GARAGES AT GREEN WALK, RUISLIP

Proposed redevelopment of garage site to provide 2 residential dwellings

Transport Statement

Prepared on behalf of Ruislip Manor Cottage Society

RMCS/18/4112/TS02

November 2020

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1 INTRODUCTION

1.1.1 RGP is instructed by Ruislip Manor Cottage Society (The Client) to advise on highway and transport planning matters in relation to the proposed development at Garages at Green Walk, Ruislip (The Site).

1.1.2 Dwellings 1-10 Green Walk are located in a small cul-de-sac, at the end of which the development site is accessed between property numbers 4 and 5 Green Walk. The site currently consists of 15 garages, the majority of which are not used for cars due to the garages' substandard width. The area adjacent to the garages is known to be often utilised by the adjoining properties for off-street car parking.

1.1.3 The development proposals consist of the provision of two houses in a semi-detached format with their own within-curtilage car parking allocation plus a further two spaces for the adjacent dwellings.

1.1.4 The site was previously the subject a planning application (ref: 73047/APP/2019/398) for 2 x 4-bed dwellings with associated parking. This scheme was refused, but it should be noted that the reasons for refusal did not relate to transport. This planning application seeks to address the reasons for refusal and therefore a Transport Statement has been updated.

1.1.5 The remainder of this report comprises the following sections:

(i) Section 2: Baseline Conditions;

(ii) Section 3: Proposed Development;

(iii) Section 4: Trip Generation and Impact;

(iv) Section 5: Summary and Conclusions.

2 BASELINE CONDITIONS

2.1 Existing site use

2.1.1 The site is located at the south-western end of the Green Walk cul-de-sac between dwelling numbers 4 and 5 Green Walk. The Green Walk cul-de-sac has full no waiting restrictions along its entire length (double yellow lines) which restrict any vehicle parking on-street primarily due to an average road width of 3m. The site currently comprises 15 garages positioned in two blocks with manoeuvring space in the middle.

2.1.2 The Ruislip Manor Cottage Society (RMCS) owns over 70 properties in the immediate local area as well as the 15 garages on the development site. Information from RMCS indicates that currently there are 11 garage tenants (who are also tenants of houses owned by the Ruislip Manor Cottage Society locally), of which 6 tenants use the garages for storing vehicles which would otherwise be stored on the public highway. Four of the 6 garage tenants using the garages for cars live in properties on Green Walk and a further two live on Manor Way. Additionally, two properties adjacent to the garages site (numbers 4 and 5 Green Walk) make use of the space adjacent to their properties on the garages site for parking their cars.

2.1.3 Using the information provided, current garage tenants walk between 30m and 250m to their garages from their properties to collect their cars.

2.2 Local Highway Network

2.2.1 Green Walk runs east to west and links with Windmill Way in the west and Pembroke Road in the east. Additionally, Green Walk has two cul-de-sacs also bearing the same name which give access to additional properties. Pembroke Road gives access to Ruislip and the A4180 in the west as well as Ruislip Manor in the east as shown on **Plan 01** attached hereto.

2.2.2 The A4180 provides access to the wider transport network linking with Northwood, Rickmansworth and the M25 to the north, whilst to the south it links with the A40 Western Avenue near RAF Northolt.

2.3 Access

2.3.1 The access to the site is located between properties 4 and 5 Green Walk which has clear visibility along the cul-de-sac to its junction with the main Green Walk circa 38m to the north.

2.4 On-street car parking

2.4.1 The main length of Green Walk is part of Controlled Parking Zone RM2 (CPZ) which is 'Permit Holder Only' 11am-Midday and 2pm-3pm Monday to Friday to which all local residents can apply for a parking permit. It is assumed that this restriction is in place primarily because of the proximity of the site to Ruislip and Ruislip Manor underground stations in an effort to restrict commuter car parking. The RM2 CPZ extends also to Windmill Road and Manor Way.

2.4.2 A Lambeth style parking survey was conducted in the early morning hours of Tuesday 13th March and Wednesday 14th March 2018 in accordance with Lambeth Survey Methodology Guidelines to assess the level of car parking within a 200m walk distance of the development site. This included Green Walk, Windmill Way and parts of Manor Way and Pembroke Road. The full results are included in **Appendix A** of this report and a summary is shown in **Figure 2.1** below.

	Tues 13th March 2018		Weds 14th March 2018	
	Free spaces	Parking Stress	Free spaces	Parking Stress
Green Walk	3	88%	4	83%
Windmill Way	20	66%	21	64%
Manor Way	6	67%	7	61%
Pembroke Road	1	50%	0	150%
W Hatch Manor	3	25%	3	25%
Glenalla Road	5	38%	7	13%
Overall	**38**	**67%**	**41**	**64%**

Figure 2.1: Overnight Parking Stress locally, March 2018

2.4.3 The information collected shows that both nights were consistent in the level of parking recorded and resulting stress and therefore can be considered an accurate picture of the parking locally.

2.4.4 It should be noted that a number of locations such as Green Walk and Pembroke Road have a high parking stress, which is in part due to the limited number of actual spaces available. In the case of Pembroke Road, as there are only two parking spaces within the 200m cordon the addition of one extra car accounts for the level showing at 150%.

2.4.5 Overall, the conclusion of the survey indicates that there are on average 40 on-street parking spaces within 200m of the development site overnight which could accommodate those vehicles which may be displaced which currently use the garages for car parking.

2.5 Car Ownership

2.5.1 Using information from the Census 2011 table CT0103 – 'Accommodation type by tenure by number of rooms by car or van availability' (**Appendix B** to this report) it is possible to establish the current and forecast car ownership levels for the existing and proposed dwellings.

2.5.2 Using the 'Manor' ward data for a House or Bungalow and a Shared Ownership Tenure, the results indicate that there would be a demand for 1.15 cars per property based on a 6 room dwelling (proposed) assuming three bedrooms and 3 rooms downstairs (albeit rearranged and larger).

2.5.3 This would generate an overall demand for parking of 2.30 cars (2-3 actual vehicles) for the two dwellings, combined.

2.6 Accessibility Credentials

Walking and Cycling

2.6.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2km and 5km respectively.

2.6.2 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network.

2.6.3 The existing pedestrian infrastructure in the vicinity of the site is of a reasonable standard with footways on both sides of Green Walk that connect to Pembroke Road approximately 200 metres south-east of the site. Pembroke Road footways provide wide and well-lit paths that travel east to retail and London Underground facilities at Ruislip Manor, as well as Ruislip town centre travelling west on Pembroke Road.

2.6.4 Pedestrians travelling towards Ruislip can take advantage of dropped kerbing and tactile paving along adjoining accesses on Pembroke Road as well as signalised traffic facilities that are located at the Pembroke Road/Victoria Road four-arm junction c.400 metres south-east of the site. These particular signalised crossing facilities provide safer pedestrian access to retail facilities situated on both sides of Victoria Road and Ruislip Manor Underground Station.

2.6.5 Alternatively, future residents of the site can travel west via Windmill Lane/Brickwall Lane that connects to High Street (A4180) providing access to further retail opportunities approximately 500 metres from the site.

2.6.6 With regards to cycling, low road speeds (30mph) in the vicinity of the site provide a safer environment for cyclists, however, there are minimal dedicated cycle routes in the immediate area. As a result, on-road cycling is recommended for confident cyclists. Advanced cycle stop lines are implemented across all four-arms of the Pembroke Road/Victoria Road junction east of the site which encourage cycling in Ruislip.

Bus

2.6.7 The nearest bus stops to the site are the Ruislip Manor Station Bus Stops (Stop B&D) situated approximately 500 metres (6 min walk) east of the site. These particular bus stops provide access to bus services 114, 398 and H13 which travel towards destinations including Burnt Oak, Harrow and Northwood. Further bus services are accessible at Ruislip Station (Stop B) approximately 600 metres (7 min walk) west of the site. These bus stops provide access to bus routes 278, 331, E7, H13, U1 and U10 that travel towards Ealing Broadway and Uxbridge. Bus shelters, timetable information and on street bus cages are located at all mentioned bus stops.

