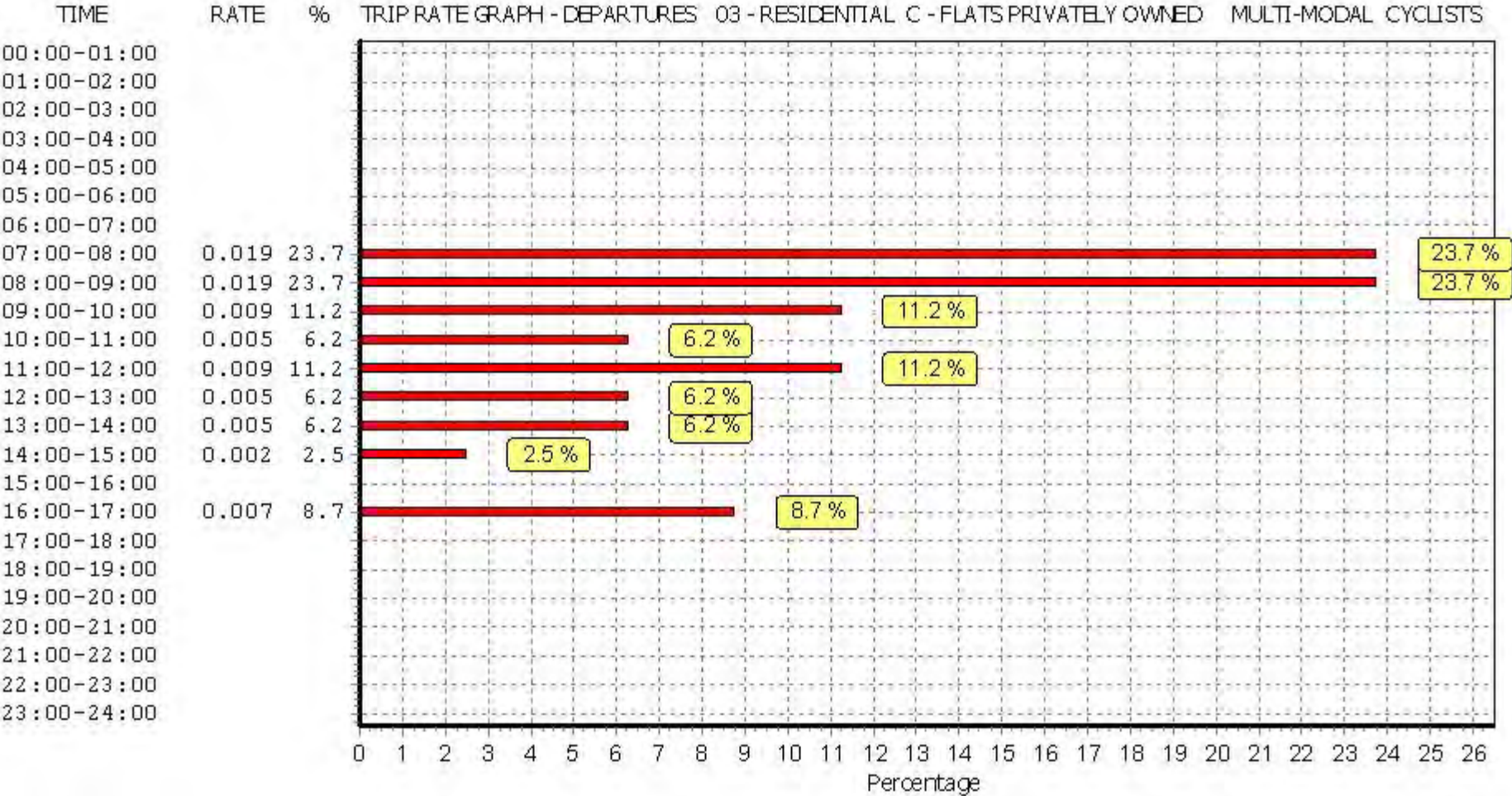
Parameter summary

Trip rate parameter range selected:	24 - 85 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	7

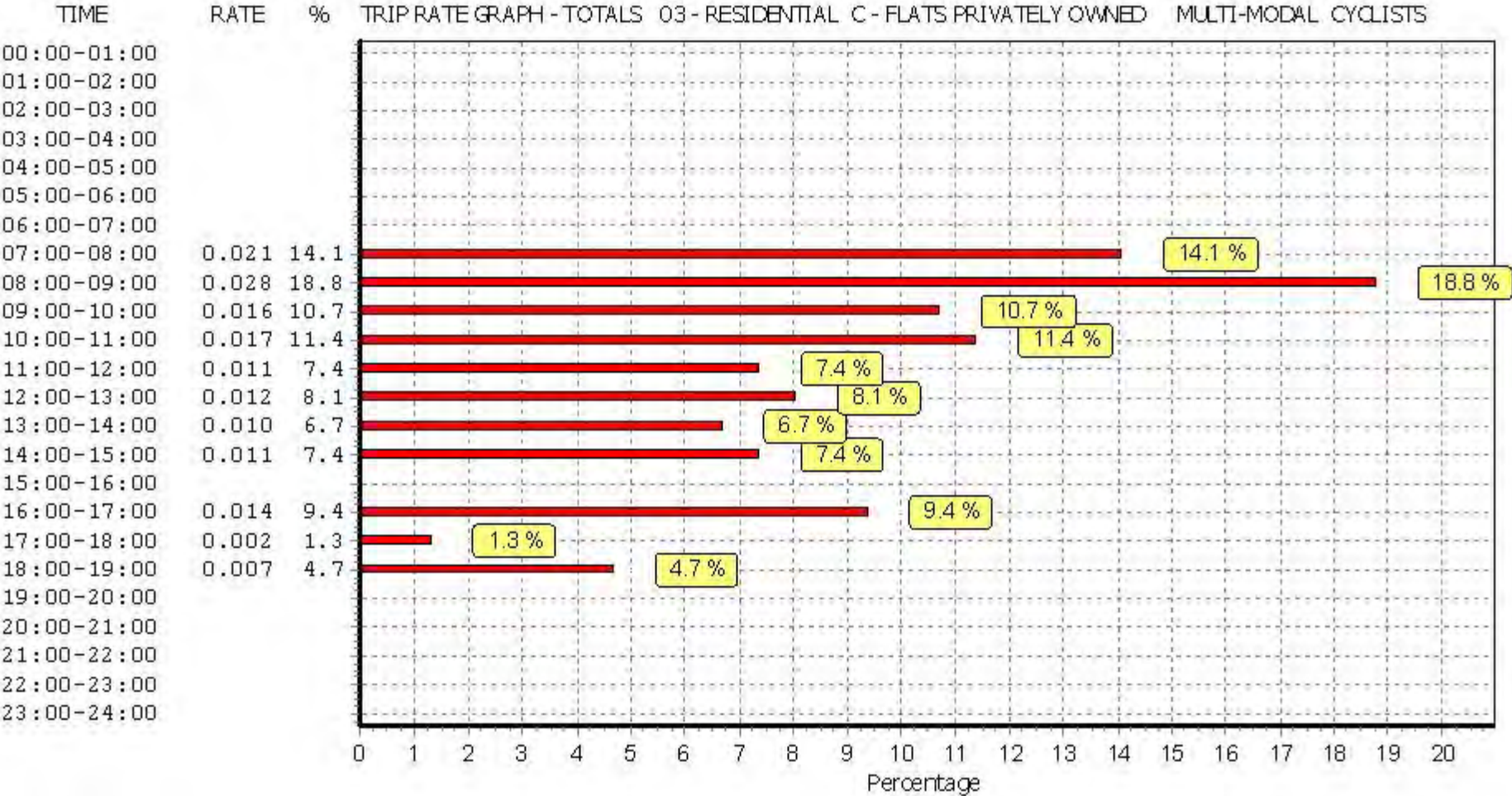
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	48	0.016	9	48	0.145	9	48	0.161
08:00 - 09:00	9	48	0.056	9	48	0.268	9	48	0.324
09:00 - 10:00	9	48	0.077	9	48	0.079	9	48	0.156
10:00 - 11:00	9	48	0.086	9	48	0.100	9	48	0.186
11:00 - 12:00	9	48	0.063	9	48	0.063	9	48	0.126
12:00 - 13:00	9	48	0.103	9	48	0.096	9	48	0.199
13:00 - 14:00	9	48	0.084	9	48	0.070	9	48	0.154
14:00 - 15:00	9	48	0.061	9	48	0.063	9	48	0.124
15:00 - 16:00	9	48	0.159	9	48	0.061	9	48	0.220
16:00 - 17:00	9	48	0.086	9	48	0.035	9	48	0.121
17:00 - 18:00	9	48	0.149	9	48	0.068	9	48	0.217
18:00 - 19:00	9	48	0.110	9	48	0.065	9	48	0.175
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.050			1.113			2.163

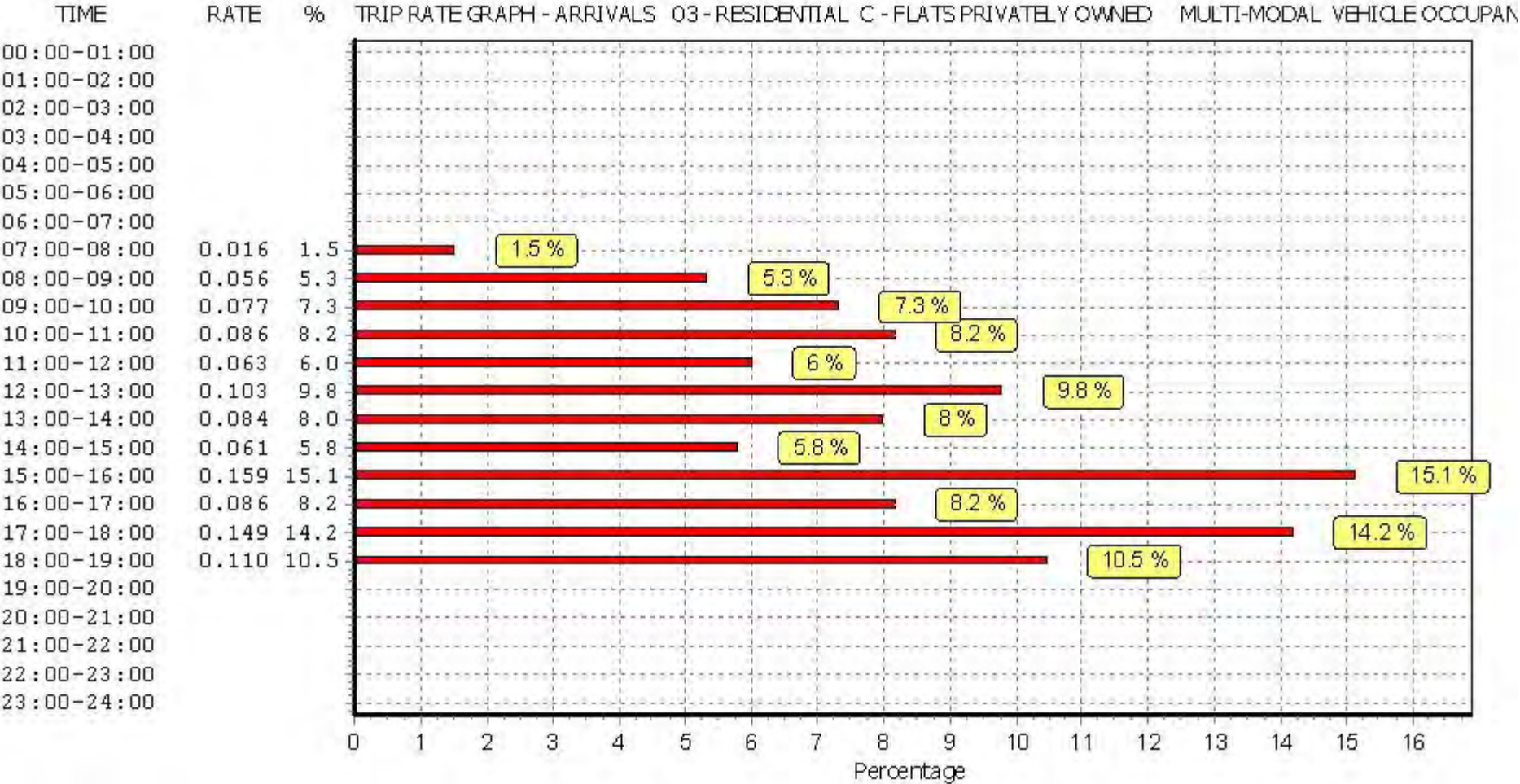
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

