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RESIDENTIAL DEVELOPMENT
GROUND FLOOR APPLICATION
TAVISTOCK HOUSE, UXBRIDGE

TRANSPORT STATEMENT

FEBRUARY 2017



the journey is the reward

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GROUND FLOOR APPLICATION
TAVISTOCK HOUSE, UXBRIDGE

TRANSPORT STATEMENT

FEBRUARY 2017

Project Code:	**STATavistock.1**
Prepared by:	**John Gilby**
Approved by:	**Paul Stocker**
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Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR
Telephone 01483 750508 Fax 01483 750437 wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

Residential Development
Ground Floor Application
Tavistock House, Uxbridge
Transport Statement

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APPENDIX A: TRICS Outputs

1 Introduction

1.1 Mayer Brown has been appointed by STA Associates to prepare this Transport Statement to support the proposals to provide ground level residential accommodation at the site known as Tavistock House in Uxbridge (hereafter also referred to as “the site”).

1.2 A separate Prior Approval scheme has already been submitted and approved for the conversion of the first and second floors of Tavistock House from B1(a) office (659sqm) use to C3 residential use (12 apartments) under Class O of the Town and Country Planning (General Permitted Development) (England) Order.

1.3 In December 2016, a separate application was submitted to provide an additional four residential apartments at roof level.

1.4 The location of the site in relation to the local highway network is illustrated in Figure 1.1 below:

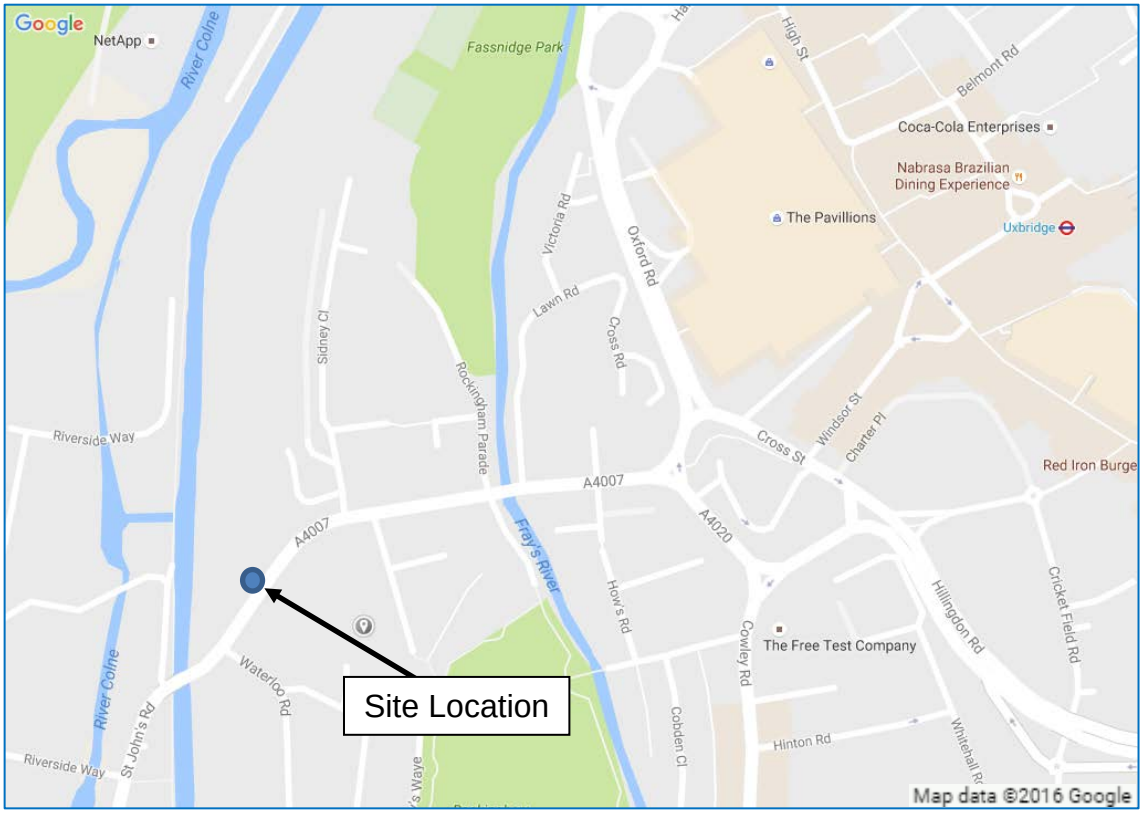


Figure 1.1: Site in Relation to the Local Highway Network

1.5 Due to the small scale of the proposed ground level residential development, this report has been set out in the format of a Transport Statement (TS) assessing the sustainability of the site, the accessibility of the site by non-car modes of travel, the development proposals (including access, parking and servicing arrangements) and the traffic impact of the development.

