Citroen Site, Brentford

Transport Statement

On behalf of L&Q

Project Ref: 38397/5501 | Rev: B | Date: October 2017

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Document Control Sheet

Project Name: **Citroen Site, Brentford**

Project Ref: **38397**

Report Title: **Transport Statement**

Doc Ref:

Date: **October 2017**

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Revision	Date	Description	Prepared	Reviewed	Approved
A	17/10/17	Update	S Gardner	S Millns	
B	19/10/17	Cycle spaces	S Gardner	S Millns	

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1 Introduction

1.1 Overview

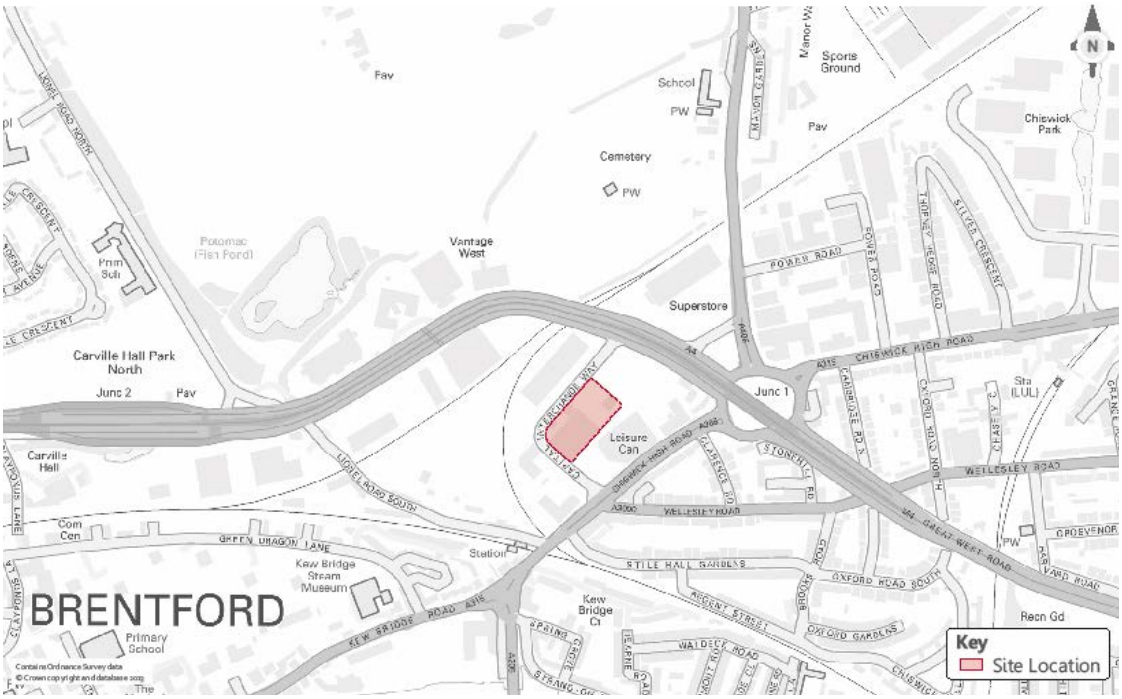
1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by L&Q to provide transport and highway advice for the proposed redevelopment of the Citroen Site on Capital Interchange Way, Brentford, TW8 0EX. The site is located in the London Borough of Hounslow (LBH).

1.1.2 This Transport Statement (TS) has been produced to accompany a full planning application for a residential led mix use development consisting of 427 residential units (Class C3) including 40% affordable housing with ancillary facilities, flexible uses within classes (A1, A2, A3 and B1) and a nursery (Class D1). Comprising buildings of 12, 13, 15, 16 and 18 storeys in height, with associated cycle parking, car parking, playspace and public realm improvements.

1.2 The Site

1.2.1 The site is approximately 0.96 hectares and Capital Interchange Way curves around the site on its north-western and south-western boundary. The site is located on the northern side of Chiswick High Road (South Circular) close to the junction with the Great West Road/elevated M4 motorway. The site location in its local context is shown in **Figure 1.1**.

Figure 1.1: Site Location Plan



1.2.2 To the north of the site is a cleared commercial site that previously contained four industrial units which is subject to a planning application for a mixed use development including 550 residential units and the relocated bus depot. To the south of the site is Brentford Fountain Leisure Centre and to the east is a VW dealership. Kew House School, a co-educational independent senior school, is located to the west of the site.

1.2.3 The TS has been subject to scoping discussions with LBH and TfL, including a meeting on 7th July 2017 with LBH, and a further formal pre-application meeting on 17th August 2017. The scoping has agreed the following:

- Trip rates for residential and café/restaurant, including factor for pass-by and local residents. Parameters for the office and nursery trip rates;
- Survey of existing car dealership use and Capital Interchange Way for use in net impact of development;
- Committed development;
- No additional PERS audit required above what was undertaken for The Curve and Capital Interchange Way Transport Assessments;
- Parameters of Personal Injury Collision data;
- Access, parking and servicing strategy; and
- Extent of assessment, and that no junction capacity assessment is required.

1.2.4 The scoping discussions also required the CLoS assessment, and the extents.

1.2.5 A copy of the Scoping Report and Meeting Minutes is attached in **Appendix A**.

1.2.6 This TS has been produced in line with guidance set out in Transport for London's (TfL) Transport Assessment Guidance, with the following chapters:

- Introduction, providing an overview of the site;
- Policy, summarising national, regional and local policy;
- Sustainable Means of Access, setting out the existing local walk, cycle and public transport facilities;
- Existing Highway Network, including traffic surveys and injury collision analysis;
- Development Proposals with a summary of what is proposed on the site, including the delivery, servicing and waste;
- Trip Generation, setting out the means for determining multi-modal trip generation for all land uses;
- Development Impact, summarising the impact of the development on all modes of transport; and
- Summary and Conclusions.

2 Policy

2.1 Introduction

2.1.1 This section reviews current and emerging land use and transport policies at national, regional and local government levels.

2.2 National Policy

National Planning Policy Framework – Department for Communities and Local Government (March 2012)

2.2.1 The Government published the National Planning Policy Framework (NPPF) in March 2012. This forms a key part of their reforms to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

2.2.2 The NPPF states that the core planning principle relating to transport is to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and to focus significant development in locations which are or can be made sustainable. It advises that plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development.

2.2.3 It advises that, subject to the above considerations, development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

Planning Practice Guidance – Department for Communities and Local Government (March 2014)

2.2.4 The supporting 'Planning Practice Guidance' provides a section on 'Travel plans, transport assessments and statements in decision-taking'. This states that Transport Assessments (TA) can positively contribute to:

- "encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads."

2.2.5 The guidance also states that TAs should be:

- "proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- established at the earliest practicable possible stage of a development proposal;
- be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);
- be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority. Engaging communities and local businesses in TAs can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."

2.3 Regional Policy

The London Plan (March 2016) with Jan 2017 fix, and consolidated with alterations since 2011

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years.

2.3.1 The main source of policy on transport is the Mayor's Transport Strategy (MTS). This sets a number of goals, which link to corresponding themes within The London Plan. These include;

- Supporting economic development and population growth;
- Enhancing the quality of life for all Londoners;
- Improving the safety and security of all Londoners;
- Improving transport opportunities for all Londoners; and
- Reducing transport's contribution to climate change, and improving its resilience.

2.3.2 Policy 6.9 Cycling states that;

"A The Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5 per cent of modal share by 2026."

2.3.3 The development has been designed to facilitate and promote cycling with cycle parking provided in accordance with The London Plan. This is set out in further detail in Chapter 8.

2.3.4 Policy 6.10 Walking states that;

"A The Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasizing the quality of the pedestrian and street environment, including the use of shared space principles, – promoting simplified streetscape, de-cluttering and access for all."

2.3.5 The development has been designed to facilitate pedestrian connectivity through the site.

2.3.6 Policy 6.10 goes on to state that;

"Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space."

2.3.7 This has been a key consideration during the design process, which is highlighted within the supporting Design and Access Statement (DAS). Further details associated with pedestrian access to the site are contained in Chapter 8.

2.3.8 Policy 6.13 Parking states that;

"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."

2.3.9 The maximum parking standards for residential development set out within The London Plan are contained in **Table 2-1**.

Table 2.1: London Plan Maximum Car Parking Standards

Maximum residential parking standards			
Number of Beds	**4 or more**	**3**	**1-2**
Max provision	Up to 2 per unit	Up to 1.5 per unit	0-1 per unit

2.3.10 The guidance also states that;

"All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit, and towards zero / car-free in the areas of highest accessibility. Adequate parking spaces for disabled people must be provided preferably on-site" and

"20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future." This is reflected in the proposed parking ratios and parking provision set out in **Chapter 6**.

2.3.11 Policy 6.13 also states that development must provide for the needs of businesses for delivery and servicing. This is set out in detail in **Chapter 6** and has followed detailed discussions with LBH Highway Officers.

2.4 Local Policy

Hounslow Local Plan (2015)

2.4.1 The adopted Local Plan sets out the future spatial strategy of the London Borough of Hounslow for the next 15 years, and provides for significant growth in new housing and jobs.

2.4.2 Policy EC2 Developing a sustainable local transport network seeks to maximise opportunities for walking, cycling and using public transport. This will be achieved by:

- "(a) Promoting 'car-free' or 'low car' development where appropriate, as well as car clubs and car sharing scheme;
- (b) Promoting the active management of car parking and travel demand in the borough, particularly through the implementation of Controlled Parking Zones (CPZs) and restricting access to these zones to existing dwellings and requiring developments to plan end-use in accordance with these measures;

- (c) Preparing site specific development briefs where strategic sites include existing car parks, to ensure that sufficient car parking is retained to meet local needs;

- (d) Using the standards established in the London Plan for car parking, cycle parking, motorcycle parking, coach parking, and electric vehicle charging."

2.4.3 LBH will expect development proposals to:

- "(f) Demonstrate they are located appropriately with regard to public transport accessibility and capacity, road capacity and access to good quality, walking and cycling networks;

- (g) Demonstrate that adverse impacts on the transport network are avoided, including preparation of Transport Assessments; and

- (i) Prepare Travel Plans in accordance with latest guidance from Transport for London and the council's '10 Point Guide' or any subsequently adopted guidance."

3 Sustainable Means of Access

3.1 Introduction

3.1.1 This section of the report describes the existing accessibility of the site on foot, for cyclists and by public transport. This section also contains a summary of the main local amenities that are accessible by sustainable forms of travel close to the site.

3.2 Walking and Cycling

3.2.1 Footways are located on both sides of Capital Interchange Way. These provide access south towards Brentford Fountain Leisure Centre and to a selection of shops to the south of the A205 Chiswick High Road via a signalised pedestrian crossing at the junction with Capital Interchange Way.

3.2.2 Kew Bridge Rail Station is located approximately 270 metres to the south west of the site and is accessed on foot via Capital Interchange Way and the A205 Chiswick High Road. The signalised crossing described above provides a safe crossing facility on this route and is the only road that is required to be crossed.

3.2.3 There is pedestrian access to Gunnersbury Park Overground and Underground Station approximately 930 metres to the west of the centre of the site via a series of controlled signalised toucan crossings at Chiswick Roundabout and along the A315 Chiswick High Road.

3.2.4 Transport for London (TfL) Local Cycling Guide 6 covers the area surrounding the site and indicates routes that are recommended for cycling, with Capital Interchange Way highlighted as such a route. This provides access from the site north towards an off carriageway designated cycle lane on the A4 Great West Road towards Gunnersbury Park. An extract of the guide is attached in **Appendix B**.

3.2.5 Chiswick High Road contains a shared bus and cycle lane northbound towards Chiswick Roundabout. On the approach to the roundabout the cycle route leaves the bus lane and becomes a shared foot and cycleway. At Chiswick Roundabout the cycle route continues through the junction via the toucan crossing described above.

3.2.6 To the south of the site a shared foot and cycleway is located on both sides of Kew Bridge heading towards Kew Gardens. The A315 Kew Bridge Road contains an eastbound shared bus and cycle lane towards the junction with the A205 South Circular Road and westbound on-carriageway cycle lane. These both assist cycling to and from the centre of Brentford, which is less than 2 kilometres to the south west of the site.

3.3 Local Bus Services

3.3.1 The site benefits from six bus services surrounding the site. Bus stop L located outside the Fountain Leisure Centre on the A205 Chiswick High Road is located approximately 300m walk from the centre of the site. Bus Stop M is located on the A4 Great West Road approximately 200 metres walk from the centre of the site, and is served by route H91.These are set out in **Table 3.1** together with their frequency.

Table 3.1: Bus Services Summary

Bus No.	Route	Frequency (min)		
		Weekday (0700-1900)	Saturday (0700-1900)	Sunday (0700-1900)
65	Ealing Broadway – Richmond – Kingston – Chessington South	4-8	5-15	8-19
237	Hounslow Heath – Brentford – Stamford Brook – Shepherd's Bush	5-9	8-16	8-15
267	Fulwell – Brentford – Ravenscourt Park – Hammersmith	8-12	15-30	15-30
391	Richmond – North Sheen – Hammersmith – Sands End	8-12	9-16	10-30
440	Stonebridge Park – West Acton – Chiswick Park	12-14	15-20	20-30
H91	Hounslow West – Osterley - Hammersmith	7-12	9-21	14-30

Source: TfL (Aug 2017)

3.3.2 Service 65 operates the highest frequency service of the nearby bus routes and provides a connection from the site to key locations such as Ealing Broadway, Richmond and Kingston.

3.3.3 Service 237 operates between Hounslow Heath and Shepherd's Bush and Service 391 operates between Richmond and Sands End. Bus Stops for each of these services are located on the Chiswick High Road adjacent to Brentford Fountain Leisure Centre, and are provided with shelters with Real Time information.

3.3.4 Service 267 operates on Chiswick High Road with a stop adjacent to Brentford Fountain Leisure Centre. This service operates between Fulwell and Hammersmith via Brentford.

3.3.5 Service 440 operates between Power Road to Stonebridge Park Station in Brent. The terminal and first bus stops for this services are located on Power Road, which is to the north east side of Chiswick Roundabout.

3.3.6 Service H91 operates along the A4 Great West Road to the north of the site, providing convenient connections to Hounslow West, Osterley and Hammersmith.

3.4 Rail and Underground Network

3.4.1 The site is situated 4 minutes' walk to Kew Bridge Rail Station. From Kew Bridge, trains are available to London Waterloo, Weybridge, Hounslow and Reading. Kew Bridge Rail Station is served approximately 6 times an hour in both directions during the peak hours, with the journey time to Waterloo approximately 30 minutes.

3.4.2 The site is also situated 12 minutes' walk to Gunnersbury Overground and London Underground Station. This station is situated on the District Line, which has services between Richmond and Upminster as well as between Richmond and Edgware Road. Services operate at a frequency of approximately 10 minutes.

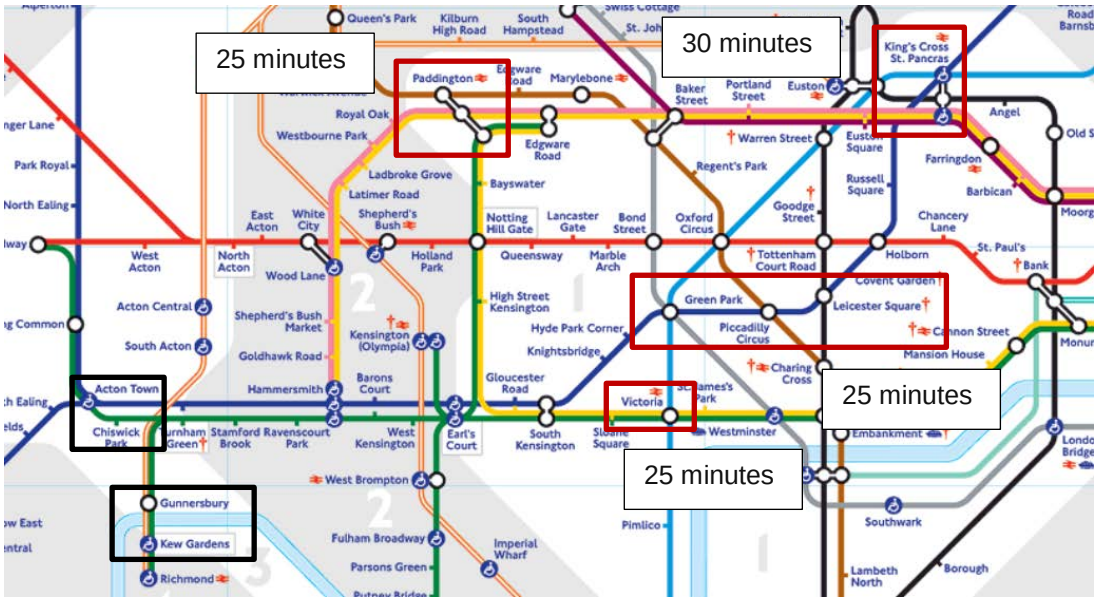
3.4.3 The line also provides connection with central London (Westminster and Embankment) in approximately 30 minutes, with Paddington and Victoria Rail Stations reached in 30 minutes. The London Overground provides connections to further destinations including Stratford in approximately 55 minutes.

3.4.4 The site is also located within walking and cycling distance to other London Underground, Overground and National Rail stations, which can also be easily reached by cycle and local bus services. These include;

- Acton Town Station which is on the Piccadilly Line and is 24 minutes on foot or 7 minutes by bike. Brentford Station (National Rail) is 26 minutes walk from the site or 8 minutes by bike.

3.4.5 **Figure 3.1** illustrates the main connections available from these stations within the London Underground and London Overground networks.