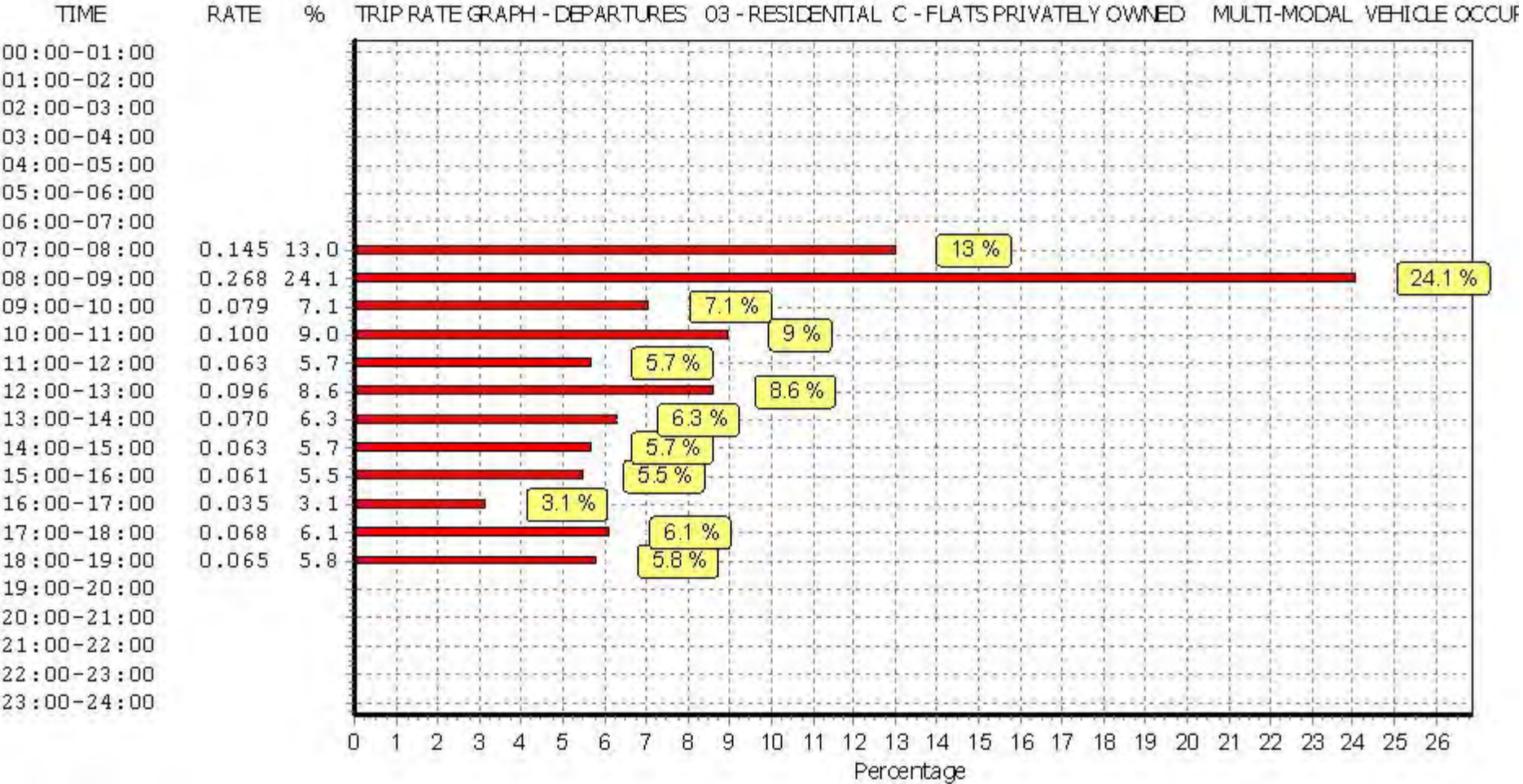
Parameter summary

Trip rate parameter range selected: 24 - 85 (units:)
 Survey date date range: 01/01/08 - 23/04/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

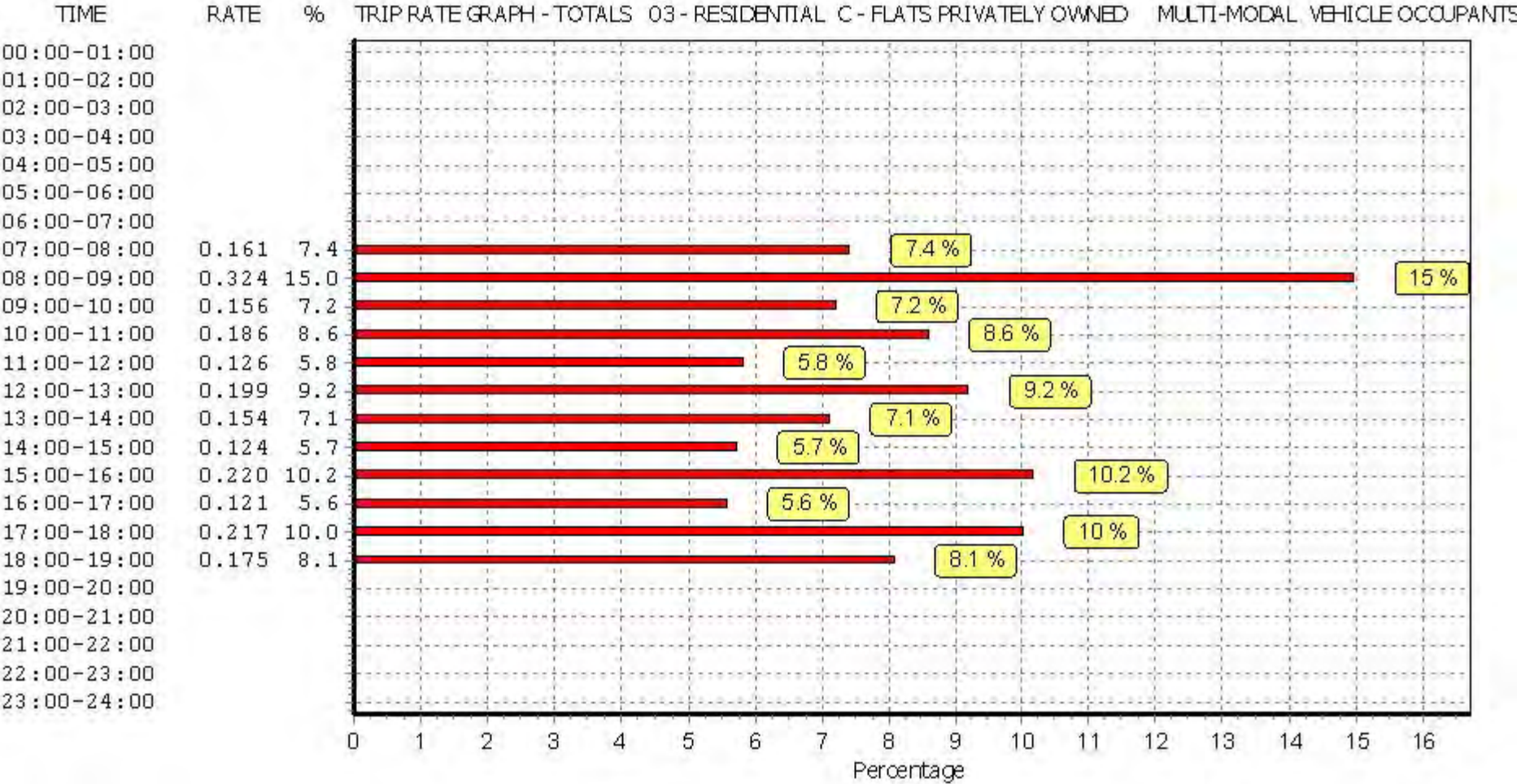
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	48	0.035	9	48	0.075	9	48	0.110
08:00 - 09:00	9	48	0.040	9	48	0.131	9	48	0.171
09:00 - 10:00	9	48	0.037	9	48	0.089	9	48	0.126
10:00 - 11:00	9	48	0.063	9	48	0.075	9	48	0.138
11:00 - 12:00	9	48	0.063	9	48	0.042	9	48	0.105
12:00 - 13:00	9	48	0.091	9	48	0.072	9	48	0.163
13:00 - 14:00	9	48	0.061	9	48	0.058	9	48	0.119
14:00 - 15:00	9	48	0.058	9	48	0.068	9	48	0.126
15:00 - 16:00	9	48	0.084	9	48	0.044	9	48	0.128
16:00 - 17:00	9	48	0.079	9	48	0.044	9	48	0.123
17:00 - 18:00	9	48	0.117	9	48	0.082	9	48	0.199
18:00 - 19:00	9	48	0.110	9	48	0.072	9	48	0.182
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.838			0.852			1.690

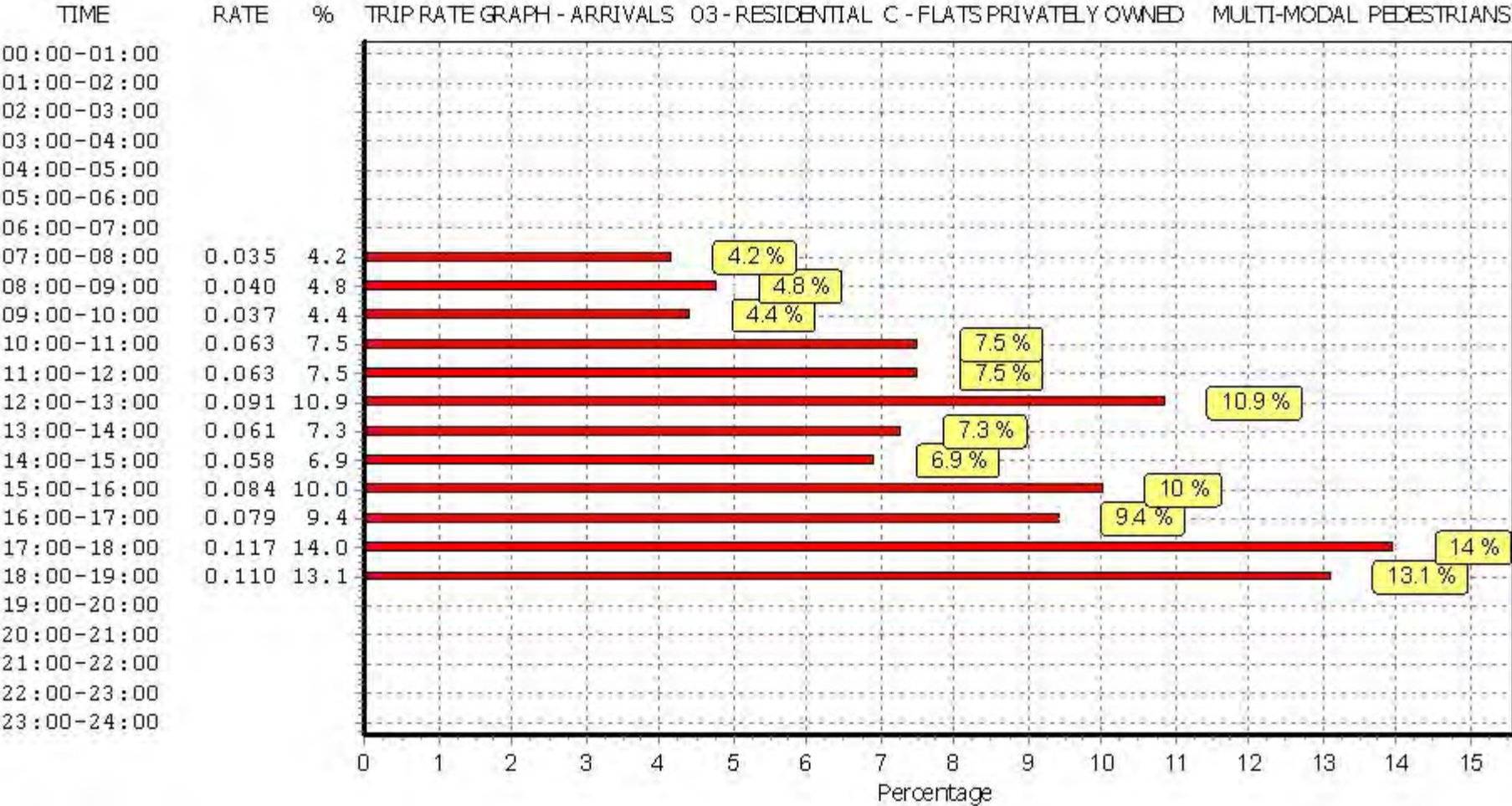
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

