Transport Note

May 2024

EAS

Chaplin House

Widewater Place, Moorhall Road,
South Harefield, Denham

KSIMC of London

Document History

JOB NUMBER: 5123/2024
DOCUMENT REF: Transport Note
REVISIONS: A – Client Draft

Revision	Comments	By	Checked	Authorised	Date
A	Client Draft	JM	PE	PE	29/05/2024

The content of this report is based on information available as of May 2024, the validity of the statements made may therefore vary over time as planning guidance and policies as well as the evidence base change.

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Contents

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

1 Introduction

1.1 This Transport Note has been prepared by EAS Transport Planning Ltd on behalf of KSIMC of London (hereinafter referred to as the 'client' or 'developer') regarding the proposed Prior Approval change of use of Chaplin House, Widewater Place, Moorhall Road, South Harefield, Denham (hereinafter, the 'site').

The Site

1.2 The Site under consideration is an existing Business Park, located at the end of the village of South Harefield. The full address of the site is Widewater Place, Moorhall Road, South Harefield, Denham, UB9 6NS.

1.3 London Borough of Hillingdon ('LBH') is therefore the Local Planning Authority ('LPA'), and as the Local Highway Authority, LBH also manages the local highway.

1.4 A map showing the location of the site is contained at **Appendix A**.

The Scheme

1.5 The proposals include the reuse of the existing office building on site, and its conversion into residential units.

1.6 A Masterplan showing the development proposals is included in **Appendix B**.

Planning History of the Site

1.7 The site under consideration is developed as an office, but a similar prior approval application for the change of use of the site into residential use was previously approved in September 2021 under LBH planning reference 76641/APP/2021/2959.

1.8 The previous proposals approved the change of use of the existing offices into 46 residential flats (use class C3).

Aims and Structure of this Report

1.9 This Transport Note has been prepared with regard to the Department of Communities and Local Government ('DCLG') Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (issued in March 2014), as well as to guidance that the regional and local authorities have published on their website.

1.10 The contents of this report are:

- Section 2 reviews the national, regional, and local transport planning policy;
- Section 3 describes the local area including the existing facilities and transport network;
- Section 4 explains the proposals including access, parking, and servicing;
- Section 5 analyses the site sustainability and impact of the scheme upon the local highway network; and
- Section 6 provides a summary and conclusions.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

2 Policy Context

2.1 This section sets out the policy context. Development and growth are encouraged at national, London and local level. How this is made sustainable in the longer term is by encouraging walking, cycling and public transport use.

2.2 The policy documents reviewed include:

- National Planning Policy Framework;
- the London Plan;
- Hillingdon Local Plan;
- Accessible Hillingdon SPD; and
- the Hillingdon Local Implementation Plan.

National Planning Policy Framework

2.3 The revised National Planning Policy Framework ('NPPF') was most-recently revised in December 2023 and sets out the government's planning policies for England and how these are expected to be applied.

2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be considered in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.6 In respect of that, Paragraph 10 of the NPPF states:

> *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis)."*

2.7 Section 9 of the NPPF is focused on Promoting Sustainable Transport, and states in paragraphs 108 and 109:

> *"108. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
>
> *a) the potential impacts of development on transport networks can be addressed;*
>
> *b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
>
> *c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

109. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.8 Paragraphs 114 and 115 state that in assessing applications for development it should be ensured that:

"114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
b) *safe and suitable access to the site can be achieved for all users;*
c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.9 Furthermore, paragraphs 116 and 117 continue:

"116. Within this context, applications for development should:

a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

117. All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."

The London Plan

2.10 The London Plan was formally published on the 2nd of March 2021 by the Mayor of London. This document is now the main material consideration in planning decisions within Greater London. This document is defined as:

"The new London Plan marks a break with previous London Plans, it represents a step-change in our approach and serves as a blueprint for the future development and sustainable, inclusive growth of our city.

The new London Plan encourages developments with greater public transport accessibility, lower parking provisions and higher housing density."

2.11 Policy T1 'Strategic approach to transport' states that development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle, or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

2.12 Policy T2 accordingly states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should:

"…

2) reduce the dominance of vehicles on London's streets whether stationary or moving; and

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.13 Policy T4 states that:

"A) Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed.
…

Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger."

2.14 Policy T5 states that developments should provide cycle parking in accordance with the minimum standards set out in table 10.2 and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Table 10.2 sets the minimum provision as:

- One-bed one-person units – one long-term space per unit;
- One-bed two-person units – 1.5 long-term spaces per unit;
- Two-bed units and larger dwellings – 2 long-term spaces per unit; and
- Developments of between 5 and 40 dwellings – 2 short-term spaces.

2.15 Policy T6 states 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, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Although, disabled parking should be provided for 'car-free' developments, in line with Part E of this Policy.

2.16 Policy T6.1 states that new residential development should not exceed the maximum parking standards set out in Table 10.3. This states that sites in Outer London with a PTAL of 1a or 1b (such as this site) should have a maximum of 1.5 spaces per dwelling. An allowance for higher standards is made for larger family-sized units.

2.17 Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Adequate provision should be made for efficient deliveries and servicing.

2.18 Boroughs should not seek to adopt more generous standards borough-wide.

2.19 Hillingdon Local Plan

2.20 The Hillingdon Local Plan is formed of two separately adopted documents – the Strategic Policies adopted in 2012, and the Development Management Policies, adopted in 2020. The two sections of the Local Plan form the council's future development strategy, setting out a framework and detailed policies to guide planning decisions.

2.21 The Hillingdon Local Plan Part 1 – Strategic Policies (formerly Core Strategies) was adopted at a Council meeting on 8th November 2012 and is now a part of the Development Plan for the Borough.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

2.22 Policy T1 on Accessible Local Destinations states that development will be favoured at sites where the impact on the transport network can best be accommodated. Developments should encourage access by sustainable modes.

2.23 Policy T3 on North – South Sustainable Transport Links aims to improve north – south public transport links and to link residential areas with employment areas and transport interchanges.

2.24 This development takes advantage of proximity to public transport and local services and will reduce reliance on private car by reducing car trips to essential uses.

2.25 The Local Plan Part 2 comprises Development Management Policies, Site Allocations and Designations and Polices Map. The Local Plan Part 2 Development Management Policies and Site Allocations and Designations were adopted as part of the borough's development plan at Full Council on 16th January 2020

2.26 Policy DMT 1 on Managing Transport Impacts states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its visitors from and/or the services and facilities necessary to support the development;
- maximise safe, convenient, and inclusive accessibility to, and from within developments for pedestrians, cyclists, and public transport users;
- provide equal access for all people, including inclusive access for disabled people;
- adequately address delivery, servicing, and drop-off requirements; and
- have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

2.27 All major residential developments of ten dwellings or more (but under 80 dwellings) will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

2.28 Policy DMT 2 on Highways Impacts effectively supersedes Policy AM7 in the Unitary Development Plan. It requires development proposals to ensure that:

- safe and efficient vehicular access to the highway network is provided to the Council's standards;
- they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- safe, secure, and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;
- impacts on local amenity and congestion are minimised by routeing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

- there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

2.29 Policy DMT 5 on Pedestrians and Cyclists requires development proposals to ensure that safe, direct, and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or in agreement with the Council.

2.30 Policy DMT 6 on Vehicle Parking requires development proposals to 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:

- the variance would not lead to a deleterious impact on street parking provision, congestion, or local amenity; and/or
- a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

2.31 All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

2.32 Appendix C on parking standards contains the following specifications:

- For residential development, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD May 2013.
- Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision. This will be reviewed in future.
- For road layouts, swept path analysis must include 300mm error margins around the body of the vehicle. This should be satisfactorily accommodated within the existing and proposed road layout.
- Parking for bicycles must be located in a safe, secure, and accessible location. Covered parking should be provided where possible. Cycle spaces should be located as near as possible to the building entrance(s).
- As a minimum, cycle parking should normally take the form of Sheffield stands or a similar stand which allows both the frame and wheels of a cycle to be secured without risk of damage.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

- In addition to car and bicycle parking, parking spaces for motorised two wheelers (motorcycles, mopeds, and scooters) must also be provided at the rate of 5% of car parking spaces.
- Motorised two-wheeler parking should be secure and where possible covered and close to building entrances. Ideally parking should be grouped together for security.

2.33 Appendix C of the Local Plan sets the maximum standard for car parking at flats as 0.5 spaces per unit for studio flats, 1 to 1.5 spaces per unit for one- and two-bedroom flats and two spaces per unit for flats with three or more bedrooms. Proposals must also accommodate visitor's car parking on-site in addition to the above, but no standard is specified. Car parks must be allocated to dwellings, but it is not clear whether this means that individual spaces must be allocated to specific flats, especially where the standard is fractional.

2.34 The Appendix sets a standard of one long-term cycle parking space per studio, one- or two-bedroom flats and two cycle spaces per flat with three- or more bedrooms. B1 units should also provide 1 cycle parking space per 250sqm of floorspace. The table heading describes these as maximum standards, but this may be a misprint for minimum, as paragraph 8.26 of the same document also states that this standard should be met. The standard of provision is below the minimum standards in the London Plan requirements.