Figure 3.1: London Tube and Overground Map. Source: Transport for London



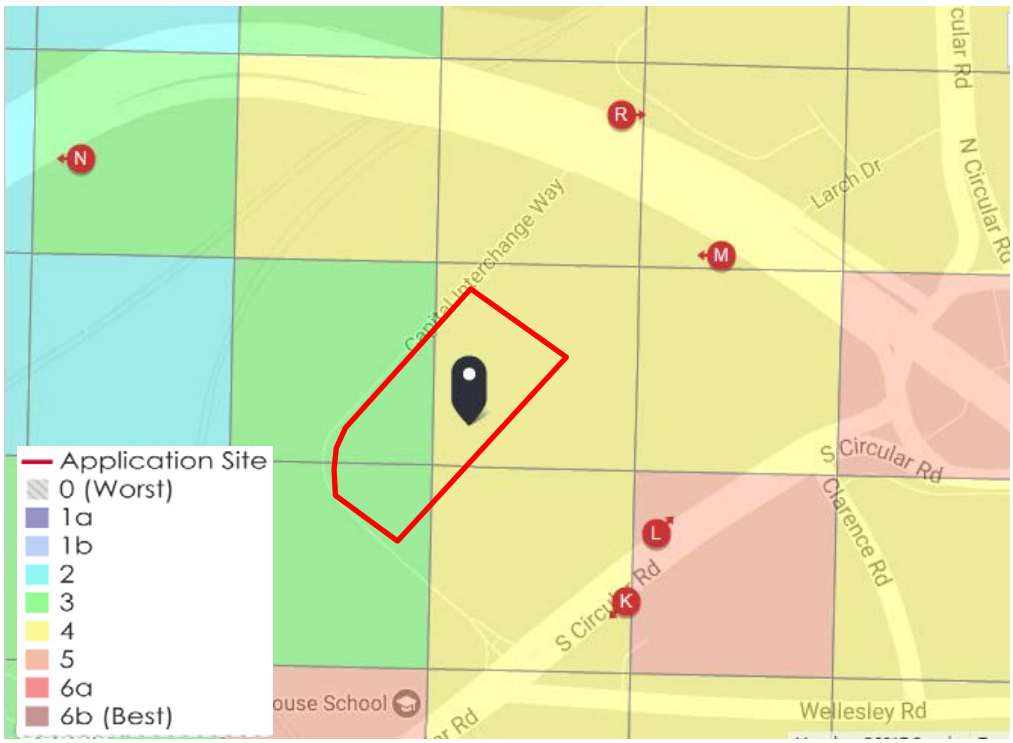
3.4.6 As shown in **Figure 3.1**, the site is very well connected by the London Underground and London Overground to Central London and key rail termini such as Victoria, King's Cross St Pancras and Paddington.

3.5 Existing Public Transport Accessibility Level

3.5.1 Public Transport Accessibility Levels (PTALs) provide a measure of a site's proximity to public transport services and indicate a relative rating. It takes into account walk access times and service availability, frequency and reliability. A PTAL can range from 0 to 6b, where a score of 0 indicates no accessibility and 6b indicates "excellent" provision.

3.5.2 The PTAL analysis methodology has prescribed maximum walk distances to bus stops (640 metres) and rail/ underground stations (960 metres). A PTAL assessment has been prepared via the TfL website, with the output provided in **Appendix C**, which determined that the site currently has a PTAL level of 3 (moderate). For the operation of the development a 2021 PTAL assessment has been undertaken which includes local proposed public transport improvements, with the forecast map covering the site shown in **Figure 3.2** . This highlights that the site has a PTAL score of 3 (moderate) on the west of the site and a PTAL score of 4 (good) on the eastern side of the site.

Figure 3.2: PTAL Assessment



3.5.3 It is however noted that the PTAL methodology does not take account of public transport services just beyond bus stop and rail/ underground station thresholds, or indeed the ability to make multi-modal journeys such as catching a bus to a nearby station or riding a bike to a station that is beyond 640 metre walk distance. The site in reality is therefore considered to be a lot more accessible by sustainable modes than the PTAL results reveal.

3.6 Local Amenities

3.6.1 Existing local amenities that could be used by future residents of the development are set out in **Table 3.2**, together with the respective distances and journeys times, based upon a walking speed of 4.8kph and cycling speed of 16.0kph.

Table 3.2: Local Amenities

Key Local Amenities	Distance (metres)	Journey Time (mins)		
		Walking	Cycling	Public Transport
Strand-on-the-Green Primary School	805	10	3	n/a
Lionel Primary School	966	12	4	47
Kew House Senior School	50	1	1	n/a
Acton High School	2092	27	8	32
Buttercups Day Nursery	966	12	4	12
Wellesley Road Surgery	1127	14	4	8
Wellesley Dental Practice	322	4	1	n/a
BMI Health Care	322	4	1	5
Sainsbury's	1170	15	4	7

Key Local Amenities	Distance (metres)	Journey Time (mins)		
		Walking	Cycling	Public Transport
Waitrose	1170	15	4	7
Esso (On the Run) Convenience Store	322	4	1	n/a
Gunnersbury Rail and Underground Station	966	12	4	7
Kew Bridge Underground Station	322	4	1	n/a
Stand-on-the-Green Sub Post Office	966	12	4	n/a
BA Williams Chemist LTD	1287	16	5	6
Sainsbury's Local	322	4	1	3
Best-One Convenience Store	805	10	3	4
Lloyds Bank	1609	20	6	8
Barclays Bank	1931	24	7	7
HSBC Bank	1448	18	5	7
Express Tavern	322	4	1	2
The Bell & Crown public house	805	10	3	n/a

Note: These do not include all local services and amenities

3.6.2 This table demonstrates that the site is well located to access a range of services and amenities by sustainable travel. There are a broad range of facilities within a suitable walking, cycling or public transport journey.

3.7 Car Club

3.7.1 Car Clubs provide easy and affordable access to vehicles, reducing the need to own a car. The vehicles can be booked online of phone, for periods from one hour to a weekend. The nearest Car Club space is located within the Fountain Leisure Centre, which is operated by Zip Car. Further details including membership are available on the Zip Car website:

http://www.zipcar.co.uk/

3.8 Pedestrian Environment Review System (PERS) Audit

3.8.1 A PERS audit of the surrounding pedestrian environment was undertaken within The Curve Transport Assessment produced by Cole Easdon Consultants Ltd (Ref 4418 Dated December 2015), and the Capital Interchange Way Transport Assessment produced by JMP Consultants Ltd (Ref ST17053-1/1 dated October 2016). As agreed with LBH, it is unnecessary to undertake a further PERS audit, as the local environment will not have changed within this period. The PERS audit summary from The Curve TA is included in **Appendix D**, with the relevant audit summarised below.

Capital Interchange Way

3.8.2 The eastern section of Capital Interchange Way was scored highly on personal security, user conflict and maintenance, although the provision of dropped kerbs for pedestrian crossings were limited. Lighting was also considered as not adequate, although the proposed developments will provide improvements to these. The crossing at the A4 junction was considered as not appropriate for the speed of traffic on the A4, with poor facilities for sensory impaired, and a steep gradient reducing the effectiveness of the dropped kerbs on either side of Capital Interchange Way.

3.8.3 The western section is considered as a safe environment, with well-maintained pavements and lighting. The signal controlled pedestrian crossings of Capital Interchange Way and the south circular are appropriate, with minimal deviation from desire lines, dropped kerbs and reasonable gradient.

A205 Chiswick High Road

3.8.4 The northern footway of Chiswick High Road is wide, allowing for high pedestrian flows to Kew Bridge Station. It is flat and constructed of paving slabs. There are a number of access points, which have dropped kerbs and tactile paving.

3.8.5 Chiswick High Road southern footway is relatively wide with flat tiled paving, although the provision of trees reduces the width in places. There are signalised pedestrian crossings at Chiswick Roundabout. The junction of Clarence Road provides dropped kerbs and tactile paving as pedestrian facilities.

A315 Chiswick High Road

3.8.6 To reach the A315 Chiswick High Road from the site, it is necessary for pedestrians to cross the A4 Great West Road via signalised crossings. There is a wide vehicular access onto Chiswick Roundabout for the petrol filling station which pedestrians will need to cross to access the crossings.

3.8.7 Further signal controlled pedestrian crossings are provided on the A404 North Circular Road and A315 Chiswick High Road. The footway width varies due to the location of the car showroom.

3.8.8 There are wide footways on both sides of the carriageway to Gunnersbury Station, with a pelican crossing east of Power Road. There are a number of private driveways which have dropped kerbs, resulting in slightly undulated footway.

A404 North Circular Road

3.8.9 Footways are wide with a grass verge separating them from the carriageway. There is an informal dropped kerb pedestrian/cycle island crossing of Larch Drive at the junction with the A404, with a separate cycle lane provided for the majority of the length to Gunnersbury Park.

Conclusions

3.8.10 The routes were considered as convenient and safe for pedestrians. Public transport waiting areas were considered as relatively good, albeit some were constrained by location and surroundings.

3.9 Cycling Level of Service (CLoS) Assessment

3.9.1 A CLoS assessment has been undertaken for the local area as agreed with LBH, which incorporates Capital Interchange Way, the A4 Great West Road link to Gunnersbury Park and Carville Hall Park, A315 Chiswick High Road to Gunnersbury station, and the A406 North Circular Road to Gunnersbury Park.

3.9.2 The CLoS assessment is included in this TS as **Appendix E**, and identified that most of the local links and junctions are of a good standard for cyclists of all ages and ability. The only concern is with the Capital Interchange Way/South Circular Road junction where there is a large kerb radii and pedestrian guard railing which can create a hazard for cyclists. These are considered necessary for the swept paths of the large vehicles using Capital Interchange Way and the number of pupils for the adjacent Kew House School. It is therefore not proposed to provide any measures at this junction.

3.10 Cycle Superhighway 9

3.10.1 This is a proposed route forming part of London's network of Cycle Superhighways. It will form a route between Kensington Olympia and Brentford, connecting town centres in west London through Hammersmith and Chiswick to make cycling and walking easier, safer and more appealing.

3.10.2 The route will bypass Chiswick High Road and Chiswick roundabout by using Wellesley Road and continuing west along the South Circular Road and Kew Bridge Road/High Street. Segregated one-way cycle tracks will be provided in both directions on the South Circular Road from High Street to the Wellesley Road junction. A new signal controlled pedestrian crossing will be provided outside of Kew Bridge Station.

3.10.3 The proposed improvements for Cycle Superhighway 9 will provide additional facilities which will encourage walking and cycle for residents of the proposed development.

4 Existing Highway Network

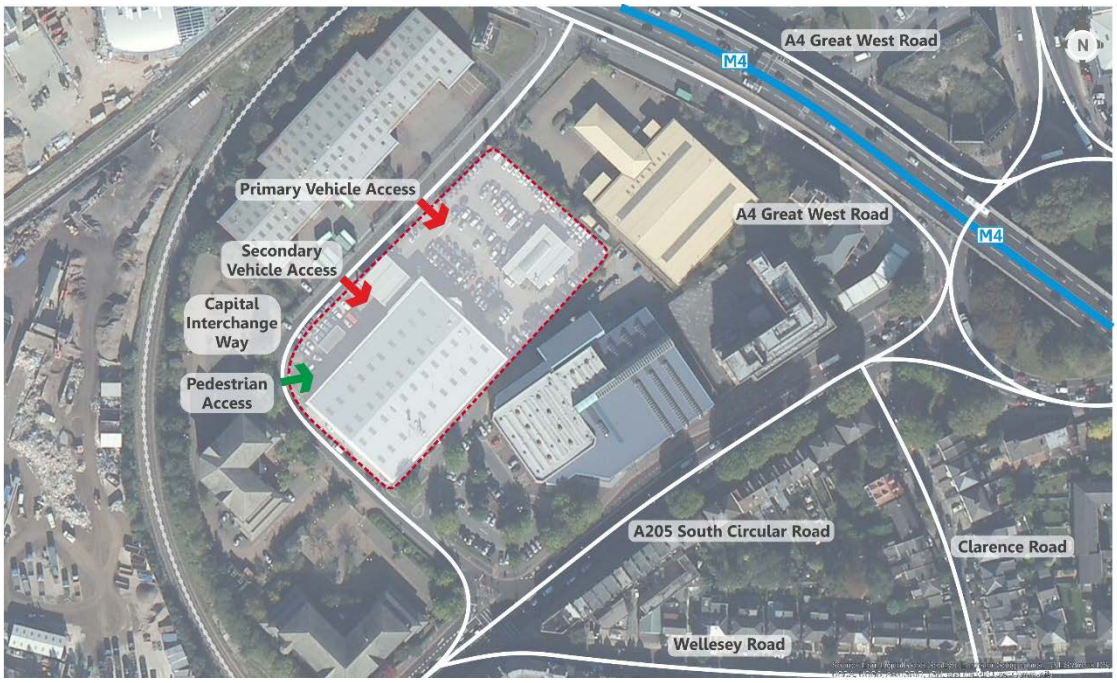
4.1 Introduction

4.1.1 This section describes the existing local highway network characteristics and vehicle access to the site.

4.2 Existing Site Access

4.2.1 **Figure 4.1** shows the existing site access and the surrounding road network.

Figure 4.1: Site Access



4.2.2 The principle vehicular access is located to the north east of the site on Capital Interchange Way, which is used for all vehicle movements. There is a second vehicular access approximately 30 metres to the west of this access, although this is used significantly less and contains drop down bollards that are raised when no vehicles are using this access.

4.2.3 In addition to the two vehicle accesses, there is also separate pedestrian access in the northwest corner of the site, on the bend of Capital Interchange Way.

4.2.4 A Manual Traffic Count (MTC) survey was conducted on Tuesday 18th July to identify the baseline trips associated with the current operation of the site. These surveys were carried out between 07:00 and 20:00 on a regular workday, which encompassed the period before and after the site was open, to ensure that they captured all staff movements before and after the Citroen Dealership opened and closed. The surveys are attached in **Appendix F**.

4.2.5 Although it is accepted that the survey was undertaken outside of a neutral month, it was prior to the school holidays. The purpose of the traffic survey is to determine the net change in site traffic and on this basis, if the observed Citroen traffic flows are lower than generally experienced during neutral months, then this will ensure that a robust assessment is undertaken.

4.2.6 The surveys included an ATC on Capital Interchange Way to the east of the existing main access for the seven day period from 18th to 24th July. On the day of the MCC survey there were 842 trips noted north-east bound, and 639 south-west bound (1,481 two way trips). The peak daily flow was noted on the Friday, with a total two-way flow of 725.

4.2.7 The ATC included speeds, which identified an 85th percentile speed of 31.1 mph north east bound, and 26.3mph south west bound.

4.2.8 To supplement the July ATC survey, a further ATC was undertaken on Capital Interchange Way for the week commencing Saturday 9th September. This identified that on the corresponding Tuesday there were 1,066 north-east bound trips and 775 south-west bound trips (1,841 two way). The highest flows were also noted on the Friday, with 1,114 north-east bound and 813 south-west bound (1,927 two way flow).

4.2.9 The AM and PM peak hour observed flows for the July and September ATC surveys are summarised in **Table 4.1**. For consistency, the Tuesday flows on both ATC's have been used, as this ties in with the MCC in the July survey.

Table 4.1: Observed Peak Hour Flows

	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00–18:00)		
Month	**Eastbound**	**Westbound**	**Total**	**Eastbound**	**Westbound**	**Total**
July	47	49	96	90	44	134
September	97	48	145	119	50	169

Source: TSP July 2017

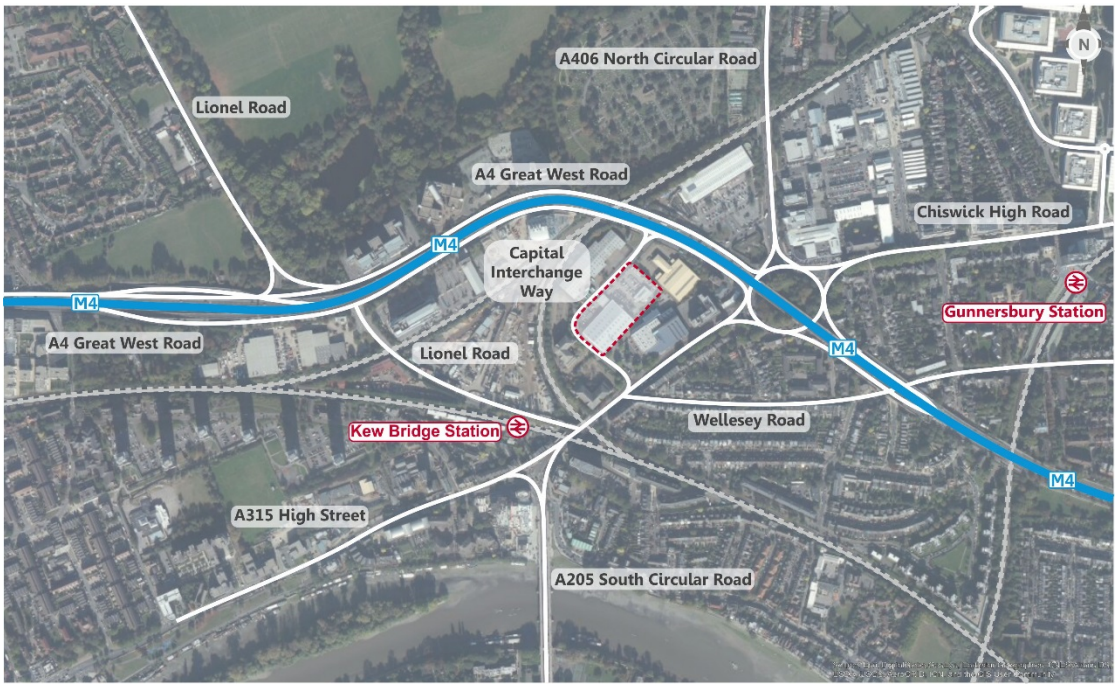
4.2.10 Further to the ATC a manual count was undertaken of the Kew School drop off and pick up periods on Tuesday 12th September. This also identified the number of pupil occupancy of the vehicles between 07:30-09:00 and 15:15-17:45. From this survey, it was noted that there were 41 vehicles dropping off children at the school between 08:00-09:00, and no vehicles between 17:00-18:00. These vehicles were noted to mainly use the leisure centre car park rather than stopping on Capital Interchange Way.

4.2.11 In the AM peak, the average number of pupils per vehicle during the AM peak was 1.39.

4.3 Surrounding Local Highway Network

4.3.1 **Figure 4.2** shows the local highway network connecting the Citroen site.