2.6.8 A summary of bus services is included in **Plan 01** and full details can be found at www.tfl.gov.uk/buses

Rail

2.6.9 Ruislip Manor Underground Station is the closest station to the site located on Victoria Road approximately 500 metres to the east. Ruislip Manor Underground Station benefits from Metropolitan and Piccadilly Line Services between Uxbridge and Aldgate/Cockfosters. **Figure 2.2** below outlines the major station stops and timetable information from Ruislip Manor Underground Station.

Destination	First/Last Services	Journey Time	Major Points
Metropolitan Line			
Uxbridge	Mon-Sat: 05:51-01:12 Sun: 07:13-00:49	10 minutes	Ruislip, Ickenham, Hillingdon
Aldgate	Mon-Sat: 05:20-23:09 Sun: 06:45-22:24	40 minutes	Eastcote, Rayners Lane, Harrow-on-the-Hill, Wembley Park, Finchley Road, Baker Street, Great Portland Street, Euston Square, King's Cross St Pancras, Farringdon, Barbican, Moorgate, Liverpool Street
Piccadilly Line			
Uxbridge	Mon-Fri: 06:02-01:27 Sat: 08:25-01:27 Sun: 08:27-00:33	10 minutes	Ruislip, Ickenham, Hillingdon
Cockfosters	Mon-Fri: 06:29-23:31 Sat: 08:52-23:31 Sun: 08:52-22:13	1 hour 31 minutes	Eastcote, Rayners Lane, South Harrow, Alperton, Park Royal, Ealing Common, Acton Town, Hammersmith, Earl's Court, Gloucester Road, South Kensington, Knightsbridge, Green Park, Piccadilly Circus, Leicester Square, Covent Garden, King's Cross St Pancras, Finsbury Park

Figure 2.2. Underground services from Ruislip Manor Underground Station

PTAL (Public Transport Accessibility Level)

2.6.10 To assess the current Public Transport Accessibility Level (PTAL) available at the development site, RGP has carried out a site specific PTAL assessment, undertaken through Web-CAT which is a web-based Connectivity Assessment Toolkit. This assessment takes account of the distance of public transport facilities from the site and the relative frequencies of these services. Sites are scored between 1a and 6b (1a being the worst and 6b the best accessibility value).

2.6.11 This assessment has been undertaken in accordance with the guidance methodology contained within 'Assessing Transport Connectivity in London', a TfL report published in April 2015. The results of the PTAL assessment for the site, based on TfL's online tool, are attached hereto at **Appendix C.**

2.6.12 The site has an Accessibility Index of 12.46, which corresponds to a PTAL rating of 3, representing a 'Moderate' level of accessibility to the public transport network. This level of accessibility reflects the site's locally available public transport services which would benefit future residents of the site for commuting and leisure purposes.

Summary

2.6.13 The site is well located to allow convenient walking, cycling and public transport trips to a number of likely destinations. The requirements of residents can be largely met within the area of Ruislip which provides a range of convenience stores and leisure facilities.

3 PROPOSED DEVELOPMENT

3.1.1 The proposed development consists of the demolition of the existing 15 garages and replacement with 2no. 3-bed properties with associated car parking. Additionally, 2 spaces would be provided for use by dwellings 4 and 5 Green Walk which are located adjacent to the site.

3.2 Parking

Car Parking Policy

3.2.1 The site is located in a PTAL 3 and the Intend to Publish London Plan outlines in Policy T6 – Car Parking that '*car free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport*.' Based on the PTAL of the site, the car parking provision should be a maximum of 0.75 spaces per dwelling according to the Intend to Publish London Plan.

3.2.2 The LB Hillingdon Development Management Policies (adopted January 2020) outline the maximum parking standards for 'dwellings with curtilage' to be 2 spaces per dwelling regardless of the size of the dwelling.

3.2.3 Furthermore, the LB Hillingdon parking policy at DMT 6 'Vehicle Parking' indicates that vehicle parking should accord with the parking standards unless evidence can be provided which demonstrates that the change would not lead to a worsening in the on-street parking conditions locally.

Policy DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

Proposed Scheme

3.2.4 The scheme proposes a total of 4 parking spaces, 1 space for each of the two new dwellings and 1 space each for dwellings no. 4 and 5.

3.2.5 The Census 2011 data discussed in **Section 2.5** stated that this type of dwelling generates a need for 1.15 car parking spaces per unit. In policy terms, whilst the LB Hillingdon policy requires 2 spaces per dwelling for 3-bed dwellings, the Intend to Publish London Plan requires a maximum of 0.75 spaces per dwelling.

3.2.6 Numbers 4 and 5 Green Walk are known to park their cars within the garage area as shown by the aerial photography from Google shown in **Figure 3.1** below, therefore the parking for numbers 4 and 5 is deemed appropriate.

Figure 3.1: Aerial photography, Green Walk

3.2.7 In view of all the information presented in policy terms, and the availability of approximately 40 spaces within the vicinity of the site overnight, (Lambeth survey, March 2018) it is considered that the development proposal of 1 parking space per dwelling is appropriate.

3.2.8 A swept path analysis included in **Drawing Number 2018/4112/001** demonstrates how these spaces would operate.

On-street Parking

3.2.9 As detailed in **Section 2** of this report it is anticipated that 6 vehicles could be displaced onto the public highway network overnight as a result of the redevelopment of the existing garages on the site. The parking survey results from March 2018 suggest that there is an average of 40 on-street parking spaces within 200m of the site of an evening which residents could utilise.

3.2.10 In considering the information in more depth, it was recorded that there were 4 spaces on Manor Way as well as a short stretch of 5 free spaces at the northern end of Windmill Way on both nights which are seemingly underutilised which could serve the two garage tenants who currently reside in Manor Way. These spaces would be closer to the properties in question and would not detrimentally affect the parking stress in either location, particularly Windmill Way.

3.2.11 In terms of the 4 properties in Green Walk which use the garages for cars, there are shown to be spare spaces in Green Walk as well as Windmill Way which could accommodate the displaced parking demand. Overall, the displacement of 6 vehicles could alter the overall parking stress in the 200m around the property to circa 72%.

3.2.12 This overall parking stress is not higher than the 90% threshold often set to determine that a street is operating at capacity and therefore the displacement of the vehicles is not considered to be a severe impact on the highway network.

3.2.13 This aspect was accepted by LB Hillingdon highway officer as acceptable based on the information presented above.

Cycle parking

3.2.14 LB Hillingdon parking policy at DMT 5 'Pedestrians and Cyclists' states that

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including: …iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

3.2.15 Appendix C, Table 1 states that residential properties with 3 bedrooms or more require 2 cycle parking spaces per property. This requirement also accords with Policy T5 Cycling of the Intend to Publish London Plan. Accordingly, 2 cycle spaces would be accommodated within each of the back gardens of the properties, within sheds.

3.3 Access

3.3.1 The site would take access from the same position as existing and would serve both the properties. The access would allow one vehicle to use it at a time, however the 10m length would be traversed quickly in a matter of seconds by cars using the access such that it is not anticipated to cause problems.

3.4 Servicing and refuse

3.4.1 The properties would utilise the same refuse collections which happen for all Green Walk residents and therefore there would be minimal change from the existing situation for refuse vehicle operatives.

4 TRIP GENERATION AND IMPACT

4.1 Existing traffic generation

4.1.1 The site currently has no trip generating potential on its own, it merely is a place for vehicles generated from nearby properties to park, therefore there will be no baseline vehicle trips associated with the project from which to offset any future vehicle trips in pure traffic generation terms.

4.1.2 It is however useful to identify that there could be a reduction in vehicle trips along the Green Walk cul-de-sac if the garages are removed from the 6 vehicles traversing along it to the garages each day (equating to the number of vehicles currently known to be kept in the garages). It is assumed that 12 two-way vehicle trips would therefore be removed from the Green Walk cul-de-sac, however they would remain on the rest of the highway network.

4.1.3 The existing vehicles parked in the garages which will be displaced as a result of the development was discussed in parking terms in **Section 3** of this report.