1.6 The remainder of the report consists of the following sections:

- Site Location & Existing Conditions
- Accessibility
- Development Proposals
- Traffic Impact
- Summary and Conclusions

1.7 This report concludes that the proposed development:

- is located within easy walking/cycling distance of key services in the area
- is readily accessible by public/communal transport, on foot and by cyclists
- will be provided with suitable access, parking and servicing arrangements
- will have no material impact on the operation of the local highway network

1.8 It is therefore concluded that there are no highways or transportation reasons why the proposed development should not be permitted.

2 Site Location and Existing Conditions

2.1 The site is located on the north side of Rockingham Road (A4007), just east of its junction with Waterloo Road, and approximately 500m directly west of Uxbridge town centre and 750m southwest of Uxbridge Underground Station. The River Colne is located to the west and Fray's River is located to the east of the site.

2.2 Beyond the A4007 to the south of the site is a predominately residential area. To the north of the site is a predominantly industrial/commercial area.

2.3 As set out in the introduction to this report, the building at the site is currently used as an office, with a total GFA of approximately 659sqm. A separate Prior Approval scheme has already been approved for the conversion of the first and second floors of the site to provide a total of 12 residential apartments (x2 studio, x8 1-bedroom, x2 2-bedroom), and in December 2016, a separate application was submitted to provide an additional four residential apartments at roof level (x1 studio, x2 1-bedroom, x1 2-bedroom).

2.4 Access to the site's car park is directly off Rockingham Road (via a simple bell-mouthed priority junction incorporating dropped kerbs), as is its separate pedestrian access for the building. The site entrance for service vehicles is the same as for cars.

2.5 The site's car park is provided at ground level directly under the building. On-site observations have identified that this car park is well used and operates at or near capacity when the existing office use is in operation.

2.6 The footways in the vicinity of the site are in good condition and are well lit. Wide footways are provided along both sides of Rockingham Road. A zebra crossing, incorporating tactile paving and Belisha beacons, is provided directly in front of the site over Rockingham Road.

2.7 The following table presents a list of accessible transportation, retail, health and educational facilities and their distance in relation to the site. Typical walking and cycling times to these facilities are also provided (based on a leisurely walking speed of 80m/min and cycling speed of 260m/min):

Location	Distance	Walk time @ 80m/min	Cycle time @ 260m/min
Uxbridge Underground / Train Station	750m	9.4 mins	2.9 mins
Rockingham Road Bus Stop	20m	0.3 mins	-
Sainsbury's York Rd	1.0km	12.5 mins	3.9 mins
Iceland Foods	550m	6.9 mins	2.1 mins
Tesco Metro	700m/1.0km (walk/bike)	8.8 mins	3.9 mins
Lidl Cowley Rd	1.3km	16.3 mins	5.0 mins
Belmont Medical Centre	1.0km/1.3km (walk/bike	12.5 mins	5.0 mins
Boots Pharmacy	850m	10.6 mins	3.3 mins
Post Office	650m	8.2 mins	2.5 mins
Banks (Multiple companies)	c.800m	c.10 mins	c.3 mins
Primary School (St Mary's Catholic)	160m	2.0 mins	-
Secondary School (Uxbridge High)	1.6km	20.0 mins	6.2 mins
College (Uxbridge College)	1.4km	17.5 mins	5.4 mins

Table 2.1: Accessible Facilities in Uxbridge

2.8 Table 2.1 demonstrates that many key facilities are located within an easy walking or cycling distance of the site.

3 Accessibility

Accessibility by Bus

3.1 The nearest bus stops are located immediately adjacent to the site on Rockingham Road, offering services to Britwell, Slough, Langley, Iver, Colnbrook, and Heathrow Airport. The next closest bus stops are a 450m walk away on Oxford Road by the multi-storey car park for The Pavilions shopping centre. The buses that stop here are frequent and offer services to many locations, including Hounslow, Cranford, West Drayton, Hillingdon, Ruislip, Heathrow Airport, Hayes, Ealing, and Acton. The accessible bus services within a 640m walk of the site are summarised in the following table:

Bus	Route	Weekday	Saturday	Sunday
3	Slough – Langley – Iver – Iver Heath – Uxbridge	Every 20 minutes	Every 20 minutes	-
7	Heathrow Airport (Central + T5) – Colnbrook – Langley – Uxbridge – Iver Heath – Wexham Ct – Upton Lea – Slough	Every 30 minutes	Every 30 minutes	-
58	Britwell – Slough – Langley – Iver – Iver Heath – Uxbridge	Every 30 minutes	Every 30 minutes	4x daily
222	Hounslow – Cranford – Nene Rd – Sipson – West Drayton – Cowley – Uxbridge	Every 6-10 minutes	Every 7-11 minutes	Every 12-13 minutes
427	Acton – Ealing – Southall – Hayes – Hillingdon – Uxbridge	Every 6-10 minutes	Every 6-10 minutes	Every 8-12 minutes
U1	West Drayton – Cowley – Uxbridge – Ickenham – Ruislip	Every 15 minutes	Every 15 minutes	Every 30 minutes
U3	Heathrow Airport Central – Harmondsworth – West Drayton – Cowley – Hillingdon Hospital – Brunel University – Uxbridge	Every 10-13 minutes	Every 9-12 minutes	Every 20 minutes
U4	Stockley Park – Hayes Town – Hayes – Hillingdon Hospital – Uxbridge	Every 6-10 minutes	Every 6-10 minutes	Every 15 minutes
U5	Hayes Town – Hayes – Stockley Park – West Drayton – Cowley – Hillingdon Hospital – Uxbridge	Every 10-13 minutes	Every 10-14 minutes	Every 20 minutes
U7	Hayes – North Hillingdon – Hayes End – Hillingdon Hospital – Uxbridge	Every 30 minutes	Every 30 minutes	Every 30 minutes
N207	New Oxford St – Tottenham Ct Rd – Marble Arch – Notting Hill Gate – Shepherd's Bush – East Acton – Acton – Ealing – Hanwell – Southall – Yeading – Hayes End – Hillingdon – Uxbridge	Night bus – midnight until 4am	Night bus – midnight until 4am	Night bus – midnight until 4am

Table 3.1: Accessible Bus Services

Accessibility by Rail

3.2 Uxbridge Underground Station, a terminus of both the Metropolitan and Piccadilly Lines, is located just 750m to the northeast of the site (a 10-minute walk assuming an average walking speed of 80m/min), and provides underground train services every 6-8 minutes throughout the day into Central London. Connections to the National Rail Network can be made along the Metropolitan Line, at stations such as Harrow-on-the-Hill (for Chiltern services), Farringdon (for Thameslink services), Moorgate (for Great Northern services) and Liverpool Street (for Greater Anglia services).

Accessibility by Car

3.3 The site is accessed from the A4007/Rockingham Road. From the A4007 a vehicle can quickly access the wider road network, including the M40 motorway.

Pedestrian/Cycle Accessibility

3.4 The footways in the vicinity of the site are in good condition and are well lit. Wide footways are provided along both sides of Rockingham Road. A zebra crossing, incorporating tactile paving and Belisha beacons, is provided directly in front of the site over Rockingham Road.

3.5 The majority of shops and services in Uxbridge (including the Underground Station) are within easy cycling distance of the site via Rockingham Road.

3.6 National Cycle Network Route 6 runs just to the west of the site, heading north-south alongside the Grand Union Canal.

3.7 To facilitate to uptake of bicycle use, the proposed development will exceed the requirements for bicycle parking set out by the London Borough of Hillingdon (LBH).

Accessibility Summary

3.8 It is evident from the above that the site is accessible on foot, by bicycle or via public transport, as demonstrated from the site's PTAL rating of 3. The site is located close to Uxbridge town centre, and benefits from short walking distances to numerous schools, supermarkets and other retail and community facilities, thus making it transport-sustainable. As such, a private car should rarely, if ever, be required to access many locations within Uxbridge, or indeed Greater London.

3.9 It can therefore be concluded that the site is well suited for its proposed residential use.

4 Development Proposals

4.1 The building on the site currently comprises two storeys of Class B1(a) office space, with a GFA of approximately 659 sqm, and is its associated car park located underneath Tavistock House.