Accessible Hillingdon SPD

2.35 This document was adopted in 2017. Section 5 on Residential Development states that all new residential developments of ten or more units must have 10% of homes designed to Wheelchair Home standards with a parking space measuring 2.4x4.8m with an adjacent 1.2m side transfer area.

Hillingdon Local Implementation Plan

2.36 The Local Implementation Plan ('LIP3') is Hillingdon's transport plan, detailing its transport objectives and programme to support delivery of the Mayor's Transport Strategy within the borough. The LIP considers the goals, challenges, policies, and outcomes detailed in the MTS and tailors them to Hillingdon.

2.37 Dated November 2018 the LIP3 considers Borough objectives through the life of the MTS to 2041 and is Hillingdon's third LIP replacing the earlier 2011 Plan.

2.38 Chapter 2 of this document sets the objectives of the LIP3 as:

- *"Hillingdon's streets will be characterised by the 10 healthy streets indicators;*
- *Real and perceived threats to safety will be identified and addressed;*
- *Through design, planning and management Hillingdon's streets will be used most efficiently and have less traffic on them;*
- *Town centres will be vibrant, clean and accessible, residential areas will be safe, quiet and relaxing, business streets will be connected;*
- *The public transport network will respond to and shape the built-up area it serves;*
- *Public transport in Hillingdon will be inclusive and satisfy the travel needs of residents, visitors and businesses;*

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

- *The development and management of Hillingdon's streets will support frequent and reliable public transport services;*
- *Through land use/transport planning the travel choices available will include all those that are active, efficient and sustainable;*
- *Transport investment will connect and facilitate the release of sites for new homes and jobs."*

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

3 Existing Site Assessment

3.1 The site and its surrounding areas are reviewed in terms of transport sustainability, and the adequacy of the local highway network.

Site Location and Local Facilities

3.2 **Appendix A** contains a location plan showing the site's location within Hillingdon.

3.3 The site is located within South Harefield on the south-western side of the village, to the north of Moorhall Road (unclassified), immediately to the east of Widewater Lock on the Grand Union Canal and Broadwater Lake, and to the west of Moorhall Recreation Grounds.

3.4 The site gains its access from Moorhall Road via a dedicated right-turn junction, which includes a right-turning queuing capacity of circa four standard vehicles.

3.5 Moorhall Road continues circa 270m to the east, where it terminates into Harvil Road, within South Harefield. To the west Moorhall Road (becomes Moorfield Road circa 650m east of the site and) continues circa 1.5km, terminating into North Orbital Road (A412), within Denham Green.

3.6 A local shopping parade, including frontage parking is located to the east of the site, at the end of Moorhall Road, and is around 220m, or three minutes' walk, away. It has a range of shops that can be accessed by local residents including:

- two local convenience stores, one including Post Office;
- two take-aways;
- hairdressers; and
- two beauticians.

Existing Site Function

3.7 The existing site of Widewater Place comprises a business park with three separate buildings, as well as a separate café unit within the site car park.

3.8 There are currently 511 car parking spaces at Widewater Place, all of which are located around the buildings within the site perimeter and are accessed directly from Moorhall Road.

Public Transport - PTAL

3.9 The Public Transport Accessibility Level ('PTAL') Index is used to derive accessibility maps for London. Details of the methodology can be found in the Transport for London Transport Assessment Best Practice guidance document Appendix B (April 2010). This guidance states that:

> *"Public Transport Accessibility Levels (PTAL) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London."*

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

3.10 A full PTAL assessment for the site undertaken using the TfL web-PTAL tool is contained at Appendix C.

3.11 The Public Transport Accessibility Index ('PTAI') is 2.74 which equates to a PTAL classification of 1b (PTAL score 2.5-5). This index shows that the site has access to public transport provision.

Public Transport - Bus

3.12 There are existing opposite bus stops located on Moorhall Road, circa 220m east of the site, which are served by bus route 331.

3.13 Route 331 runs from Ruislip to Uxbridge (and vice-versa), via Ruislip Common, Northwood and Northwood Station, Mount Vernon Hospital, Harefield, South Harefield, and Denham Station. There are 3 buses an hour on weekdays and on Saturdays and 2 buses per hour on Sundays.

3.14 Further bus stops are also available on Harvil Road, which runs north to south through South Harefield. These bus stops are located circa 350m walk from the site, and are served by route U9.

3.15 Route U9 runs from Uxbridge to Harefield Hospital via West Ickenham, South Harefield, and Harefield West. There are 3 buses an hour on weekdays and on Saturdays and 1 bus service an hour on Sundays.

3.16 From the above it can therefore be seen that the area has local bus services with around 6 buses an hour within 400m of the site.

Public Transport - Rail

3.17 Denham Rail Station is located around 1.5km walk of the site and provides around 2 departures per hour in each direction on the Chiltern Railways line between London Marylebone and Birmingham Moor Street, High Wycombe, or Aylesbury. This is considered within a walkable range as noted within CIHT's guidance document on walking – *Providing for Journeys on Foot* (2000), Table 3.2.

3.18 The above bus services 331 and U9 also link the local area to nearby stations at Uxbridge Station (Piccadilly and Metropolitan London Underground ('LU') lines), Ruislip Station (also Piccadilly and Metropolitan LU lines and Northwood (Metropolitan LU line only).

3.19 The site is therefore well served by local rail networks, i.e., by walking to the Rail Station or by taking the bus to nearby LU Stations.

Active Travel - Walking

3.20 The immediate pedestrian environment outside the site is typical of a village site with circa 1.5m wide footways on both sides of Moorhall Road. An informal pedestrian crossing refuge is available circa 20m west of the site access, allowing safe access across Moorhall Road.

3.21 The footway on the northern side of this road stops at the eastbound bus stop, located circa 300m to the west of the site. The footway outside the site therefore links the site into South Harefield, as well as the Grand Union Canal towpath.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

3.22 Footpath U34 is available at the junction of Dellside with Moorhall Road, circa 100m east of the site, and continues south to link back into the towpath to the south of Harefield Marina.

Active Travel - Cycling

3.23 The National Cycle Network ('NCN') Route 6 passes immediately outside the site via Moorhall Road. This route links Milton Keynes with Cowley to the south of the site via the Grand Union Canal towpath. Route 6 therefore also links the site to Rickmansworth, Watford, St Albans, Harpenden, Luton, Leighton Buzzard and Bletchley to the north and Uxbridge to the south.

3.24 Route 6 diverts off the towpath near the site, passing on street outside the site, before turning back off the street, opposite Moorhall Recreation Grounds into the Public Footpath U34 to the south, at the junction of Moorhall Road with Dellside, circa 100m east of the site.

3.25 The nearby cycle routes therefore link the site to other local and regional centres via safe and pleasant cycling routes.

The Local Road Network and Parking Provision

3.26 Moorhall Road (unclassified) outside the site runs east-west and connects Harvil Road in South Harefield with North Orbital Road (A412). The latter road in turn links with the M25 junction 17 at its northern end, and with the A40 at its southern end, circa 1.0km to the north of where the A40 meets the M40 at Junction 1.

3.27 Harvil Road links West Ickenham with South Harefield and Harefield, where it becomes Rickmansworth Road, which continues to Rickmansworth (later as Harefield Road). Uxbridge Town Centre is available further to the south of Harvil Road.

3.28 Parking is mostly unrestricted along Moorhall Road, apart from near the site access. Double yellow line marking line both sides of the road at the junction

Summary

3.29 The site is located within a sustainable area, with access to nearby convenience shops, bus services and a train station, linked by good quality footways. It is acknowledged that the PTAL is level 1b, but by virtue of the site being within 400m of 6 buses per hour, 1500m of a rail station, having local shops within 200m and a national cycle route passing the frontage, clearly the location is sustainably located.

3.30 Nearby cycle routes also link the site to other local and regional centres via safe and pleasant cycling routes.

3.31 The site is also well connected to regional arterial routes with easy access to both the M25 and the M40 Motorways, as well as other local centres in Uxbridge and Rickmansworth.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

4 The Proposed Development

4.1 The following section reviews the proposals, including site access, parking, as well as servicing.

The Development Proposals

4.2 The proposals are for the conversion of the existing offices at Chaplin House into 46 residential flats comprising 12 one-bedroom flats, 33 two-bedroom flats and 1 three-bedroom flat.

4.3 The existing commercial café unit is retained separately as part of this site, and will not form part of the Permitted Development Rights application.

4.4 A Masterplan Layout for the development is included in **Appendix B**.

Site Access

4.5 Access into the site will remain as per existing arrangement, i.e., via Moorhall Road, for pedestrians and cyclists.

4.6 Vehicular access into the site will also remain as per the existing arrangement via the right-turn lane junction off Moorhall Road.

Cycle Parking

4.7 In terms of cycle parking the London Plan requires the provision of the following:

- 1 long-term cycle parking space per studio or one-bedroom one-person dwelling;
- 1.5 long-term cycle parking spaces per one-bedroom two-person dwelling;
- 2 long-term cycle parking spaces per all other dwellings; and
- 2 short-term cycle parking spaces for 5 to 40 dwellings, plus additional 1 space per each 40 dwellings thereafter.

4.8 The LBH cycle parking standards require the provision of:

- 1 long-term cycle parking space per studio, one- and two-bedroom units; and
- 2 long-term cycle spaces for three-bedroom units or larger.