4.2 Proposed traffic generation

4.2.1 The TRICS database has been used to determine the level of vehicle trips which could be generated by the proposed development. Since the development will be affordable units, this option has been chosen and the full output of TRICS results is included in **Appendix D** of this report with a summary included in **Table 4.1** below with a resulting forecast of vehicle trips from the 2 new dwellings in **Table 4.2**.

	Arr	Dep	Total
0800-0900	0.193	0.295	0.488
1700-1800	0.386	0.273	0.671
Daily	2.614	2.456	5.07

Figure 4.1: Vehicle trip rates per dwelling (TRICS)

	Arr	Dep	Total
0800-0900	0	1	1
1700-1800	1	0	1
Daily	5	5	10

Figure 4.2: Vehicle trip, 2 dwellings

4.2.2 Using the information in **Figures 4.1** and **4.2**, it is forecast that there would be 10 additional vehicle trips across a daily period using Green Walk associated the two new residential dwellings with one additional trip in each peak hour.

4.3 Net Impact of vehicle trips

4.3.1 Whilst the vehicle trips associated with the proposed use will be new trips on the highway network, there will be a removal of 6 vehicles which use the Green Walk cul-de-sac to access the garages which will be moved to other parking areas in the future development scenario.

4.3.2 Assuming that the 6 cars using the garages generate 12 two-way vehicle trips each day (one arrival and one departure) and considering the proposed traffic generation of 10 daily vehicle movements of the proposed development, it is assumed that there could be a slight net reduction in the number of vehicles using the Green Walk cul-de-sac as a result of the development and a minimal increase in vehicle trips on the wider network as a result of the development.

4.3.3 It is considered that overall that there would be no detrimental impact on highway safety or capacity of the local highway network as a result of the proposed development due to the small number of vehicle trips which therefore accords with the principles in the NPPF relating to transport impacts of development.

5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement has concluded the following relating to the proposed redevelopment of the existing garage site (15 garages) on Green Walk and replacement with 2 residential dwellings:

(i) The site is located in a relatively accessible area with a corresponding PTAL of 3 with a variety of local facilities in close proximity to the site;

(ii) The Lambeth style parking survey conducted in March 2018 indicates that there are on average 40 on-street parking spaces overnight within 200m of the development site which represents an overall on-street parking stress of between 64%-67%;

(iii) There are currently 11 garage tenants, of which 6 of these tenants use their garages to store vehicles. These vehicles would be offset onto the highway network and this could increase the parking stress locally to circa 72%. This level of parking stress does not indicate a highly stressed area of parking in the future scenario and would still be below 90% of parking spaces occupied which is often the threshold for determining whether streets are highly stressed;

(iv) The development proposals would provide 1 car parking space per property, which is in compliance with the Intend to Publish London Plan and reflects the car ownership census data for this type of property;

(v) The development proposals would generate an additional 10 vehicle trips on the highway network over a daily period which is not considered to be detrimental to the local highway conditions in terms of capacity or highway safety, however it would result in a slight reduction in vehicles along the green Walk cul-de-sac resulting from vehicles not using the garages.

5.1.2 Overall, it is considered that it has been proven that the development will not have a demonstrable impact on the local highway network Therefore, there are no impediments on transport and highway grounds that would prevent the granting of planning permission.

PLANS

BUS TIMETABLE			
Service	**Route Summary**	**Typical Frequency**	**Hours of Operation**
Ruislip Manor Station Bus Stop (B)			
114	Ruislip Station – Kenton Station – Burnt Oak – Mill Hill Broadway Station	Mon-Sat: 9-12 minutes Sun: 11-12 minutes	Mon-Sat: 04:46-00:41 Sun: 04:41-00:41
398	Ruislip Station – Eastcote Station – South Harrow Station – Hemery Road	Mon-Sun: 30 minutes	Mon- Fri: 06:31-00:00 Sat-Sun: 06:30-00:00
Ruislip Manor Station Bus Stop (D)			
H13	St Vincent's Nursing Home – Pinner Station – Ruislip Station – Ruislip Lido	Mon-Sun: 20 minutes	Mon-Fri: 06:21-00:15 Sat: 06:18-00:15 Sun: 07:18-00:15
Ruislip Station Bus Stop (Stop B)			
279	Ruislip Station – Hillingdon Station - Hayes – Heathrow Central Bus Station	Mon-Sat: 15 minutes Sun: 20 minutes	Mon-Sun: 04.01-23:55
331	Ruislip Station – Northwood – Station Parade – Belmont Road	Mon-Sat: 20 minutes Sun: 30 minutes	Mon-Sat: 06:00-23:30 Sun: 07:30-23:30
E7	Ruislip Station – Ruislip Gardens Station – West Ealing Station – Ealing Broadway Station / Haven Green	Mon-Fri: 10-12 minutes Sat: 11-12 minutes Sun: 20 minutes	Mon-Sat: 05:00-00:50 Sun: 06:00-00:50
U1	Ruislip Station – Uxbridge – West Crayton Station	Mon-Sat: 15 minutes Sun: 30 minutes	Mon-Sat: 05:45-01:10 Sun: 06:40-01:10
U10	Glenhurst Avenue – Belmont Road	Mon-Sat: every hour	Mon-Fri: 07:38-19:38 Sat: 07:29-19:38

LEGEND

- SITE LOCATION
- RAIL STATION
- RAILWAY TRACKS
- BUS STOPS
- 800M WALK ISOCHRONE
- RETAIL
- LEISURE
- EDUCATION
- HEALTHCARE
- MARKED/SIGNED CYCLE ROUTES

UNDERGROUND TIMETABLE (Ruislip Manor)			
Destination	**First/Last Services**	**Journey Time**	**Major Points**
Metropolitan Line			
Uxbridge	Mon-Sat: 05:51-01:12 Sun: 07:13-00:49	10 minutes	Ruislip, Ickenham, Hillingdon
Aldgate	Mon-Sat: 05:20-23.09 Sun: 06:45-22:24	40 minutes	Eastcote, Rayners Lane, Harrow-on-the-Hill, Wembley Park, Finchley Road, Baker Street, Great Portland Street, Euston Square, King's Cross St Pancras, Farringdon, Barbican, Moorgate, Liverpool Street
Piccadilly Line			
Uxbridge	Mon-Fri: 06:02-01:27 Sat: 08:25-01:27 Sun: 08:27-00:33	10 minutes	Ruislip, Ickenham, Hillingdon
Cockfosters	Mon-Fri: 06:29-23:31 Sat: 08:52-23:31 Sun: 08:52-22:13	1 hour 31 minutes	Eastcote, Rayners Lane, South Harrow, Alperton, Park Royal, Ealing Common, Acton Town, Hammersmith, Earl's Court, Gloucester Road, South Kensington, Knightsbridge, Green Park, Piccadilly Circus, Leicester Square, Covent Garden, King's Cross St Pancras, Finsbury Park