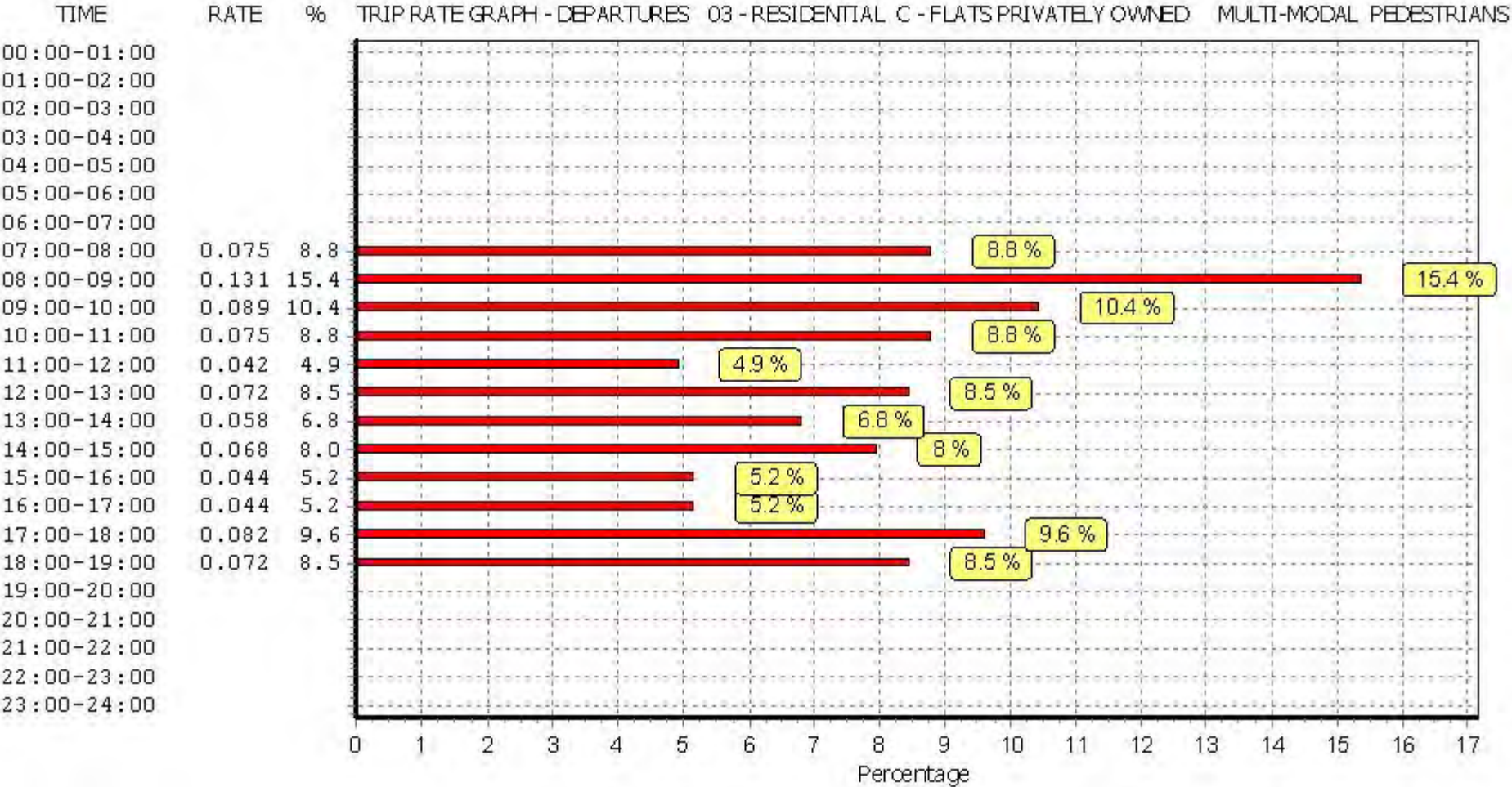
Parameter summary

Trip rate parameter range selected:	24 - 85 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	7

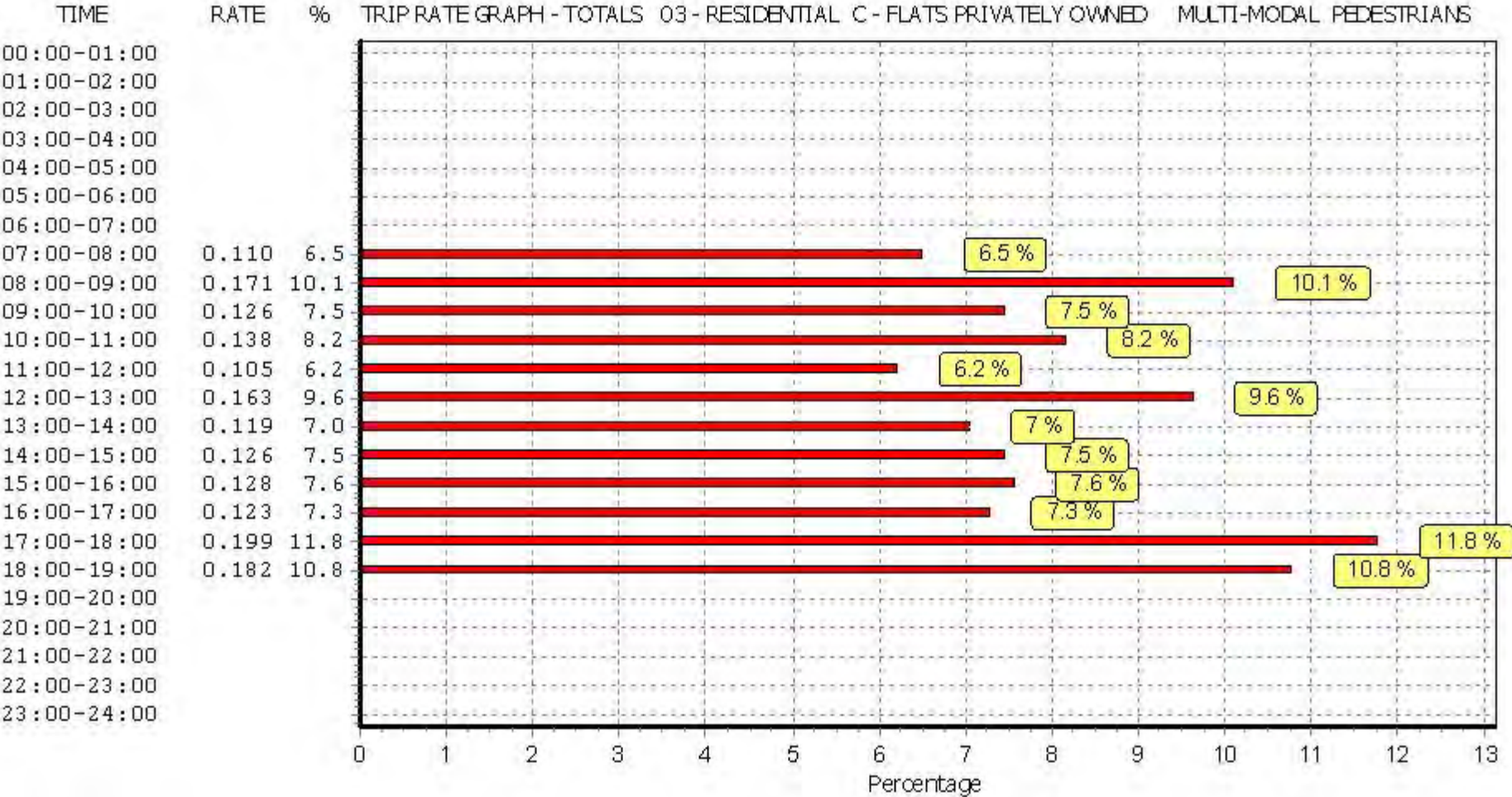
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	48	0.005	9	48	0.070	9	48	0.075
08:00 - 09:00	9	48	0.014	9	48	0.100	9	48	0.114
09:00 - 10:00	9	48	0.005	9	48	0.035	9	48	0.040
10:00 - 11:00	9	48	0.000	9	48	0.012	9	48	0.012
11:00 - 12:00	9	48	0.002	9	48	0.005	9	48	0.007
12:00 - 13:00	9	48	0.026	9	48	0.009	9	48	0.035
13:00 - 14:00	9	48	0.026	9	48	0.016	9	48	0.042
14:00 - 15:00	9	48	0.019	9	48	0.014	9	48	0.033
15:00 - 16:00	9	48	0.028	9	48	0.005	9	48	0.033
16:00 - 17:00	9	48	0.023	9	48	0.012	9	48	0.035
17:00 - 18:00	9	48	0.054	9	48	0.014	9	48	0.068
18:00 - 19:00	9	48	0.051	9	48	0.002	9	48	0.053
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.253			0.294			0.547

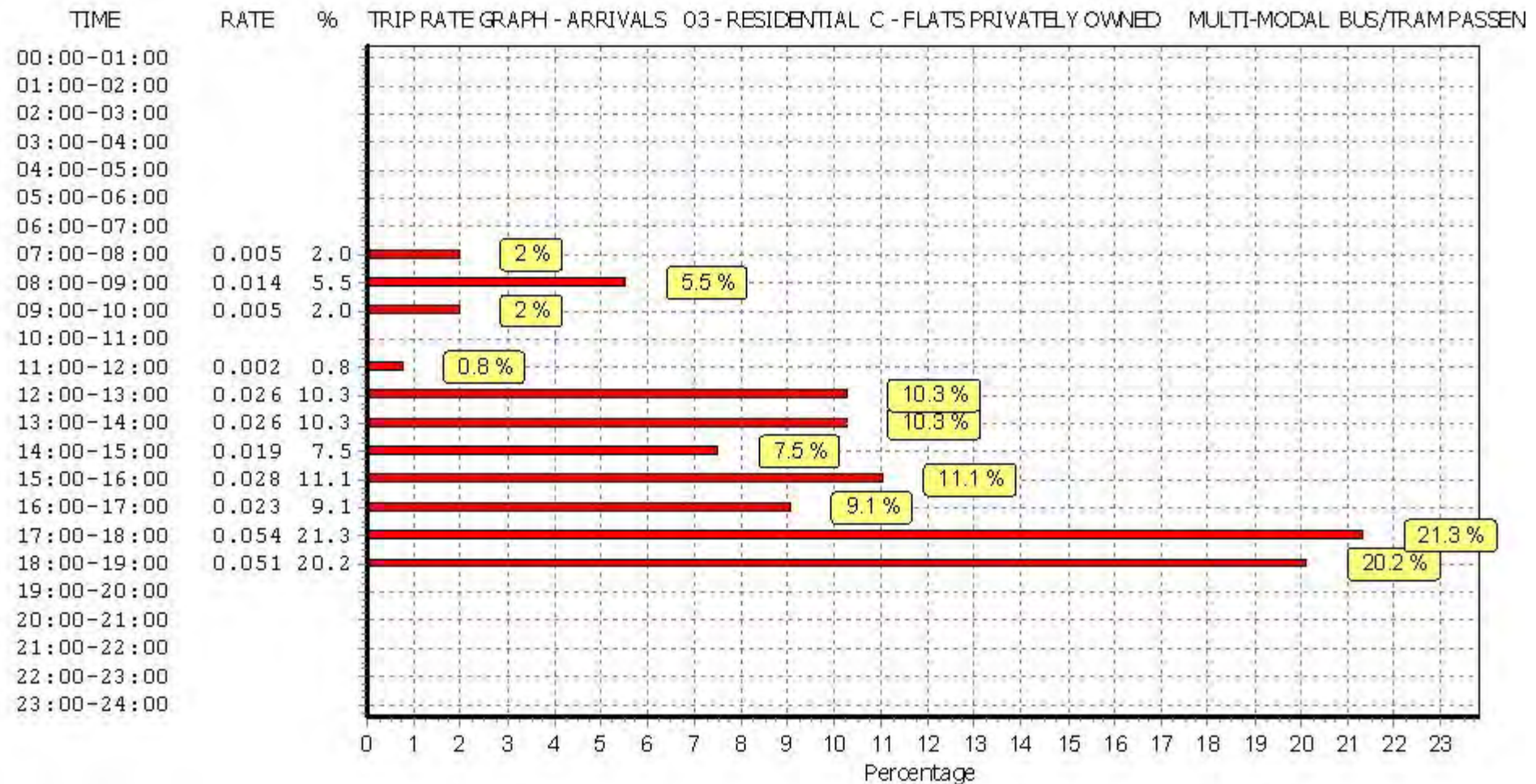
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