4.2 The separate Prior Approval scheme at the site will replace the existing office use on the first and second floors with a total of 12 apartments including two studio apartments, eight 1-bedroom apartments and two 2-bedroom apartments.

4.3 In December 2016, a separate application was submitted to provide an additional four residential apartments at roof level (x1 studio, x2 1-bedroom, x1 2-bedroom).

4.4 The proposed ground level development of the site will provide the following additional residential components to the site:

- Three studio apartments

4.5 The proposals will therefore result in 3 ground floor apartments at the site, in addition to the 12 apartments approved as part of the Prior Approval scheme and the 4 apartments proposed at roof level, resulting in a total of 19 apartments at the site.

4.6 The existing pedestrian and vehicular access arrangements at the site will be fundamentally unchanged by the proposals.

4.7 The ground floor of the site will be landscaped and the existing car parking arrangements will be amended to accommodate the proposed ground floor dwellings, resulting in a total of 13 car parking spaces including 1 disabled bay. A total of 5 of these spaces will be reserved and dedicated to adjoining commercial premises under a legal obligation, resulting in an overall parking ratio of 0.42 spaces per dwelling for the residents of the site.

4.8 LBH's Further Proposed Alteration to the Parking Policies and Standards of Hillingdon's Unitary Development Plan (UDP) provides the following parking standards for residential development:

Parking Type	LBH Parking Standard
Maximum Car Parking	1.5 spaces per dwelling
Minimum Cycle Parking	1 space per dwelling

Table 4.1: LBH Parking Standards

4.9 It is therefore evident that the proposed car parking provision is within LBH's maximum car parking standards, and has been set at a level that reflects the accessible nature of the site.

4.10 In addition, a generous cycle parking provision of 40 covered and secure cycle spaces for use by residents will also be provided on site, in excess of LBH's minimum cycle parking standards.

4.11 The existing servicing arrangements at the site will not be impacted by the proposed residential development in any material way, with the site's refuse being collected via refuse vehicles waiting on the A4007 adjacent to the site.

4.12 The following section of this report demonstrates that the proposed residential developments will result in a reduction in both the peak hour and daily traffic attraction levels at the site, and hence it is evident that the proposals will likely result in net safety and operational benefits to the existing operation of the local highway network.

5 Transport and Highways Impacts

5.1 This section assesses the impact on traffic generation at the site as a result of the approved Prior Approval application to convert approximately 659sqm of B1 office floorspace to provide 12 residential apartments, the December 2016 application to provide 4 additional apartments at roof level and this application to provide an additional 3 apartments at ground level.

Trip Assessment Methodology

5.2 The potential trip generation during the critical weekday morning (08:00-09:00) and evening peak periods (17:00-18:00) has been assessed. These periods are when baseline network demand on the surrounding highway and transportation infrastructure is likely to be at its highest.

5.3 The existing office and proposed residential trip rates have been calculated with reference to the TRICS database. The TRICS database contains the result of numerous surveys of various developments around the country and is a widely-accepted method of calculating traffic attraction.

5.4 The full TRICS outputs for the existing office and proposed residential developments (obtained from the TS report dated 05/12/2016 submitted with the Prior Approval application), including site selection criteria, are contained within Appendix A of this report and the results have been summarised in the remainder of this section.

Trip Generation Analysis

Existing Traffic Attraction Potential

5.5 The trip generation associated with the existing office is summarised within the following table:

Existing Development	Weekday AM Peak 0800-0900			Weekday PM Peak 1700-1800			Daily 24hrs		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
659sqm B1 Office	9	0	9	1	10	11	28	27	55

Table 5.1: Existing Traffic Attraction

Prior Approval Traffic Attraction Potential

5.6 The traffic attraction of the Prior Approval Scheme has been taken from the TS report dated 28/09/2016 submitted in support of that development, and data is summarised in Table 5.2 below:

Proposed Development	Weekday AM Peak 0800-0900			Weekday PM Peak 1700-1800			Daily 24hrs		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
12 Dwellings (Flats privately owned)	1	3	4	3	1	4	21	19	40

Table 5.2: Prior Approval Traffic Attraction

Roof Level Application Traffic Attraction Potential

5.7 The traffic attraction of the proposed roof level residential development has been taken from the TS report dated 05/12/2016 submitted in support of that development. This data is summarised in Table 5.3 below:

Proposed Development	Weekday AM Peak 0800-0900			Weekday PM Peak 1700-1800			Daily 24hrs		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
4 Dwellings (Flats privately owned)	0	1	1	1	0	1	7	6	13