Figure 4.2: Local Highway Network



4.3.2 Capital Interchange Way is a single carriageway road with limited Pay and Display along the site frontage between 07:00-19:00 Monday to Friday. The existing parking restrictions are shown on PBA Drawing 38397/5501/01

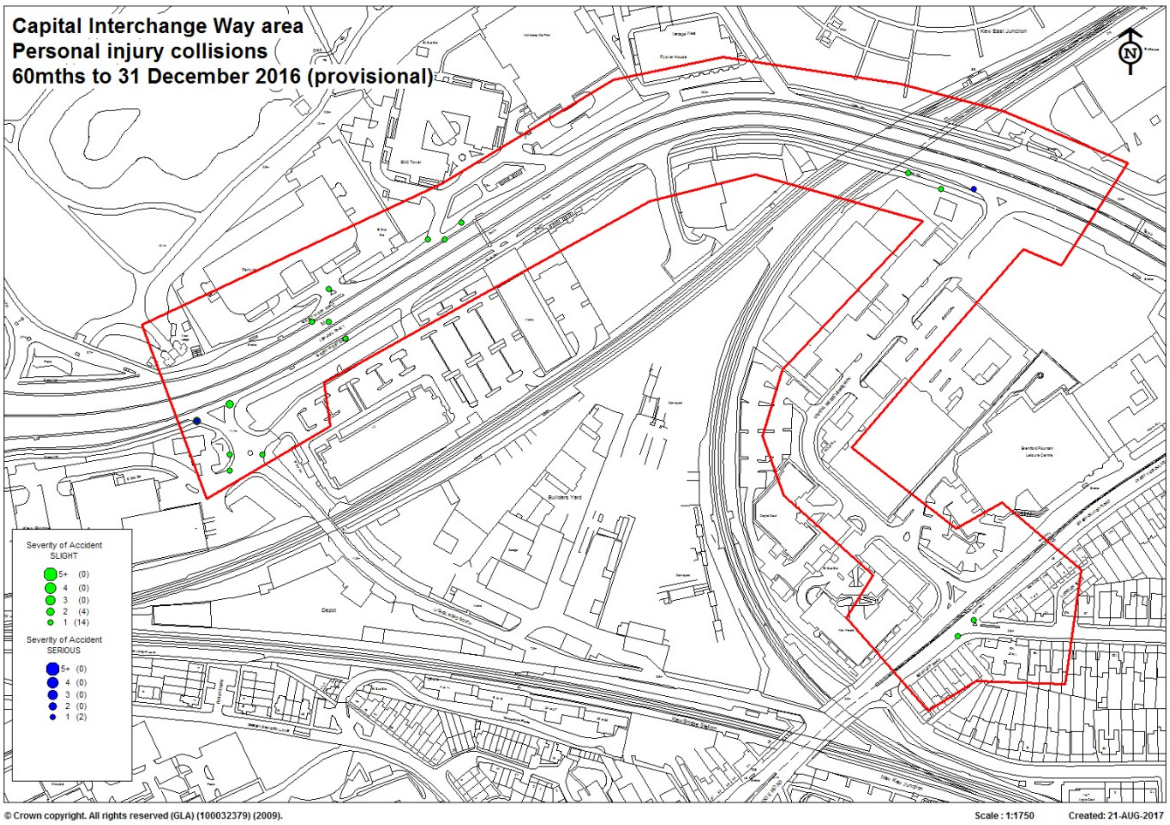
4.3.3 The north eastern end of Capital Interchange Way connects to the A4 Great West Road via a left in/left out junction. This primarily provides access from Chiswick Roundabout, which is the main vehicle route to the site from the north and east. The junction also provide access westbound on the A4 Great West Road towards the M4.

4.3.4 The southern junction of Capital Interchange Way is with the A205 Chiswick High Road. This junction is signal controlled with vehicle movements restricted to a left in/ left out arrangement. Consequently, only local traffic approaching from the direction of Brentford Town Centre and from the south via Kew Bridge would turn left into Capital Interchange Way from Chiswick High Road.

4.4 Personal Injury Collision Review

4.4.1 The PIC data was obtained from the Transport of London for the latest 5 years (60 months prior to 31/12/2016) for the area highlighted in **Figure 4.3**.

Figure 4.3: Personal Injury Review Study Area



4.4.2 During the scoping process with LBH it was agreed that Capital Interchange Way and its junctions with Chiswick High Road and Wellesley Road to the south and the A4 Great West Road to the north together with the junction between the A4 Great West Road and Lionel Road would be reviewed. It was not possible to remove the A4 eastbound PICs from the data, but these have not been included within the analysis.

Collision Analysis

4.4.3 The PIC review in the geographical criteria set out above has identified 11 PICs. A summary of the severity of these is set out in **Table 4.2**.

Table 4.2: Annual Collision Statistics

Severity / Months To	12/01/2013	12/01/2014	12/01/2015	12/01/2016	08/09/2016	Total
Fatal	0	0	0	0	0	0
Serious	0	1	1	0	0	2
Slight	2	1	0	1	5	9
Total	**2**	**2**	**1**	**1**	**5**	**11**

Source: TfL

4.4.4 There were no accidents recorded on Capital Interchange Way, at the junction of Capital Interchange Way with Chiswick Road or at the junction of Capital Interchange Way with the A4.

4.4.5 There was one PIC recorded involving a pedestrian. A driver exited a broken down vehicle and was hit by another vehicle, causing a slight injury.

4.4.6 At the junction of Lionel Road South with the A4 Great West Road one PIC was recorded involving a cyclist, with a slight injury. A cyclist collided with a LGV passing through the traffic lights. The road was dry and daylight.

4.4.7 At the junction of Great West Road with Lionel Road South two PICs were recorded, one involving a motorcycle (slight severity) and one involving a cyclist (serious severity). The slight PIC was caused when a lorry changed lanes into the path of a motorcycle causing a collision. The road was wet and dark. The serious PIC was caused when a car driver failed to look properly when he turned left and hit the cyclist. The road was dry with daylight.

4.4.8 The other serious PIC recorded occurred near the junction of the Capital Interchange Way with the A4, when a car driver lost consciousness.

4.4.9 A further two slight PIC's were recorded at this junction involving vehicles only. One PIC involved a vehicle braking suddenly causing the following vehicle to collide with the rear. The road was wet (raining) and dark. In the second PIC, a vehicle collided with a LGV stopped at a red light. The road was dry and daylight.

4.4.10 At the junction of the Chiswick High Road with Stile Hall Gardens there was a PIC recorded where a vehicle made a u-turn and collided with another vehicle, resulting in a slightly injury. The road was wet (raining) and daylight.

4.4.11 A further PIC was recorded 52 metres northwest of the junction of the Great West Road with Lionel Road South involving four vehicles where vehicle 1 shunted vehicle 3 into vehicle 2 into vehicle 4. The driver of vehicle 1 was slightly injured. The road was wet (raining) and dark.

4.4.12 At the junction of the Chiswick High Road (South Circular) with Wellesley Road a vehicle failed to give way at the junction and collided with a passing vehicle. The driver was slightly injured. The road was dry and dark.

4.4.13 At the junction of the Great West Road with the M4 slip road there was one PIC recorded, where a vehicle braked suddenly due to another car in front and was hit from the rear by the following vehicle. The road was dry and daylight, and the PIC was recorded as slight severity.

4.4.14 Analysis of the collision records provided by TfL, has not identified any specific concern with regards to the geometric design and/or road layout of the local network. There are no reoccurring patterns in regards to the frequency or the severity of collision noted. The data

does not highlight any specific concern with regards to cluster collisions at single junctions within the study area.

4.4.15 On this basis there is not considered to be an existing highway safety concern which could be exacerbated by the proposed development.

4.4.16 The full PIC data is provided within **Appendix G.**

4.5 Committed Developments

4.5.1 PBA has discussed and agreed with LBH and TfL the local developments for inclusions in the Transport Statement, which are set out below.

4.5.2 Brentford FC planning application (LBH Ref hybrid application P/2013/1811and amended by application P/2016/0880) is for a new 20,000 capacity Community Stadium, with up to 910 dwellings, a hotel (up to 160 bed) and ancillary retail facilities. This application was approved in 2016.

4.5.3 Capital Interchange Way (LBH Ref P/2016/5244) for 550 residential units including 7 town houses, 4,098 sqm office, 118 sqm café, bus depot and public park. The bus depot is to be relocated form an existing site on Commerce Road, and will provide for 55 bus spaces and 37 night bus spaces. This has currently not been determined, but is considered within this TS.

4.5.4 Peugeot Garage (LBH Ref P/2017/2360) for erection of a four storey building for the sale and service of motor vehicles including wash and valet bays with associated used car display, parking and landscaping following demolition of existing. The application was approved in September 2017.

5 Development Proposals

5.1 Overview

5.1.1 The proposed mixed-use development will provide 427 residential units (Class C3) including 40% affordable housing with ancillary facilities, flexible uses within classes (A1, A2, A3 and B1) and a nursery (Class D1). Comprising buildings of 12, 13, 15, 16 and 18 storeys in height, with associated cycle parking, car parking, playspace and public realm improvements.

5.1.2 The planning application proposes a number of flexible use units (A1, A2, A3 and B1) and at this stage the end users are unknown. For the purposes of this Transport Statement it is necessary to allocate a land use to the units to determine a realistic potential trip generation. It will be unlikely that all units would be food retail which would generate the highest levels of trips for the different land uses. To ensure that this TS provides a reasonable and robust assessment, the development is assumed to consist of the following mix of uses:

- 427 residential units;
- 255 sqm of café/ restaurant;
- 85 sqm of food retail;
- 139 sqm office use
- 250 sqm. Nursery; and
- 183 sq. residents' gym.

5.1.3 Vehicular access to the development will be gained from Capital Interchange Way on the western side of the site. This will be a one-way route into the site leading to an internal road along the southern boundary of the site, which will provide limited surface parking of 15 spaces including three disabled bays and a ground floor car park that is accessed on the eastern side of the site from the internal road for 54 spaces including five disabled bays.

5.1.4 The vehicle egress will be left out of the car park onto Capital Interchange Way north of the site.

5.1.5 The proposed ground floor layout is shown on **Figure 5.1**, with the first floor layout shown on **Figure 5.2**. The cycle stores and cycle numbers are included in the plans.

Figure 5.1: Proposed Ground Floor Layout

Figure 5.2 Proposed First Floor Layout

5.2 Car Parking

5.2.1 The development will provide a car parking ratio of approximately 0.16 spaces per unit due to the high level of public transport accessibility. This is in line with Hounslow Local Plan Policy EC2 'Developing a sustainable local transport network' and is also in accordance with the standards in the London Plan.

5.2.2 A car swept path analysis has been undertaken on the layout which is shown on PBA Drawings 38397/5501/02 and /03 which demonstrates that the proposed car park provides appropriate manoeuvring space.

5.2.3 In line with the London Plan, 20 percent of the car parking spaces will have active EVC charging points, and 20 percent will be passive EVC charging points.

5.3 Cycle Parking

5.3.1 Long and short stay cycle parking will be provided in accordance with the London Plan and will meet the requirements of LBH and TfL design best practice. The cycle parking minimum requirements are provided in Chapter 6 of the Mayor's London Plan, and are summarised in Table 5.1. The land uses for the flexible units are considered to provide a high provision, with the less onerous cycle parking standards for non-food retail not being considered within this assessment as this could result in an under provision of spaces.

Table 5.1: Minimum Cycle Parking Requirements

		Minimum Standard		Requirement	
Land Use	**Schedule**	**Long Stay**	**Short Stay**	**Long Stay**	**Short Stay**
Residential	182	1 per studio/1 bed	1 per 40 units	182	5
	245 (223 2-bed/22 3-bed)	2 all other	1 per 40 units	490	6
Nursery	12 staff/35 children	1 per 8 staff	1 per 100 students	2	-
Café/Restaurant	255 sqm	1 per 175 sqm	1 per 40 sqm	1	6
Food Retail	85 sqm	1 per 175 sqm	1 per 40 sqm	1	2
Workspace/Office	139 sqm	1 per 150 sqm	1 per 500 sqm	1	-

Source: London Plan & Consultant Calculations

5.3.2 It is proposed to provide a total of 672 residential cycle spaces, with 536 cycle parking spaces within the internal car park located in two secure cycle stores. The podium level will provide 136 cycle parking spaces located in four cycle stores. The cycle stores will be specific to each residential block for additional security. The cycle storage will be provided with two-tier stands. There will be 11 short stay spaces provided externally. The cycle stores are shown in Figures 5.1 and 5.2 above.

5.3.3 For the proposed retail/ commercial, a number of flexible use units are proposed and therefore the specific land uses are yet to be confirmed, however, a total of 5 long stay and 8 short stay spaces are proposed. This is considered to be a generous number of cycle spaces for the potential site uses, which are proposed to be located throughout the scheme and the courtyard and are therefore anticipated to support the combined uses of the development.

5.4 Delivery, Servicing and Waste Strategy

5.4.1 The development will contain three on-site servicing and delivery bays that are located near the core internal refuse storage areas and access points. The access road has been designed to accommodate a Hounslow Council Refuse vehicle and a removals vehicle.

5.4.2 Following the initial meeting with LBH on the 7th July, it is proposed that the on-site loading bays will be supported by three on-street servicing and delivery bays on the north side of the site rather than new on-street lay-bys. This follows comments in the meeting provided by the LBH Highways Officer.

5.4.3 A vehicle swept path analysis of a pantechnicon as the largest anticipated servicing and delivery vehicles of the internal road link has been undertaken, and is shown on PBA Drawing 38397/5501/04

5.4.4 Where residents are not able to receive deliveries, these will be managed by on-site management from the concierge located in the south western corner of the development. The concierge will have a storage area for deliveries, where residents will be informed of any delivery by phone or email. The deliveries will then be collected directly from the concierge by the residents.

5.4.5 The concierge will also manage servicing and delivery where conflicts arise from multiple demand for the servicing layby.

5.4.6 As part of the L&Q management on Brentford FC match days, all deliveries will on site only, as all parking and delivery on Capital Interchange Way will be suspended by LBH. Only off-street deliveries will be available, utilising the service layby adjacent to the concierge. PBA Drawing 38397/5501/05 shows the proposed temporary parking requirements as part of the Brentford FC match day.

5.4.7 The delivery and service bays provided on Capital Interchange Way will not be used for drop off/pick up for the nursery. This will help to encourage sustainable travel to the nursery.

5.4.8 A Delivery and Servicing Plan has been produced as part of the planning application and is attached as **Appendix H** of this TS.

6 Trip Generation

6.1 Introduction

6.1.1 This chapter sets out the methodology for determining the multi-modal trip generation that the proposed development is likely to generate. The proposed development is to consist of 427 residential units (Class C3) including 40% affordable housing with ancillary facilities, and 479sqm of flexible use within classes (A1, A2, A3 and B1) and a 250 sqm nursery (Class D1).

6.1.2 The end uses of the flexible use units are currently unknown. Tenants could come from a variety of use class (A1, A2, A3 and B1). To ensure a robust trip generation for this TS, the calculations below are based on a potential mix, as set out in Section 5 as these uses have high trip rates and comprise both retail and offices.

6.2 Existing Trip Generation

6.2.1 Traffic surveys of the existing site were undertaken on Tuesday 18th July by Traffic Survey Partners. The results are contained in **Table 6.1**. It is noted that the survey was undertaken using video camera and were of the whole site frontage, although the walking figures are likely to include an element of public transport users as these were not separately recorded.

Table 6.1: Existing Trip Generation

	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Walk	3	4	7	7	8	15
Cycle	0	1	1	0	0	0
Car	22	5	27	2	18	20
HGV	0	0	0	0	0	0
Total	**25**	**10**	**35**	**9**	**26**	**35**

Source: TSP July 2017

6.2.2 As part of the Peugeot Garage application a survey was undertaken of the Citroen site in September 2016 and included within the Transport Assessment produced by Wilde Consultants Ltd (7029/010/2 V2 May 2017). This is summarised in Table 6.2 with the difference between the 2016 and 2017 surveys.

Table 6.2: 2016 Observed Trip Generation

	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Car	21	16	37	3	17	20
Net Difference	-1	+11	+10	+1	-1	-

Source: TSP July

6.2.3 Table 6.2 demonstrates that there were an additional 10 two way trips in the AM peak in 2016 than in 2017, due to an additional 11 departures. In the PM peak, the two-way flows were the same. It is therefore considered that the observed 2017 flows are indicative with the normal operation of the site, and are appropriate for use within this TS.

6.3 Proposed Residential Trip Generation

6.3.1 As part of the scoping process PBA proposed to use the trip rates for 'The Curve' development proposals as The Curve development site was located within a similar location to the proposed Citroen site development in terms of public transport accessibility and local facilities. The car parking ratio for The Curve was 0.225 spaces per unit, it is therefore considered that the trip rates for The Curve are appropriate for this site.

6.3.2 Furthermore, although The Curve was refused planning permission, the trip rates were accepted by TfL and LBH. Through scoping with LBH it was requested that while this approach was a useful comparator a fresh TRICS review should be undertaken to identify any newer similar sites. A review of the TRICS identified 9 sites which were more recent but had a slightly lower person trip rate, therefore for the purposes of robustness this assessment has used the rates contained within The Curve Transport Assessment.

6.3.3 The methodology for calculating the residential trip rate is set out in the Cole Easdon Consultants Transport Assessment for The Curve development which used TRICS data for flats within London to determine the person trips. It was agreed with LBH and TfL that the Census Journey to Work (JtW) data would be applied to the 'Person' trips to derive the multi-modal trips. The TRICS data consisted of residential flats, with the surveys dated 3/9/14, 25/6/14, 11/5/12 and 12/11/08.

6.3.4 The agreed TRICS person trip rates are contained in **Table 6.3**, together with the total trips for the Citroen site based upon 427 units.

Table 6.3: Residential Development Trip Rates

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Person (trip rate)	0.083	0.347	0.430	0.299	0.131	0.430
Person trips (427 units)	36	149	185	129	56	185

Source: CEC The Curve TA

6.3.5 Multimodal trip generation has been obtained from the 2011 Census Journey to Work (JtW) data for the Hounslow 029C Lower Level Super Output Area. The proposed multimodal trip generation is set out in **Table 6.4**.

Table 6.4: Method of Travel to Work

Method of Travel to Work	Percentage
Underground, Metro, Light Rail, Tram	39%
Train	6%
Bus, Minibus or Coach	9%

Taxi/Other	2%
Driving a Car or Van	23%
Passenger in a Car or Van	1%
Bicycle	6%
On Foot	14%
Total	**100%**

Source: CEC The Curve TA/Census 2011

6.3.6 These percentages have been applied to the person trip rates shown in **Table 6.3**, with the trip generation for each method of travel summarised within **Table 6.5**.