4.9 Based upon the above LBH policy, the proposed scheme will require 47 long-term cycle spaces, as compared to the 86 long-term cycle parking spaces and 3 short-term cycle parking spaces required by the London Plan standards.

4.10 At least 47 cycle parking spaces are provided as part of the scheme, in line with LBH policy.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Car Parking

4.11 Car parking policy within London Plan for sites of PTAL 1 in Outer London requires the limiting of parking provision up to 1.5 spaces per unit. An allowance for higher provision for family units is considered acceptable in policy.

4.12 However, car parking policy in LBH prevails over the policies as set within the London, as stated within their policy document.

4.13 The LBH Parking Standards require the provision of:

- 1 to 1.5 spaces per one- and two-bedroom flat; and
- 2 spaces per three-bedroom flat.

4.14 According to the LBH Parking Standards, for the above discussed unit-mix the maximum parking requirement would be between 47 and 69.5 (70) spaces, as compared to a maximum of 69 parking spaces as per London Plan policy.

4.15 Based upon the existing number of spaces available on the site, the provision of 47 allocated car parking spaces is to be allocated with the residential units on the site.

4.16 Five additional spaces for visitor parking will also be provided in line with local policy.

4.17 The LBH parking standards require that 10% of the car parking spaces are allocated to disabled (blue badge) users, as well as 5% Brown-badge spaces. Based upon the above, this would equate to a provision of 5 blue-badge and 3 brown-badge spaces respectively.

4.18 In line with the LBH parking standards, it would be expected that 20% (10 spaces) of all parking spaces to include electric car charging provision, with the remaining (37) spaces including passive provision.

Servicing

4.19 Access for site servicing will retain the existing pattern, i.e., via accessing the site from the main site access off Moorhall Road.

4.20 The servicing vehicle will therefore route through the site, servicing the individual bin stores accordingly.

Summary

4.21 The proposals are for the conversion of the existing office space at Chaplin House into 46 residential flats comprising 12 one-bedroom flats, 33 two-bedroom flats and 1 three-bedroom flat.

4.22 Pedestrian and cycle access to the development will be from Moorhall Road, as per existing arrangements. Vehicular access will also be retained as existing.

4.23 Car and cycle parking provision will be made in line with local parking standards.

4.24 Servicing of the site will retain the existing patterns, with the servicing vehicle accessing the site off Moorhall Road, and routing around the bin stores on site for servicing.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

5 Development Impact

5.1 This section discusses the sustainability and predicts transport impacts of the development proposals.

Trip Generation

5.2 To obtain an estimate of the likely vehicle trips associated with the development a TRICS assessment has been undertaken for the proposed, residential element.

5.3 The TRICS v7.11.1 database is a national dataset of traffic surveys which are used as an estimation model for trip generation, based on similar developments elsewhere throughout the country. The TRICS database allows the filtering of sites by land use, location, size, and other parameters to generate a trip rate by the proposed land use development.

5.4 The TRICS database search was therefore limited to similar types of land-uses, located within edge of town, neighbourhood centre and free-standing areas only. The respective sites were filtered to eliminate any sites with car parking provision lower than 1 car parking space per 100sqm of office space or 1 parking space per 2 dwellings. Residential sites with a PTAL of 3 or higher were also excluded.

Existing Trip Generation

5.5 The trips generated by the existing land uses on site was therefore calculated, as extracted from the TRICS database, for a typical Office sites within England, located in Edge of Town, Neighbourhood Centre, and Free-Standing areas, to determine the potential trip generation by the consented scheme on site.

5.6 A summary of the TRICS trip rate generation for the existing offices is shown below in Table 5.1, and the TRICS datasheets are included in **Appendix D.**

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	1.559	0.106	0.078	1.192

Table 5.1 TRICS Vehicle Trip Rates (Office)

5.7 Based on the development on site of 4,134sqm of Office Space, the following trips are predicted to be generated from the existing development:

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	64	4	3	49

Table 5.2 Development Traffic Movements (Office) from TRICS

5.8 A total of 68 trips (64 arrivals and 4 departures) in the AM peak hour and 52 trips (3 arrivals and 49 departures) in the PM peak hour are expected to be generated by the existing office development.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Proposed Trip Generation

5.9 The vehicle trips predicted to be generated by the proposed residential land uses on site was therefore also calculated, as extracted from the TRICS database, for typical flatted dwelling sites within England, located in Edge of Town, Neighbourhood Centre, and Free-Standing areas.

5.10 A summary of the TRICS trip rate generation for the residential element is shown below in Table 5.3, and the TRICS datasheets are included in **Appendix D.**

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	0.043	0.170	0.139	0.054

Table 5.3 TRICS Vehicle Trip Rates (Residential)

5.11 Based on a development of 46 dwellings for the site the following vehicle trips are predicted to be generated from the proposed development:

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	2	8	6	4

Table 5.4 Development Traffic Movements (residential) from TRICS

5.12 The proposed dwellings are therefore expected to generate 10 vehicle trips (2 arrivals and 8 departures) in the morning peak hour and 10 vehicle trips (6 arrivals and 4 departures) in the PM peak hour.

Comparison of Office and Residential Trip Generation

5.13 Comparing the above trip generation by the existing office and proposed residential units shows that the proposed conversion of the offices into residential will lead to a significant reduction in vehicular trips being generated to and from the site.

5.14 In actual terms, the reduction in trips in the AM peak hour is expected to be lowered from 69 trips down to 10 vehicular trips. In the PM peak hour, the vehicular trips are expected to drop from 52 to 10 trips.

Multi-Modal Trip Rates

5.15 In accordance with best practice multi-modal trip rates have been considered. There are two ways to readily provide information for multi-modal trips, one is to review TRICS sites where multi-modal data has been collected and the other is to look at census data to determine the mode of travel to work. Both have pitfalls.

5.16 The TRICS data is based on surveys of other sites selected because of geographical similarities but there are of course many variables at the detailed level for example proximity to a cycle route or bus route. And the journey to work census data by definition does not include the multitude of other trip purposes taking place throughout the day (such as shopping and leisure trips).

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

5.17 In this assessment we have looked at TRICS sites only.

5.18 The TRICS sites discussed above have been selected that include multi-modal trip generation information. The results for proposed residential element of the scheme are shown in table 5.5:

	All Day Trip Rate (07:00 to 21:00)			All Day Trip Numbers (49 residential units)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Rail/Tube	0.409	0.423	0.832	19	19	38
Bus	0.372	0.359	0.731	17	17	34
Walk	0.773	0.766	1.539	36	35	71
Cyclist	0.077	0.067	0.144	4	3	7
Other	1.573	1.495	3.068	71	69	140
Total	3.204	3.11	6.314	147	143	290

Table 5.5 TRICS based All Day Residential multi-modal trips (Allowing for rounding)

5.19 Based upon the above it is noted that out of a total of 290 daily trips (147 arrivals and 143 departures) generated by the proposed residential units, 150 trips (76 arrivals and 74 departures) are expected to be made using sustainable modes of travel. Of these 78 trips (40 arrivals and 38 departures) would to be made by active travel modes (walking and cycling), whereas 72 trips (36 arrivals and 36 departures) may potentially use public transport.

5.20 The findings for the existing Offices are included in table 5.6 below:

	All Day Trip Rate (07:00 to 19:00)			All Day Trip Numbers (Office units)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Rail/Tube	1.015	0.911	1.926	42	38	80
Bus	0.69	0.725	1.415	29	30	59
Walk	1.057	1.111	2.168	44	46	90
Cyclist	0.197	0.184	0.381	8	8	16
Other	4.936	4.963	9.899	203	204	407
Total	7.895	7.894	15.789	326	326	652

Table 5.6 TRICS based All Day Office multi-modal trips (Allowing for rounding)

5.21 Based upon the above it is noted that out of a total of 652 daily trips (326 arrivals and 326 departures) generated by the office units, only about 245 trips (123 arrivals and 122 departures) are expected to be made using sustainable modes of travel. Of these 106 trips (52 arrivals and 54 departures) may potentially be made by active travel modes (walking and cycling), whereas 139 trips (71 arrivals and 68 departures) would be made using public transport.

5.22 The TRICS data for the existing offices and the proposed residential units was extracted from the TRICS datasheet discussed above, included within **Appendix D.**

5.23 Comparing the difference between the above land-uses, the expected net difference in the multi-modal trip generation by the change of use scheme is expected to be as follows in table 5.7:

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Net Daily Difference in Trips (Residential less Commercial)			
	In	Out	Two Way
Rail/Tube	-23	-19	-42
Bus	-12	-13	-25
Walk	-8	-11	-19
Cyclist	-4	-5	-9
Other	-132	-135	-267
Total	-179	-183	-362

Table 5.7 TRICS based All Day Net difference multi-modal trips (Allowing for rounding)

5.24 Based on the TRICS multi-modal data, shown in tables 5.5 to 5.7 above, it is likely that the change of use of the site from offices into residential units would generate a net decrease of trips to and from the site, in of the order of 362 trips (179 less arrivals and 183 less departures) per day, of which 267 (132 less arrivals and 135 less departures) would mostly be vehicle-based trips.