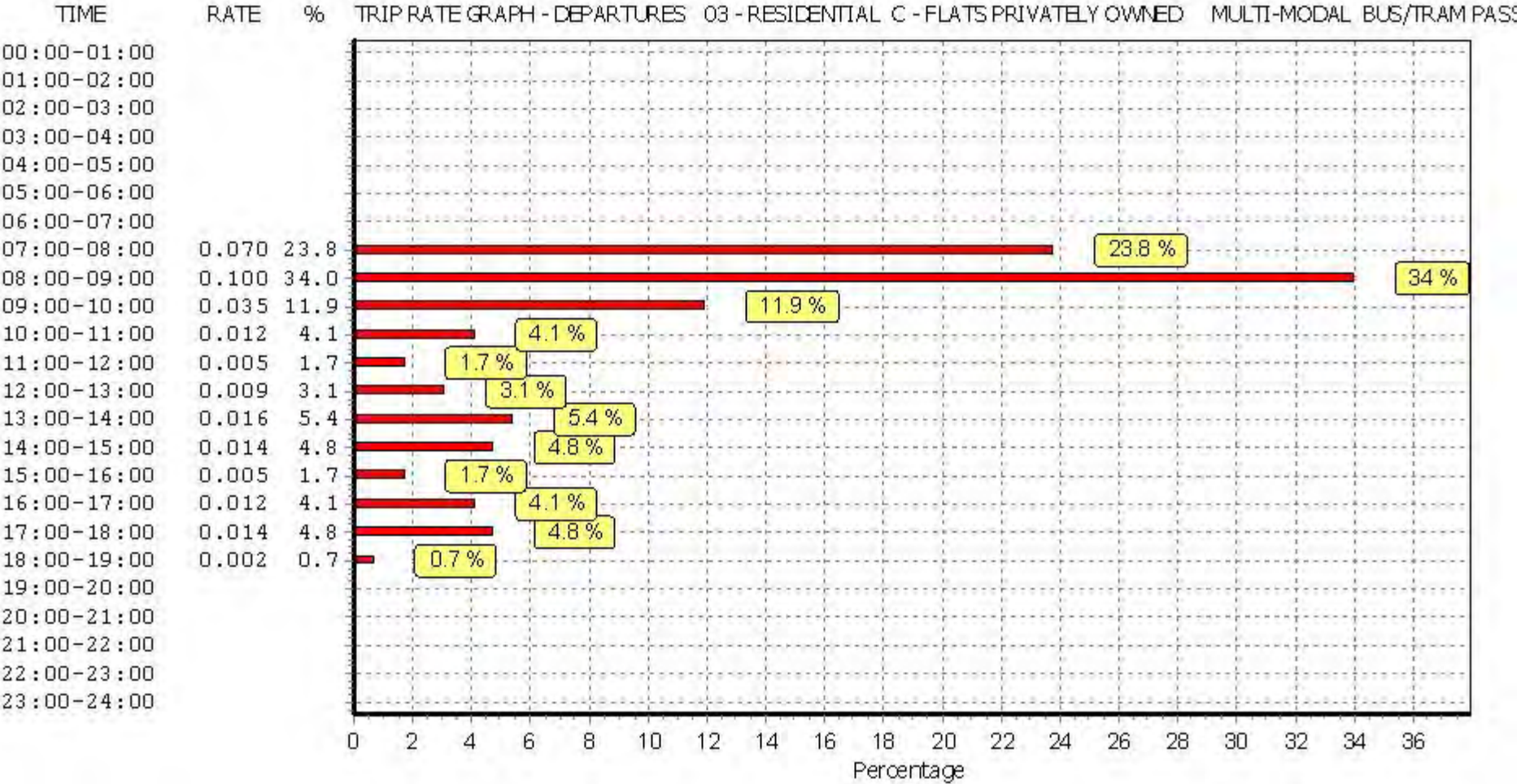
Parameter summary

Trip rate parameter range selected: 24 - 85 (units:)
 Survey date date range: 01/01/08 - 23/04/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

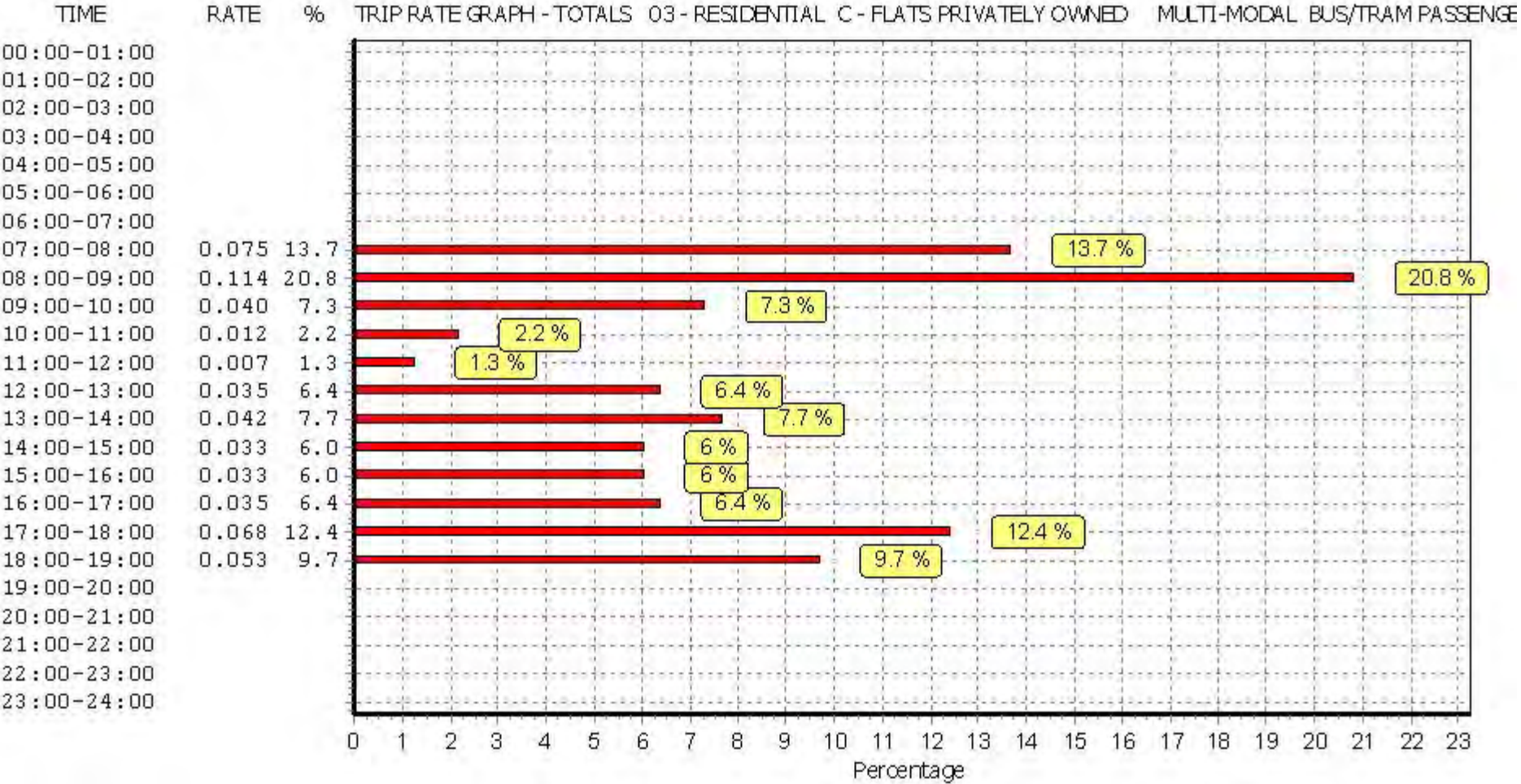
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	48	0.000	9	48	0.061	9	48	0.061
08:00 - 09:00	9	48	0.009	9	48	0.110	9	48	0.119
09:00 - 10:00	9	48	0.007	9	48	0.065	9	48	0.072
10:00 - 11:00	9	48	0.005	9	48	0.019	9	48	0.024
11:00 - 12:00	9	48	0.019	9	48	0.019	9	48	0.038
12:00 - 13:00	9	48	0.023	9	48	0.021	9	48	0.044
13:00 - 14:00	9	48	0.026	9	48	0.030	9	48	0.056
14:00 - 15:00	9	48	0.021	9	48	0.009	9	48	0.030
15:00 - 16:00	9	48	0.007	9	48	0.000	9	48	0.007
16:00 - 17:00	9	48	0.030	9	48	0.016	9	48	0.046
17:00 - 18:00	9	48	0.051	9	48	0.007	9	48	0.058
18:00 - 19:00	9	48	0.079	9	48	0.012	9	48	0.091
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.277			0.369			0.646

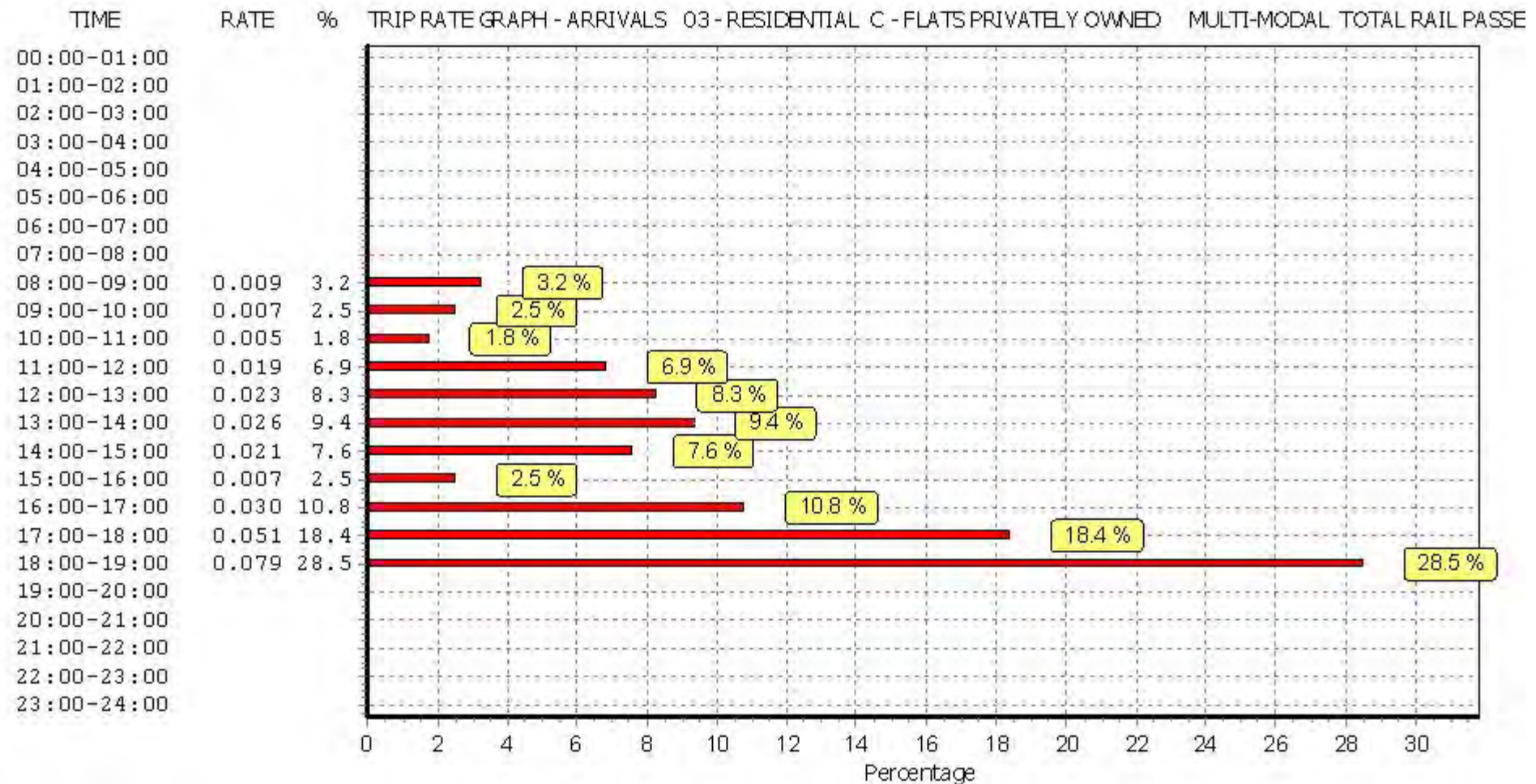
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