Table 6.5: Residential Multimodal Trip Generation (427 units)

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Mode	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	14	58	72	50	22	72
Train	2	9	11	8	3	11
Bus	3	13	17	12	5	17
Taxi/Other	0	1	2	1	1	2
Car/ Van	8	34	42	30	13	42
Car/ Van Passenger	0	1	2	1	1	2
Cycle	2	10	13	9	4	11
Walk	5	21	26	18	8	26
Total	**36**	**149**	**184**	**129**	**56**	**184**

Note: Trip generation subject to rounding

6.4 Proposed Flexible Trip Generation - Office

6.4.1 The flexible use includes B1 office. This has the potential to provide a workspace in Core 5. To obtain a trip generation for this unit, a review of TRICS has been undertaken for B1 office use which has high trip generation to ensure a robust assessment. The proposed Workspace unit could provide 110 sqm (1,184 sq ft). The following parameters were used in the selection of office sites:

- Calculation Options: Multimodal
- Main Land Use: Employment

- Sub Land Use: Office
- Region: England
- Area: 200 to 2,000 sqm
- Locations: Town Centre and Edge of Town Centre

6.4.2 TRICS identified 2 sites that meet the above criteria. The public transport available at each of the sites were reviewed and compared against that of the proposed development. Each of the sites were located close to a rail or underground station with a good availability of bus services. All 2 of the sites were therefore used to calculate the proposed office trip generation.

6.4.3 TRICS outputs are attached in **Appendix I** with the multimodal trip rates for the proposed office provision are contained in **Tables 6.6** and the associated generation contained in **Table 6.7**.

Table 6.6: Office Trip Rates

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0.000	0.000	0.000	0.000	0.000	0.000
Train	1.261	0	1.261	0	0.932	0.932
Bus	0.986	0	0.986	0	1.041	1.041
Taxi/Other	0.055	0.11	0.165	0.11	0.055	0.165
Car/ Van	0.658	0.11	0.768	0.164	0.548	0.712
Car/ Van Passenger	0.723	0.11	0.823	0.219	0.658	0.877
OGV	0.000	0.000	0.000	0.000	0.000	0.000
Cycle	0.11	0	0.11	0	0.165	0.165
Walk	0.822	0.11	0.932	0.164	0.712	0.876
Total People	4.615	0.44	5.055	0.657	4.111	4.768

Table 6.7: Office Trip Generation (110 sqm)

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0	0	0	0	0	0
Train	1	0	1	0	1	1

Bus	1	0	1	0	1	1
Taxi/Other	0	0	0	0	0	0
Car/ Van	1	0	1	0	1	1
Car/ Van Passenger	1	0	1	0	1	1
OGV	0	0	0	0	0	0
Cycle	0	0	0	0	0	0
Walk	1	0	1	0	1	1
Total Person	5	0	5	0	5	5

6.4.4 **Table 6.7** demonstrates that the proposed office is anticipated to generate 1 car arrival in the AM peak period (08:00-09:00) and 1 trip in the PM peak period (17:00-18:00). The office vehicular trips are expected to the use the existing Pay & Display bays on Capital Interchange Way.

6.5 Proposed Flexible Trip Generation - Café/ Restaurant

6.5.1 A review of TRICS has been undertaken for a proposed 255 sqm (2,745 sq ft) café/ restaurant to estimate a total number of multimodal trips. This is considered for the north western unit, which is provided on two floors as this would have a more economical use of the unit than other land uses. The following parameters were used in the selection of retail sites:

- Calculation Options: Multimodal
- Main Land Use: Hotel, Food & Drink
- Sub Land Use: Pub/Restaurant
- Region: Greater London
- Area: 200 to 400 sqm

6.5.2 As the site does not contain any parking for this use, the surrounding area has a CPZ and there is very limited on-street parking, the TRICS analysis has been based upon sites with a PTAL of 6 to reflect the likely very low vehicle trips, which identified three sites. None of the sites include car parking.

6.5.3 No cafés were identified in TRICS and consequently 3 pubs/restaurant were identified. Should a café occupy this site in the future, it is still regarded that the TRICS assessment is robust as the site will contain no customer car parking and there is limited public parking available off-site.

6.5.4 TRICS outputs are attached in **Appendix I** with the multimodal trip rates for the proposed café are contained in **Tables 6.8** with the associated trips contained in **Table 6.9**.

Table 6.8: Café Trip Rates

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0.000	0.000	0.000	0.000	0.000	0.000
Train	0.000	0.000	0.000	1.443	1.340	2.783
Bus	0.000	0.000	0.000	0.619	0.206	0.825
Taxi/Other	0.000	0.000	0.000	0.103	0.103	0.206
Car/ Van	0.000	0.000	0.000	0.309	0.309	0.618
Car/ Van Passenger	0.000	0.000	0.000	0.412	0.309	0.721
OGV	0.000	0.000	0.000	0.000	0.000	0.000
Cycle	0.000	0.000	0.000	0.103	0.206	0.309
Walk	0.000	0.000	0.000	6.701	1.443	8.144
Total	**0.000**	**0.000**	**0.000**	**9.278**	**3.505**	**12.783**

Table 6.9: Café Trip Generation (255 sqm)

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0	0	0	0	0	0
Train	0	0	0	3	3	6
Bus	0	0	0	1	0	1
Taxi/Other	0	0	0	0	0	0
Car/ Van	0	0	0	1	1	2
Car/ Van Passenger	0	0	0	0	0	0
Cycle	0	0	0	0	1	1
Walk	0	0	0	15	3	18
Total	0	0	0	20	8	28

6.5.5 **Table 6.9** demonstrates that the proposed café/restaurant is anticipated to generate zero car arrivals in the AM peak period (08:00-09:00) and just 1 arrival and 1 departure in the PM peak period (17:00-18:00).

6.6 Proposed Flexible Trip Generation - A1/A2 Retail

6.6.1 A review of TRICS has been undertaken for 85 sqm (914 sq ft) of A1/A2 retail to estimate a total number of multimodal trips. To ensure a robust assessment, the TRICS data considers a convenience store, which has a higher trip rate than other small retail land uses. The following parameters were used in the selection of retail sites:

- Calculation Options: Multimodal
- Main Land Use: Retail
- Sub Land Use: Convenience Store
- Region: Greater London
- Area: 120 to 550 sqm

6.6.2 As the site is unlikely to contain any parking, the surrounding area has a CPZ and there is very limited on-street parking, the TRICS analysis has been based upon sites with a PTAL of 6 to reflect the likely very low vehicle trips, which identified three sites. None of the sites include car parking.

6.6.3 The only sites available within TRICS were Sainsbury's Local Stores, which will have a wider range of goods and demand than the proposed local store. This assessment therefore only considers the vehicular trips, as the trip rates for other mode of transport will be excessive for the local store nature of the proposed retail unit. The TRICS outputs are attached in **Appendix I** with the trip rates and associated trips for the proposed retail unit are contained in **Table 6.10** with the corresponding trips summarised in **Table 6.11**.

Table 6.10: Retail Trip Rates

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
	Arrival	Depart	Total	Arrival	Depart	Total
Car/Van trip rate	1.237	1.031	2.268	1.34	1.753	3.093
Train	0.000	0.000	0.000	1.443	1.340	2.783
Bus	0.000	0.000	0.000	0.619	0.206	0.825
Taxi/Other	0.000	0.000	0.000	0.103	0.103	0.206
Car/ Van	0.000	0.000	0.000	0.309	0.309	0.618
Car/ Van Passenger	0.000	0.000	0.000	0.412	0.309	0.721
OGV	0.000	0.000	0.000	0.000	0.000	0.000
Cycle	0.000	0.000	0.000	0.103	0.206	0.309
Walk	0.000	0.000	0.000	6.701	1.443	8.144
Total	**0.000**	**0.000**	**0.000**	**9.278**	**3.505**	**12.783**

Table 6.11: Retail Trip Generation (85 sqm)

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0	0	0	0	0	0
Train	0	0	0	3	3	6
Bus	0	0	0	1	0	1
Taxi/Other	0	0	0	0	0	0
Car/ Van	0	0	0	1	1	2
Car/ Van Passenger	0	0	0	0	0	0
Cycle	0	0	0	0	1	1
Walk	0	0	0	15	3	18
Total	0	0	0	20	8	28

6.6.4 **Table 6.11** demonstrates that the proposed retail is anticipated to generate zero car arrivals in the AM peak period (08:00-09:00) and just 1 arrival and 1 departure in the PM peak period (17:00-18:00).

6.6.5 The TRICS sites identified are not within mixed use developments such as the development proposals, and it is expected that a number of these trips will be pass by or linked with the residential development and other uses, so will not be new trips on the highway network.

6.7 Proposed Nursery Trip Generation

6.7.1 The proposed Nursery is expected to accommodate up to 35 children up to the age of 5 years, with approximately 12 staff, comprising 8 childcare staff, 1-2 break cover, 1 manager and 1 cook. It is expected that the children will be full time, with a morning drop off and evening pick up. As these positions are filled, there may be half day admissions, though these are considered will be small in number.

6.7.2 A review of TRICS has been undertaken for the proposed 250 sqm (2,691 sq ft) of nursery to estimate a total number of multimodal trips. The following parameters were used in the selection of retail sites:

- Calculation Options: Multimodal
- Main Land Use: Education
- Sub Land Use: Nursery
- Region: England
- Area: 200 to 500 sqm

6.7.3 This selection identified 2 sites used to calculate the proposed nursery trip generation, with no sites located within London. The TRICS outputs are attached in **Appendix I** with the multimodal trip rates for set out in **Tables 6.12** with the associated trips contained in **Table 6.13**.

Table 6.12: Nursery Trip Rate

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0.000	0.000	0.000	0.000	0.000	0.000
Train	0.000	0.000	0.000	0.071	0.000	0.071
Bus	0.208	0.208	0.416	0	0.208	0.208
Taxi	0.000	0.000	0.000	0.000	0.000	0.000
Car/ Van	4.896	4.792	9.688	3.229	3.542	6.771
Car/ Van Passenger	8.229	5.208	13.437	3.542	5.938	9.48
OGV	0.000	0.000	0.000	0.000	0.000	0.000
Cycle	0.000	0.000	0.000	0.000	0.000	0.000
Walk	4.063	1.25	5.313	1.458	3.542	5
Total	17.396	11.458	28.854	8.229	13.23	21.459

Table 6.13: Nursery Trip Generation (250 sqm)

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0	0	0	0	0	0
Train	0	0	0	0	0	0
Bus	0	0	0	0	0	0
Taxi	0	0	0	0	0	0
Car/ Van	12	12	24	8	9	17
Car/ Van Passenger	20	13	33	9	14	23
Cycle	0	0	0	0	0	0

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Walk	10	3	13	4	9	12
Total	42	28	70	20	32	52

6.7.4 The TRICS sites identified are not within mixed use developments, such as the development proposals. To determine the potential linked trips with the residential development, the proposed child yield of the housing has been obtained. This is summarised in **Table 6.14**, with a total of 49 children aged between 0 – 4 years, and 21 children between 5 – 10 years.

Table 6.14: Residential Children Numbers

Age	Social rented/affordable	Intermediate	Market	Total
Child 0 – 4	33	4	12	49
Child 5 – 10	17	1	4	21
Child 11 – 15	8	0	1	10
Child 16- 18	4	1	2	6
Total	**62**	**6**	**19**	**86**

Source: JLL

6.7.5 From **Table 6.14** it is clear that there would be a number of children residing within the development that will be nursery age, and likely to attend the new on-site nursery. The nearest nursery is currently approximately 1km walk from the site, and it is therefore expected that all resident nursery places will be at the new nursery. This is estimated to be approximately 50% of all resident children.

6.7.6 The capacity of the nursery is expected to be 35 pupils with 12 staff and therefore it is considered that approximately 50% of nursery placements will be from residents of the proposed sites, and therefore the vehicle trip rates have been reduced by 50% and reallocated to walking, as set out below in **Table 6.15**.

Table 6.15: Nursery Trip Generation (250 sqm) Less 50%

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0	0	0	0	0	0
Train	0	0	0	0	0	0
Bus	0	0	0	0	0	0

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Taxi/Other	0	0	0	0	0	0
Car/ Van	6	6	12	4	4	8
Car/ Van Passenger	9	6	15	4	7	11
OGV	0	0	0	0	0	0
Cycle	0	0	0	0	0	0
Walk	23	14	37	10	18	28
Total	**38**	**26**	**64**	**18**	**29**	**47**

6.7.7 **Table 6.15** demonstrates that the proposed nursery is anticipated to generate 6 car arrivals and 6 departures trips in the AM peak period (08:00-09:00). In the PM peak period (17:00-18:00), the nursery is predicted to generate 4 arrivals and 4 departures. These numbers are likely to be attributed to drop off and collection, utilising the on-street pay and display parking bays.

6.7.8 Staff are anticipated to arrive via sustainable mode of transport, as no staff parking is proposed.

6.8 Predicted Gym Trip Generation

6.8.1 The proposed gym is ancillary to the residential development and will be for the residents only, therefore all trips will be internal. There will be no parking for staff.

6.9 Total Development Trips

6.9.1 The predicted net difference of multimodal trip generation is contained in **Table 6.16**

Table 6.16: Total Development Trips

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	14	58	72	50	22	72
Train	4	9	13	11	7	18
Bus	4	14	18	13	6	19
Taxi/Other	1	2	3	2	1	3
Car/ Van	16	40	56	38	20	58
Car/ Van Passenger	10	8	18	6	8	14

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
OGV	0	0	0	0	0	0
Cycle	2	9	11	8	4	12
Walk	28	35	63	43	29	72
Total	**79**	**175**	**254**	**171**	**97**	**268**

6.10 Net Difference

6.10.1 The predicted net difference of multimodal trip generation between the existing Citroen car dealership and the proposed development is contained in **Table 6.17**. It is assumed that all observed pedestrian trips for the existing use consisted only of walking as the only mode of travel, and not public transport trips.

Table 6.17: Net Difference in Trips

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	14	58	72	50	22	72
Train	4	9	13	11	7	18
Bus	4	14	18	13	6	19
Taxi/Other	1	2	3	2	1	3
Car/ Van	-6	35	29	36	2	38
Car/ Van Passenger	0	0	0	0	0	0
OGV	0	0	0	0	0	0
Cycle	2	8	10	8	4	12
Walk	34	100	134	103	48	151
Total	53	226	279	223	90	311

6.10.2 Between 08:00-09:00 the proposals are predicted to result in 6 less arrivals by car and 35 additional departures, which is a two-way increase of 29 cars. Between 17:00-18:00 there are predicted to be 36 additional car arrivals and an additional 2 departures, which is a two-way increase of 38 cars.

6.10.3 Trips by underground, train and bus have been presented as a worst case as the baseline surveys of the existing site recorded movements to and from the site boundary only, and did not identify any trips which used public transport as the main mode.

7 Development Impact

7.1 Introduction

7.1.1 The impact of the site on the highway network is assessed within this chapter. It is agreed with LBH to assess the development for the weekday AM (08.00-09.00) and PM (17.00-18.00) peak hours.

7.2 Highway Impact

Vehicle Trip Distribution

7.2.1 Vehicle arrivals to the site will be shaped by the existing restricted junctions to the south and east of the site. Due to the left-in/left-out arrangement of the Capital Interchange Way/A205 Chiswick High Road junction, all vehicles arriving at the site from destinations from the north, east and M4 will use the left-in/left-out junction between Capital Interchange Way and A4 Great West Road via Chiswick Roundabout. Vehicles arriving from the south-west and south will arrive via the Capital Interchange Way/A205 Chiswick High Road junction.

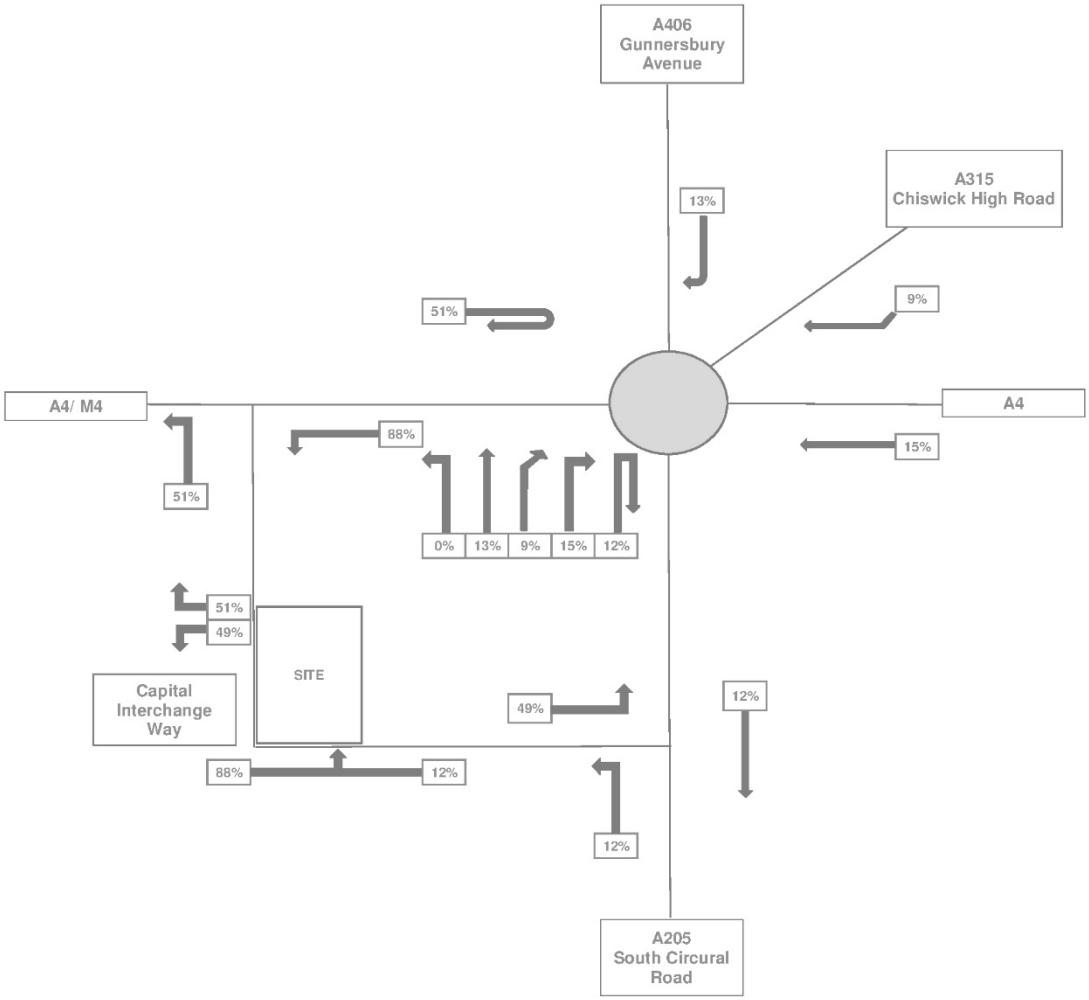
7.2.2 Departing vehicles travelling to destinations to the south-west and south will use the Capital Interchange Way/A205 Chiswick High Road junction, before turning round at the Chiswick Roundabout to reach their destination. Vehicle trips to the north and east will use the Capital Interchange Way/A205 Chiswick High Road junction. Only traffic travelling west towards the M4 and A4 west will depart via the Capital Interchange Way/A4 Great West Road junction.