5.25 Concluding on the above, it is expected that the change of use from office to residential will provide a significant net benefit to the local area, with a significantly lower vehicular trip generation, leading to reduced traffic on local roads. A slight reduction in the number of sustainable travel trips is also expected over the course of the day.

5.26 It is pertinent to add that the actual breakdown of travel mode may vary from the figures indicated by TRICS, but the overall number of trips would be likely to be similar.

Summary

5.27 Overall predicted traffic flows from the development during the peak hours are not high, with the proposed 46 dwellings expected to generate 10 vehicle trips (2 arrivals and 8 departures) in the morning peak hour and 10 vehicle trips (6 arrivals and 4 departures) in the PM peak hour. This level of traffic generation is likely to be imperceptible on the local highway network.

5.28 The overall number of trips to and from the site are also predicted to be significantly lower within the proposed residential development, as compared to the existing office development, by around 362 trips (179 less arrivals and 183 less departures) per day, of which 267 (132 less arrivals and 135 less departures) would mostly be vehicle-based trips.

5.29 Of the non-car trips most of the trips being generated by the residential scheme are expected to be walking trips with smaller numbers of bus, rail, and tube journeys and a small number of cycle trips throughout the day.

5.30 These trips will be offset by the removal of the significantly higher trips from the existing office uses and therefore the development is unlikely to have any noticeable effect on the local transport services, such as bus and rail (main line and underground).

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

6 Summary and Conclusions

6.1 This Transport Note has been prepared by EAS Transport Planning Ltd on behalf of KSIMC of London regarding the proposed Prior Approval change of use of Chaplin House, Widewater Place, Moorhall Road, South Harefield, Denham.

Summary

6.2 The site is located within a sustainable area, with access to nearby convenience shops, bus services and a train station, linked by good quality footways. It is acknowledged that the PTAL is level 1b, but by virtue of the site being within 400m of 6 buses per hour, 1500m of a rail station, having local shops within 200m and a national cycle route passing the frontage, clearly the location is sustainably located.

6.3 Nearby cycle routes also link the site to other local and regional centres via safe and pleasant cycling routes.

6.4 The site is also well connected to regional arterial routes with easy access to both the M25 and the M40 Motorways, as well as other local centres in Uxbridge and Rickmansworth.

6.5 The proposals are for the conversion of the existing office space at Chaplin House into 46 residential flats comprising 12 one-bedroom flats, 33 two-bedroom flats and 1 three-bedroom flat.

6.6 Pedestrian and cycle access to the development will be from Moorhall Road, as per existing arrangements. Vehicular access will also be retained as existing.

6.7 Car and cycle parking provision will be made in line with local parking standards.

6.8 Servicing of the site will retain the existing patterns, with the servicing vehicle accessing the site off Moorhall Road, and routing around the bin stores on site for servicing.

6.9 Overall predicted traffic flows from the development during the peak hours are not high, with the proposed 46 dwellings expected to generate 10 vehicle trips (2 arrivals and 8 departures) in the morning peak hour and 10 vehicle trips (6 arrivals and 4 departures) in the PM peak hour. This level of traffic generation is likely to be imperceptible on the local highway network.

6.10 The overall number of trips to and from the site are also predicted to be significantly lower within the proposed residential development, as compared to the existing office development, by around 362 trips (179 less arrivals and 183 less departures) per day, of which 267 (132 less arrivals and 135 less departures) would mostly be vehicle-based trips.

6.11 Of the non-car trips most of the trips being generated by the residential scheme are expected to be walking trips with smaller numbers of bus, rail, and tube journeys and a small number of cycle trips throughout the day.

6.12 These trips will be offset by the removal of the significantly higher trips from the existing office uses and therefore the development is unlikely to have any noticeable effect on the local transport services, such as bus and rail (main line and underground).

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Conclusion

6.13 The proposed development is compliant with national and local policies, and supports national planning policy to focus residential development where this is needed and desired.

6.14 The scheme will generate negligible effects on the local highway network, and will support existing local networks and services through the re-use of vacant commercial buildings, and through the increase custom and a higher population density within existing built areas.

6.15 There is therefore no highways or transportation reason why the proposed development should not be granted planning consent.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

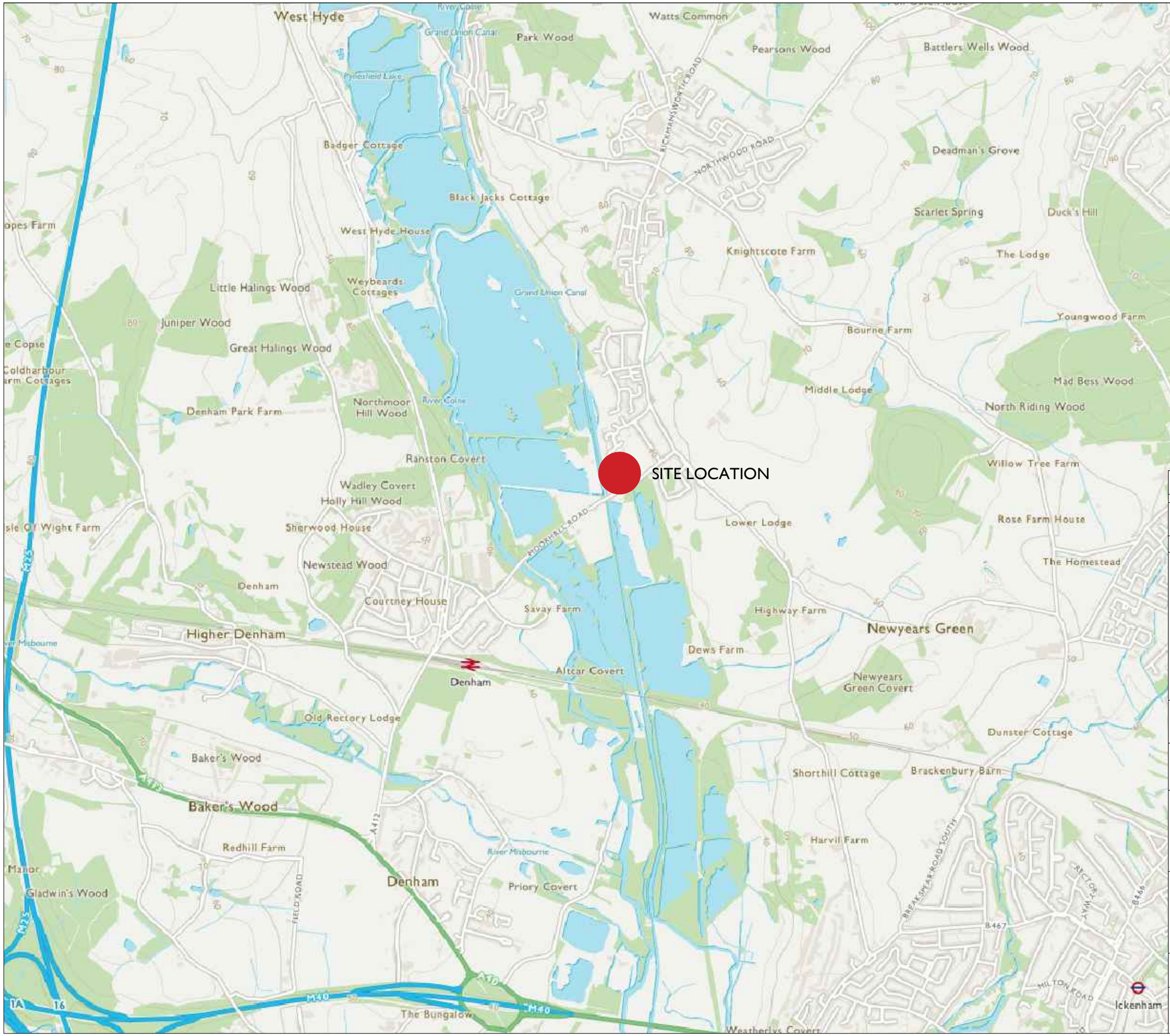
Appendices

Appendix: A - Location Plan
Appendix: B - Proposed Plans
Appendix: C - PTAL Report
Appendix: D - TRICS Data

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Appendix: A - Location Plan

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk



REV	DATE	BY	DESCRIPTION	CKD	APP

DRAWING STATUS:
FOR PLANNING

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:
FPROP OFFICES GENERAL PARTNER LTD

ARCHITECT:
CH ARCHITECTS / MR PARTNERSHIP

PROJECT:
WIDEWATER PLACE, SOUTH HAREFIELD, DENHAM

TITLE:
LOCATION PLAN

SCALE @ A3:	DESIGN-DRAWN:	DATE:
NTS	JM	21/05/2021

PROJECT No:	DRAWING No:
3350	SK01

Appendix: B - Proposed Plans

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Musgrave House

Chaplin House

BIKE SPACES

BIKE SPACES

EV ACTIVE SPACES

EV ACTIVE SPACES

VISITORS PARKING

BINS

BINS

BINS

0 5 10 20 40m

N

CHAPLIN HOUSE TOTAL FLATS

no.12 x 1 BEDROOM APARTMENTS
no.33 x 2 BEDROOM APARTMENTS
no.1 x 3 BEDROOM APARTMENT

no.47 PARKING SPACES
no.5 PARKING SPACES -BLUE BADGE
no.3 PARKING SPACES -BROWN BADGE
+no.5 PARKING SPACES -VISITORS

52 PARKING SPACES IN TOTAL

no.9 PARKING SPACES EV - ACTIVE
no.43 PARKING SPACES EV - PASSIVE

N.B. The parking spaces in the land coloured pink would exceed the Council's space per dwelling standard for the application site and are not allocated for residents parking. Restrictive signage will prevent indiscriminate parking.