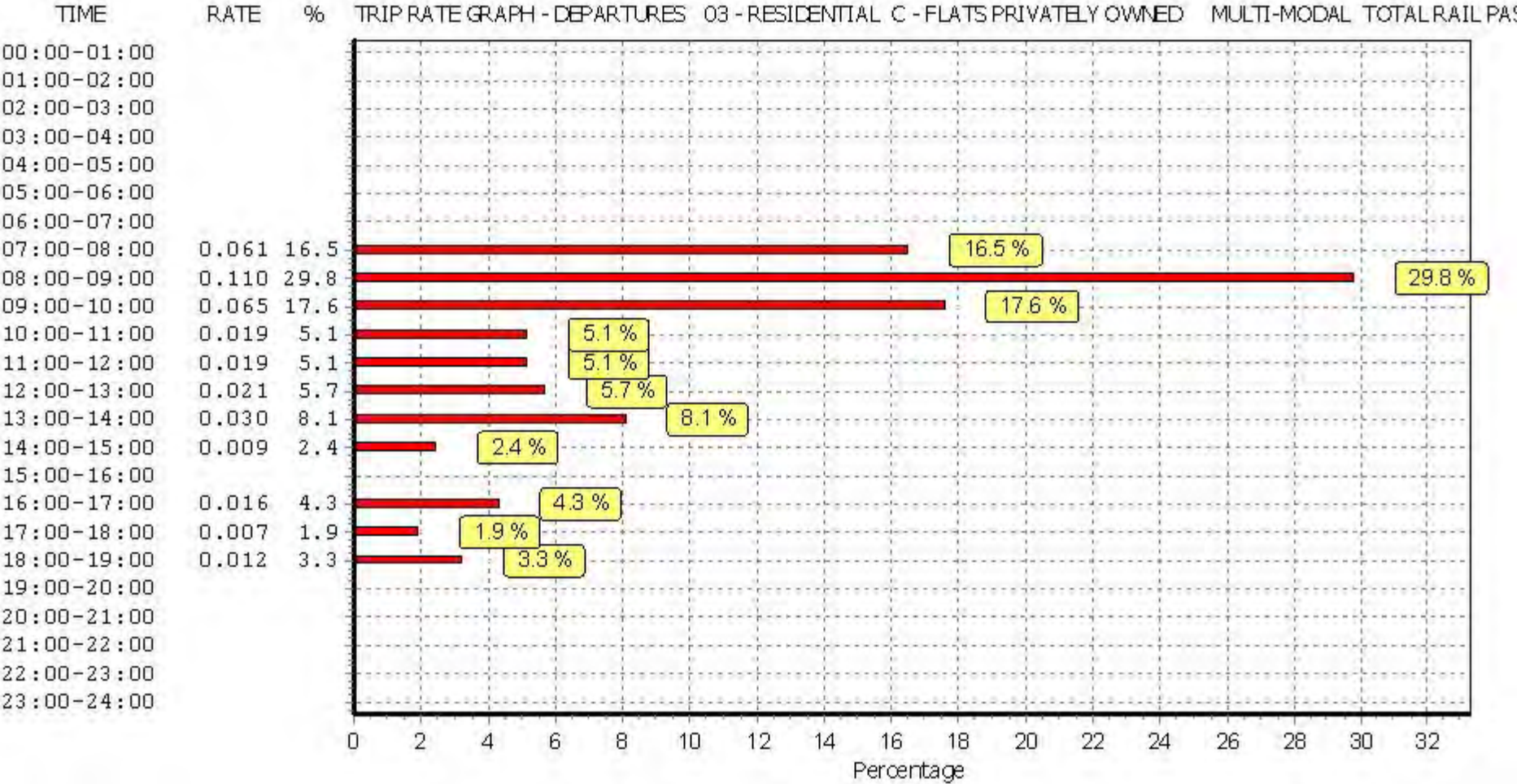
Parameter summary

Trip rate parameter range selected: 24 - 85 (units:)
 Survey date range: 01/01/08 - 23/04/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

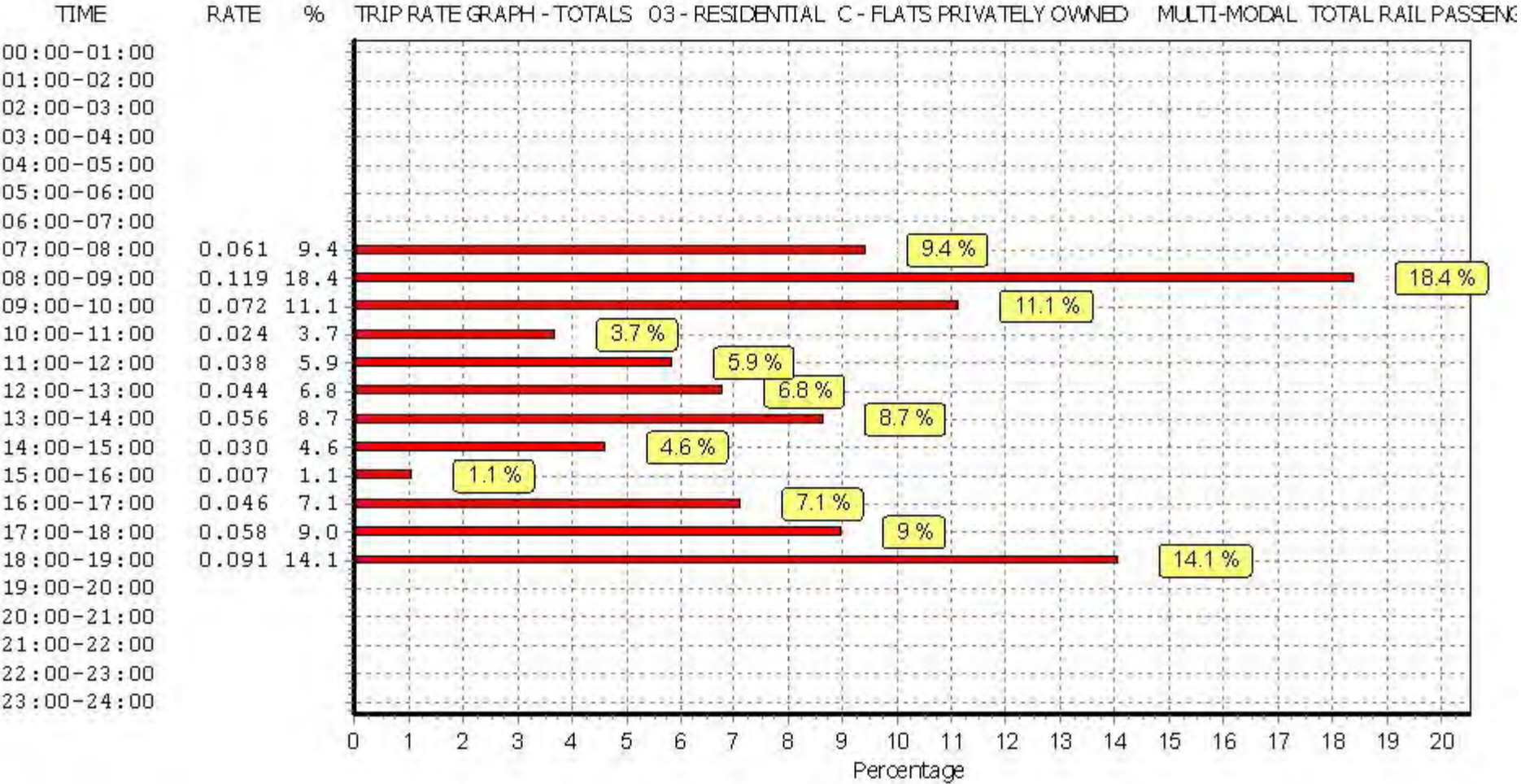
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	48	0.000	9	48	0.000	9	48	0.000
08:00 - 09:00	9	48	0.000	9	48	0.000	9	48	0.000
09:00 - 10:00	9	48	0.000	9	48	0.000	9	48	0.000
10:00 - 11:00	9	48	0.000	9	48	0.000	9	48	0.000
11:00 - 12:00	9	48	0.000	9	48	0.000	9	48	0.000
12:00 - 13:00	9	48	0.000	9	48	0.000	9	48	0.000
13:00 - 14:00	9	48	0.000	9	48	0.000	9	48	0.000
14:00 - 15:00	9	48	0.000	9	48	0.000	9	48	0.000
15:00 - 16:00	9	48	0.000	9	48	0.000	9	48	0.000
16:00 - 17:00	9	48	0.000	9	48	0.000	9	48	0.000
17:00 - 18:00	9	48	0.000	9	48	0.000	9	48	0.000
18:00 - 19:00	9	48	0.000	9	48	0.000	9	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