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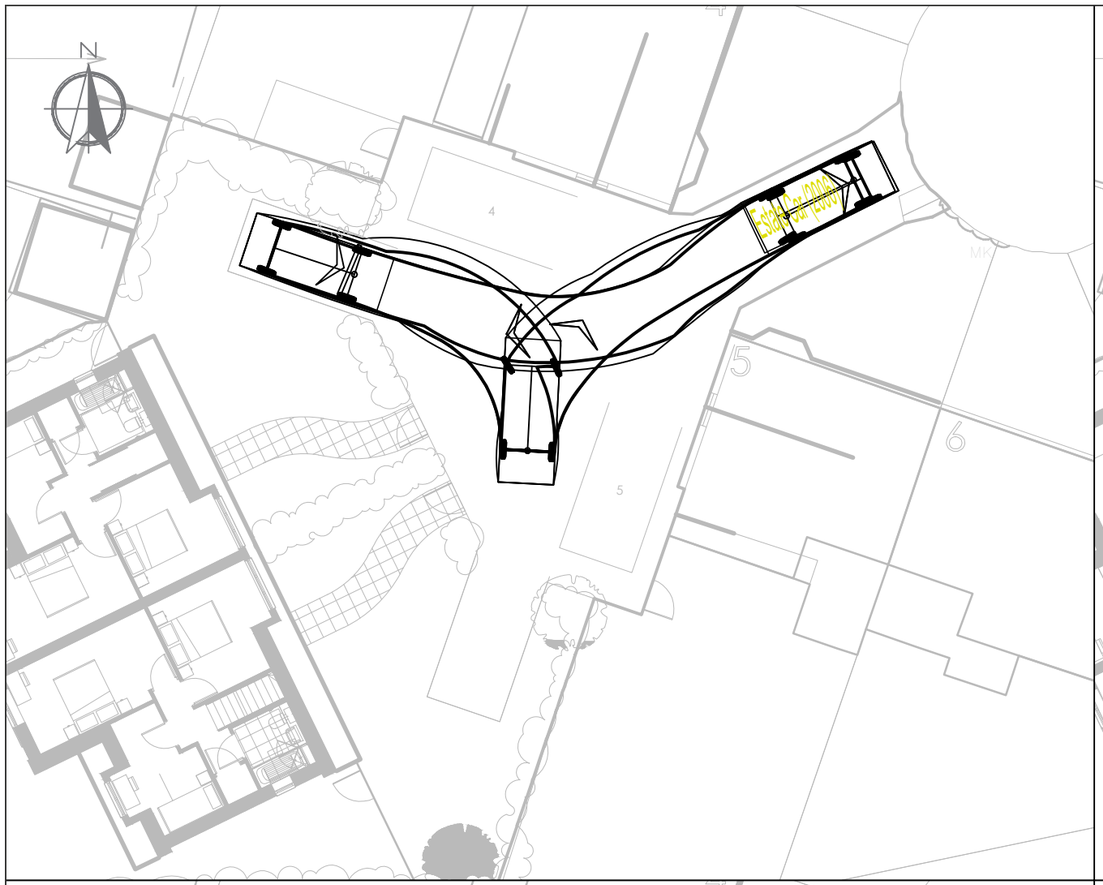
Client: Ruislip Manor Cottage Society

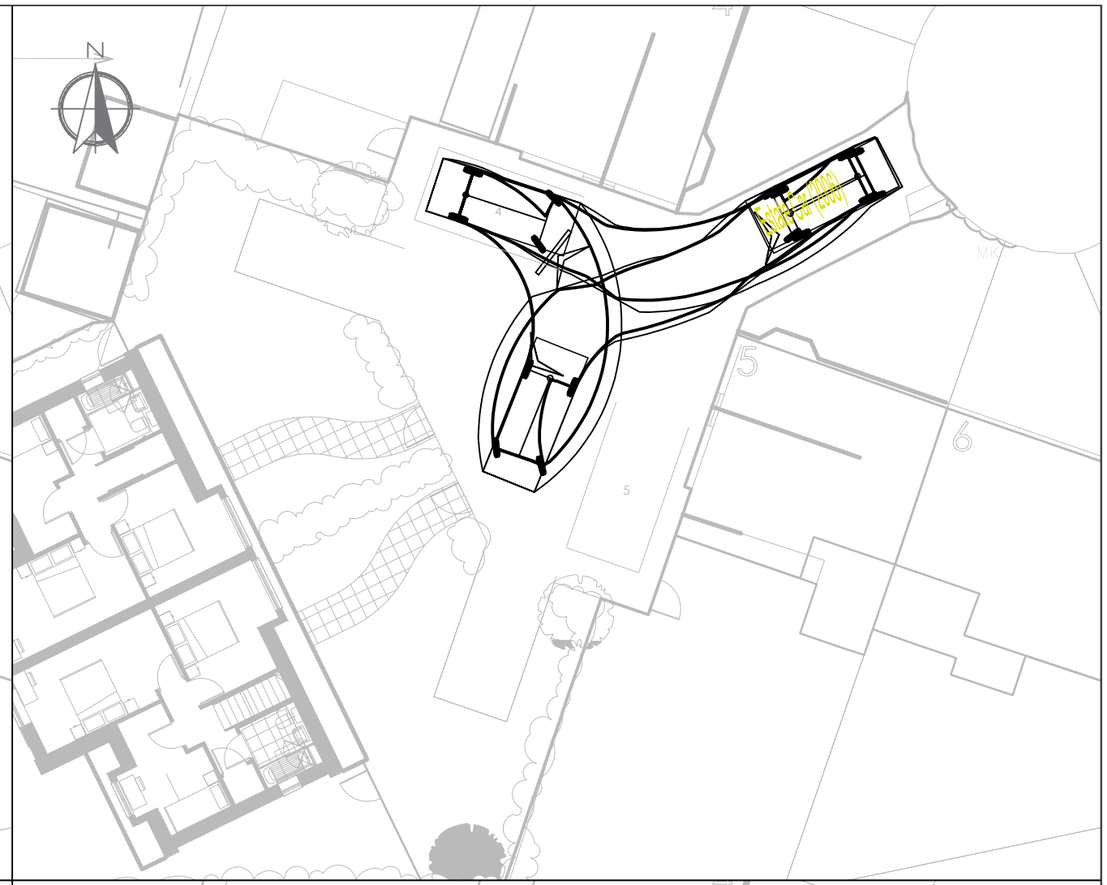
Project: Green Walk, Ruislip Manor, Hillingdon

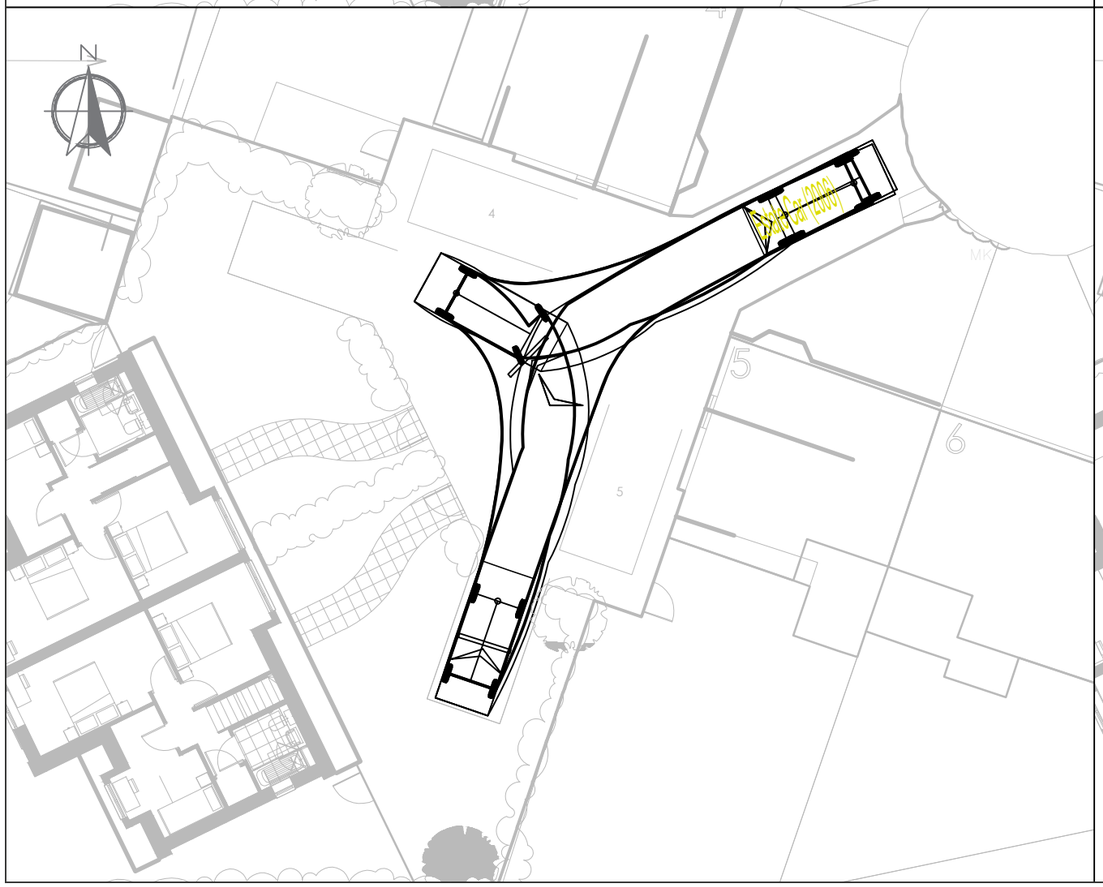
Title: Site Location and Accessibility Plan