PROPOSED

-	-	-

PROJECT Chaplin House, Widewater Place
Moorhall road, Uxbridge
London W1

DRAWING Proposed
Site Plan - Chaplin House

CH+MRP ARCHITECTS
41-42 FOLEY STREET, LONDON W1W 7TS
T: +(0) 207 253 2526 / +(0)207 631 5405
E: mail@ch-architects.com / info@mrpartnership.co.uk
www.ch-architects.com / www.mrpartnership.co.uk

DATE:	SCALE:	DRAWN:
24/05/2021	1:500@A3 -	CAD
DWG No: 3155_072		REV. No: /

FILE: 3155-SITE PLANS-CHAPLIN.dwg

FIRST FLOOR x 17 APARTMENTS

15 x 2 BEDROOM APARTMENTS

2 x 1 BEDROOM APARTMENT

GROSS INTERNAL FLOOR AREA = 1571sqm

SECOND FLOOR x 10 APARTMENTS

6 x 2 BEDROOM APARTMENTS

3 x 1 BEDROOM APARTMENTS

1 x 3 BEDROOM APARTMENT

GROSS INTERNAL AREA = 891sqm

GROUND FLOOR x 19 APARTMENTS

12 x 2 BEDROOM APARTMENTS

7 x 1 BEDROOM APARTMENTS

GROSS INTERNAL AREA = 1672sqm

N

0 1 2 3 5 10 20

NOTE:

The flats fully comply with the Nationally Described Space Standards (NDSS)

PRELIMINARY

-	-	-

PROJECT: Chaplin House, Widewater Place
Moorhall road, Uxbridge
London W1

DRAWING: Proposed
Ground Floor, First and Second Floor Plan

CH+MRP ARCHITECTS
41-42 FOLEY STREET, LONDON W1W 7TS
T: +(0) 207 253 2526 / +(0)207 631 5405
E: mail@ch-architects.com / info@mrpartnership.co.uk
www.ch-architects.com / www.mrpartnership.co.uk

DATE: 11/05/2021	SCALE: 1:200@A1 1:200@A1	DRAWN:	CAD
DWG No: 3155_20_105		REV. No:	/

FILE: 3155-PLANS-CHAPLIN HOUSE.dwg

Appendix: C - PTAL Report

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

WebCAT PTAL Report
==========
Site Details

Grid Cell: 124451

Easting: 505045
Northing: 188752

Report Date: 22/05/2024
Scenario: Base Year

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

Mode	Stop	Route	Distance (metres)		Frequency (vph)		Walk Time (mins)	
SWT (mins)		TAT (mins)		EDF	Weight	AI		
Bus	THE FURROWS	U9	450.26	2.5	5.63	14	19.63	1.53
0.5	0.76							
Bus	MOORHALL R HORSE & BARGE		331		253.6	3	3.17	12
15.17	1.98	1	1.98					

Total Grid Cell AI: 2.74
PTAL: 1b

Appendix: D - TRICS Data

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Calculation Reference: AUDIT-743101-240524-0543

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	KN	KENSINGTON AND CHELSEA	1 days
02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	500 to 5700 (units: sqm)
Range Selected by User:	178 to 114000 (units: sqm)

Parking Spaces Range: Selected: 1 to 2923 Actual: 2 to 2923

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	6 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	5
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
Built-Up Zone	1
No Sub Category	2

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 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	6 days

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

PTAL Rating:

No PTAL Present	5 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1 AK-02-A-01 OFFICES WAKEFIELD
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY 23/05/17 Survey Type: MANUAL

2 KN-02-A-01 FRUIT DRINKS COMPANY KENSINGTON AND CHELSEA
LADBROKE GROVE
KENSAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 2255 sqm
Survey date: MONDAY 17/06/19 Survey Type: MANUAL

3 NF-02-A-04 BUILDING CONSULTANT NORFOLK
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 13/11/19 Survey Type: MANUAL

4 NF-02-A-05 COUNCIL OFFICES NORFOLK
YARMOUTH ROAD
NORWICH

Edge of Town
Residential Zone
Total Gross floor area: 3697 sqm
Survey date: MONDAY 12/09/22 Survey Type: MANUAL

5 WK-02-A-03 ENGINEERING CONSULTANTS WARWICKSHIRE
BUDBROOKE ROAD
WARWICK

Edge of Town
Industrial Zone
Total Gross floor area: 796 sqm
Survey date: WEDNESDAY 23/11/22 Survey Type: MANUAL

6 WS-02-A-06 SOUTHERN WATER OFFICES WEST SUSSEX
YEOMAN ROAD
WORTHING

Edge of Town
No Sub Category
Total Gross floor area: 5700 sqm
Survey date: WEDNESDAY 18/05/22 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.74

	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	6	2363	0.832	6	2363	0.042	6	2363	0.874
08:00 - 09:00	6	2363	1.559	6	2363	0.106	6	2363	1.665
09:00 - 10:00	6	2363	0.600	6	2363	0.141	6	2363	0.741
10:00 - 11:00	6	2363	0.162	6	2363	0.106	6	2363	0.268
11:00 - 12:00	6	2363	0.162	6	2363	0.183	6	2363	0.345
12:00 - 13:00	6	2363	0.282	6	2363	0.550	6	2363	0.832
13:00 - 14:00	6	2363	0.381	6	2363	0.261	6	2363	0.642
14:00 - 15:00	6	2363	0.134	6	2363	0.240	6	2363	0.374
15:00 - 16:00	6	2363	0.148	6	2363	0.430	6	2363	0.578
16:00 - 17:00	6	2363	0.127	6	2363	0.938	6	2363	1.065
17:00 - 18:00	6	2363	0.078	6	2363	1.192	6	2363	1.270
18:00 - 19:00	5	2590	0.070	5	2590	0.317	5	2590	0.387
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.535			4.506			9.041

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:	500 - 5700 (units: sqm)
Survey date date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
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	6	2363	0.000	6	2363	0.000	6	2363	0.000
08:00 - 09:00	6	2363	0.021	6	2363	0.021	6	2363	0.042
09:00 - 10:00	6	2363	0.021	6	2363	0.021	6	2363	0.042
10:00 - 11:00	6	2363	0.007	6	2363	0.007	6	2363	0.014
11:00 - 12:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
12:00 - 13:00	6	2363	0.007	6	2363	0.007	6	2363	0.014
13:00 - 14:00	6	2363	0.007	6	2363	0.007	6	2363	0.014
14:00 - 15:00	6	2363	0.014	6	2363	0.014	6	2363	0.028
15:00 - 16:00	6	2363	0.007	6	2363	0.007	6	2363	0.014
16:00 - 17:00	6	2363	0.014	6	2363	0.007	6	2363	0.021
17:00 - 18:00	6	2363	0.007	6	2363	0.014	6	2363	0.021
18:00 - 19:00	5	2590	0.000	5	2590	0.000	5	2590	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.105			0.210

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL 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	6	2363	0.000	6	2363	0.000	6	2363	0.000
08:00 - 09:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
09:00 - 10:00	6	2363	0.007	6	2363	0.007	6	2363	0.014
10:00 - 11:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
11:00 - 12:00	6	2363	0.007	6	2363	0.007	6	2363	0.014
12:00 - 13:00	6	2363	0.007	6	2363	0.007	6	2363	0.014
13:00 - 14:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
14:00 - 15:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
15:00 - 16:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
16:00 - 17:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
17:00 - 18:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
18:00 - 19:00	5	2590	0.000	5	2590	0.000	5	2590	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL 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	6	2363	0.014	6	2363	0.000	6	2363	0.014
08:00 - 09:00	6	2363	0.078	6	2363	0.000	6	2363	0.078
09:00 - 10:00	6	2363	0.035	6	2363	0.000	6	2363	0.035
10:00 - 11:00	6	2363	0.007	6	2363	0.007	6	2363	0.014
11:00 - 12:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
12:00 - 13:00	6	2363	0.000	6	2363	0.007	6	2363	0.007
13:00 - 14:00	6	2363	0.042	6	2363	0.021	6	2363	0.063
14:00 - 15:00	6	2363	0.014	6	2363	0.021	6	2363	0.035
15:00 - 16:00	6	2363	0.000	6	2363	0.014	6	2363	0.014
16:00 - 17:00	6	2363	0.000	6	2363	0.028	6	2363	0.028
17:00 - 18:00	6	2363	0.007	6	2363	0.078	6	2363	0.085
18:00 - 19:00	5	2590	0.000	5	2590	0.008	5	2590	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.197			0.184			0.381