7.2.3 The trip distribution turning percentages at Chiswick Roundabout presented in the TA prepared by CEC for 'The Curve' development proposals are considered to reflect the trip distribution of the proposed development. It is noted that this was also considered to be acceptable to LBH and TfL.

7.2.4 The trip distribution for The Curve development was based on Travel to Work (TTW) data from the 2011 Census for the Hounslow 029 MSOA. The distribution considers data for car drivers only, and excluded destinations with less than 1% within the analysis.

7.2.5 The proposed trip distribution on the local highway network is set out in **Figure 7.1**.

Figure 7.1: Trip Distribution



Vehicular Impact

7.2.6 The net vehicular traffic flows from the Citroen site development are consequently set out in **Table 7.1**.

Table 7.1: Net Vehicle Impact on Highway Network

Road Link		Distribution	AM Peak		PM Peak	
			Arr	Dep	Arr	Dep
A406 North Circular Road		13%	-1	5	5	0
Chiswick High Road North		9%	-1	3	3	0
Great West Road East		15%	-1	4	5	0
Chiswick High Road South		12%	-1	4	4	0
Great West Road West	M4	36%	-2	13	13	1
	A4	15%	-1	6	6	0

Source: Consultant Calculations

7.2.7 **Table 7.1** illustrates that the proposed development is predicted to generate no additional vehicle arrivals on any of the links approaching Chiswick Roundabout or at the left in/left out junction between Capital Interchange Way and the A4 Great West Road. The highest departure in the AM peak period is predicted via the left out junction onto the A4 Great West Road from Capital Interchange Way, with a total of 13 vehicles movements. This is less than 1 vehicle every 3 minutes.

7.2.8 The predicted net increase in departures towards the signalised junction with Chiswick High Road is 17 vehicles, which is also less than 1 vehicle every 3 minutes.

7.2.9 The highest net arrival vehicle levels in the PM peak period are predicted to be via the left in junction from the A4 Great West Road to Capital Interchange Way. A total of 32 vehicles movements are predicted on this movement, which is less than 1 vehicle every 2 minutes. A total of 4 additional arrivals are predicted to turn left from Chiswick High Road into Capital Interchange Way.

7.2.10 There is predicted to be a net increase of 3 additional vehicles departing in the PM peak period. Based upon the highest junction arm turning proportions, this could result in an additional 2 vehicle trips exiting Capital Interchange Way left onto the A4 Great West Road.

7.2.11 PBA have obtained the Annual Average Daily Traffic Flow (AADF) data for the A205 Chiswick High Road from the Department for Transport website, from a count located to the west of Chiswick Roundabout. The data is summarised in **Table 7.2**.

Table 7.2: Traffic Flows on A205 Chiswick High Road (west of roundabout)

Year (AADF)	Two-way flow
2000	35,958
2001	36,110
2002	36,852
2003	36,640
2004	36,964
2005	36,681
2006	37,207
2007	37,063
2008	36,203
2009	39,240
2010	38,319
2011	38,268
2012	25,780
2013	26,022
2014	26,141
2015	26,176
2016	26,311

7.2.12 The above data demonstrates that the current traffic flows on the A205 are significantly lower than the previous years between 2000 to 2011, with the past five years being consistent at around 26,000 vehicles. The A205 therefore has additional capacity to accommodate the generated development traffic, and no further junction assessments are warranted.

7.2.13 Based upon the very low predicted net increase in vehicle trips in the AM and PM peak periods and the historic reduction at the Chiswick Roundabout, it is agreed with LBH that no assessment of this junction is required. This is in line with TfL advice provided to The Curve Transport Assessment.

Committed Development

7.2.14 The trip generation for the proposed Brentford FC development has been obtained from the accompanying TA. These demonstrate that in the AM peak there will be a total of 63 two way trips at the Capital Interchange Way/A4 Great West Road junction, and 101 two way trips at the Capital Interchange Way/A205 Chiswick High Road junction in the AM peak. In the PM peak there will be 74 two way trips at the A4 junction, and 145 at the A205 junction.

7.2.15 The Transport Assessment demonstrated that these junctions would continue to operate within capacity.

7.2.16 The Capital Interchange Way Transport Assessment provides the proposed development trip generation on Capital Interchange Way. These have been identified as 48 two way trips at the A4 Great West Road junction and 23 at the A205 Chiswick High Road junction in the AM peak, and 63 two way trips at the A4 junction, and 28 at the A205 junction in the PM peak.

7.2.17 The Transport Assessment for the Capital Interchange Way junctions demonstrated that the A4 Great West Road junction would continue to operate within capacity in 2025 with the addition of the Capital Interchange Way and Brentford FC development. The A205 Chiswick High Road signalised junction would operate in 2025 within capacity with the development trips, other than the Chiswick High Road west bound arm in the PM peak. The impact of the development traffic on this was considered to be minimal with an increase in queue length of 3 vehicles from the no development scenario, and was acceptable to LBH. The results of the 2025 with proposed and committed development is summarised in **Table 7.3**.

Table 7.3: Capital Interchange Way/Chiswick High Road LinSig Assessment

	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)	
	MMQ	Deg of Sat	MMQ	Deg of Sat
2025 Flows plus Capital Interchange Way and Brentford FC Committed				
Capital Interchange Way Left	1	14%	1	11%
Chiswick High Road Westbound ahead	11	81%	23	93%
Wellesley Road Left	6	77%	5	67%
Chiswick High Road Eastbound Ahead	8	77%	7	75%
Chiswick High Road Northbound Ahead	0	3%	0	3%

Source: CEC Capital Interchange Way TA

7.2.18 The trip generation for the consented Robins and Day Peugeot development has been obtained from the accompanying Transport Assessment produced by Wilde Consultants Ltd and are summarised previously in Table 6.2 of this TS.

7.2.19 The net increase in traffic at this junction from the proposed development is minimal, with a maximum of 19 additional vehicles in the AM peak, and 6 in the PM peak. This identified that the proposed scheme would have the following trips generated on the highway links included within the assessment area for this scheme as shown in **Table 7.4**.

Table 7.4: Robins and Day Peugeot Two-way Link Flows

	Weekday AM Peak (08:00 – 09:00)			Weekday PM Peak (17:00 – 18:00)		
	Existing	Proposed	Net increase	Existing	Proposed	Net increase
Chiswick High Road	11	16	+5	4	3	-1
A4 Great West Road	6	17	+11	2	4	+2

Source: CEC Capital

7.2.20 The net increase on the links from the Robins and Day Peugeot development are very low, and will have minimal impact on the adjacent links. No further assessment of this development has been included within this TA.

7.2.21 The Capital Interchange Way/A4 Great West Road priority junction was assessed within The Curve TA using PICADY. The results of the 2025 assessment with the Capital Interchange Way and Brentford FC development flows is summarised in **Table 7.5.**

Table 7.5: Capital Interchange Way/A4 Great West Road PICADY Assessment

	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)	
	MMQ	Max RFC	MMQ	Max RFC
2025 Flows plus Capital Interchange Way and Brentford FC Committed				
Capital Interchange Way Left	0	0.21	1	0.42

Source: CEC Capital Interchange Way TA

7.2.22 The results of the junction assessment demonstrate that the junction operates within its theoretical capacity in both the AM and PM peaks, with a maximum RFC of 0.42 and queue of 1 vehicle in the PM peak. The proposed development is anticipated to generate an additional 18 vehicles turning left in the AM and 1 in the PM peak.

7.2.23 The impact of the development at these junction is therefore considered as minimal, and acceptable within the NPPF 'severe' classification of assessment.

7.3 Public Transport Impact

London Underground

7.3.1 The multimodal assessment determined that the development will generate a total of 72 two-way trips in both the AM and PM peak hours, with a maximum of 58 trips departing in the AM peak.

7.3.2 The nearest underground station is Gunnersbury Station, a 12 minute walk from the site, on the District Line. This has services approximately every 10 minutes in either direction, which equates as approximately 12 services per hour. This would accommodate the additional 72 Underground trips associated with the proposed development.

Rail

7.3.3 The multimodal trip assessment has demonstrated that the development will generate 13 two way trips in the AM peak using rail, and 18 trips in the PM peak. There are two rail stations within 12 minute walk from the station. Kew Bridge Station is a 4 minute walk, with direct trains to London Waterloo and Weybridge. Gunnersbury Rail Station is located a 12 minute walk from the station.

7.3.4 Kew Bridge Rail Station is served approximately 6 times an hour in both directions during the peak hours. Gunnersbury Rail Station is served approximately 4 times per hour during the peak hours. These services would therefore accommodate the anticipated development rail users.

Bus

7.3.5 The development will generate17 two way trips in the AM peak, and 19 trips in the PM peak. The site is served by 6 routes, at a frequency of between one every 4-14 minutes, providing sufficient capacity to accommodate the additional trips generated by the proposed site.

7.4 Construction Traffic

7.4.1 The construction of the development will be subject to a Construction Management Plan (CMP) which will set out measures to reduce the impact of the construction on the local highway network. The construction programme has been produced by Real PM which has identified that the peak period of construction will be in November 2019 with 65 HGV movements to site across a day (130 two-way trips). There will be no staff parking permitted on site, with construction workers expected to travel to site by sustainable means.

7.4.2 Construction working hours would be 08:00-18:00 hours Monday to Friday and 08:00-13:00 hours on a Saturday. No construction would take place on Sundays or on public/bank holidays. These hours would be subject to agreement with the statutory authorities. In exceptional circumstances, whereby works are required to be undertaken outside of these hours, this would be agreed with the relevant statutory authorities prior to commencement of the activity.

7.4.3 Routing for construction vehicles would be agreed with the Local Highway Authority (LBH and TfL) prior to construction. However, where feasible, construction HGVs would be restricted to the M4/A4 and A205 Chiswick High Road corridors. Although it is not expected that the project would generate any abnormal loads, if this was required the routing and nature of such loads would be agreed with LBH and TfL prior to delivery. However, it is envisaged that abnormal loads would follow the same route as construction HGVs.

7.4.4 Every effort would be taken to minimise the effects of traffic associated with the construction phase of the project. Materials and resources would be sourced locally where possible and it is proposed that construction management would aim to avoid such deliveries during commuter peaks. In addition, the number of construction HGVs accessing and exiting the site would be minimised by:

- Balancing the earthworks as far as possible to minimise the import and export of spoil material;
- Investigating opportunities to ‘backload’ vehicles and utilise delivery vehicles for removing material; and
- Where practical, re-using any aggregates and recycling materials on site.

7.4.5 Prior to the start of construction on site, a Construction Logistics Plan will be provided, in line with TfL’s Construction Logistics Plan Guidance. This will set out the construction phases and

techniques for the development, and the construction routes for materials delivered to site, and waste material being removed as well as the site compound. It will include a summary of vehicle types and numbers during each construction phase, and measures to minimise these, based on the above measures, including measures to implement these and contact details if these are not conformed to.

8 Sustainable Travel Strategy

8.1 Residential Travel Plan

8.1.1 Travel Plans (TP) have become an important tool for the delivery of national, regional and local transport policy and commonly play an integral aspect within the planning process, fulfilling a role in encouraging more sustainable development.

8.1.2 TP's are a strategy for managing multi-modal access to a site or development, focusing on promoting and incentivising access by sustainable modes. A successful TP will provide a choice of travel options and encourage more sustainable ones.

8.1.3 A Residential Travel Plan (RTP) has been included in the planning application for the development. This has been produced in accordance with TfL's Travel Plan guidance.

8.1.4 The RTP sets out how a range of measures that would be introduced at the development to actively encourage the new residents to use sustainable modes of travel. The overarching objectives which underpin the Travel Plan are to:

- Reduce the traffic generated by the development to a lower level than would normally be predicted without the implementation of a Travel Plan, in order to further increase the benefits along the local highway network;
- Encourage those travelling to and from the development to use public transport, cycle or walk in a safe and secure manner; and
- Promote healthy lifestyles and sustainable, vibrant local communities.

8.1.5 The approach and measures set out in the Travel Plan accord with national, regional and local Government objectives and seek to:

- Achieve further reductions in traffic on surrounding roads;
- Promote equal opportunities to residents by offering wider travel choices;
- Develop places for people that encourage community interaction and avoid a car-dominated environment;
- Reduce the cost of personal travel and saving household's money through promoting opportunities for cost savings such as car-sharing;
- Improve personal and wider community health; and
- Reduce air and noise pollution.

8.1.6 Information would be prepared prior to the sales of properties and sales/marketing staff will be encouraged to promote sustainable travel and sell the Travel Plan aspect of the development to potential buyers. Before residents have started to occupy the development, a Travel Plan Coordinator will be in place and henceforth will work alongside any emerging residents group.

8.1.7 The developer will fund the requirements of the Travel Plan throughout the development period as well as funding the initiatives and the monitoring of the Travel Plan. The developer will also fund the implementation of further reasonable measures if targets are not being met. These commitments would be secured within the S106 Agreement which will accompany the development.

8.1.8 The commercial units are sufficiently low in size to be below the London Plan thresholds for requiring a Travel Plan Statement.

9 Summary and Conclusions

9.1 Summary

9.1.1 Peter Brett Associates LLP (PBA) has been commissioned by L&Q to provide transport and highway advice for the proposed redevelopment of the Citroen Dealership on Capital Interchange Way in the London Borough of Hounslow (LBH). This Transport Statement (TS) has been produced to accompany a full planning application for a residential led mix use development consisting of 427 residential units (Class C3) including 40% affordable housing with ancillary facilities, flexible uses within classes (A1, A2, A3 and B1) and a nursery (Class D1).

9.1.2 The site is approximately 0.96 hectares and is surrounded by Capital Interchange Way on its northern and western boundaries. To the north of the site is a cleared commercial site that previously contained four industrial units. To the south of the site is Brentford Fountain Leisure Centre and to the east is a VW dealership. Kew House School, a co-educational independent senior school, is located to the west of the site.

9.1.3 The TS has been subject to scoping discussions with LBH and TfL, and considers relevant current national, regional and local policies. It also includes the Brentford FC, Capital Interchange Way and Robins and Day Peugeot planning applications as committed development.

9.1.4 The site is well served with existing footway and pedestrian crossing facilities, with a good level of public transport provision with local bus, rail and underground services within walk and cycle distances of the site. The site has a PTAL rating in 2021 of 3 (moderate) and 4 (good) level of public transport provision.

9.1.5 The PERS and CLoS assessments has identified that there is a good level of pedestrian and cycle facilities linking to local amenities. An assessment of the Person Injury Collision data identified no existing highway safety concern of the local highway network.

9.1.6 Traffic surveys were undertaken of the existing Citroen site operation, as well as an ATC survey of Capital Interchange Way in July 2017.

9.1.7 The development will provide car parking at a ratio of approximately 1 space per 0.16 dwellings. Cycle parking will be provided in line with the London Plan minimum parking requirements.

9.1.8 A Residential Travel Plan has been produced as part of the planning application which seeks to reduce the number of journeys by single occupancy vehicle in five years.

9.1.9 The development includes for proposed flexible uses within classes (A1, A2, A3 and B1). For the purposes of this Transport Statement it is necessary to allocate a land use to the units to determine a realistic potential trip generation. It will be unlikely that all units would be food retail which would generate the highest levels of trips. To ensure that this TS provides a reasonable and robust assessment, the development is assumed to consist of a mix of café/restaurant, food retail and office workspace.

