

Robbie Greenaway
Clearview Homes
Clearview House
201 Pinner Road
Northwood Hills
Middx
HA6 1BX



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Stanstead Abbots
Hertfordshire SG12 8HG

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28th June 2019

Dear Robbie,

**20 Watford Road and 1 Brookdene Drive, Northwood, London Borough of Hillingdon HA6 3NT
Transport Statement**

EAS has been appointed to provide advice on highway matters for a proposed development of 12 flatted units, of which six will be one bed units and six will be two bed units, at the above development site. The site is currently formed of two large detached houses, 20 Watford Road & 1 Brookdene Drive, although there is a recent planning consent, granted in March 2019, for demolition of the two properties and replacement with nine flatted units (LBH ref. 71665/APP/2018). As a result of the current proposals there will therefore be a net increase of 3 residential units at the site, over and above the previously consented scheme.

The site is located in Northwood at the junction of Watford Road and Brookdene Drive and is around 650m from the nearest shops. These shops form the eastern end of the main local shopping area in Northwood, which has a number of convenience and specialist outlets, along with local services. The site is 750m from Northwood London Underground station, which is located in the main 'town centre' area. A Location Plan which also shows the local facilities is included as **Appendix A**.

The site is close to several bus routes and has a PTAL rating of 2. While this PTAL rating is generally considered to be relatively poor in terms of accessibility in the context of London, outside London a PTAL 2 would normally be considered to be good and the result should therefore be viewed in the light of the site being on the outskirts of London and located only around 200m from Hertfordshire and where much of the local area actually has a PTAL of less than 2. The site is also within 1km of the local shopping area and so a range of local facilities and public transport access points can be reached without use of a private car.

Appendix B contains the PTAL data.

Public Transport Buses

Bus stops are located close to the site on either Watford Road (A4125) to the east or Green Lane (B469), to the south of the site and Hertfordshire bus route 8 (Redline Buses) along with London Buses routes 282 and H11 serve these bus stops. The London Buses routes serve the bus stops in Green Lane and Redline Route 8 serves both the Green Lane and Watford Road bus stops.

Bus service 8, is operated by Redline buses, on contract to Hertfordshire County Council, and has five round trips each evening, Monday to Saturday and six return trips on a Sunday (and Bank Holiday), between around 7pm and 11pm. This service operates between Watford and Northwood, also calling at Bushey, Carpenders Park and South Oxhey.

Bus service 282, has an approximate 12 minute frequency throughout the day from Monday to Saturday in each direction, with a 15 minute frequency on Sundays. The service operates between Mount Vernon Hospital and Ealing Hospital, also calling at Northolt, Yeading and Greenford.

Bus service H11, has an approximate 15 minute frequency throughout the day Monday to Saturday, 20 minute on Sundays, in each direction. The service operates between Mount Vernon Hospital and Uxbridge Station, whilst also calling at Pinner.

Additionally, one further bus route is available from the bus stops located at Northwood Underground station, around 750m from the site, from where London Buses route 331 can be boarded.

Bus Service 331, has an approximate 20 minute frequency throughout the day Monday to Saturday and a 30 minute frequency on Sundays, in each direction. This service operates between Ruislip Station and Uxbridge Station, whilst also calling at Harefield, Northwood and Denham.

All of the London Buses services above, which therefore excludes Redline's Route 8 service, operate from around 5am to after midnight and also continue to operate throughout the weekend.

Public Transport Rail

Northwood London Underground Station, on the Watford branch of the Metropolitan Line, is around 750m from the site and provides services northwards to Watford, Chesham and Amersham and southwards to Pinner, Harrow and all stations to Aldgate. There are generally 8 services per hour in each direction, northwards there are 4 services to Watford and 2 each to Chesham and Amersham. Southwards there are also generally 8 trains per hour, with all going to Baker Street and 4 continuing onwards to Aldgate.

As can be seen above, the local public transport services offer direct links to other destinations with many available facilities and transport modes including over-ground rail and tube stations, thus a journey into central London for example, and all the intricate and far reaching transport options it offers, can be easily reached at a reasonably high frequency by boarding a bus or London Underground train accessible relatively near to the site.