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
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	6	2363	0.889	6	2363	0.056	6	2363	0.945
08:00 - 09:00	6	2363	1.665	6	2363	0.155	6	2363	1.820
09:00 - 10:00	6	2363	0.621	6	2363	0.120	6	2363	0.741
10:00 - 11:00	6	2363	0.176	6	2363	0.099	6	2363	0.275
11:00 - 12:00	6	2363	0.197	6	2363	0.212	6	2363	0.409
12:00 - 13:00	6	2363	0.310	6	2363	0.621	6	2363	0.931
13:00 - 14:00	6	2363	0.402	6	2363	0.289	6	2363	0.691
14:00 - 15:00	6	2363	0.148	6	2363	0.247	6	2363	0.395
15:00 - 16:00	6	2363	0.141	6	2363	0.458	6	2363	0.599
16:00 - 17:00	6	2363	0.127	6	2363	0.980	6	2363	1.107
17:00 - 18:00	6	2363	0.106	6	2363	1.333	6	2363	1.439
18:00 - 19:00	5	2590	0.116	5	2590	0.340	5	2590	0.456
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.898			4.910			9.808

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
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	6	2363	0.092	6	2363	0.000	6	2363	0.092
08:00 - 09:00	6	2363	0.113	6	2363	0.000	6	2363	0.113
09:00 - 10:00	6	2363	0.106	6	2363	0.000	6	2363	0.106
10:00 - 11:00	6	2363	0.063	6	2363	0.007	6	2363	0.070
11:00 - 12:00	6	2363	0.063	6	2363	0.078	6	2363	0.141
12:00 - 13:00	6	2363	0.120	6	2363	0.289	6	2363	0.409
13:00 - 14:00	6	2363	0.324	6	2363	0.254	6	2363	0.578
14:00 - 15:00	6	2363	0.106	6	2363	0.085	6	2363	0.191
15:00 - 16:00	6	2363	0.021	6	2363	0.063	6	2363	0.084
16:00 - 17:00	6	2363	0.042	6	2363	0.134	6	2363	0.176
17:00 - 18:00	6	2363	0.007	6	2363	0.162	6	2363	0.169
18:00 - 19:00	5	2590	0.000	5	2590	0.039	5	2590	0.039
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.057			1.111			2.168

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
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	6	2363	0.056	6	2363	0.000	6	2363	0.056
08:00 - 09:00	6	2363	0.162	6	2363	0.000	6	2363	0.162
09:00 - 10:00	6	2363	0.219	6	2363	0.021	6	2363	0.240
10:00 - 11:00	6	2363	0.056	6	2363	0.000	6	2363	0.056
11:00 - 12:00	6	2363	0.014	6	2363	0.071	6	2363	0.085
12:00 - 13:00	6	2363	0.049	6	2363	0.071	6	2363	0.120
13:00 - 14:00	6	2363	0.071	6	2363	0.113	6	2363	0.184
14:00 - 15:00	6	2363	0.035	6	2363	0.042	6	2363	0.077
15:00 - 16:00	6	2363	0.014	6	2363	0.042	6	2363	0.056
16:00 - 17:00	6	2363	0.000	6	2363	0.056	6	2363	0.056
17:00 - 18:00	6	2363	0.014	6	2363	0.162	6	2363	0.176
18:00 - 19:00	5	2590	0.000	5	2590	0.147	5	2590	0.147
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.690			0.725			1.415

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
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	6	2363	0.035	6	2363	0.000	6	2363	0.035
08:00 - 09:00	6	2363	0.219	6	2363	0.000	6	2363	0.219
09:00 - 10:00	6	2363	0.437	6	2363	0.000	6	2363	0.437
10:00 - 11:00	6	2363	0.113	6	2363	0.000	6	2363	0.113
11:00 - 12:00	6	2363	0.035	6	2363	0.028	6	2363	0.063
12:00 - 13:00	6	2363	0.049	6	2363	0.099	6	2363	0.148
13:00 - 14:00	6	2363	0.042	6	2363	0.148	6	2363	0.190
14:00 - 15:00	6	2363	0.078	6	2363	0.021	6	2363	0.099
15:00 - 16:00	6	2363	0.007	6	2363	0.007	6	2363	0.014
16:00 - 17:00	6	2363	0.000	6	2363	0.014	6	2363	0.014
17:00 - 18:00	6	2363	0.000	6	2363	0.162	6	2363	0.162
18:00 - 19:00	5	2590	0.000	5	2590	0.432	5	2590	0.432
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.015			0.911			1.926

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
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	6	2363	0.092	6	2363	0.000	6	2363	0.092
08:00 - 09:00	6	2363	0.388	6	2363	0.000	6	2363	0.388
09:00 - 10:00	6	2363	0.684	6	2363	0.021	6	2363	0.705
10:00 - 11:00	6	2363	0.169	6	2363	0.000	6	2363	0.169
11:00 - 12:00	6	2363	0.049	6	2363	0.099	6	2363	0.148
12:00 - 13:00	6	2363	0.099	6	2363	0.169	6	2363	0.268
13:00 - 14:00	6	2363	0.113	6	2363	0.261	6	2363	0.374
14:00 - 15:00	6	2363	0.113	6	2363	0.063	6	2363	0.176
15:00 - 16:00	6	2363	0.021	6	2363	0.049	6	2363	0.070
16:00 - 17:00	6	2363	0.000	6	2363	0.071	6	2363	0.071
17:00 - 18:00	6	2363	0.014	6	2363	0.331	6	2363	0.345
18:00 - 19:00	5	2590	0.000	5	2590	0.626	5	2590	0.626
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.742			1.690			3.432

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.74

	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	6	2363	1.086	6	2363	0.056	6	2363	1.142
08:00 - 09:00	6	2363	2.243	6	2363	0.155	6	2363	2.398
09:00 - 10:00	6	2363	1.446	6	2363	0.141	6	2363	1.587
10:00 - 11:00	6	2363	0.416	6	2363	0.113	6	2363	0.529
11:00 - 12:00	6	2363	0.310	6	2363	0.388	6	2363	0.698
12:00 - 13:00	6	2363	0.529	6	2363	1.086	6	2363	1.615
13:00 - 14:00	6	2363	0.882	6	2363	0.825	6	2363	1.707
14:00 - 15:00	6	2363	0.381	6	2363	0.416	6	2363	0.797
15:00 - 16:00	6	2363	0.183	6	2363	0.585	6	2363	0.768
16:00 - 17:00	6	2363	0.169	6	2363	1.213	6	2363	1.382
17:00 - 18:00	6	2363	0.134	6	2363	1.904	6	2363	2.038
18:00 - 19:00	5	2590	0.116	5	2590	1.012	5	2590	1.128
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.895			7.894			15.789

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CARS
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	6	2363	0.797	6	2363	0.035	6	2363	0.832
08:00 - 09:00	6	2363	1.481	6	2363	0.063	6	2363	1.544
09:00 - 10:00	6	2363	0.501	6	2363	0.078	6	2363	0.579
10:00 - 11:00	6	2363	0.113	6	2363	0.071	6	2363	0.184
11:00 - 12:00	6	2363	0.127	6	2363	0.148	6	2363	0.275
12:00 - 13:00	6	2363	0.219	6	2363	0.458	6	2363	0.677
13:00 - 14:00	6	2363	0.339	6	2363	0.219	6	2363	0.558
14:00 - 15:00	6	2363	0.092	6	2363	0.190	6	2363	0.282
15:00 - 16:00	6	2363	0.106	6	2363	0.324	6	2363	0.430
16:00 - 17:00	6	2363	0.092	6	2363	0.910	6	2363	1.002
17:00 - 18:00	6	2363	0.056	6	2363	1.143	6	2363	1.199
18:00 - 19:00	5	2590	0.054	5	2590	0.309	5	2590	0.363
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.977			3.948			7.925

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
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	6	2363	0.035	6	2363	0.007	6	2363	0.042
08:00 - 09:00	6	2363	0.049	6	2363	0.021	6	2363	0.070
09:00 - 10:00	6	2363	0.071	6	2363	0.035	6	2363	0.106
10:00 - 11:00	6	2363	0.035	6	2363	0.021	6	2363	0.056
11:00 - 12:00	6	2363	0.028	6	2363	0.028	6	2363	0.056
12:00 - 13:00	6	2363	0.049	6	2363	0.078	6	2363	0.127
13:00 - 14:00	6	2363	0.028	6	2363	0.035	6	2363	0.063
14:00 - 15:00	6	2363	0.028	6	2363	0.028	6	2363	0.056
15:00 - 16:00	6	2363	0.035	6	2363	0.099	6	2363	0.134
16:00 - 17:00	6	2363	0.021	6	2363	0.021	6	2363	0.042
17:00 - 18:00	6	2363	0.014	6	2363	0.028	6	2363	0.042
18:00 - 19:00	5	2590	0.015	5	2590	0.008	5	2590	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.408			0.409			0.817

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL MOTOR CYCLES
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	6	2363	0.000	6	2363	0.000	6	2363	0.000
08:00 - 09:00	6	2363	0.007	6	2363	0.000	6	2363	0.007
09:00 - 10:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
10:00 - 11:00	6	2363	0.007	6	2363	0.007	6	2363	0.014
11:00 - 12:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
12:00 - 13:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
13:00 - 14:00	6	2363	0.007	6	2363	0.000	6	2363	0.007
14:00 - 15:00	6	2363	0.000	6	2363	0.007	6	2363	0.007
15:00 - 16:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
16:00 - 17:00	6	2363	0.000	6	2363	0.000	6	2363	0.000
17:00 - 18:00	6	2363	0.000	6	2363	0.007	6	2363	0.007
18:00 - 19:00	5	2590	0.000	5	2590	0.000	5	2590	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.*