9.2 Conclusions

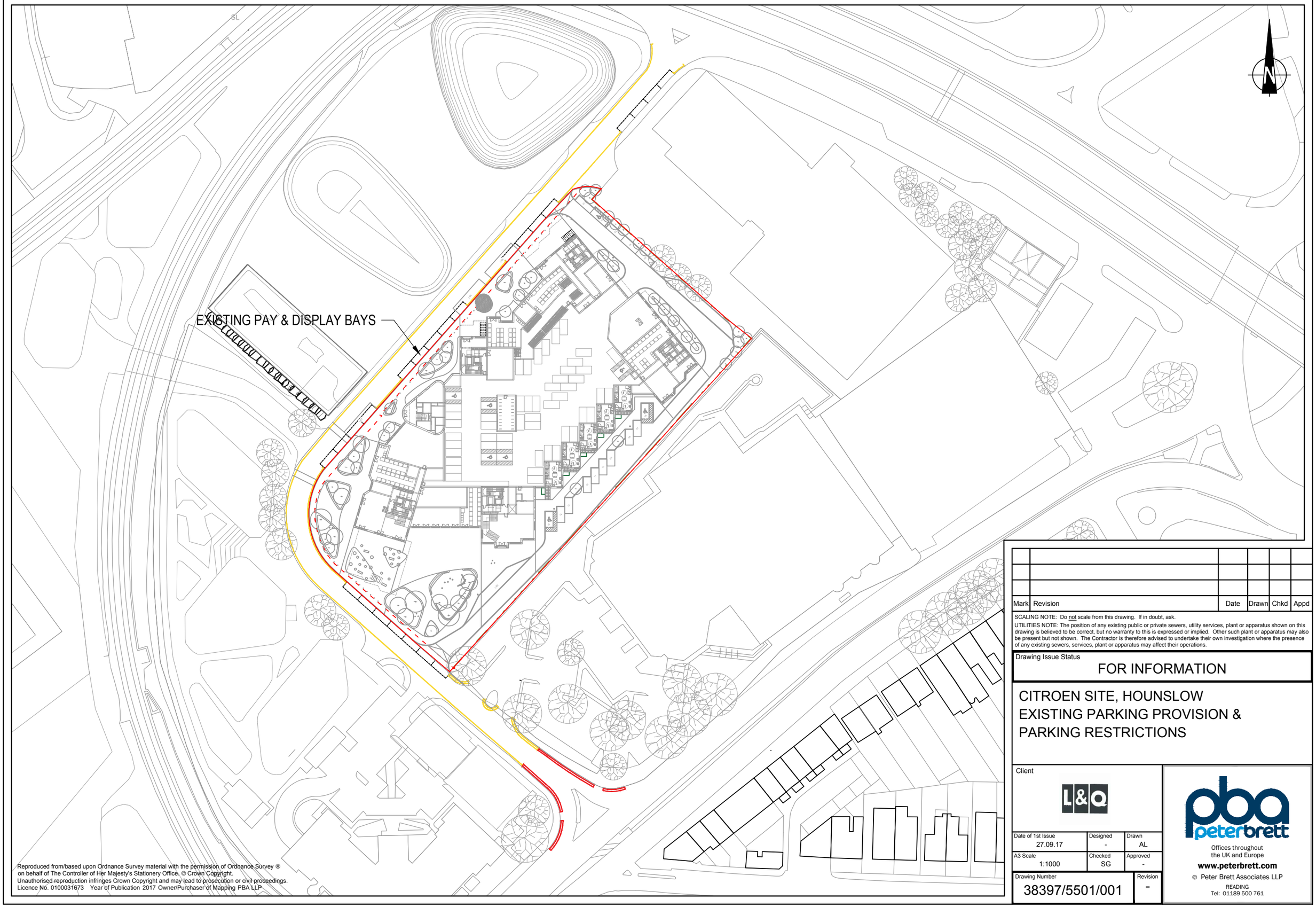
9.2.1 The trip generation of the proposed development has demonstrated a net increase in two way flows of 29 trips in the AM peak, and 38 in the PM peak. It was agreed with LBH that this would not require any capacity assessment on Capital Interchange Way junctions with the A4 Great West Road and the A205 Chiswick High Road as the impact of the development will be limited. Previous junction assessments undertaken by the Capital Interchange Way

development demonstrated that these can accommodate the consented development with limited impact on the operation of these junctions.

9.2.2 An assessment of multimodal trips on the local bus, rail and underground network has demonstrated the likely demand of these modes and the local services that would be able to accommodate the additional trips.

9.2.3 The TS has demonstrated that the transport impact of the development at the Citroen site can be accommodated on the surrounding transport network. The residual transport impact of the development is not considered to be severe, and as such, in accordance with NPPF, it is concluded that the development should not be prevented or refused on transport grounds, and should be acceptable to LBH and TfL.

DRAWINGS



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FOR INFORMATION

CITROEN SITE, HOUNSLOW
EXISTING PARKING PROVISION & PARKING RESTRICTIONS

Client

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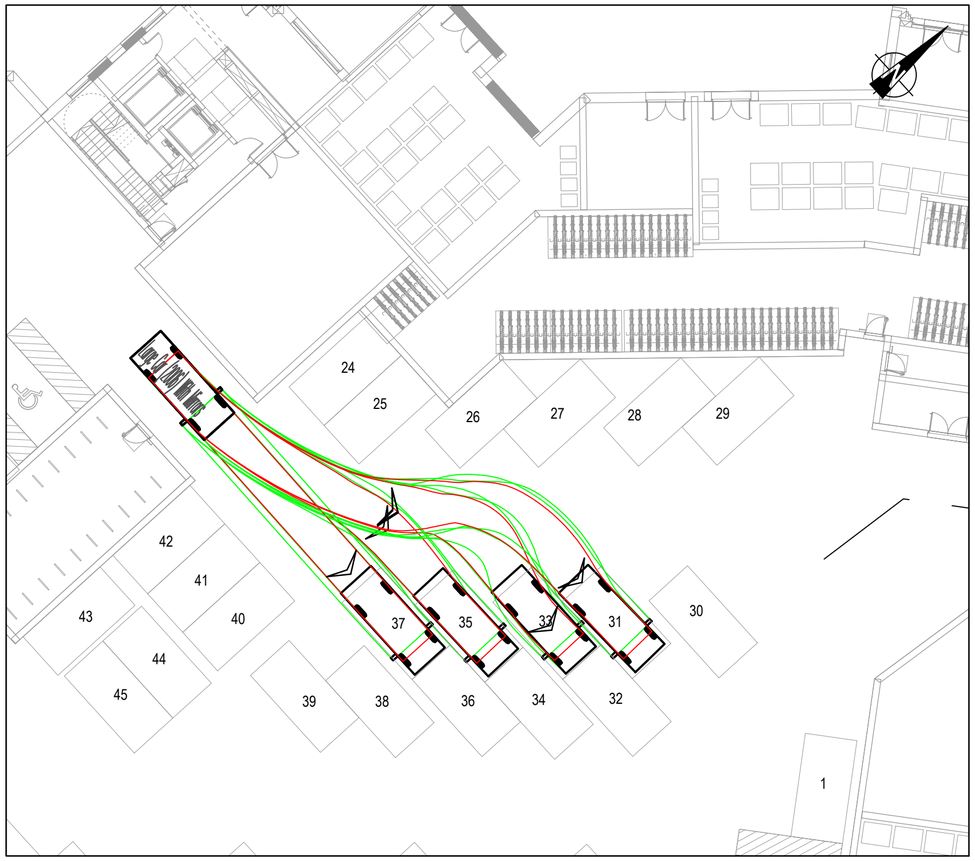

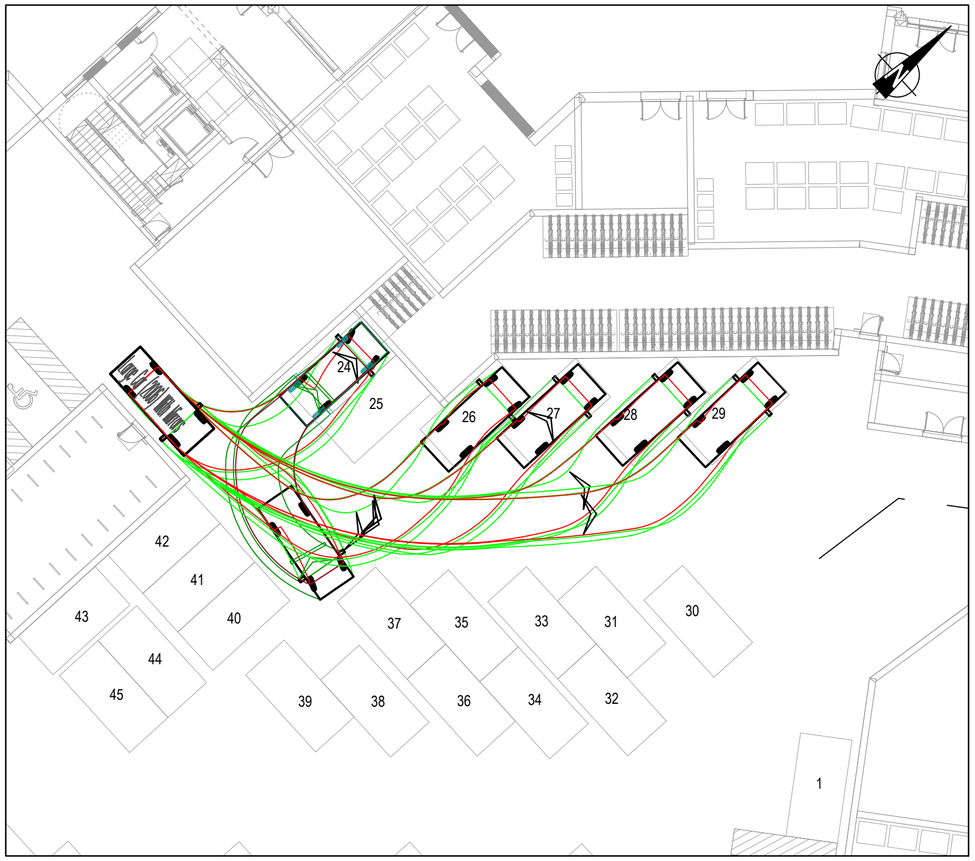

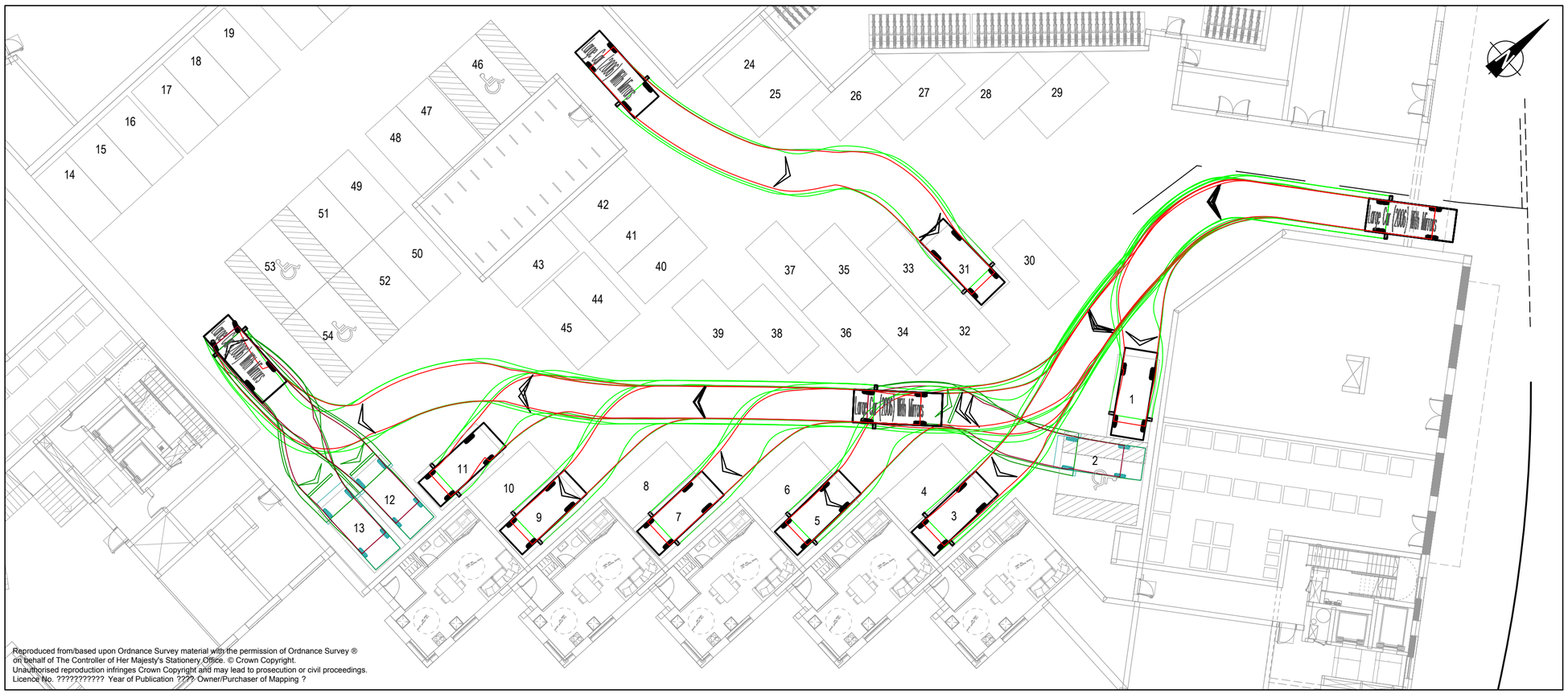

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Large Car (2006) With Mirrors

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

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CITROEN SITE, HOUNSLOW, BASEMENT SWEPT PATH ANALYSIS LARGE CAR

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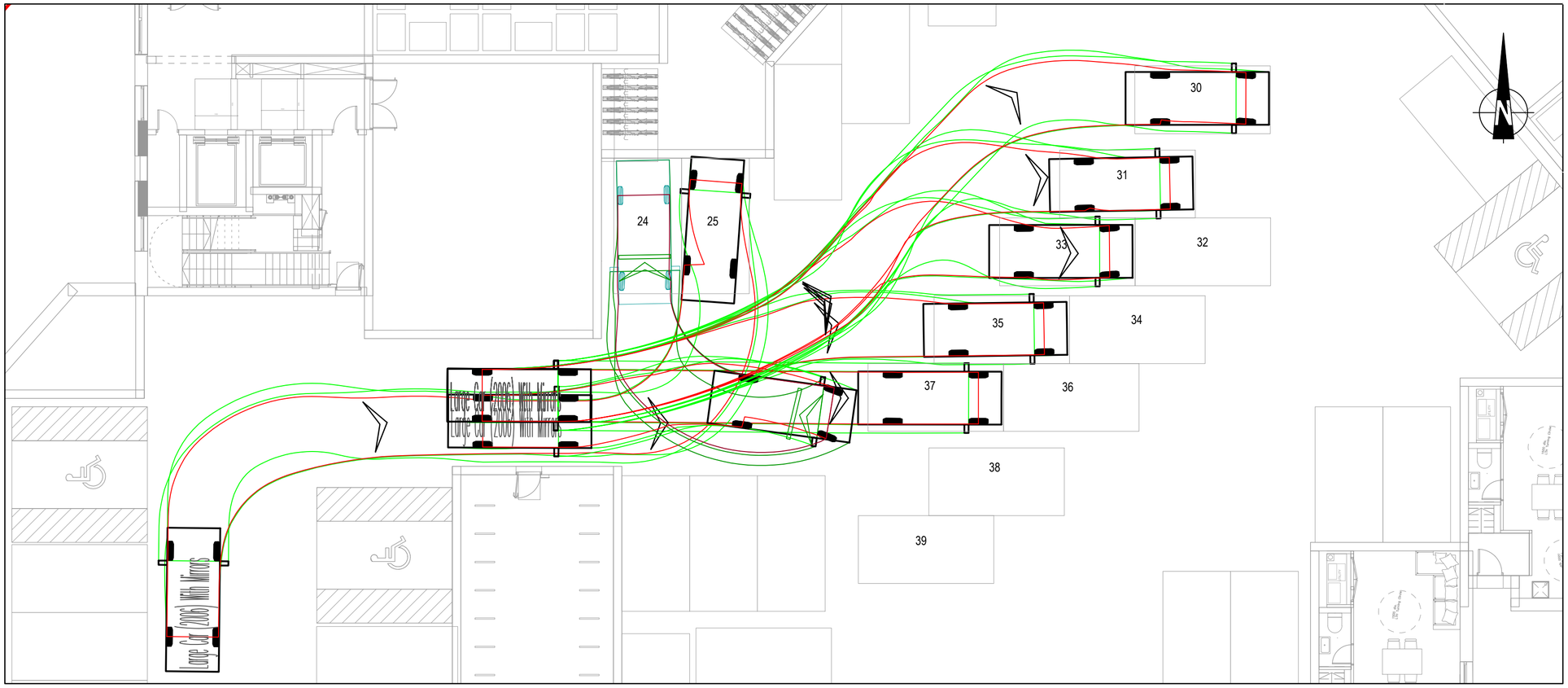

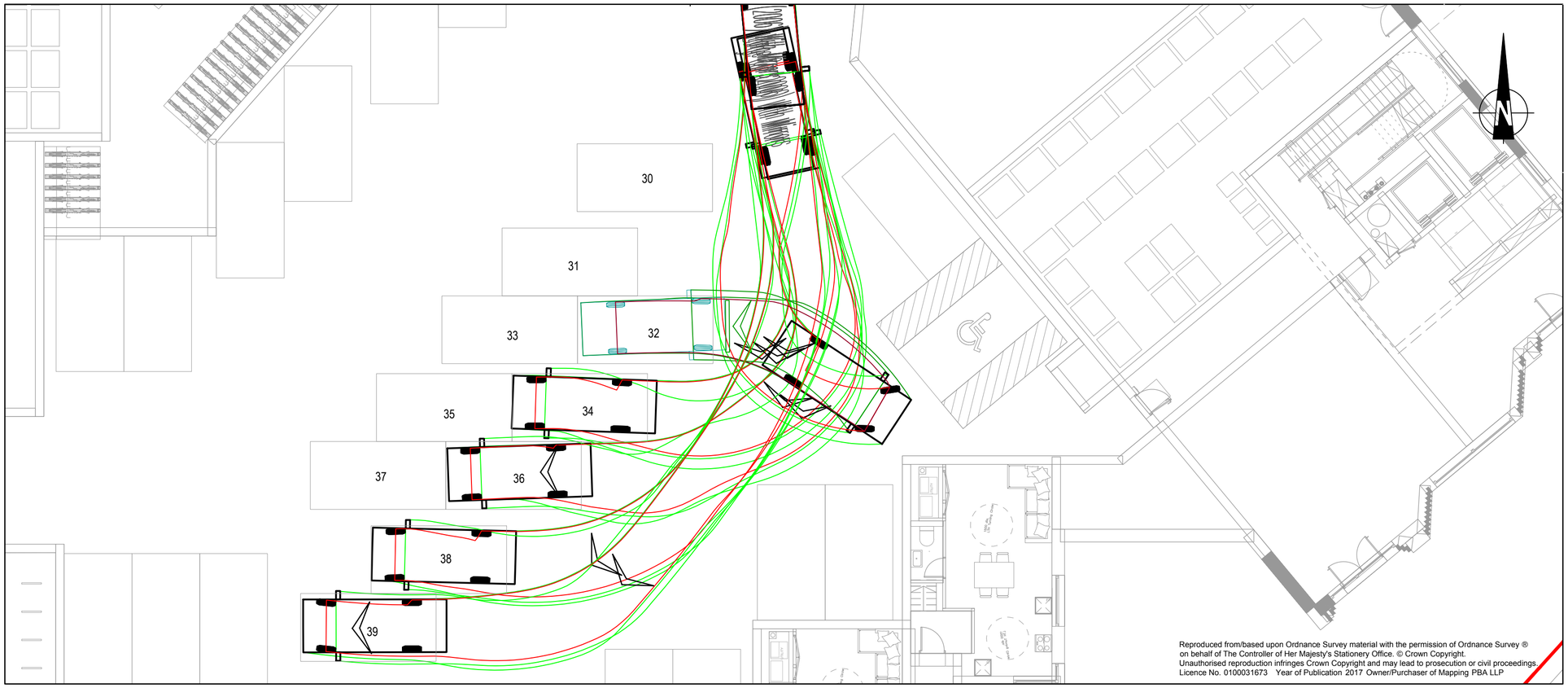

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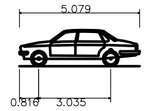