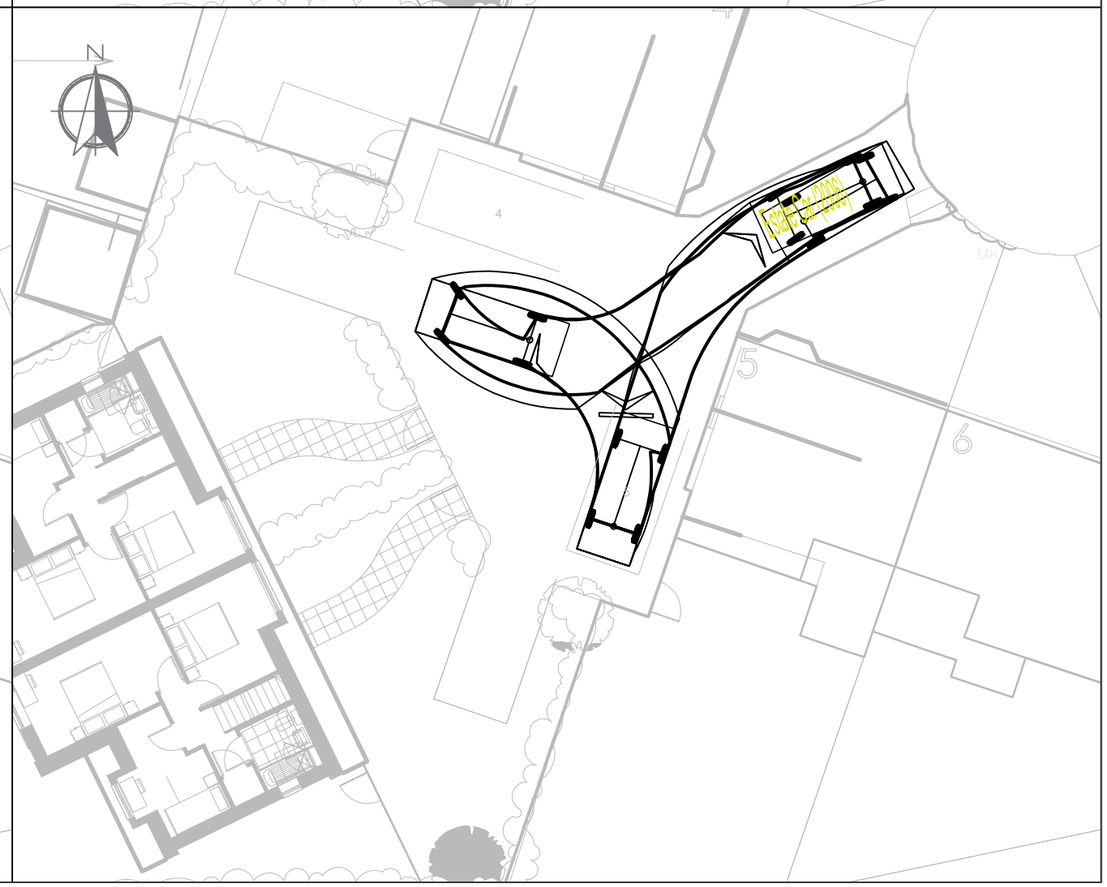
Plan No:	Job No:	Date:	Scale:
Plan 01	18/4112	Nov 2020	NTS
Drawn By:	**Checked By:**	**Approved By:**	**Rev:**
JLM	CC	CC	-

DRAWINGS



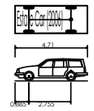






NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
A	GSE	LAYOUT UPDATED	30/11/20
-	GSE	FIRST ISSUE	10/04/18

RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1 Fellmongers Path, London Bridge, London SE1 3LY
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client: Hester Architects

Project: Green Walk, Ruislip Manor, Hillingdon

Drawing Title: Parking Swept Path Analysis

Drawing No.	Rev.
2018/4112/001	A

Scale	Drawn By	Checked By	
1:200	GSE	CAC	A3

APPENDIX A

GREEN WALK - RUISLIP

Tuesday 13 March 2018 Time: 1.30am

MAP LEGEND
Dropped Kerb / No Parking
Single Yellow Line
Available Parking
Pay and Display
Disabled Bay
Permit holders bay
Free Car space
Parked Car
Car space counted as 5m / car

MODAL
modaldata.com

	UNRESTRICTED PARKING				PARKING RESTRICTIONS								TOTAL LEGAL PARKING STRESS			WAITING RESTRICTION					OTHER				TOTAL PARKING STRESS		
	MARKED BAYS		UNMARKED		PERMIT HOLDERS		PAY & DISPLAY		DISABLED		MOTORBIKE BAY											SINGLE YELLOW		SINGLE RED				
STREET	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	TOTAL LEGAL PARKING STRESS	DOUBLE YELLOW	DOUBLE RED	SKIP ON STREET	IN FRONT OF GARAGE	DROPPED KERB	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	TOTAL PARKING STRESS
Green walk					21	24							21	24	88%										21	24	88%
Windmill Way			5	5	34	54							39	59	66%	2									41	59	69%
Manor Way			12	18									12	18	67%										12	18	67%
Pembroke Road			1	2									1	2	50%					3					4	2	200%
W Hatch Manor			1	4									1	4	25%					1					2	4	50%
Glenalla Road			3	8									3	8	38%										3	8	38%
TOTALS	0	0	22	37	55	78	0	0	0	0	0	0	77	115	67%	2	0	0	0	4	0	0	0	0	83	115	72%