EAS Transport Planning Unit 10 The Maltings Stanstead Abbotts Licence No: 743101

Calculation Reference: AUDIT-743101-240524-0535

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	HO	HOUNSLOW	1 days
02	SOUTH EAST		
	HF	HERTFORDSHIRE	3 days
	WS	WEST SUSSEX	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 0.5 to 4.38 Actual: 0.07 to 4.38

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 13/09/23

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:

Tuesday	1 days
Wednesday	3 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	7 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	5
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	6

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	5 days
25,001 to 50,000	1 days

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

Population within 5 miles:

125,001 to 250,000	5 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	4 days
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	5 days
2 Poor	2 days

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

LIST OF SITES relevant to selection parameters

1 BE-03-C-02 BLOCKS OF FLATS BEXLEY
CLYDESDALE WAY
BELVEDERE

Edge of Town
Industrial Zone
Total No of Dwellings: 402
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 HF-03-C-06 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: THURSDAY *08/06/23* *Survey Type: MANUAL*

3 HF-03-C-07 BLOCKS OF FLATS HERTFORDSHIRE
OXHEY DRIVE
WATFORD
SOUTH OXHEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 84
Survey date: WEDNESDAY *07/06/23* *Survey Type: MANUAL*

4 HF-03-C-08 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

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

6 TW-03-C-01 BLOCKS OF FLATS TYNE & WEAR
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

7 WS-03-C-01 BLOCKS OF FLATS WEST SUSSEX
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *11/05/22* *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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.67

	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	7	87	0.018	7	87	0.175	7	87	0.193
08:00 - 09:00	7	87	0.043	7	87	0.170	7	87	0.213
09:00 - 10:00	7	87	0.062	7	87	0.064	7	87	0.126
10:00 - 11:00	7	87	0.044	7	87	0.061	7	87	0.105
11:00 - 12:00	7	87	0.057	7	87	0.077	7	87	0.134
12:00 - 13:00	7	87	0.079	7	87	0.067	7	87	0.146
13:00 - 14:00	7	87	0.079	7	87	0.088	7	87	0.167
14:00 - 15:00	7	87	0.075	7	87	0.067	7	87	0.142
15:00 - 16:00	7	87	0.108	7	87	0.072	7	87	0.180
16:00 - 17:00	7	87	0.111	7	87	0.075	7	87	0.186
17:00 - 18:00	7	87	0.139	7	87	0.080	7	87	0.219
18:00 - 19:00	7	87	0.141	7	87	0.054	7	87	0.195
19:00 - 20:00	2	208	0.113	2	208	0.055	2	208	0.168
20:00 - 21:00	2	208	0.125	2	208	0.055	2	208	0.180
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.194			1.160			2.354

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

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

Parameter summary

Trip rate parameter range selected:	14 - 402 (units:)
Survey date date range:	01/01/16 - 13/09/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	7	87	0.002	7	87	0.002	7	87	0.004
08:00 - 09:00	7	87	0.003	7	87	0.003	7	87	0.006
09:00 - 10:00	7	87	0.003	7	87	0.003	7	87	0.006
10:00 - 11:00	7	87	0.000	7	87	0.000	7	87	0.000
11:00 - 12:00	7	87	0.002	7	87	0.002	7	87	0.004
12:00 - 13:00	7	87	0.005	7	87	0.005	7	87	0.010
13:00 - 14:00	7	87	0.003	7	87	0.003	7	87	0.006
14:00 - 15:00	7	87	0.005	7	87	0.005	7	87	0.010
15:00 - 16:00	7	87	0.003	7	87	0.003	7	87	0.006
16:00 - 17:00	7	87	0.003	7	87	0.003	7	87	0.006
17:00 - 18:00	7	87	0.002	7	87	0.002	7	87	0.004
18:00 - 19:00	7	87	0.003	7	87	0.003	7	87	0.006
19:00 - 20:00	2	208	0.002	2	208	0.002	2	208	0.004
20:00 - 21:00	2	208	0.000	2	208	0.000	2	208	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	7	87	0.000	7	87	0.000	7	87	0.000
08:00 - 09:00	7	87	0.000	7	87	0.000	7	87	0.000
09:00 - 10:00	7	87	0.000	7	87	0.000	7	87	0.000
10:00 - 11:00	7	87	0.000	7	87	0.000	7	87	0.000
11:00 - 12:00	7	87	0.000	7	87	0.000	7	87	0.000
12:00 - 13:00	7	87	0.000	7	87	0.000	7	87	0.000
13:00 - 14:00	7	87	0.000	7	87	0.000	7	87	0.000
14:00 - 15:00	7	87	0.002	7	87	0.002	7	87	0.004
15:00 - 16:00	7	87	0.000	7	87	0.000	7	87	0.000
16:00 - 17:00	7	87	0.000	7	87	0.000	7	87	0.000
17:00 - 18:00	7	87	0.000	7	87	0.000	7	87	0.000
18:00 - 19:00	7	87	0.000	7	87	0.000	7	87	0.000
19:00 - 20:00	2	208	0.000	2	208	0.000	2	208	0.000
20:00 - 21:00	2	208	0.000	2	208	0.000	2	208	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	7	87	0.002	7	87	0.011	7	87	0.013
08:00 - 09:00	7	87	0.002	7	87	0.021	7	87	0.023
09:00 - 10:00	7	87	0.003	7	87	0.003	7	87	0.006
10:00 - 11:00	7	87	0.003	7	87	0.003	7	87	0.006
11:00 - 12:00	7	87	0.003	7	87	0.002	7	87	0.005
12:00 - 13:00	7	87	0.002	7	87	0.005	7	87	0.007
13:00 - 14:00	7	87	0.010	7	87	0.010	7	87	0.020
14:00 - 15:00	7	87	0.002	7	87	0.002	7	87	0.004
15:00 - 16:00	7	87	0.005	7	87	0.002	7	87	0.007
16:00 - 17:00	7	87	0.008	7	87	0.002	7	87	0.010
17:00 - 18:00	7	87	0.018	7	87	0.002	7	87	0.020
18:00 - 19:00	7	87	0.005	7	87	0.002	7	87	0.007
19:00 - 20:00	2	208	0.012	2	208	0.002	2	208	0.014
20:00 - 21:00	2	208	0.002	2	208	0.000	2	208	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.067			0.144

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

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

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

	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	7	87	0.018	7	87	0.241	7	87	0.259
08:00 - 09:00	7	87	0.044	7	87	0.254	7	87	0.298
09:00 - 10:00	7	87	0.070	7	87	0.074	7	87	0.144
10:00 - 11:00	7	87	0.052	7	87	0.075	7	87	0.127
11:00 - 12:00	7	87	0.079	7	87	0.101	7	87	0.180
12:00 - 13:00	7	87	0.098	7	87	0.077	7	87	0.175
13:00 - 14:00	7	87	0.095	7	87	0.108	7	87	0.203
14:00 - 15:00	7	87	0.097	7	87	0.080	7	87	0.177
15:00 - 16:00	7	87	0.154	7	87	0.082	7	87	0.236
16:00 - 17:00	7	87	0.162	7	87	0.092	7	87	0.254
17:00 - 18:00	7	87	0.185	7	87	0.106	7	87	0.291
18:00 - 19:00	7	87	0.195	7	87	0.067	7	87	0.262
19:00 - 20:00	2	208	0.142	2	208	0.065	2	208	0.207
20:00 - 21:00	2	208	0.180	2	208	0.075	2	208	0.255
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.571			1.497			3.068

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
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	7	87	0.023	7	87	0.057	7	87	0.080
08:00 - 09:00	7	87	0.041	7	87	0.106	7	87	0.147
09:00 - 10:00	7	87	0.047	7	87	0.056	7	87	0.103
10:00 - 11:00	7	87	0.026	7	87	0.039	7	87	0.065
11:00 - 12:00	7	87	0.031	7	87	0.041	7	87	0.072
12:00 - 13:00	7	87	0.049	7	87	0.049	7	87	0.098
13:00 - 14:00	7	87	0.056	7	87	0.047	7	87	0.103
14:00 - 15:00	7	87	0.062	7	87	0.041	7	87	0.103
15:00 - 16:00	7	87	0.083	7	87	0.049	7	87	0.132
16:00 - 17:00	7	87	0.064	7	87	0.054	7	87	0.118
17:00 - 18:00	7	87	0.079	7	87	0.051	7	87	0.130
18:00 - 19:00	7	87	0.087	7	87	0.047	7	87	0.134
19:00 - 20:00	2	208	0.072	2	208	0.063	2	208	0.134
20:00 - 21:00	2	208	0.053	2	208	0.067	2	208	0.120
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.773			0.766			1.539