Highway Access

Being originally two separate properties the site had two highway access points to the site, one from Watford Road (just to the north of the junction with Carew Road) and one from Brookdene Drive. The consented scheme proposed closing the access onto Watford Road and constructing a revised access onto Brookdene Drive. This access then leads to the car park area where there is sufficient room available to adequately turn and therefore allow both ingress and egress in forward gear. This arrangement is not proposed to be altered and will remain as the consented scheme. The development proposal is shown on the plan contained in **Appendix C**.

The vehicle access will be via a new footway crossover onto Brookdene Drive, immediately to the west of the current garage access for 1 Brookdene Drive, which will be closed. The access is around 4.8m wide, allowing two vehicles to safely pass and is offset from the Saxon Court access opposite. Visibility splays at the access onto Brookdene Drive meet the MfS requirement for a 30 mph zone. A plan showing the Visibility splays is contained in **Appendix D**.

Pedestrian Access

The proposed dedicated pedestrian access to the site is from Watford Road well away from the vehicular access. At this point on the site frontage the footway width on Watford Road is generally around 2m which is

typical of the footways in the area and the local roads are street lit which includes the footway areas. There will also be a rear access to the building from the car parking area.

Cycle and Car Parking Spaces

It is proposed to have a total of 22 cycle parking spaces at the development, which is compliant with and exceeds the current London Plan (Further Alterations to the London Plan - March 2015) standards, which would require a minimum of 18 spaces. The provision also meets the requirements of the new draft London Plan. These will be secure, covered spaces and will be located in a dedicated cycle store provided at the rear of the car parking area.

Hillingdon car parking standards are contained in the 2012 Hillingdon Local Plan, as saved Policy AM14 from the 2007 Hillingdon UDP, and give between 1 and 1.5 spaces per two bed flat, and therefore in this instance that would require between 12 and 18 spaces and therefore the 12 indicated for the development is policy compliant. Two of these spaces are designated as disabled parking bay, specifically marked out to the mobility standard of 3.6m x 4.8m, as shown on the plan contained in **Appendix C**, for use of the “Accessible units”.

The 12 space parking provision has been considered against the local car availability data contained in the 2011 census data. For this area of Hillingdon (Census area - Hillingdon 001E) the local car availability is around 1.558 vehicles per residential unit, with nearly 10% of units having access to no vehicle at all.

However, this only tells part of the overall picture as the data can be further disaggregated to provide separate rates for houses and flats as typically flats generally have a far lower car availability than houses. In the local Hillingdon 001E area the car availability for houses is 1.581, with 9% not having access to a vehicle, while for flats the car availability is 1.121, with 12.5% not having access to a vehicle.

This data though relates to only 32 flats in the area, out of a total of 617 residential units and therefore we have also looked at the wider Hillingdon 001 area. Here the car availability overall is 1.456, with 14% not having a vehicle, for houses is 1.697, with 7% not having a vehicle, and for flats it is 0.916, with 30% not having access to a car. The 2011 Census data is included as **Appendix E**.

Using the census data detailed above the parking proposed, 12 spaces for 12 units and representing a ratio of 1 space per unit, is not only policy compliant, both for Hillingdon and the current London Plan (which is a maximum of 1 space per unit), but is also in excess of the 2011 car availability rate for flats in the local Hillingdon 001 area and therefore there is unlikely to be any parking overspill onto the local roads.

Refuse Collection

Refuse will be collected from the roadside, on Brookdene Drive, which is in keeping with existing practices and the bin store for the development has been located accordingly, as shown on the site layout plan contained in **Appendix C**.

Deliveries

Deliveries, such as couriers and parcel carriers, would generally take place directly off Brookdene Drive at the side of the site. There are double yellow line waiting restrictions at the junction with Watford Road although the wide site frontage on Brookdene Drive allows for kerb side loading and unloading if required.

TRICS Trip Rate Calculation

Vehicle trip rates for flatted developments (particularly in London) are typically low owing to the nature of most flatted development being in an accessible location with good connections to local bus and rail services.

EAS has reviewed the nationally recognised Trip Rate database 'TRICS' to determine an appropriate vehicular trip rate. Owing to the accessibility of the site it would have been appropriate to use TRICS sites from outer London Boroughs and 'edge of town centres' only, however this selection includes just one London site, which is in Richmond upon Thames, and therefore to be robust we have included all multi-modal sites in South East England with up to 100 units, as this site could be described as more like the 'Home Counties' rather than Greater London being located in an Outer London Borough and only 200m from being in Hertfordshire. The Trip Rates used are therefore considered robust.