GREEN WALK - RUISLIP

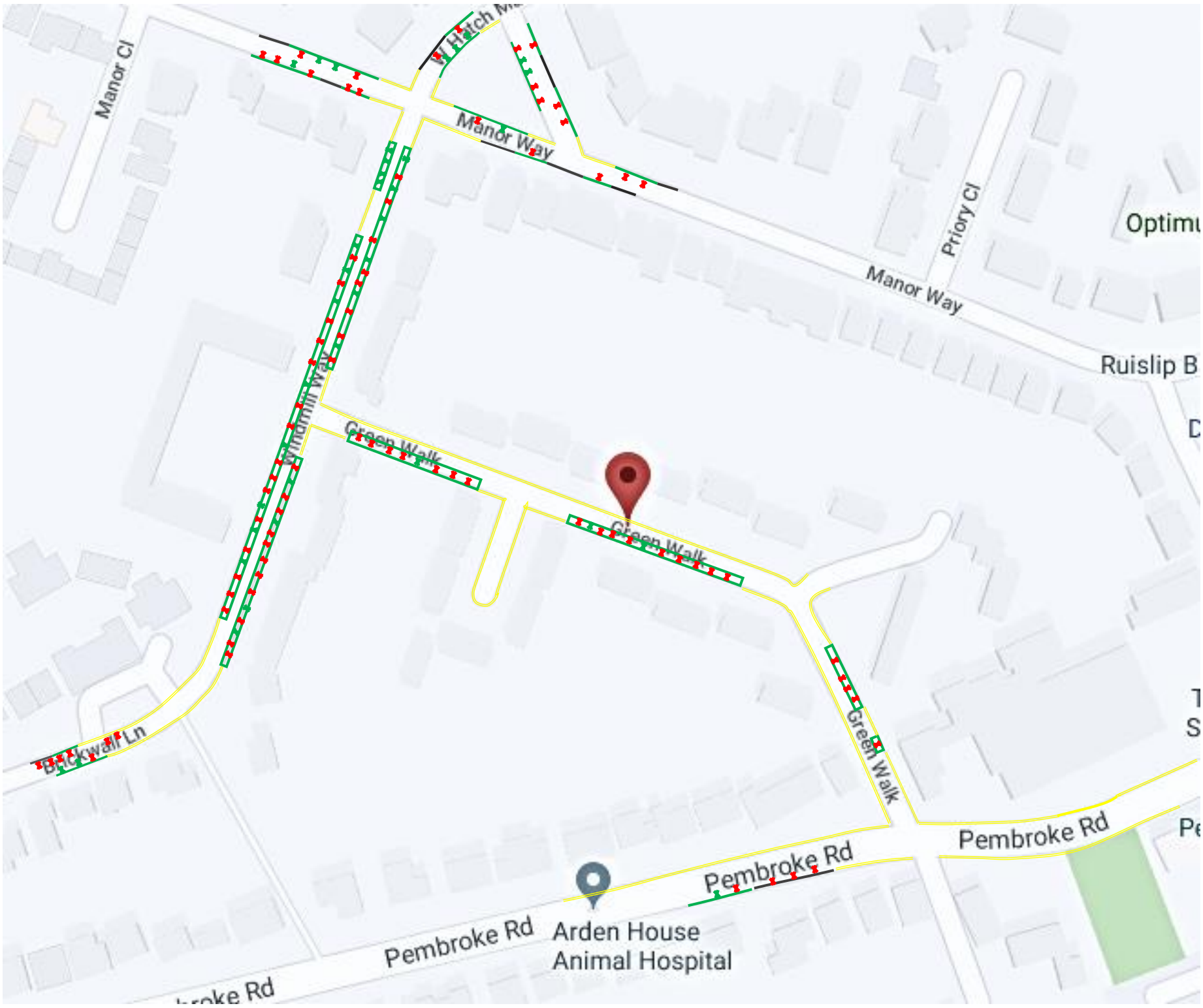
Wednesday 14 March 2018 Time: 1.30am

MODAL
modaldata.com

	UNRESTRICTED PARKING				PARKING RESTRICTIONS											WAITING RESTRICTION					OTHER						
	MARKED BAYS		UNMARKED		PERMIT HOLDERS		PAY & DISPLAY		DISABLED		MOTORBIKE BAY		TOTAL LEGAL PARKING STRESS									SINGLE YELLOW		SINGLE RED		TOTAL PARKING STRESS		
STREET	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	TOTAL LEGAL PARKING STRESS	DOUBLE YELLOW	DOUBLE RED	SKIP ON STREET	IN FRONT OF GARAGE	DROPPED KERB	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	TOTAL PARKING STRESS
Green walk					20	24							20	24	83%										20	24	83%
Windmill Way			4	5	34	54							38	59	64%										38	59	64%
Manor Way			11	18									11	18	61%										11	18	61%
Pembroke Road			3	2									3	2	150%										3	2	150%
w Hatch Manor			1	4									1	4	25%					1					2	4	50%
Glenalla Road			1	8									1	8	13%										1	8	13%
TOTALS	0	0	20	37	54	78	0	0	0	0	0	0	74	115	64%	0	0	0	0	1	0	0	0	0	75	115	65%

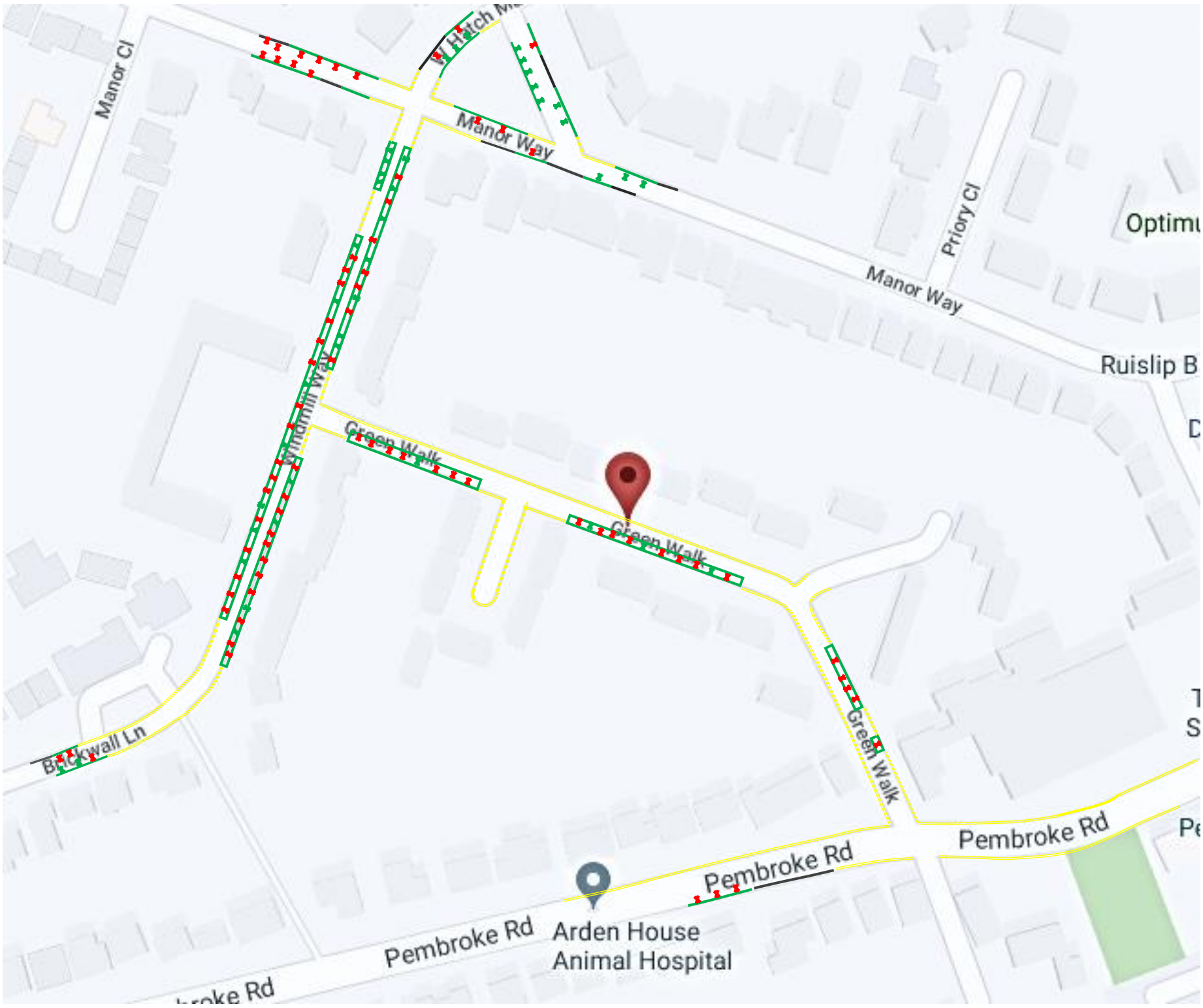
GREEN WALK – RUISLIP

Tuesday 13th March 2018 Time:1.30am



GREEN WALK – RUISLIP

Wednesday 14th March 2018 Time:1.30am



APPENDIX B

				Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	Total car ownership
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	Total: Numbe	414	102	206	86	20	1.06
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	1 - 3 rooms	34	13	20	1	0	0.65
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	4 rooms	118	33	58	26	1	0.96
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	5 rooms	148	38	67	34	9	1.09
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	6 rooms	75	12	45	13	5	1.15
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	7 rooms	25	3	9	8	5	1.60
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	8 or more roo	14	3	7	4	0	1.07

Office for National Statistics

CT0103 - Accommodation type by tenure by number of rooms by car or van availability