Table 5.3: Proposed Roof Level Traffic Attraction

Proposed Traffic Attraction Potential

5.8 The traffic attraction of the proposed ground level residential development has been assessed using trip rates established for the site in the TS submitted with the Prior Approval scheme, and this data is summarised in Table 5.4 below:

Proposed Development	Weekday AM Peak 0800-0900			Weekday PM Peak 1700-1800			Daily 24hrs		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
3 Dwellings (Flats privately owned)	0	1	1	1	0	1	5	5	10

Table 5.4: Proposed Ground Level Traffic Attraction

Traffic Attraction Comparison

5.9 The resulting net trip generation change at the site is set out in Table 5.4 below:

Development	Weekday AM Peak 0800-0900			Weekday PM Peak 1700-1800			Daily 24hrs		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Existing Office									
Office	9	0	9	1	10	11	28	27	55
Proposed Residential									
Prior Approval Scheme	1	3	4	3	1	4	21	19	40
Roof Level Application	0	1	1	1	0	1	7	6	13
Ground Level Application	0	1	1	1	0	1	5	5	10
Total	1	5	6	5	1	6	33	30	63
Comparison	**-8**	**+5**	**-3**	**+4**	**-9**	**-5**	**+5**	**+3**	**+8**

Table 5.5: Traffic Attraction Comparison

5.10 Table 5.5 illustrates that, taking into account the impact of the Prior Approval and roof level schemes at the site, the proposal to provide ground level residential development will still result in an overall reduction in trips generated at the site during both weekday peak periods, with a negligible increase in overall daily trips, compared to the site's existing office use.

5.11 The proposals are therefore considered to be acceptable in transport planning terms.

6 Summary and Conclusions

6.1 Mayer Brown has been appointed by STA Associates to prepare this Transport Statement to support the proposals to provide ground level residential accommodation at the site known as Tavistock House in Uxbridge (hereafter also referred to as “the site”).

6.2 A separate Prior Approval scheme has already been submitted and approved for the conversion of the first and second floors of Tavistock House from B1(a) office (659sqm) use to C3 residential use (12 apartments) under Class O of the Town and Country Planning (General Permitted Development) (England) Order.

6.3 In December 2016, a separate application was submitted to provide an additional four residential apartments at roof level.

6.4 Due to the small scale of the proposed ground level residential development, this report has been set out in the format of a Transport Statement (TS) assessing the sustainability of the site, the accessibility of the site by non-car modes of travel, the development proposals (including access, parking and servicing arrangements) and the traffic impact of the development.

6.5 This report concludes that the proposed development:

- is located within easy walking/cycling distance of key services in the area
- is readily accessible by public/communal transport, on foot and by cyclists
- will be provided with suitable access, parking and servicing arrangements
- will have no material impact on the operation of the local highway network

6.6 It is therefore concluded that there are no highways or transportation reasons why the proposed development should not be permitted.

APPENDIX A: TRICS Outputs

Calculation Reference: AUDIT-807401-160905-0930

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	HF	HERTFORDSHIRE	2 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:	610 to 5000 (units: sqm)
Range Selected by User:	186 to 7000 (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	1 days
Wednesday	1 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 undertaking 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:

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:

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	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	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 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 OFFICES BEDFORDSHIRE
BROMHAM ROAD

BEDFORD
Edge of Town Centre
No Sub Category
Total Gross floor area: 1469 sqm
Survey date: MONDAY 14/10/13 Survey Type: MANUAL

2 HF-02-A-03 OFFICE HERTFORDSHIRE
60 VICTORIA STREET

ST ALBANS
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 610 sqm
Survey date: WEDNESDAY 16/10/13 Survey Type: MANUAL

3 HF-02-A-04 OFFICES HERTFORDSHIRE
STATION WAY

ST ALBANS
Edge of Town Centre
Residential Zone
Total Gross floor area: 5000 sqm
Survey date: THURSDAY 02/10/14 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-02-A-12	Low parking ratio
KC-02-A-09	Low parking ratio
KC-02-A-10	No parking