The resulting TRICS data output is contained at **Appendix F** and gives the AM and PM peak hour (0800-0900 and 1700-1800) trip rates and number of trips as shown in the table below:

	Trip Rate (per unit)		Vehicle Trips (12 units)		
	In	Out	In	Out	Total
AM Peak Hour	0.060	0.167	1	2	3
PM Peak Hour	0.147	0.073	2	1	3

Trip rates and vehicle trip numbers, (allow for rounding).

As can be seen from the above table the peak hourly flow from the development is likely to be no more than 3 vehicles in both the AM and PM peak hours, with 2 vehicles in one direction and 1 in the other in both peak periods.

This is an identical traffic generation to the already consented 9 unit scheme and therefore the proposals represent an imperceptible change in traffic flows both at and beyond the site boundary when compared to the recently consented 9 unit development (LBH ref. 71665/APP/2018).

Summary and Conclusion

Currently comprising two detached properties the site has planning consent for 9 two bedroom flats, granted in March 2019, Hillingdon reference 71665/APP/2018.

The current development proposes 12 flats, comprising of 6 x one bedroom units and 6 x two bedroom units, with a total of 12 car parking spaces, including two 'disabled' spaces, one for each of the fully accessible units. The car parking id policy compliant with both Hillingdon and London Plan standards.

The development would also have 22 cycle parking spaces. The cycle parking is policy compliant.

Both of the current vehicular accesses, onto Watford Road and Brookdene Drive, will be closed and a new access onto Brookdene Drive will be provided, which is the same as that proposed for the consented 9 unit scheme.

A pedestrian access will be provided onto the Watford Road frontage and this will be totally separate from the vehicle access onto Brookdene Drive.

The site is considered sustainable in transport terms being located close to local shops and services and has a PTAL rating of 2, which is good for the local area.

The vehicle access is laid out to ensure low traffic speeds within the development and vehicles are able to both arrive and depart in forward gear. Visibility splays at the access onto the site are 2.4m x 43m which is

likely to be in excess of that required for a low, around 20 mph, speed that is expected here and full intervisibility with pedestrians is also provided.

A robust trip rate exercise has been completed and for the peak hour indicates that the predicted number of trips is similar to that predicted from the recently consented 9 unit scheme. There will therefore be no change in peak hour traffic from the site.

Refuse will be collected from the side of the site on Brookdene Drive, with the bin store located appropriately, in line with current practice.

To conclude, the proposed development site is considered to be in a sustainable location and will generate negligible traffic movements above the residential scheme recently consented. Therefore, based upon 'the presumption in favour of sustainable development' in the NPPF, and that development should only be refused when there is a severe impact, the proposed development should be deemed as appropriate in transport terms.

Yours Sincerely



Anthony Parker

Enc –

Appendix A Location and Facilities Plan
Appendix B WebCAT PTAL Assessment
Appendix C Proposed Development
Appendix D Visibility Splays
Appendix E 2011 Census Data
Appendix F TRICS Data