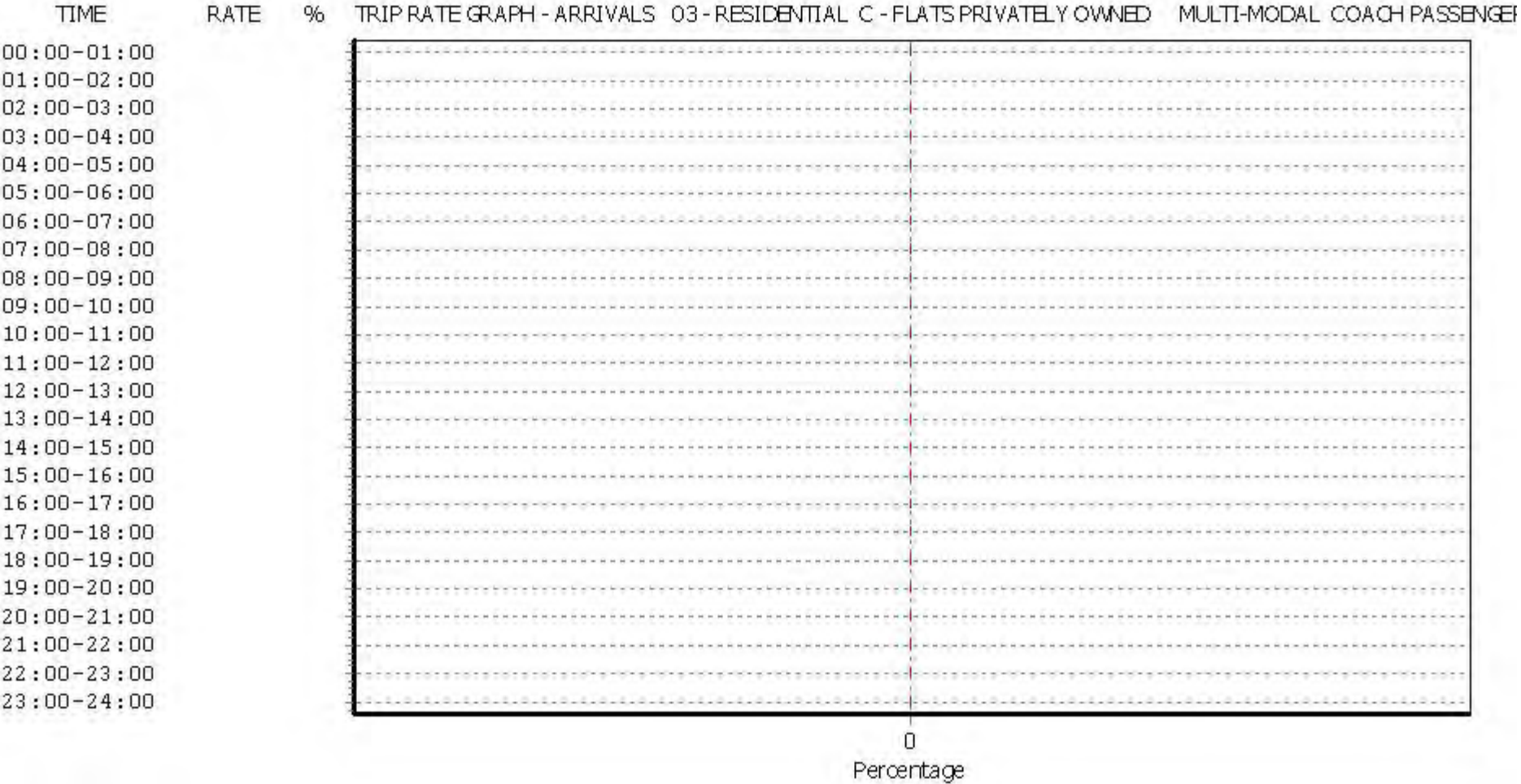
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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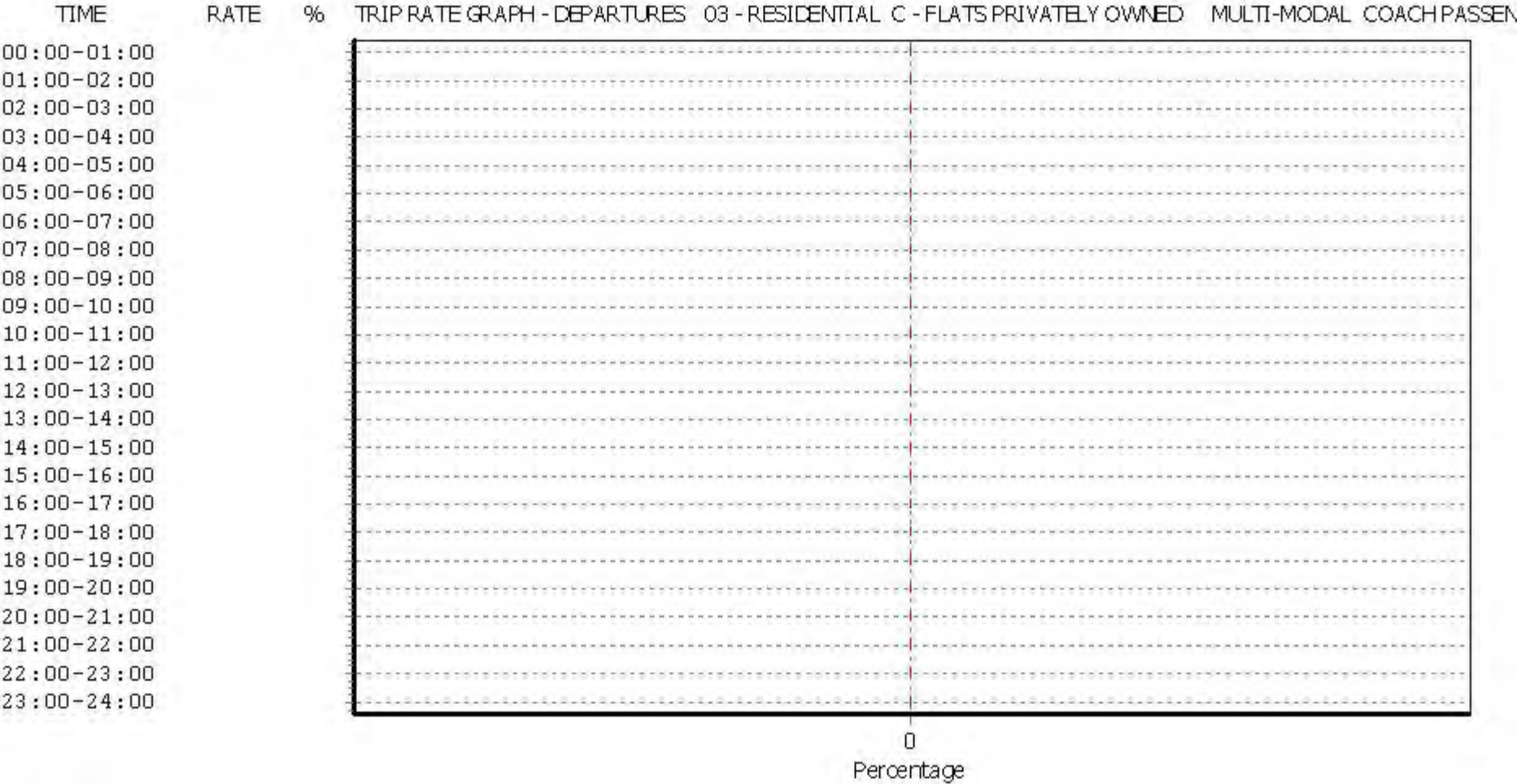
Parameter summary

Trip rate parameter range selected: 24 - 85 (units:)
 Survey date date range: 01/01/08 - 23/04/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

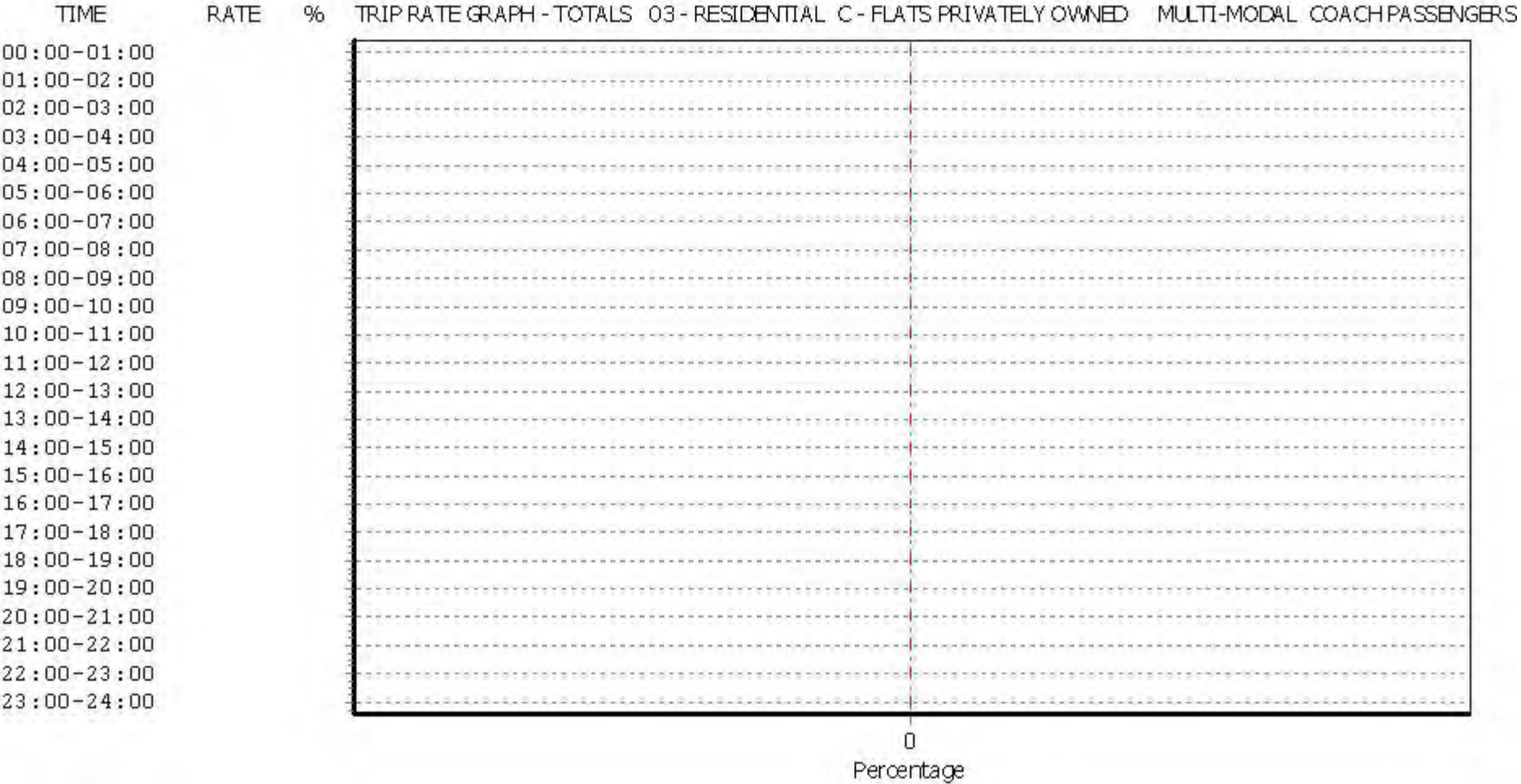
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	48	0.005	9	48	0.131	9	48	0.136
08:00 - 09:00	9	48	0.023	9	48	0.210	9	48	0.233
09:00 - 10:00	9	48	0.012	9	48	0.100	9	48	0.112
10:00 - 11:00	9	48	0.005	9	48	0.030	9	48	0.035
11:00 - 12:00	9	48	0.021	9	48	0.023	9	48	0.044
12:00 - 13:00	9	48	0.049	9	48	0.030	9	48	0.079
13:00 - 14:00	9	48	0.051	9	48	0.047	9	48	0.098
14:00 - 15:00	9	48	0.040	9	48	0.023	9	48	0.063
15:00 - 16:00	9	48	0.035	9	48	0.005	9	48	0.040
16:00 - 17:00	9	48	0.054	9	48	0.028	9	48	0.082
17:00 - 18:00	9	48	0.105	9	48	0.021	9	48	0.126
18:00 - 19:00	9	48	0.131	9	48	0.014	9	48	0.145
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.531			0.662			1.193