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2360	0.692	3	2360	0.028	3	2360	0.720
08:00 - 09:00	3	2360	1.384	3	2360	0.014	3	2360	1.398
09:00 - 10:00	3	2360	0.848	3	2360	0.170	3	2360	1.018
10:00 - 11:00	3	2360	0.198	3	2360	0.198	3	2360	0.396
11:00 - 12:00	3	2360	0.113	3	2360	0.184	3	2360	0.297
12:00 - 13:00	3	2360	0.099	3	2360	0.283	3	2360	0.382
13:00 - 14:00	3	2360	0.353	3	2360	0.311	3	2360	0.664
14:00 - 15:00	3	2360	0.141	3	2360	0.226	3	2360	0.367
15:00 - 16:00	3	2360	0.184	3	2360	0.254	3	2360	0.438
16:00 - 17:00	3	2360	0.042	3	2360	0.523	3	2360	0.565
17:00 - 18:00	3	2360	0.170	3	2360	1.483	3	2360	1.653
18:00 - 19:00	3	2360	0.014	3	2360	0.396	3	2360	0.410
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.238			4.070			8.308

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:	610 - 5000 (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:	5
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2360	0.000	3	2360	0.000	3	2360	0.000
08:00 - 09:00	3	2360	0.000	3	2360	0.000	3	2360	0.000
09:00 - 10:00	3	2360	0.000	3	2360	0.000	3	2360	0.000
10:00 - 11:00	3	2360	0.000	3	2360	0.000	3	2360	0.000
11:00 - 12:00	3	2360	0.000	3	2360	0.000	3	2360	0.000
12:00 - 13:00	3	2360	0.000	3	2360	0.000	3	2360	0.000
13:00 - 14:00	3	2360	0.000	3	2360	0.000	3	2360	0.000
14:00 - 15:00	3	2360	0.000	3	2360	0.000	3	2360	0.000
15:00 - 16:00	3	2360	0.028	3	2360	0.028	3	2360	0.056
16:00 - 17:00	3	2360	0.000	3	2360	0.000	3	2360	0.000
17:00 - 18:00	3	2360	0.000	3	2360	0.000	3	2360	0.000
18:00 - 19:00	3	2360	0.000	3	2360	0.000	3	2360	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

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:	610 - 5000 (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:	5
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2360	0.014	3	2360	0.000	3	2360	0.014
08:00 - 09:00	3	2360	0.085	3	2360	0.000	3	2360	0.085
09:00 - 10:00	3	2360	0.028	3	2360	0.000	3	2360	0.028
10:00 - 11:00	3	2360	0.014	3	2360	0.000	3	2360	0.014
11:00 - 12:00	3	2360	0.000	3	2360	0.000	3	2360	0.000
12:00 - 13:00	3	2360	0.014	3	2360	0.014	3	2360	0.028
13:00 - 14:00	3	2360	0.000	3	2360	0.000	3	2360	0.000
14:00 - 15:00	3	2360	0.000	3	2360	0.000	3	2360	0.000
15:00 - 16:00	3	2360	0.000	3	2360	0.014	3	2360	0.014
16:00 - 17:00	3	2360	0.014	3	2360	0.000	3	2360	0.014
17:00 - 18:00	3	2360	0.014	3	2360	0.085	3	2360	0.099
18:00 - 19:00	3	2360	0.014	3	2360	0.028	3	2360	0.042
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.197			0.141			0.338

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:	610 - 5000 (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:	5
Surveys manually removed from selection:	3

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

Calculation Reference: AUDIT-807401-160905-0900

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
	HG	HARINGEY	1 days
02	SOUTH EAST		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	OX	OXFORDSHIRE	1 days
	SC	SURREY	1 days
05	EAST MIDLANDS		
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	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: 6 to 36 (units:)
Range Selected by User: 6 to 50 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 16/11/15

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	1 days
Tuesday	1 days
Wednesday	4 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	7

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	5
Built-Up Zone	2
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	8 days

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

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	5 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	8 days

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

LIST OF SITES relevant to selection parameters

1 EN-03-C-01 BLOCK OF FLATS ENFIELD
SOUTH STREET

ENFIELD
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwellings: 16
Survey date: MONDAY 16/11/15 Survey Type: MANUAL

2 EX-03-C-01 FLATS ESSEX
WESTCLIFF PARADE
WESTCLIFF
SOUTHEND-ON-SEA
Edge of Town Centre
Residential Zone
Total Number of dwellings: 6
Survey date: TUESDAY 22/10/13 Survey Type: MANUAL

3 HC-03-C-02 FLATS HAMPSHIRE
WORTING ROAD

BASINGSTOKE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY 21/10/10 Survey Type: MANUAL

4 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

5 NR-03-C-01 BLOCK OF FLATS NORTHAMPTONSHIRE
ROCKINGHAM ROAD

CORBY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 20
Survey date: FRIDAY 21/11/08 Survey Type: MANUAL

6 OX-03-C-01 BLOCK OF FLATS OXFORDSHIRE
OXFORD ROAD
COWLEY
OXFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: WEDNESDAY 20/10/10 Survey Type: MANUAL

7 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

LIST OF SITES relevant to selection parameters (Cont.)