Appendix A

Location Plan



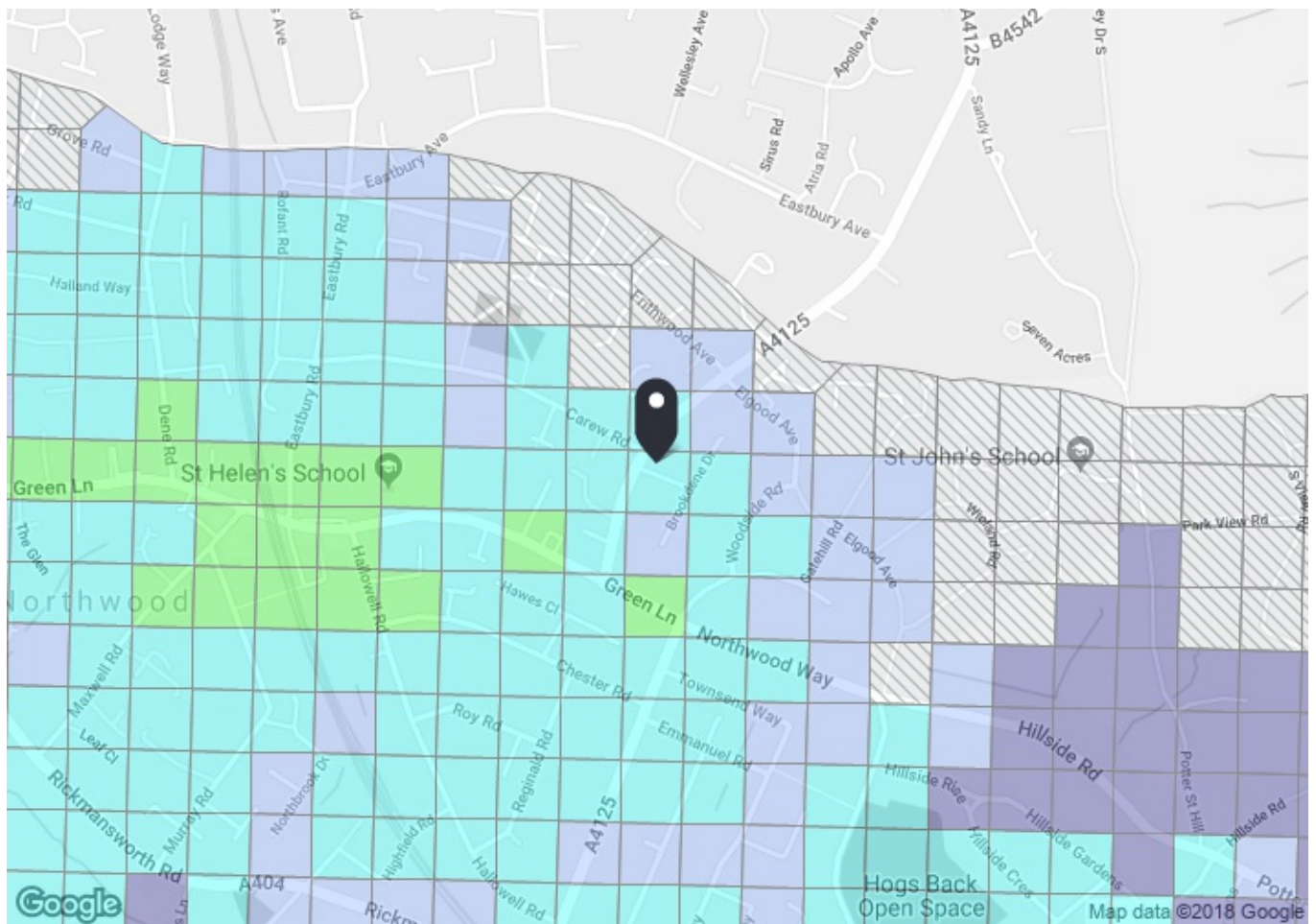
- SITE LOCATION
- HIGHSTREET
- BUS STOPS
- TRAIN STATION (METROPOLITAN LINE)
- SCHOOLS
- EASTBURY SURGERY
- NORTHWOOD & PINNER HOSPITALS
- PHARMACY
- SUPERMARKET (WAITROSE)
- ISOCHRONE 400m/800m/1200m

REV	DATE	BY	DESCRIPTION		CHK	APD
DRAWING STATUS:						
EAS Unit 108, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 www.eastp.co.uk						
CLIENT: PRESTON BENNETT						
ARCHITECT:						
PROJECT: 20 WATFORD ROAD, NORTHWOOD HILLINGDON						
TITLE: FACILITIES AND LOCATION PLAN						
SCALE ④ A3: 1:10000			DESIGN—DRAWN: TP		DATE: 17.03.16	
PROJECT No:			DRAWING No: FIGURE 01			

1. FIRTHWOOD PRIMARY SCHOOL
2. SAINT HELLEN'S SCHOOL
3. SAINT JOHN'S SCHOOL
4. WETHERBY HOUSE MONTESSORI
5. LONDON SCHOOL OF THEOLOGY
6. NORTHWOOD COLLEGE FOR GIRLS