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
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	7	87	0.003	7	87	0.061	7	87	0.064
08:00 - 09:00	7	87	0.005	7	87	0.075	7	87	0.080
09:00 - 10:00	7	87	0.025	7	87	0.023	7	87	0.048
10:00 - 11:00	7	87	0.010	7	87	0.011	7	87	0.021
11:00 - 12:00	7	87	0.010	7	87	0.023	7	87	0.033
12:00 - 13:00	7	87	0.020	7	87	0.034	7	87	0.054
13:00 - 14:00	7	87	0.011	7	87	0.026	7	87	0.037
14:00 - 15:00	7	87	0.026	7	87	0.029	7	87	0.055
15:00 - 16:00	7	87	0.031	7	87	0.021	7	87	0.052
16:00 - 17:00	7	87	0.034	7	87	0.018	7	87	0.052
17:00 - 18:00	7	87	0.038	7	87	0.007	7	87	0.045
18:00 - 19:00	7	87	0.054	7	87	0.007	7	87	0.061
19:00 - 20:00	2	208	0.063	2	208	0.012	2	208	0.074
20:00 - 21:00	2	208	0.043	2	208	0.012	2	208	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.372			0.359			0.731

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
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	7	87	0.002	7	87	0.097	7	87	0.099
08:00 - 09:00	7	87	0.003	7	87	0.082	7	87	0.085
09:00 - 10:00	7	87	0.010	7	87	0.034	7	87	0.044
10:00 - 11:00	7	87	0.010	7	87	0.015	7	87	0.025
11:00 - 12:00	7	87	0.008	7	87	0.026	7	87	0.034
12:00 - 13:00	7	87	0.018	7	87	0.031	7	87	0.049
13:00 - 14:00	7	87	0.016	7	87	0.043	7	87	0.059
14:00 - 15:00	7	87	0.016	7	87	0.029	7	87	0.045
15:00 - 16:00	7	87	0.026	7	87	0.015	7	87	0.041
16:00 - 17:00	7	87	0.047	7	87	0.005	7	87	0.052
17:00 - 18:00	7	87	0.047	7	87	0.015	7	87	0.062
18:00 - 19:00	7	87	0.085	7	87	0.011	7	87	0.096
19:00 - 20:00	2	208	0.075	2	208	0.010	2	208	0.085
20:00 - 21:00	2	208	0.046	2	208	0.010	2	208	0.056
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.409			0.423			0.832

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
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	7	87	0.005	7	87	0.157	7	87	0.162
08:00 - 09:00	7	87	0.008	7	87	0.157	7	87	0.165
09:00 - 10:00	7	87	0.034	7	87	0.057	7	87	0.091
10:00 - 11:00	7	87	0.020	7	87	0.026	7	87	0.046
11:00 - 12:00	7	87	0.018	7	87	0.049	7	87	0.067
12:00 - 13:00	7	87	0.038	7	87	0.065	7	87	0.103
13:00 - 14:00	7	87	0.028	7	87	0.069	7	87	0.097
14:00 - 15:00	7	87	0.043	7	87	0.059	7	87	0.102
15:00 - 16:00	7	87	0.057	7	87	0.036	7	87	0.093
16:00 - 17:00	7	87	0.082	7	87	0.023	7	87	0.105
17:00 - 18:00	7	87	0.085	7	87	0.021	7	87	0.106
18:00 - 19:00	7	87	0.139	7	87	0.018	7	87	0.157
19:00 - 20:00	2	208	0.137	2	208	0.022	2	208	0.159
20:00 - 21:00	2	208	0.089	2	208	0.022	2	208	0.111
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.783			0.781			1.564

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.67

	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	7	87	0.047	7	87	0.466	7	87	0.513
08:00 - 09:00	7	87	0.095	7	87	0.538	7	87	0.633
09:00 - 10:00	7	87	0.155	7	87	0.190	7	87	0.345
10:00 - 11:00	7	87	0.101	7	87	0.144	7	87	0.245
11:00 - 12:00	7	87	0.131	7	87	0.193	7	87	0.324
12:00 - 13:00	7	87	0.187	7	87	0.196	7	87	0.383
13:00 - 14:00	7	87	0.188	7	87	0.234	7	87	0.422
14:00 - 15:00	7	87	0.203	7	87	0.182	7	87	0.385
15:00 - 16:00	7	87	0.300	7	87	0.169	7	87	0.469
16:00 - 17:00	7	87	0.316	7	87	0.170	7	87	0.486
17:00 - 18:00	7	87	0.367	7	87	0.180	7	87	0.547
18:00 - 19:00	7	87	0.426	7	87	0.134	7	87	0.560
19:00 - 20:00	2	208	0.363	2	208	0.151	2	208	0.514
20:00 - 21:00	2	208	0.325	2	208	0.163	2	208	0.488
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.204			3.110			6.314

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	7	87	0.015	7	87	0.164	7	87	0.179
08:00 - 09:00	7	87	0.038	7	87	0.159	7	87	0.197
09:00 - 10:00	7	87	0.054	7	87	0.057	7	87	0.111
10:00 - 11:00	7	87	0.038	7	87	0.051	7	87	0.089
11:00 - 12:00	7	87	0.054	7	87	0.069	7	87	0.123
12:00 - 13:00	7	87	0.064	7	87	0.056	7	87	0.120
13:00 - 14:00	7	87	0.064	7	87	0.074	7	87	0.138
14:00 - 15:00	7	87	0.062	7	87	0.057	7	87	0.119
15:00 - 16:00	7	87	0.098	7	87	0.061	7	87	0.159
16:00 - 17:00	7	87	0.103	7	87	0.067	7	87	0.170
17:00 - 18:00	7	87	0.126	7	87	0.074	7	87	0.200
18:00 - 19:00	7	87	0.131	7	87	0.047	7	87	0.178
19:00 - 20:00	2	208	0.111	2	208	0.050	2	208	0.161
20:00 - 21:00	2	208	0.115	2	208	0.053	2	208	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.073			1.039			2.112

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	7	87	0.002	7	87	0.008	7	87	0.010
08:00 - 09:00	7	87	0.002	7	87	0.007	7	87	0.009
09:00 - 10:00	7	87	0.005	7	87	0.000	7	87	0.005
10:00 - 11:00	7	87	0.007	7	87	0.010	7	87	0.017
11:00 - 12:00	7	87	0.002	7	87	0.005	7	87	0.007
12:00 - 13:00	7	87	0.007	7	87	0.002	7	87	0.009
13:00 - 14:00	7	87	0.007	7	87	0.007	7	87	0.014
14:00 - 15:00	7	87	0.005	7	87	0.003	7	87	0.008
15:00 - 16:00	7	87	0.005	7	87	0.007	7	87	0.012
16:00 - 17:00	7	87	0.005	7	87	0.005	7	87	0.010
17:00 - 18:00	7	87	0.010	7	87	0.002	7	87	0.012
18:00 - 19:00	7	87	0.002	7	87	0.003	7	87	0.005
19:00 - 20:00	2	208	0.000	2	208	0.002	2	208	0.002
20:00 - 21:00	2	208	0.005	2	208	0.002	2	208	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.063			0.127

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	7	87	0.000	7	87	0.002	7	87	0.002
08:00 - 09:00	7	87	0.000	7	87	0.002	7	87	0.002
09:00 - 10:00	7	87	0.000	7	87	0.003	7	87	0.003
10:00 - 11:00	7	87	0.000	7	87	0.000	7	87	0.000
11:00 - 12:00	7	87	0.000	7	87	0.002	7	87	0.002
12:00 - 13:00	7	87	0.003	7	87	0.005	7	87	0.008
13:00 - 14:00	7	87	0.005	7	87	0.005	7	87	0.010
14:00 - 15:00	7	87	0.002	7	87	0.000	7	87	0.002
15:00 - 16:00	7	87	0.002	7	87	0.002	7	87	0.004
16:00 - 17:00	7	87	0.000	7	87	0.000	7	87	0.000
17:00 - 18:00	7	87	0.002	7	87	0.003	7	87	0.005
18:00 - 19:00	7	87	0.005	7	87	0.000	7	87	0.005
19:00 - 20:00	2	208	0.000	2	208	0.000	2	208	0.000
20:00 - 21:00	2	208	0.005	2	208	0.000	2	208	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
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	7	87	0.000	7	87	0.000	7	87	0.000
08:00 - 09:00	7	87	0.002	7	87	0.002	7	87	0.004
09:00 - 10:00	7	87	0.007	7	87	0.003	7	87	0.010
10:00 - 11:00	7	87	0.011	7	87	0.011	7	87	0.022
11:00 - 12:00	7	87	0.005	7	87	0.008	7	87	0.013
12:00 - 13:00	7	87	0.011	7	87	0.008	7	87	0.019
13:00 - 14:00	7	87	0.008	7	87	0.007	7	87	0.015
14:00 - 15:00	7	87	0.008	7	87	0.008	7	87	0.016
15:00 - 16:00	7	87	0.010	7	87	0.010	7	87	0.020
16:00 - 17:00	7	87	0.005	7	87	0.008	7	87	0.013
17:00 - 18:00	7	87	0.002	7	87	0.003	7	87	0.005
18:00 - 19:00	7	87	0.002	7	87	0.002	7	87	0.004
19:00 - 20:00	2	208	0.000	2	208	0.000	2	208	0.000
20:00 - 21:00	2	208	0.000	2	208	0.000	2	208	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.070			0.141

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.*