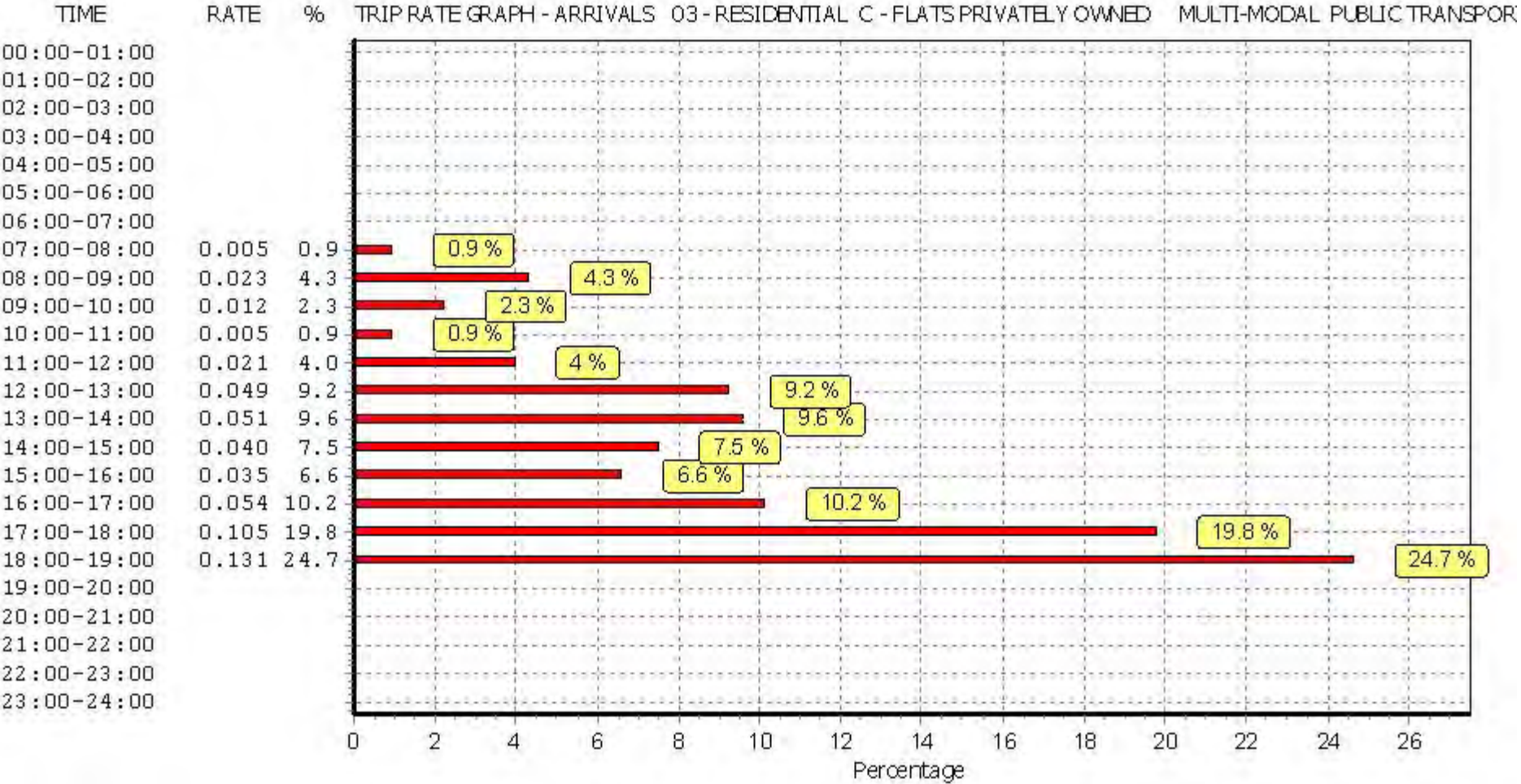
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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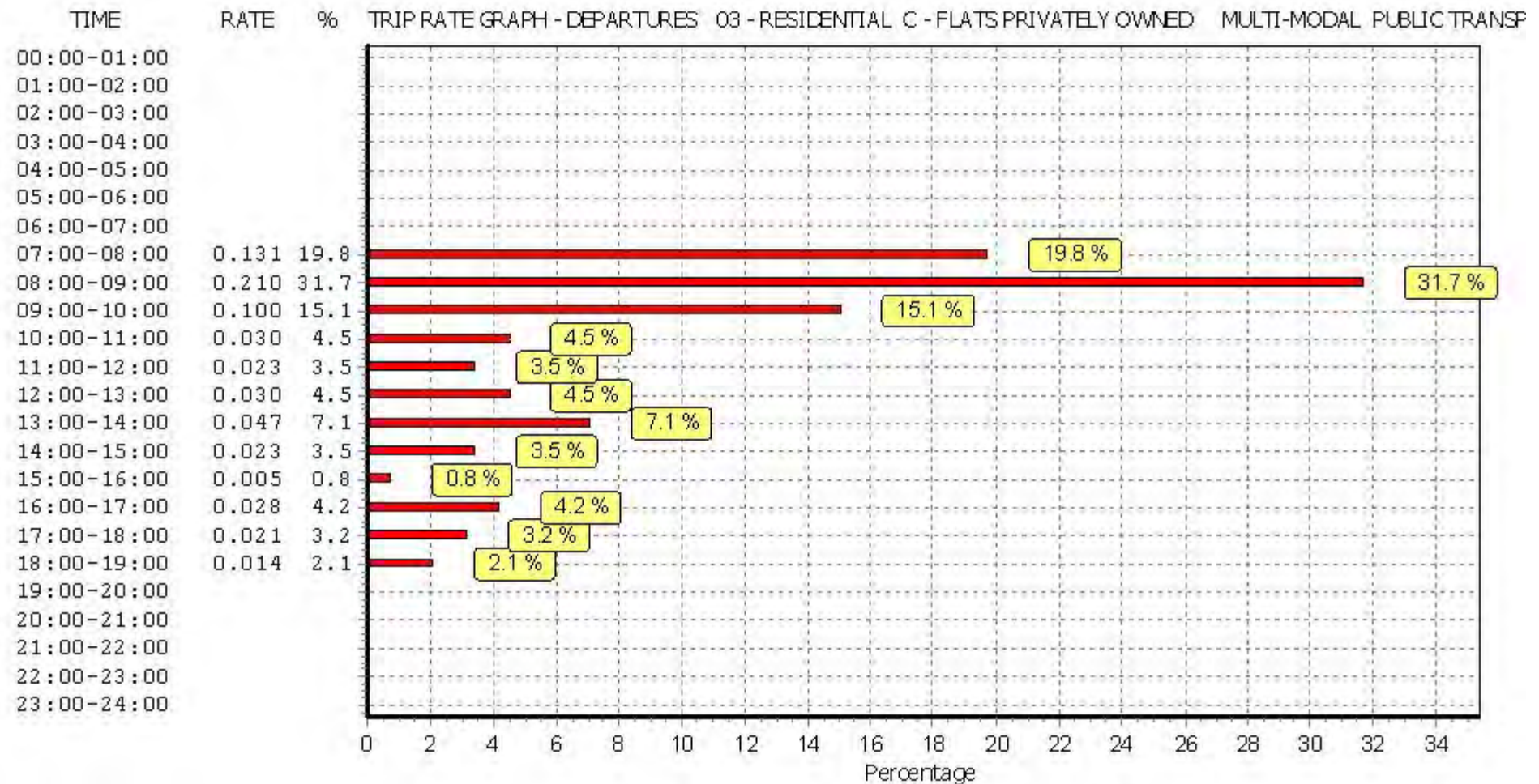
Parameter summary

Trip rate parameter range selected: 24 - 85 (units:)
 Survey date date range: 01/01/08 - 23/04/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

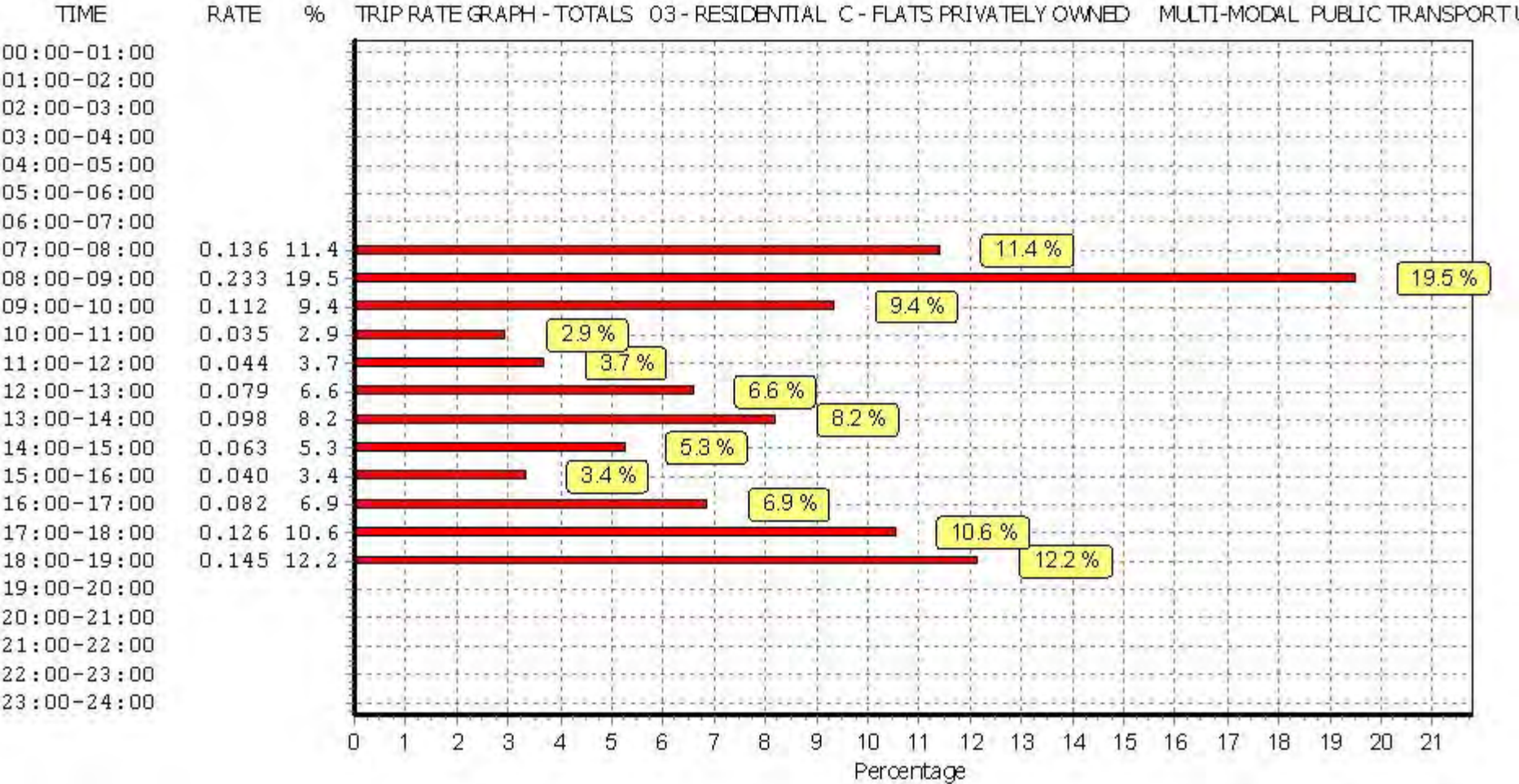
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	48	0.058	9	48	0.368	9	48	0.426
08:00 - 09:00	9	48	0.128	9	48	0.627	9	48	0.755
09:00 - 10:00	9	48	0.133	9	48	0.277	9	48	0.410
10:00 - 11:00	9	48	0.166	9	48	0.210	9	48	0.376
11:00 - 12:00	9	48	0.149	9	48	0.138	9	48	0.287
12:00 - 13:00	9	48	0.249	9	48	0.203	9	48	0.452
13:00 - 14:00	9	48	0.200	9	48	0.179	9	48	0.379
14:00 - 15:00	9	48	0.168	9	48	0.156	9	48	0.324
15:00 - 16:00	9	48	0.277	9	48	0.110	9	48	0.387
16:00 - 17:00	9	48	0.226	9	48	0.114	9	48	0.340
17:00 - 18:00	9	48	0.373	9	48	0.170	9	48	0.543
18:00 - 19:00	9	48	0.357	9	48	0.152	9	48	0.509
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.484			2.704			5.188