Appendix B

WebCAT PTAL Assessment



PTAL output for Base Year 2

1 Brookdene Dr, Northwood HA6 3NS, UK
Easting: 509843, Northing: 191568

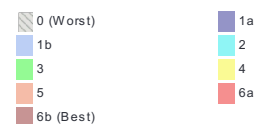
Grid Cell: 139498

Report generated: 08/10/2018

Calculation Parameters

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

Map key - PTAL



Map layers

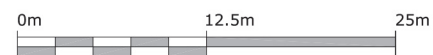
 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	GREEN LANE WATFORD ROAD	282	305.59	5	3.82	8	11.82	2.54	1	2.54
Bus	GREEN LANE WATFORD ROAD	H11	305.59	4	3.82	9.5	13.32	2.25	0.5	1.13
LUL	Northwood	'Watford-BStreetSF '	814.33	2.33	10.18	13.63	23.8	1.26	0.5	0.63
LUL	Northwood	'Watford-AldSfast '	814.33	3.67	10.18	8.92	19.1	1.57	1	1.57
LUL	Northwood	'Aldg-WatfordSlow '	814.33	3.67	10.18	8.92	19.1	1.57	0.5	0.79
LUL	Northwood	'BakStr-WatfordSlow '	814.33	1.67	10.18	18.71	28.89	1.04	0.5	0.52
LUL	Northwood	'Wembley-WatfordSL '	814.33	0.67	10.18	45.53	55.71	0.54	0.5	0.27
Total Grid Cell AI:										7.44

Appendix C

Proposed Development



Project
**20 Watford Road
Rickmansworth**

Client
Clearview Homes

www.wamarchitecture.com

Project No
314
DWG Type
PL
Date
11/06/19

Drawing Title
Proposed Site Plan
DWG No
100
Drawn
BW

Rev
01
Checked
SM/DG

Scale
1:500
Status
For Approval

Do not scale drawings. Use only the dimensions given. The Contractor to check site dimensions and report any variations or omissions to Willcox and Meilwes. The drawing is Copyright of Willcox and Meilwes and must not be reproduced or used without express permission. WaM Architecture is the trading name of Willcox and Meilwes Ltd