8 ST-03-C-01 BLOCKS OF FLATS STAFFORDSHIRE
ETRURIA COURT
HUMBERT ROAD
STOKE-ON-TRENT
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 33
Survey date: WEDNESDAY 26/11/08 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	No parking
DS-03-C-01	Too much parking
HK-03-C-03	High PTAL Rating
IS-03-C-01	High PTAL Rating
IS-03-C-03	High PTAL Rating
SK-03-C-02	High PTAL Rating
TH-03-C-02	High PTAL Rating
WH-03-C-01	High PTAL Rating

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	21	0.053	8	21	0.170	8	21	0.223
08:00 - 09:00	8	21	0.053	8	21	0.246	8	21	0.299
09:00 - 10:00	8	21	0.029	8	21	0.076	8	21	0.105
10:00 - 11:00	8	21	0.094	8	21	0.094	8	21	0.188
11:00 - 12:00	8	21	0.088	8	21	0.058	8	21	0.146
12:00 - 13:00	8	21	0.117	8	21	0.135	8	21	0.252
13:00 - 14:00	8	21	0.082	8	21	0.082	8	21	0.164
14:00 - 15:00	8	21	0.076	8	21	0.064	8	21	0.140
15:00 - 16:00	8	21	0.058	8	21	0.053	8	21	0.111
16:00 - 17:00	8	21	0.117	8	21	0.070	8	21	0.187
17:00 - 18:00	8	21	0.251	8	21	0.088	8	21	0.339
18:00 - 19:00	8	21	0.158	8	21	0.129	8	21	0.287
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.742			1.598			3.340

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:	6 - 36 (units:)
Survey date date range:	01/01/08 - 16/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	21	0.000	8	21	0.000	8	21	0.000
08:00 - 09:00	8	21	0.000	8	21	0.000	8	21	0.000
09:00 - 10:00	8	21	0.000	8	21	0.000	8	21	0.000
10:00 - 11:00	8	21	0.000	8	21	0.000	8	21	0.000
11:00 - 12:00	8	21	0.000	8	21	0.000	8	21	0.000
12:00 - 13:00	8	21	0.012	8	21	0.012	8	21	0.024
13:00 - 14:00	8	21	0.000	8	21	0.000	8	21	0.000
14:00 - 15:00	8	21	0.000	8	21	0.000	8	21	0.000
15:00 - 16:00	8	21	0.000	8	21	0.000	8	21	0.000
16:00 - 17:00	8	21	0.000	8	21	0.000	8	21	0.000
17:00 - 18:00	8	21	0.000	8	21	0.000	8	21	0.000
18:00 - 19:00	8	21	0.000	8	21	0.000	8	21	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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:	6 - 36 (units:)
Survey date date range:	01/01/08 - 16/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	21	0.000	8	21	0.012	8	21	0.012
08:00 - 09:00	8	21	0.000	8	21	0.000	8	21	0.000
09:00 - 10:00	8	21	0.006	8	21	0.006	8	21	0.012
10:00 - 11:00	8	21	0.000	8	21	0.000	8	21	0.000
11:00 - 12:00	8	21	0.000	8	21	0.012	8	21	0.012
12:00 - 13:00	8	21	0.018	8	21	0.006	8	21	0.024
13:00 - 14:00	8	21	0.006	8	21	0.006	8	21	0.012
14:00 - 15:00	8	21	0.006	8	21	0.006	8	21	0.012
15:00 - 16:00	8	21	0.000	8	21	0.000	8	21	0.000
16:00 - 17:00	8	21	0.018	8	21	0.018	8	21	0.036
17:00 - 18:00	8	21	0.000	8	21	0.000	8	21	0.000
18:00 - 19:00	8	21	0.000	8	21	0.000	8	21	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.066			0.120

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:	6 - 36 (units:)
Survey date date range:	01/01/08 - 16/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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