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LARGE CAR

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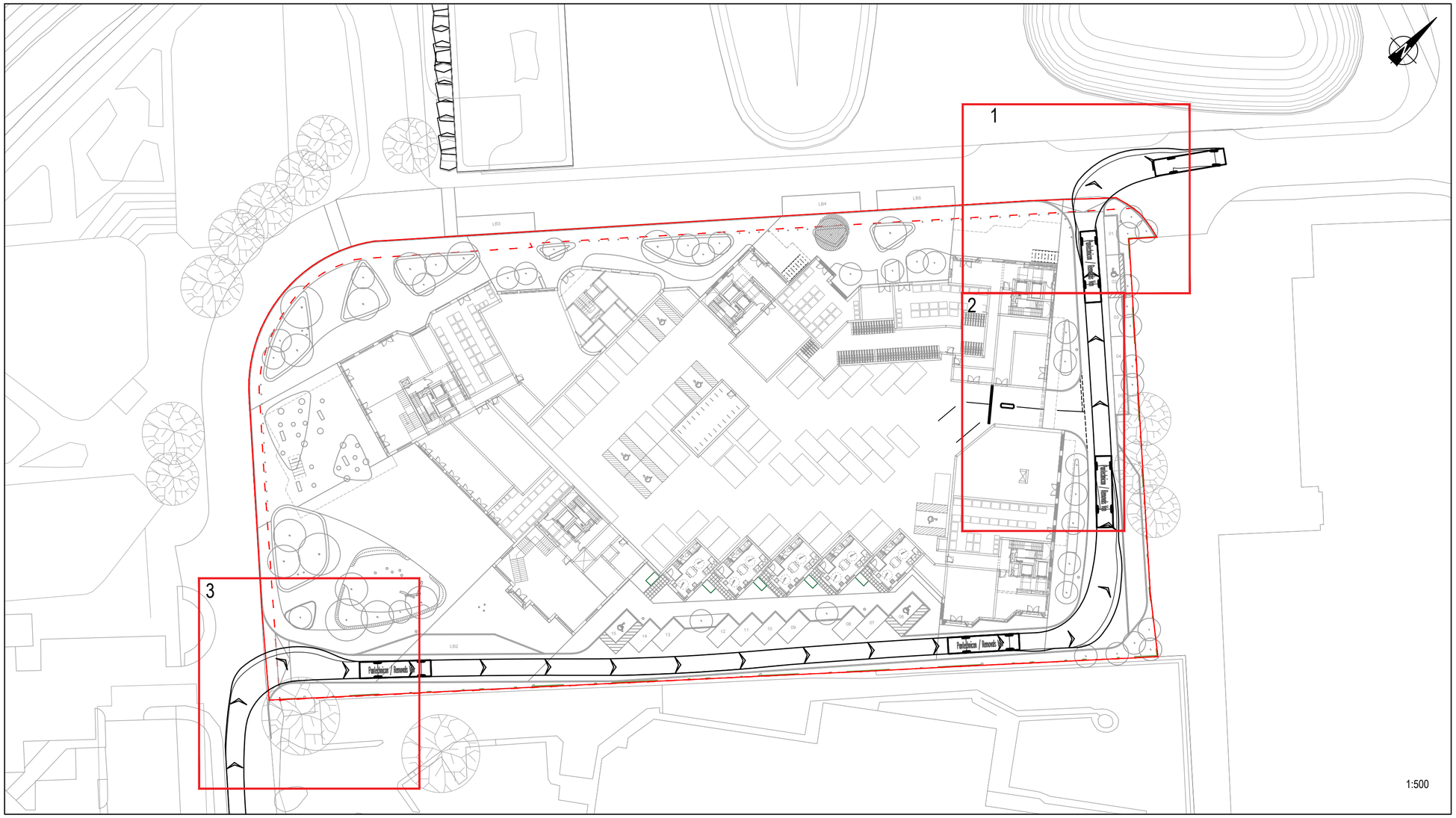

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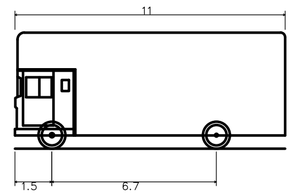

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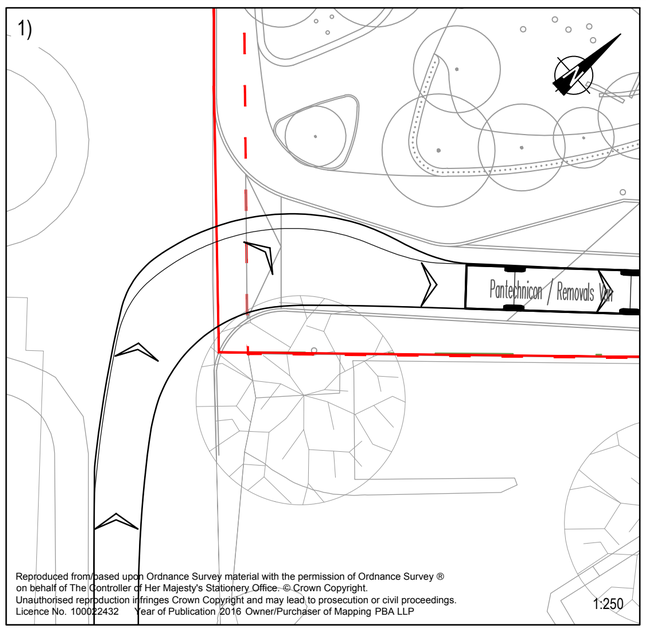
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	12.200m



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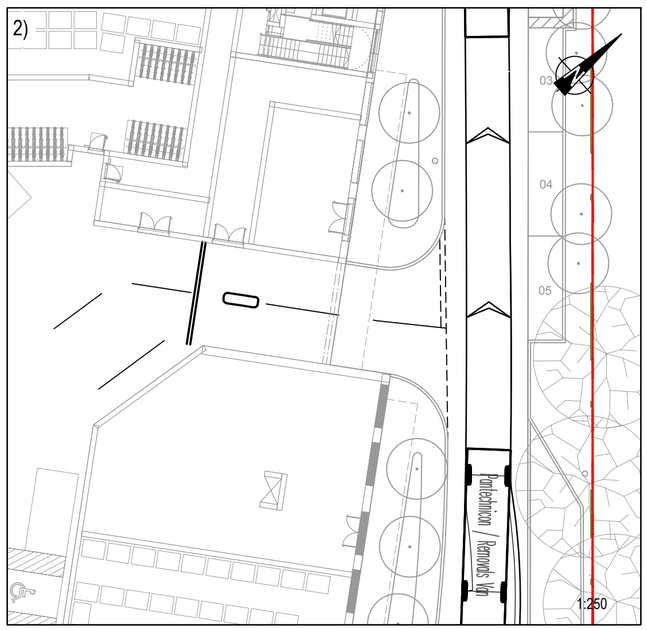

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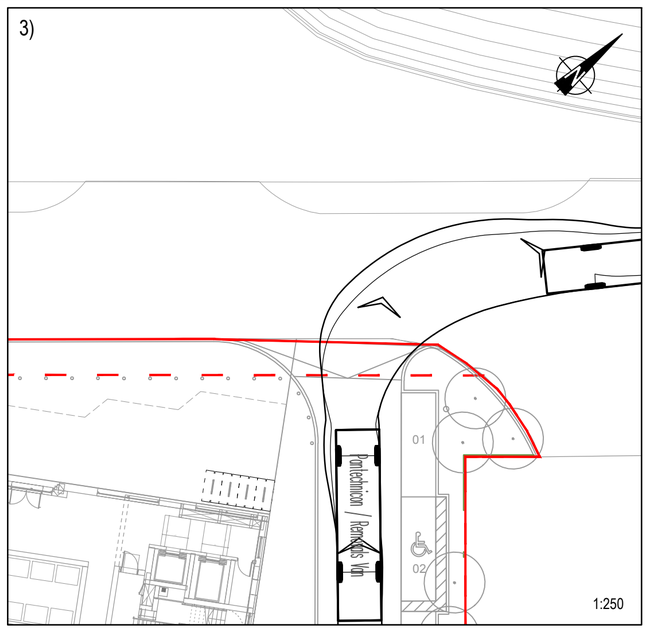

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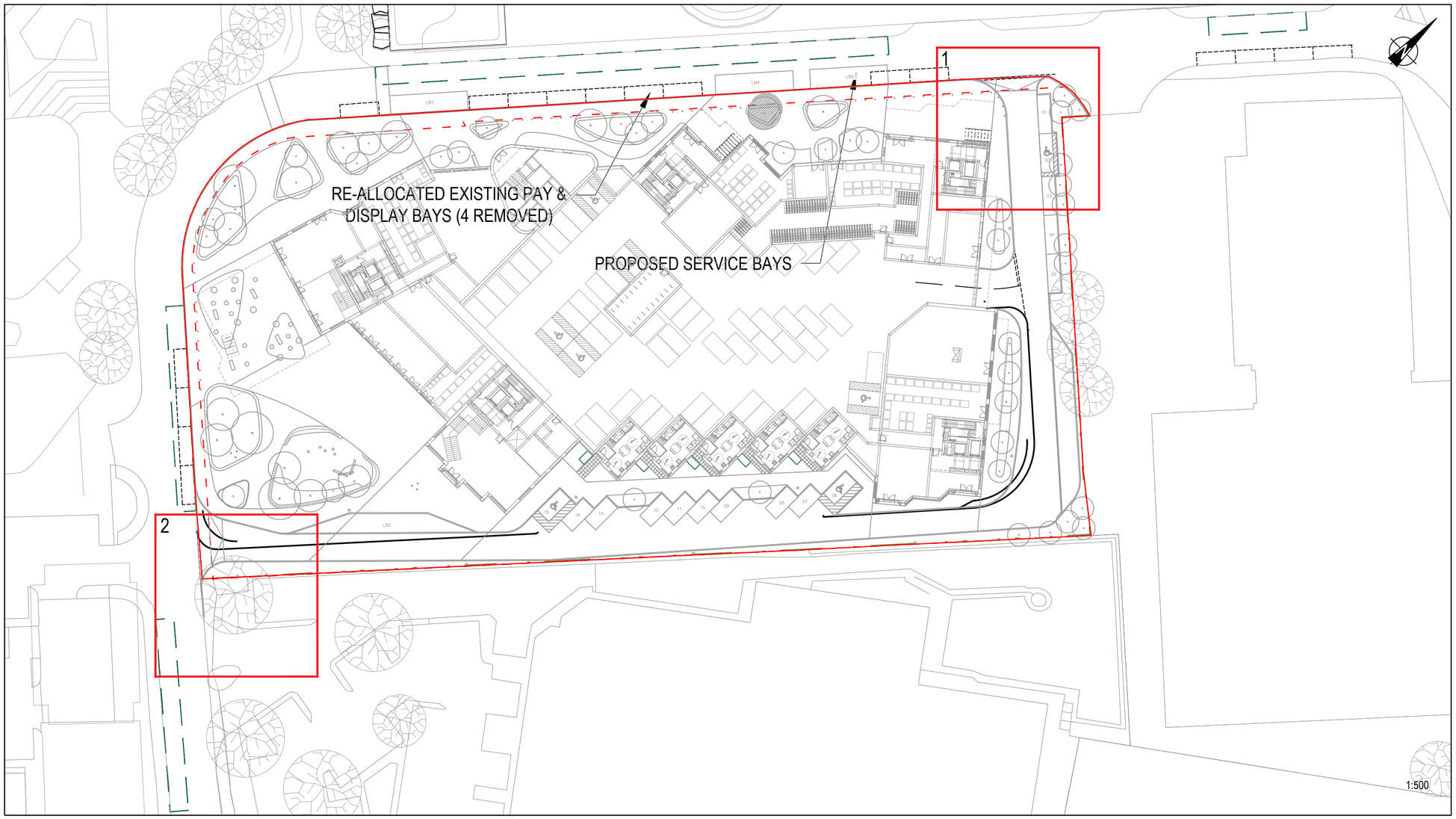
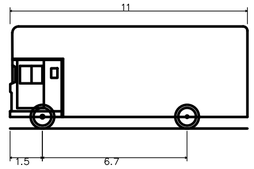


KEY

BRENTFORD FC PROPOSED COACH PARKING (REVISED TO INCLUDE PROPOSED CAPITAL INTERCHANGE WAY DEVELOPMENT LAYOUT)

VEHICLE PROFILE



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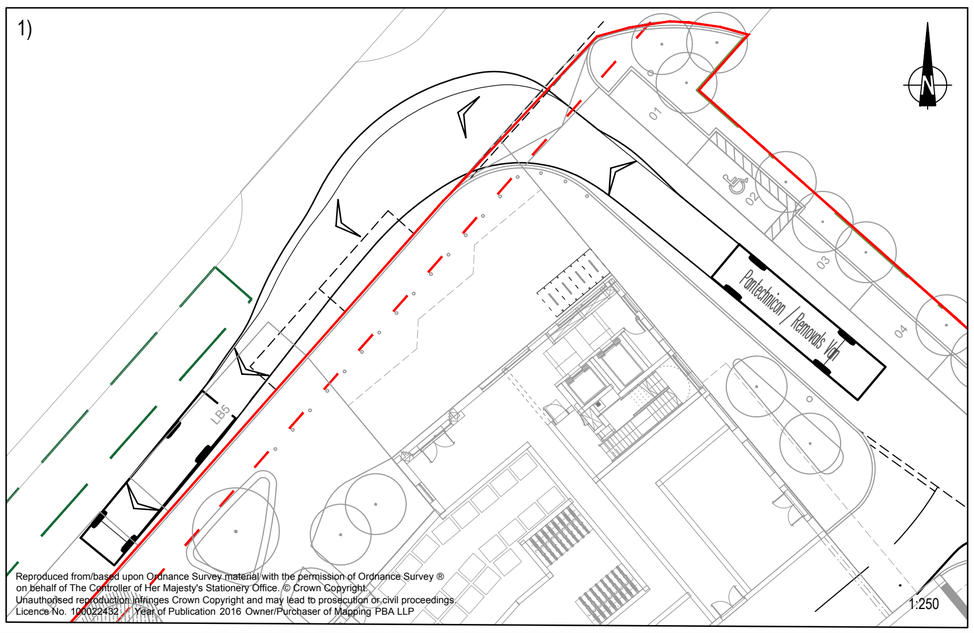

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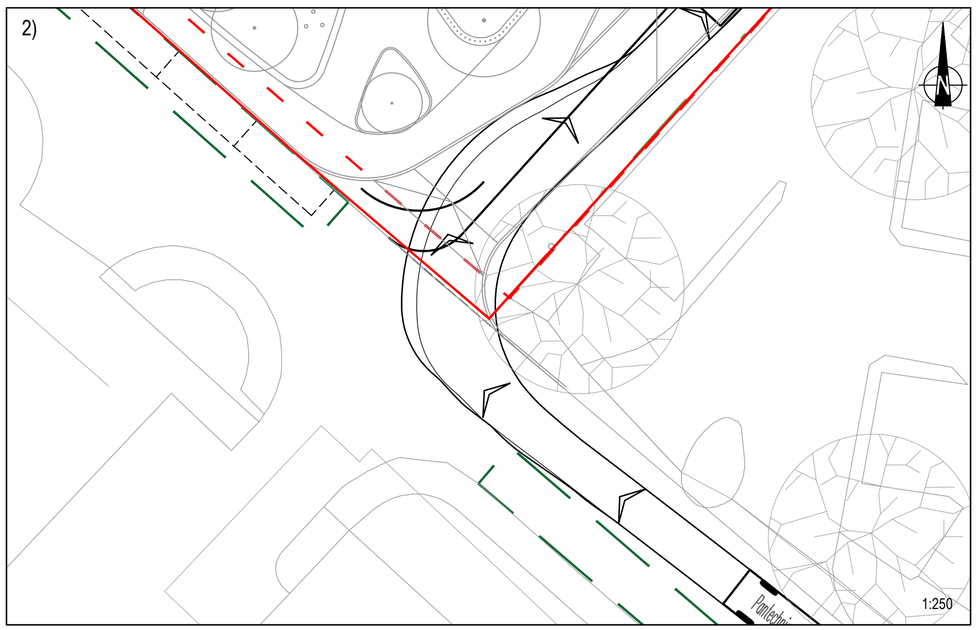

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CITROEN SITE, HOUNSLOW
PROPOSED TEMPORARY PARKING LAYOUT

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Appendix A Scoping Correspondence

Citroen Site, Chiswick

Transport Statement Scoping Report

On behalf of L&Q

Project Ref: 38397/5501 | Rev: - | Date: August 2017

Office Address: Caversham Bridge House, Waterman Place, Reading, Berkshire RG1 8DN
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Document Control Sheet

Project Name: **Citroen Site, Capital Interchange Way**

Project Ref: **38397**

Report Title: **Transport Statement Scoping Report**

Doc Ref:

Date: **August 2017**

	Name	Position	Signature	Date
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Reviewed by:	Stephen Millns	Senior Associate		07.08.17
Approved by:	James Overend	Partner		07.08.17
For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved

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1 Introduction

1.1 Overview

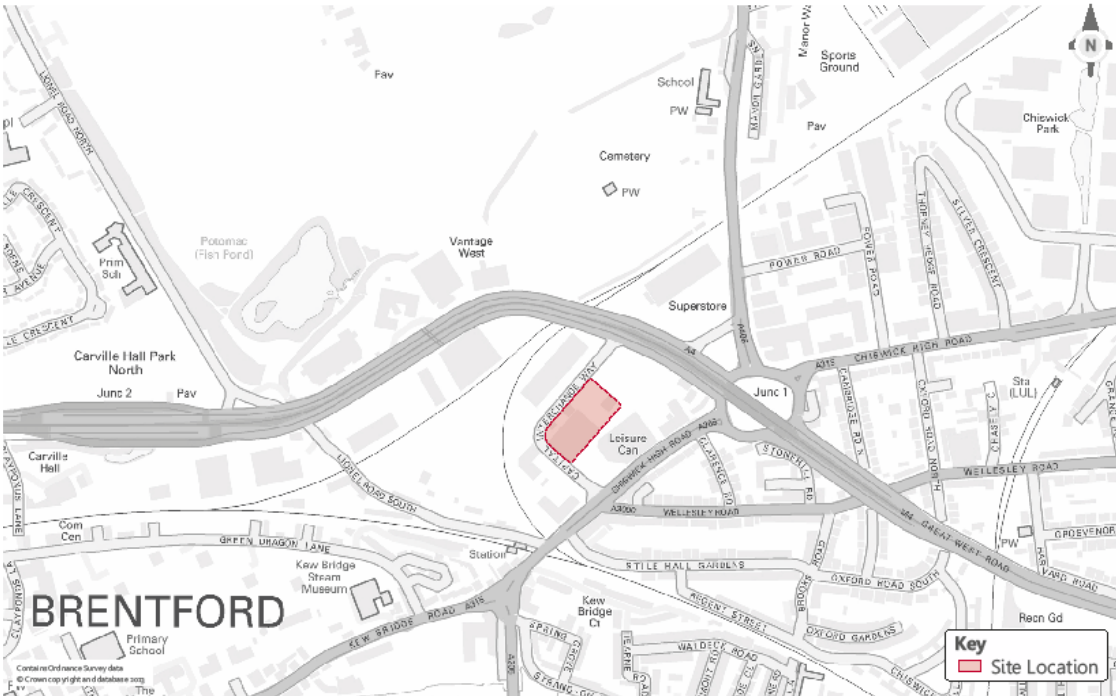
1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by L&Q to provide transport and highway advice towards the delivery of the proposed redevelopment of the Citroen Dealership on Capital Interchange Way in the London Borough of Hounslow (LBH).