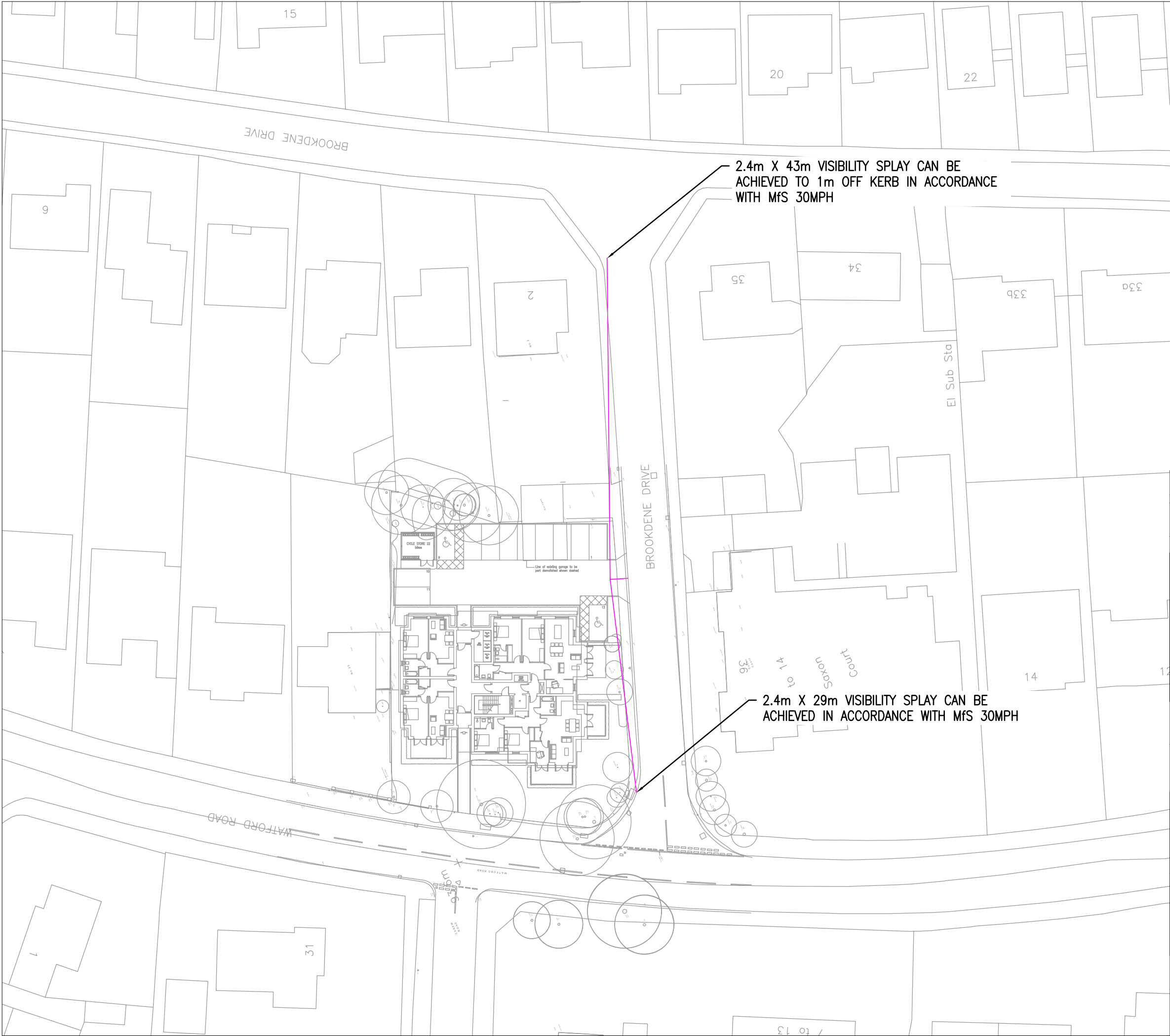
wam
architecture

Castle Hill House, 12 Castle Hill,
Windsor, Berkshire, SL4 1PD

RIBA
Chartered Practice

Appendix D

Visibility Splays



REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
EAS Unit 108, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
CLEARVIEW HOMES					
ARCHITECT:					
PROJECT:					
20 WATFORD ROAD HILLINGDON					
TITLE:					
PROPOSED VISIBILITY SPLAY					
SCALE Ⓒ A3:			DESIGN—DRAWN:		DATE:
1:500			EC		19/06/2019
PROJECT No:			DRAWING No:		
1955			SK02 REV B		

Appendix E 2011 Census Data

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

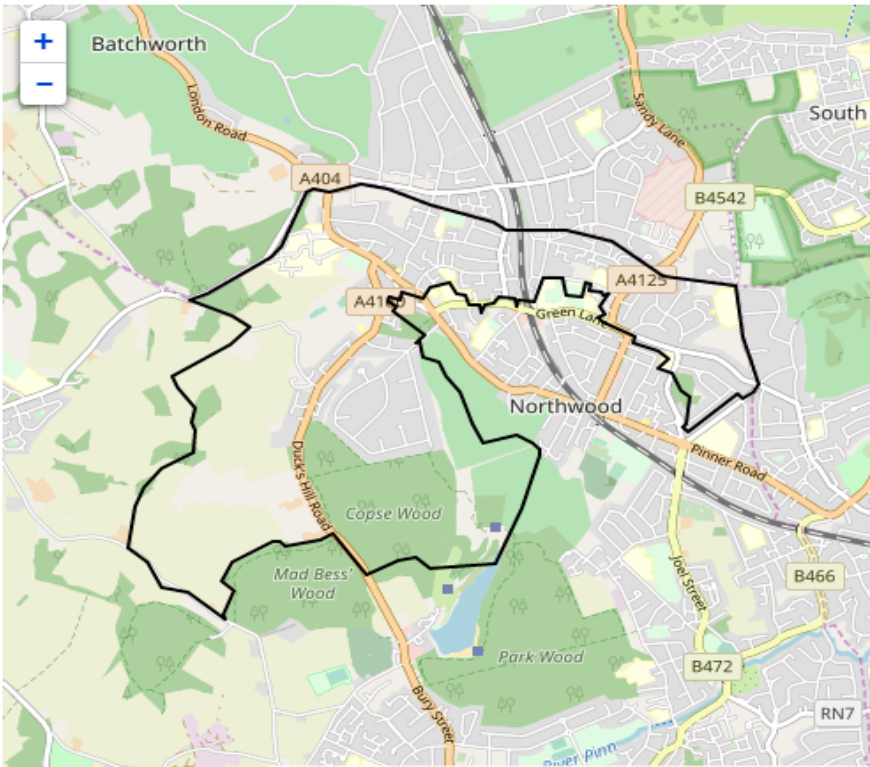
ONS Crown Copyright Reserved [from Nomis on 13 June 2019]

population	All households
units	Persons
date	2011
area type	2011 super output areas - middle layer
area name	E02000494 : Hillingdon 001
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	3,115	2,155	960
No cars or vans in household	437	149	288
1 car or van in household	1,318	798	520
2 or more cars or vans in house	1,360	1,208	152
Cars per Household	1.456179775	1.69667804	0.916311275