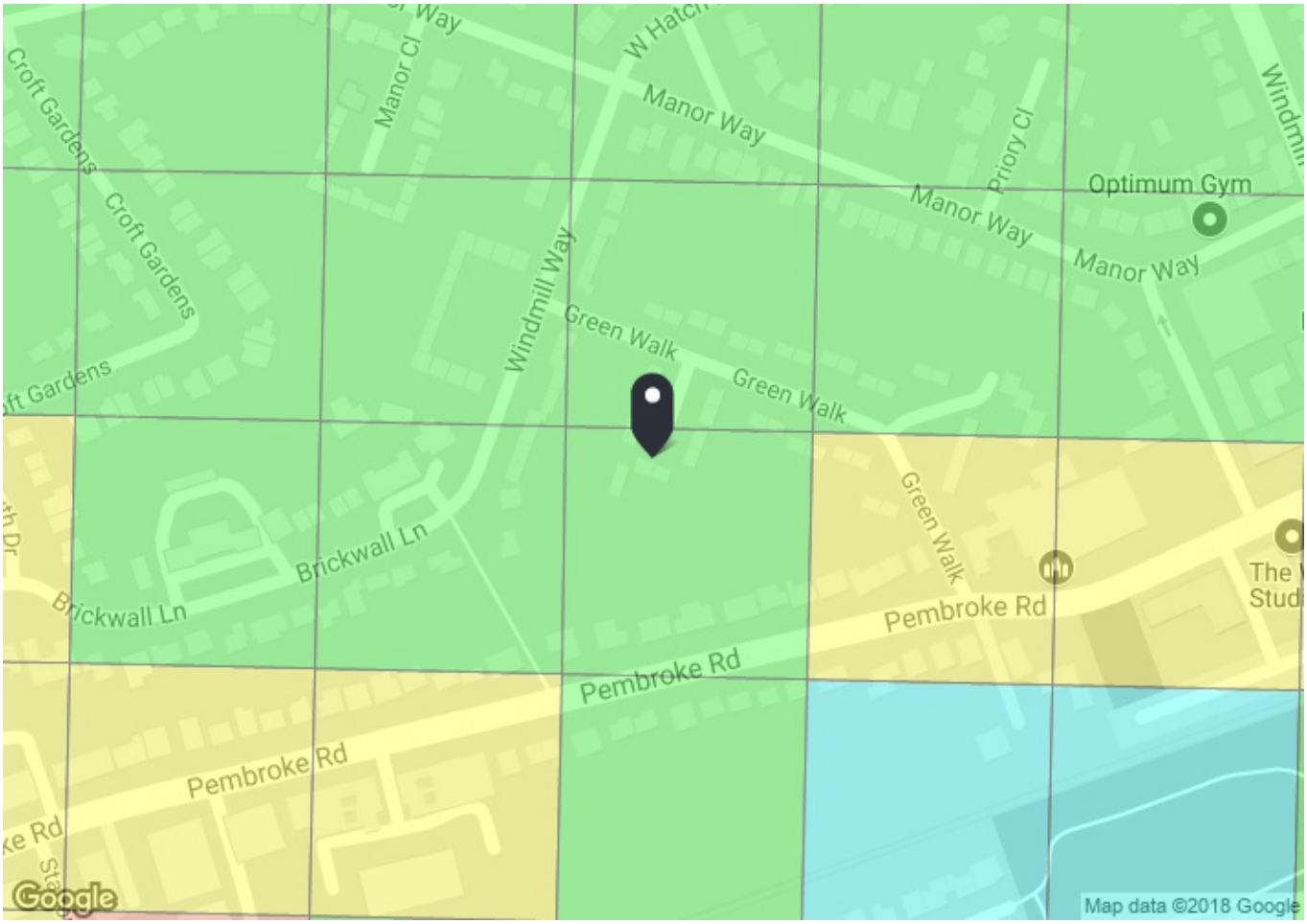
Dataset population : All occupied households (excluding caravans or other mobile or temporary structures)

Geographical level : National to 2011 Census merged wards

Source : 2011 Census (27 March)

APPENDIX C

TRANSPORT FOR LONDON



PTAL output for Base Year
3

6 Green Walk, Ruislip HA4 8NL, UK
Easting: 509732, Northing: 187282

Grid Cell: 116320

Report generated: 27/03/2018

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

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Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	RUISLIP HIGH ST KINGSEND	U10	568.94	1	7.11	32	39.11	0.77	0.5	0.38
Bus	RUISLIP HIGH ST KINGSEND	331	568.94	3	7.11	12	19.11	1.57	0.5	0.78
Bus	RUISLIP HIGH ST KINGSEND	U1	568.94	4	7.11	9.5	16.61	1.81	0.5	0.9
Bus	RUISLIP MANOR WINDMILL H	H13	518.73	3	6.48	12	18.48	1.62	0.5	0.81
Bus	RUISLIP MANOR STATION	398	550.69	2	6.88	17	23.88	1.26	0.5	0.63
Bus	RUISLIP MANOR STATION	114	550.69	6	6.88	7	13.88	2.16	1	2.16
LUL	Ruislip Manor	'Uxbridge-AldSlow'	515.1	5.33	6.44	6.38	12.82	2.34	1	2.34
LUL	Ruislip Manor	'BkStr-UxbridgeSFast'	515.1	2.33	6.44	13.63	20.06	1.5	0.5	0.75
LUL	Ruislip Manor	'Uxbridge-BStreetSl'	515.1	3.67	6.44	8.92	15.36	1.95	0.5	0.98
LUL	Ruislip Manor	'HarrowHill-Uxbridge'	515.1	0.67	6.44	45.53	51.96	0.58	0.5	0.29
LUL	Ruislip Manor	'Uxbridge-Cockfosters'	515.1	3.67	6.44	8.92	15.36	1.95	0.5	0.98
LUL	Ruislip Manor	'Ruislip-Cockfosters'	515.1	2.33	6.44	13.63	20.06	1.5	0.5	0.75
LUL	Ruislip Manor	'ArnosGrove-Uxbridge'	515.1	1	6.44	30.75	37.19	0.81	0.5	0.4
LUL	Ruislip Manor	'Oakwood-Uxbridge'	515.1	0.33	6.44	91.66	98.1	0.31	0.5	0.15
LUL	Ruislip Manor	'Oakwood-Ruislip'	515.1	0.33	6.44	91.66	98.1	0.31	0.5	0.15
									Total Grid Cell AI:	**12.46**

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APPENDIX D

Calculation Reference: AUDIT-728001-180327-0350

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 16 to 43 (units:)
Range Selected by User: 16 to 43 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 14/11/16

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:

Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

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.

Secondary Filtering selection:

Use Class:

C3	3 days

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

Secondary Filtering selection (Cont.):

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:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	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	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

1 GM-03-B-01 TERRACED HOUSES GREATER MANCHESTER
NEWBOLD

ROCHDALE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 43
Survey date: WEDNESDAY *21/10/15* *Survey Type: MANUAL*

2 WO-03-B-02 TERRACED HOUSES WORCESTERSHIRE
GOODREST WALK
MERRIMANS HILL
WORCESTER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY *14/11/16* *Survey Type: MANUAL*

3 WY-03-B-03 TERRACED HOUSES WEST YORKSHIRE
LINCOLN GREEN ROAD

LEEDS
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwellings: 29
Survey date: THURSDAY *19/09/13* *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.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
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	3	29	0.057	3	29	0.125	3	29	0.182
08:00 - 09:00	3	29	0.193	3	29	0.295	3	29	0.488
09:00 - 10:00	3	29	0.182	3	29	0.148	3	29	0.330
10:00 - 11:00	3	29	0.182	3	29	0.148	3	29	0.330
11:00 - 12:00	3	29	0.114	3	29	0.114	3	29	0.228
12:00 - 13:00	3	29	0.114	3	29	0.170	3	29	0.284
13:00 - 14:00	3	29	0.136	3	29	0.148	3	29	0.284
14:00 - 15:00	3	29	0.182	3	29	0.205	3	29	0.387
15:00 - 16:00	3	29	0.443	3	29	0.364	3	29	0.807
16:00 - 17:00	3	29	0.364	3	29	0.307	3	29	0.671
17:00 - 18:00	3	29	0.386	3	29	0.273	3	29	0.659
18:00 - 19:00	3	29	0.261	3	29	0.159	3	29	0.420
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.614			2.456			5.070