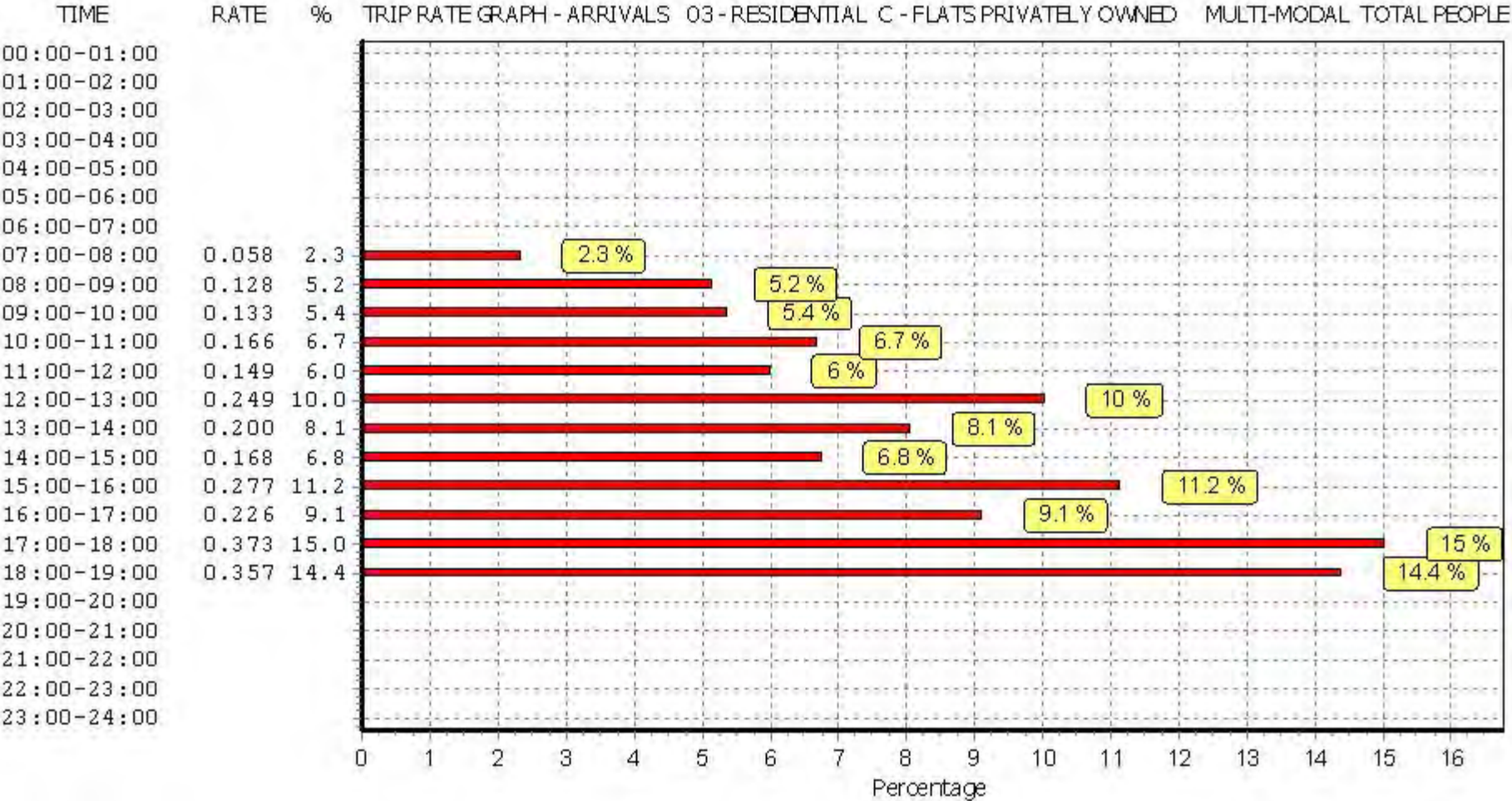
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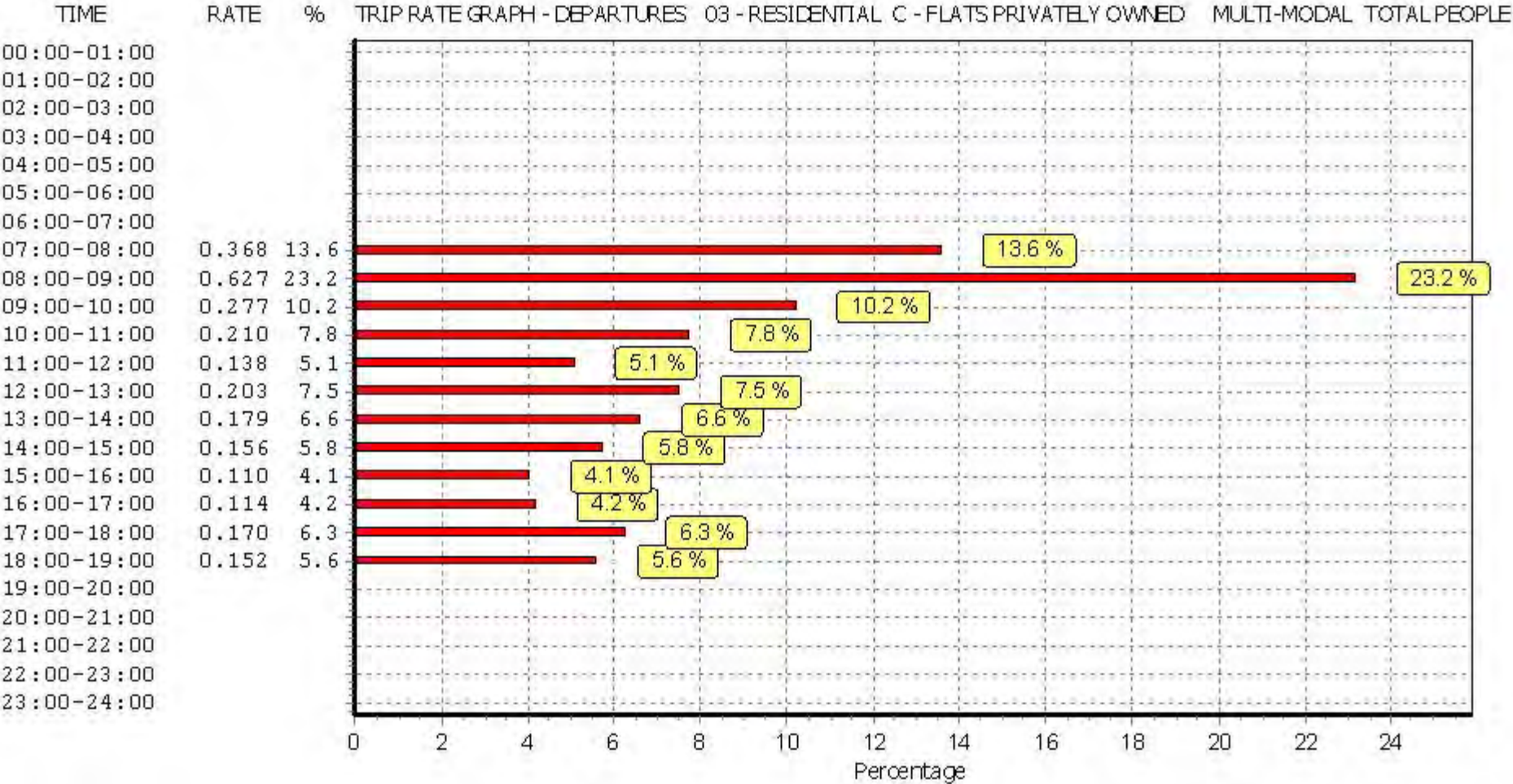
Parameter summary

Trip rate parameter range selected: 24 - 85 (units:)
 Survey date date range: 01/01/08 - 23/04/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

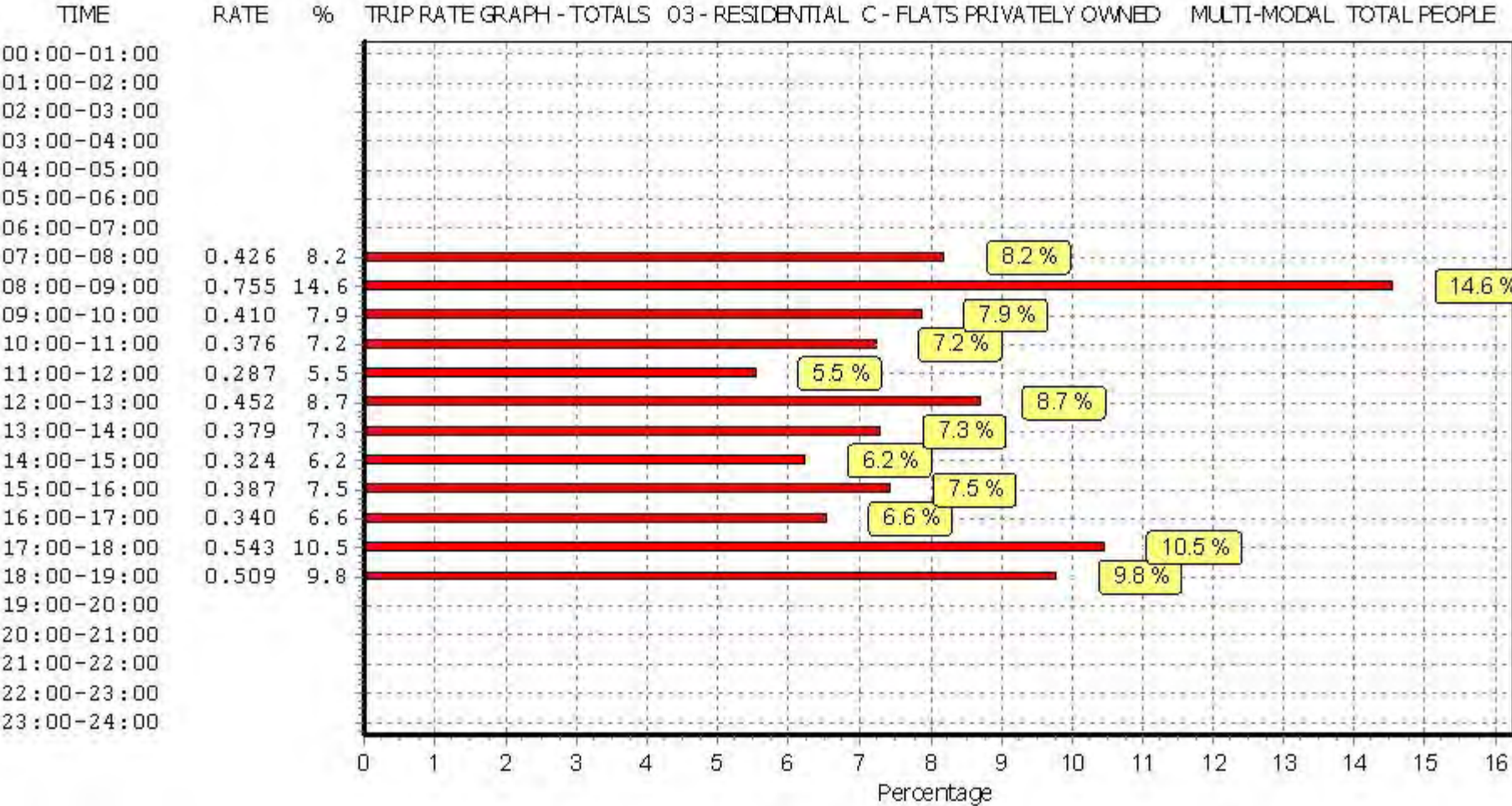
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Calculation Reference: AUDIT-515501-161124-1114

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	SK SOUTHWARK	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
10	WALES	
	SW SWANSEA	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 1469 to 2371 (units: sqm)
 Range Selected by User: 1000 to 4000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 26/11/15

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

Selected survey days:

Monday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
---------------------	---

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

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	1
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

B1 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 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000 2 days
500,001 or More 1 days

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

Car ownership within 5 miles:

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

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

Travel Plan:

No 3 days

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

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 BROMHAM ROAD	OFFICES	BEDFORDSHIRE
	BEDFORD		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	1469 sqm	
	Survey date: MONDAY	14/10/13	Survey Type: MANUAL
2	SK-02-A-02 ST OLAV'S COURT	OFFICES	SOUTHWARK
	ROTHERHITHE		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	2371 sqm	
	Survey date: MONDAY	20/10/08	Survey Type: MANUAL
3	SW-02-A-02 KINGS ROAD	OFFICE	SWANSEA
	SWANSEA		
	Edge of Town Centre		
	Development Zone		
	Total Gross floor area:	2225 sqm	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-02-A-08	low pt
DH-02-A-01	low pt
DH-02-A-02	high parking
ES-02-A-07	low pt
ES-02-A-08	low pt
ES-02-A-10	low pt
ES-02-A-12	council offices
KC-02-A-07	council offices
KC-02-A-08	council offices
KC-02-A-09	council offices
KC-02-A-10	council offices
LC-02-A-09	low pt
PS-02-A-01	council offices
SC-02-A-15	low pt
TW-02-A-04	low pt
TW-02-A-04	low pt
TW-02-A-05	high parking
WY-02-A-03	low parking

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	2022	0.709	3	2022	0.033	3	2022	0.742
08:00 - 09:00	3	2022	1.121	3	2022	0.165	3	2022	1.286
09:00 - 10:00	3	2022	0.841	3	2022	0.181	3	2022	1.022
10:00 - 11:00	3	2022	0.346	3	2022	0.346	3	2022	0.692
11:00 - 12:00	3	2022	0.165	3	2022	0.165	3	2022	0.330
12:00 - 13:00	3	2022	0.330	3	2022	0.297	3	2022	0.627
13:00 - 14:00	3	2022	0.313	3	2022	0.462	3	2022	0.775
14:00 - 15:00	3	2022	0.396	3	2022	0.247	3	2022	0.643
15:00 - 16:00	3	2022	0.165	3	2022	0.313	3	2022	0.478
16:00 - 17:00	3	2022	0.115	3	2022	0.890	3	2022	1.005
17:00 - 18:00	3	2022	0.379	3	2022	1.022	3	2022	1.401
18:00 - 19:00	3	2022	0.148	3	2022	0.478	3	2022	0.626
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.028			4.599			9.627

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Parameter summary

Trip rate parameter range selected:	1469 - 2371 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	18

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
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09:00 - 10:00	3	2022	2.754	3	2022	0.660	3	2022	3.414
10:00 - 11:00	3	2022	1.220	3	2022	1.138	3	2022	2.358
11:00 - 12:00	3	2022	0.594	3	2022	0.973	3	2022	1.567
12:00 - 13:00	3	2022	1.154	3	2022	1.550	3	2022	2.704
13:00 - 14:00	3	2022	1.286	3	2022	1.352	3	2022	2.638
14:00 - 15:00	3	2022	1.138	3	2022	0.973	3	2022	2.111
15:00 - 16:00	3	2022	0.791	3	2022	0.923	3	2022	1.714
16:00 - 17:00	3	2022	0.396	3	2022	1.616	3	2022	2.012
17:00 - 18:00	3	2022	0.775	3	2022	2.325	3	2022	3.100
18:00 - 19:00	3	2022	0.297	3	2022	1.121	3	2022	1.418
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.373			12.763			26.136

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