Map of E02000494 : Hillingdon 001

Close



LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 23 May 2019]

population All households
units Persons
date 2011
area type 2011 super output areas - lower layer
area name E01002482 : Hillingdon 001E
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	617	585	32
No cars or vans in household	57	53	4
1 car or van in household	254	232	22
2 or more cars or vans in house	306	300	6
Cars per Household	1.557536467	1.581431205	1.120710784



Appendix F

TRICS Data

Calculation Reference: AUDIT-743101-150402-0406

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	RD RICHMOND	1 days
02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	SC SURREY	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	28 to 86 (units:)
Range Selected by User:	6 to 100 (units:)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/07 to 03/09/14
-------------	----------------------

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

Selected survey days:

Monday	1 days
Wednesday	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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of 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:

Residential Zone	1
Built-Up 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:

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 1 mile:

25,001 to 50,000

3 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:

0.6 to 1.0

1 days

1.1 to 1.5

2 days

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

Travel Plan:

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	HF-03-C-02	FLATS		HERTFORDSHIRE
	BRIDGE ROAD EAST			
	WELWYN GARDEN CITY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	86		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
2	RD-03-C-02	BLOCK OF FLATS		RICHMOND
	B306 QUEENS RIDE			
	BARNES			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	29/01/07		Survey Type: MANUAL
3	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

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
CN-03-C-01	central
HG-03-C-01	central
IS-03-C-01	central
IS-03-C-03	central
NH-03-C-01	central
TH-03-C-02	central
TH-03-C-03	central

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	50	0.007	3	50	0.100	3	50	0.107
08:00 - 09:00	3	50	0.060	3	50	0.167	3	50	0.227
09:00 - 10:00	3	50	0.020	3	50	0.093	3	50	0.113
10:00 - 11:00	3	50	0.073	3	50	0.087	3	50	0.160
11:00 - 12:00	3	50	0.087	3	50	0.080	3	50	0.167
12:00 - 13:00	3	50	0.093	3	50	0.107	3	50	0.200
13:00 - 14:00	3	50	0.093	3	50	0.080	3	50	0.173
14:00 - 15:00	3	50	0.080	3	50	0.053	3	50	0.133
15:00 - 16:00	3	50	0.093	3	50	0.067	3	50	0.160
16:00 - 17:00	3	50	0.067	3	50	0.100	3	50	0.167
17:00 - 18:00	3	50	0.147	3	50	0.073	3	50	0.220
18:00 - 19:00	3	50	0.187	3	50	0.107	3	50	0.294
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.007			1.114			2.121

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: 28 - 86 (units:)
 Survey date range: 01/01/07 - 03/09/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
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	3	50	0.000	3	50	0.020	3	50	0.020
08:00 - 09:00	3	50	0.000	3	50	0.007	3	50	0.007
09:00 - 10:00	3	50	0.000	3	50	0.020	3	50	0.020
10:00 - 11:00	3	50	0.007	3	50	0.013	3	50	0.020
11:00 - 12:00	3	50	0.007	3	50	0.020	3	50	0.027
12:00 - 13:00	3	50	0.027	3	50	0.013	3	50	0.040
13:00 - 14:00	3	50	0.027	3	50	0.027	3	50	0.054
14:00 - 15:00	3	50	0.020	3	50	0.033	3	50	0.053
15:00 - 16:00	3	50	0.000	3	50	0.000	3	50	0.000
16:00 - 17:00	3	50	0.020	3	50	0.033	3	50	0.053
17:00 - 18:00	3	50	0.007	3	50	0.007	3	50	0.014
18:00 - 19:00	3	50	0.007	3	50	0.000	3	50	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.122			0.193			0.315

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: 28 - 86 (units:)
 Survey date range: 01/01/07 - 03/09/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 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.