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

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

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Parameter summary

Trip rate parameter range selected:	16 - 43 (units:)
Survey date date range:	01/01/09 - 14/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TAXIS
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	3	29	0.000	3	29	0.000	3	29	0.000
08:00 - 09:00	3	29	0.023	3	29	0.023	3	29	0.046
09:00 - 10:00	3	29	0.011	3	29	0.000	3	29	0.011
10:00 - 11:00	3	29	0.023	3	29	0.034	3	29	0.057
11:00 - 12:00	3	29	0.000	3	29	0.000	3	29	0.000
12:00 - 13:00	3	29	0.000	3	29	0.000	3	29	0.000
13:00 - 14:00	3	29	0.023	3	29	0.023	3	29	0.046
14:00 - 15:00	3	29	0.023	3	29	0.023	3	29	0.046
15:00 - 16:00	3	29	0.023	3	29	0.023	3	29	0.046
16:00 - 17:00	3	29	0.011	3	29	0.011	3	29	0.022
17:00 - 18:00	3	29	0.000	3	29	0.000	3	29	0.000
18:00 - 19:00	3	29	0.011	3	29	0.011	3	29	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.148			0.148			0.296

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

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

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Parameter summary

Trip rate parameter range selected:	16 - 43 (units:)
Survey date date range:	01/01/09 - 14/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
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	3	29	0.000	3	29	0.000	3	29	0.000
08:00 - 09:00	3	29	0.000	3	29	0.000	3	29	0.000
09:00 - 10:00	3	29	0.011	3	29	0.000	3	29	0.011
10:00 - 11:00	3	29	0.000	3	29	0.011	3	29	0.011
11:00 - 12:00	3	29	0.000	3	29	0.000	3	29	0.000
12:00 - 13:00	3	29	0.000	3	29	0.000	3	29	0.000
13:00 - 14:00	3	29	0.000	3	29	0.000	3	29	0.000
14:00 - 15:00	3	29	0.000	3	29	0.000	3	29	0.000
15:00 - 16:00	3	29	0.000	3	29	0.000	3	29	0.000
16:00 - 17:00	3	29	0.000	3	29	0.000	3	29	0.000
17:00 - 18:00	3	29	0.000	3	29	0.000	3	29	0.000
18:00 - 19:00	3	29	0.000	3	29	0.000	3	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

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

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Parameter summary

Trip rate parameter range selected:	16 - 43 (units:)
Survey date date range:	01/01/09 - 14/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
PSVS
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	3	29	0.000	3	29	0.000	3	29	0.000
08:00 - 09:00	3	29	0.000	3	29	0.000	3	29	0.000
09:00 - 10:00	3	29	0.000	3	29	0.000	3	29	0.000
10:00 - 11:00	3	29	0.000	3	29	0.000	3	29	0.000
11:00 - 12:00	3	29	0.000	3	29	0.000	3	29	0.000
12:00 - 13:00	3	29	0.000	3	29	0.000	3	29	0.000
13:00 - 14:00	3	29	0.000	3	29	0.000	3	29	0.000
14:00 - 15:00	3	29	0.000	3	29	0.000	3	29	0.000
15:00 - 16:00	3	29	0.000	3	29	0.000	3	29	0.000
16:00 - 17:00	3	29	0.000	3	29	0.000	3	29	0.000
17:00 - 18:00	3	29	0.000	3	29	0.000	3	29	0.000
18:00 - 19:00	3	29	0.000	3	29	0.000	3	29	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.

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

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Parameter summary

Trip rate parameter range selected:	16 - 43 (units:)
Survey date date range:	01/01/09 - 14/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
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	3	29	0.000	3	29	0.000	3	29	0.000
08:00 - 09:00	3	29	0.000	3	29	0.000	3	29	0.000
09:00 - 10:00	3	29	0.000	3	29	0.000	3	29	0.000
10:00 - 11:00	3	29	0.011	3	29	0.000	3	29	0.011
11:00 - 12:00	3	29	0.000	3	29	0.000	3	29	0.000
12:00 - 13:00	3	29	0.000	3	29	0.000	3	29	0.000
13:00 - 14:00	3	29	0.000	3	29	0.000	3	29	0.000
14:00 - 15:00	3	29	0.000	3	29	0.000	3	29	0.000
15:00 - 16:00	3	29	0.000	3	29	0.023	3	29	0.023
16:00 - 17:00	3	29	0.102	3	29	0.102	3	29	0.204
17:00 - 18:00	3	29	0.000	3	29	0.000	3	29	0.000
18:00 - 19:00	3	29	0.000	3	29	0.000	3	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.125			0.238

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

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

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Parameter summary

Trip rate parameter range selected:	16 - 43 (units:)
Survey date date range:	01/01/09 - 14/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
CARS
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	3	29	0.011	3	29	0.080	3	29	0.091
08:00 - 09:00	3	29	0.114	3	29	0.193	3	29	0.307
09:00 - 10:00	3	29	0.091	3	29	0.091	3	29	0.182
10:00 - 11:00	3	29	0.125	3	29	0.045	3	29	0.170
11:00 - 12:00	3	29	0.091	3	29	0.114	3	29	0.205
12:00 - 13:00	3	29	0.102	3	29	0.136	3	29	0.238
13:00 - 14:00	3	29	0.068	3	29	0.068	3	29	0.136
14:00 - 15:00	3	29	0.114	3	29	0.136	3	29	0.250
15:00 - 16:00	3	29	0.273	3	29	0.216	3	29	0.489
16:00 - 17:00	3	29	0.273	3	29	0.193	3	29	0.466
17:00 - 18:00	3	29	0.284	3	29	0.182	3	29	0.466
18:00 - 19:00	3	29	0.170	3	29	0.125	3	29	0.295
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.716			1.579			3.295

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

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

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Parameter summary

Trip rate parameter range selected:	16 - 43 (units:)
Survey date date range:	01/01/09 - 14/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
LGVS
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	3	29	0.000	3	29	0.000	3	29	0.000
08:00 - 09:00	3	29	0.000	3	29	0.000	3	29	0.000
09:00 - 10:00	3	29	0.023	3	29	0.011	3	29	0.034
10:00 - 11:00	3	29	0.011	3	29	0.045	3	29	0.056
11:00 - 12:00	3	29	0.011	3	29	0.000	3	29	0.011
12:00 - 13:00	3	29	0.000	3	29	0.011	3	29	0.011
13:00 - 14:00	3	29	0.000	3	29	0.000	3	29	0.000
14:00 - 15:00	3	29	0.011	3	29	0.011	3	29	0.022
15:00 - 16:00	3	29	0.057	3	29	0.057	3	29	0.114
16:00 - 17:00	3	29	0.045	3	29	0.023	3	29	0.068
17:00 - 18:00	3	29	0.045	3	29	0.057	3	29	0.102
18:00 - 19:00	3	29	0.011	3	29	0.000	3	29	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.214			0.215			0.429

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

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

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Parameter summary

Trip rate parameter range selected:	16 - 43 (units:)
Survey date date range:	01/01/09 - 14/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MOTOR CYCLES
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	3	29	0.000	3	29	0.011	3	29	0.011
08:00 - 09:00	3	29	0.000	3	29	0.000	3	29	0.000
09:00 - 10:00	3	29	0.000	3	29	0.000	3	29	0.000
10:00 - 11:00	3	29	0.000	3	29	0.000	3	29	0.000
11:00 - 12:00	3	29	0.000	3	29	0.000	3	29	0.000
12:00 - 13:00	3	29	0.000	3	29	0.000	3	29	0.000
13:00 - 14:00	3	29	0.000	3	29	0.000	3	29	0.000
14:00 - 15:00	3	29	0.000	3	29	0.000	3	29	0.000
15:00 - 16:00	3	29	0.000	3	29	0.000	3	29	0.000
16:00 - 17:00	3	29	0.011	3	29	0.000	3	29	0.011
17:00 - 18:00	3	29	0.000	3	29	0.000	3	29	0.000
18:00 - 19:00	3	29	0.000	3	29	0.000	3	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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:	16 - 43 (units:)
Survey date date range:	01/01/09 - 14/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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