1.1.2 This Scoping Report outlines the proposed assessment methodology to be undertaken in the preparation of a future Transport Statement (TS) to accompany a full planning application for a residential led mix use development consisting of 430 units, approximately 375 sqm of café/ restaurant, 185 sqm of office, a 256 sq. nursery and a 171 sqm. residents' gym.

1.2 The Site

1.2.1 The site is approximately 0.89 hectares and is surrounded by Capital Interchange Way on it's northern and western boundaries. The site location in its local context is shown in **Figure 1.1**.

Figure 1.1: Site Location Plan



1.2.2 To the north of the site is a cleared commercial site that previously contained four industrial units. To the south of the site is Brentford Fountain Leisure Centre and to the east is a VW dealership. Kew House School, a co-educational independent senior school, is located to the west of the site.

2 Sustainable Means of Access

2.1 Introduction

2.1.1 This section of the report describes the existing accessibility of the site on foot, for cyclists and by public transport. This section also contains a summary of the main local amenities that are accessible by sustainable forms of travel close to the site.

2.2 Walking and Cycling

2.2.1 Footways are located on both sides of Capital Interchange Way. These provides access south towards Brentford Fountain Leisure Centre and to a selection of shops to the south of the A205 Chiswick High Road via a signalised pedestrian crossing at the junction with Capital Interchange Way.

2.2.2 Kew Bridge Rail Station is located approximately 270 metres to the south west of the site and is accessed on foot via Capital Interchange Way and the A205 Chiswick High Road. The signalised crossing described above provides a safe crossing facility on this route and is the only road that is required to be crossed.

2.2.3 Pedestrian access towards Gunnersbury Park Overground and Underground Station approximately 930 metres to the west of the centre of the site via a series of controlled signalised toucan crossings at Chiswick Roundabout and along the A315 Chiswick High Road.

2.2.4 Transport for London (TfL) Local Cycling Guide 6 covers the area surrounding the site and indicates routes that are recommended for cycling, with Capital Interchange Way highlighted as such a route. This provides access from the site north towards an off carriageway designated cycle lane on the A4 Great West Road towards Gunnersbury Park.

2.2.5 Chiswick High Road contains a shared bus and cycle lane northbound towards Chiswick Roundabout. On the approach to the roundabout the cycle route leaves the bus lane and becomes a shared foot and cycleway. At Chiswick Roundabout the cycle route continues through the junction via the toucan crossing described above.

2.2.6 To the south of the site a shared foot and cycleway is located on both sides of Kew Bridge heading towards Kew Gardens. The A315 Kew Bridge Road contains an eastbound shared bus and cycle lane towards the junction with the A205 South Circular Road and westbound on-carriageway cycle lane. These both assist cycling to and from the centre of Brentford, which is less than 2 kilometres to the south west of the site.

2.2.7 A Pedestrian Environment Review System (PERS) audit is not proposed to be undertake to support the TS as the surrounding footways and paths have all been recently been subject to such an audit as part of planning applications for ‘The Curve’, ‘Capital Interchange Way’ and ‘Brentford FC’.

2.2.8 The TS will consider the impact on the cycle network through a review of the surround streets and cycleways using a Cycle Level of Service (CLoS) audit. The scope of the study area will be agreed with LBH.

2.3 Local Bus Services

2.3.1 The site benefits from six bus services surrounding the site. These are set out in **Table 2.1** together with their frequency.

Table 2.1: Bus Services Summary

Bus No.	Route	Frequency (min)		
		Weekday (0700-1900)	Saturday (0700-1900)	Sunday (0700-1900)
65	Ealing Broadway – Richmond – Kingston – Chessington South	4-8	5-15	8-19
237	Hounslow Heath – Brentford – Stamford Brook – Shepherd's Bush	5-9	8-16	8-15
267	Fulwell – Brentford – Ravenscourt Park – Hammersmith	8-12	15-30	15-30
391	Richmond – North Sheen – Hammersmith – Sands End	8-12	9-16	10-30
440	Stonebridge Park – West Acton – Chiswick Park	12-14	15-20	20-30
H91	Hounslow West – Osterley - Hammersmith	7-12	9-21	14-30

2.3.2 Service 65 operates the highest frequency service of the nearby bus routes and provides a connection from the site to key locations such as Ealing Broadway, Richmond and Kingston.

2.3.3 Service 237 operates between Hounslow Heath and Shepherd's Bush and Service 391 operates between Richmond and Sands End. Bus stops for each of these services are located on the Chiswick High Road adjacent to Brentford Fountain Leisure Centre.

2.3.4 Service 267 operates on Chiswick High Road with a stop adjacent to Brentford Fountain Leisure Centre. This service operates between Fulwell and Hammersmith via Brentford.

2.3.5 Service 440 operates between Power Road to Stonebridge Park Station in Brent. The terminal and first bus stops for this services is located on Power Road, which is to the north east side of Chiswick Roundabout.

2.3.6 Service H91 operates along the A4 Great West Road to the north of the site, providing convenient connections to Hounslow West, Osterley and Hammersmith.

2.4 Rail and Underground Network

2.4.1 The site is situated 4 minutes' walk to Kew Bridge Rail Station. From Kew Bridge, direct trains are available to London Waterloo, Weybridge and Hounslow.

2.4.2 The site is also situated 12 minutes' walk to Gunnersbury Overground and London Underground Station. This station is situated on the District Line, which has services between Richmond and Upminster as well as between Richmond and Edgware Road.

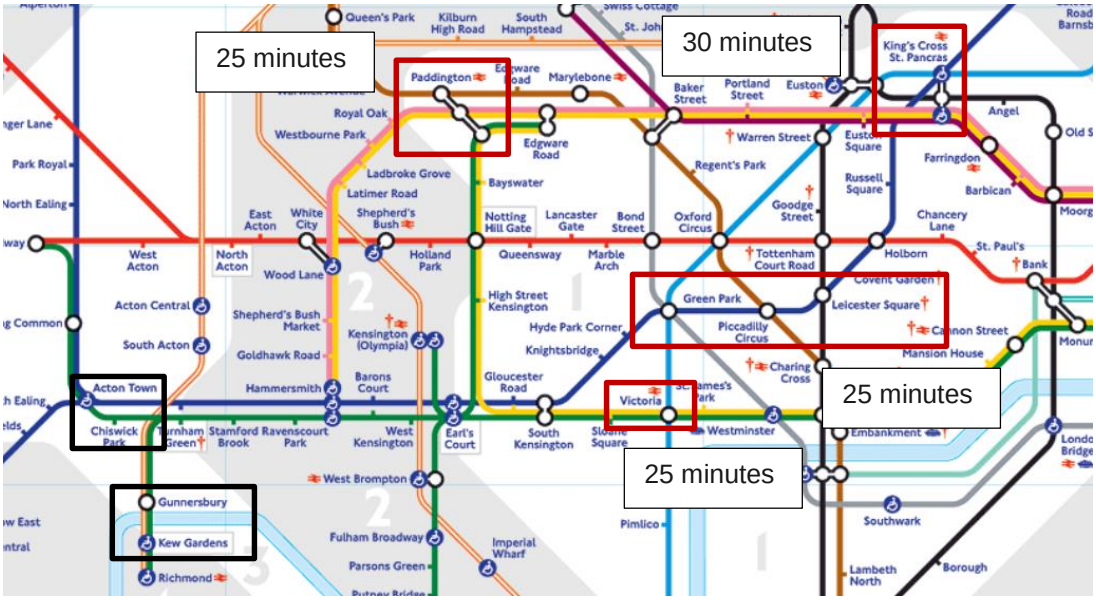
2.4.3 The line also provides connection with central London (Westminster and Embankment) in approximately 30 minutes, with Paddington and Victoria Rail Stations reached in 30 minutes.

2.4.4 The site is also located within walking and cycling distance to other London Underground, Overground and National Rail stations, which can also be easily reached by cycle and local bus services. These include;

- Acton Town Station which is on the Piccadilly Line and is 24 minutes on foot or 7 minutes by bike. Brentford Station (National Rail) is 26 minutes walk from the site or 8 minutes by bike.

2.4.5 **Figure 2.1** illustrates the main connections available from these stations within the London Underground and London Overground networks.

Figure 2.1: London Tube and Overground Map. Source: Transport for London



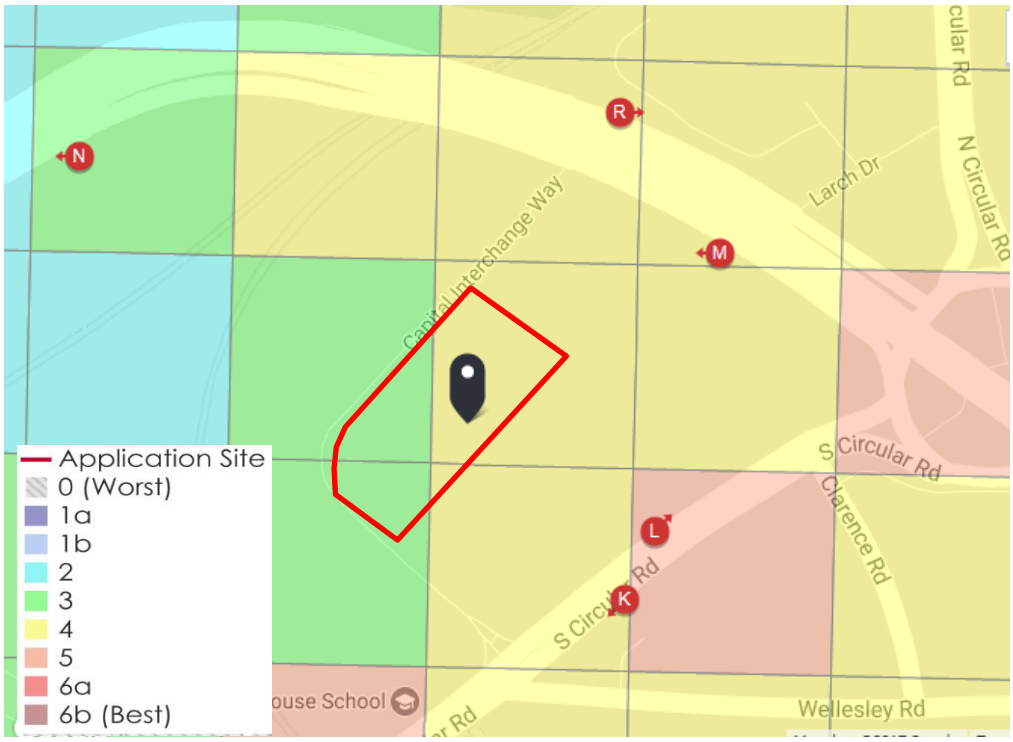
2.4.6 As shown in **Figure 2.1**, the site is very well connected by the London Underground and London Overground to Central London and key rail termini such as Victoria, King's Cross St Pancras and Paddington.

2.5 Existing Public Transport Accessibility Level

2.5.1 Public Transport Accessibility Levels (PTALs) provide a measure of a site's proximity to public transport services and indicate a relative rating. It takes into account walk access times and service availability, frequency and reliability. A PTAL can range from 0 to 6b, where a score of 0 indicates no accessibility and 6b indicates "excellent" provision.

2.5.2 The PTAL analysis methodology has prescribed maximum walk distances to bus stops (640 metres) and rail/ underground stations (960 metres). A 2021 PTAL forecast map covering the site is shown in **Figure 2.2** and has been prepared via the TfL website. This highlights that the site has a PTAL score of 3 (moderate) on the west of the site and a PTAL score of 4 (good) on the eastern side of the site.

Figure 2.2: PTAL Assessment



2.5.3 It is however noted that the PTAL methodology does not take account of public transport services just beyond bus stop and rail/ underground station thresholds, or indeed the ability to make multi-modal journeys such as catching a bus to a nearby station or riding a bike to a station that is beyond 640 metre walk distance. The site in reality is therefore considered to be a lot more accessible by sustainable modes than the PTAL results reveal.

2.6 Local Amenities

2.6.1 Existing local amenities that could be used by future residents of the development are set out in **Table 2.2**, together with the respective distances and journeys times, based upon a walking speed of 4.8kph and cycling speed of 16.0kph.

Table 2.2: Local Amenities

Key Local Amenities	Distance (metres)	Journey Time (mins)		
		Walking	Cycling	Public Transport
Strand-on-the-Green Primary School	805	10	3	n/a
Lionel Primary School	966	12	4	47
Kew House Senior School	50	40 (sec)	15 (sec)	n/a
Acton High School	2092	27	8	32
Buttercups Day Nursery	966	12	4	12
Wellesley Road Surgery	1127	14	4	8
Wellesley Dental Practice	322	4	1	n/a
BMI Health Care	322	4	1	5

Key Local Amenities	Distance (metres)	Journey Time (mins)		
		Walking	Cycling	Public Transport
Sainsbury's	1170	15	4	7
Waitrose	1170	15	4	7
Esso (On the Run) Convenience Store	322	4	1	n/a
Gunnersbury Rail and Underground Station	966	12	4	7
Kew Bridge Underground Station	322	4	1	n/a
Stand-on-the-Green Sub Post Office	966	12	4	n/a
BA Williams Chemist LTD	1287	16	5	6
Sainsbury's Local	322	4	1	3
Best-One Convenience Store	805	10	3	4
Lloyds Bank	1609	20	6	8
Barclays Bank	1931	24	7	7
HSBC Bank	1448	18	5	7
Express Tavern	322	4	1	2
The Bell & Crown public house	805	10	3	n/a

Note: These do not include all local services and amenities

2.6.2 This table demonstrates that the site is well located to access a range of services and amenities by sustainable travel. There are a broad range of facilities within a suitable walking, cycling or public transport journey.

3 Existing Highway Network

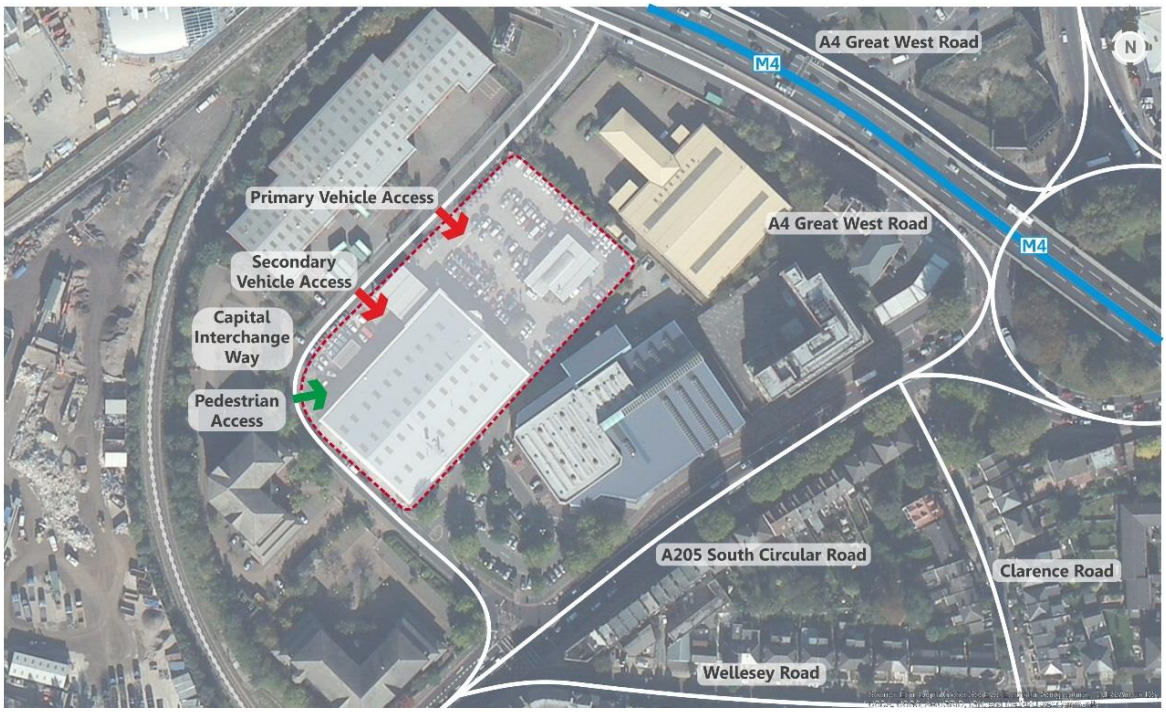
3.1 Introduction

3.1.1 This section describes the existing local highway network characteristics and vehicle access to the site.

3.2 Existing Site Access

3.2.1 **Figure 3.1** shows the existing site access and the surrounding road network.

Figure 3.1: Site Access



3.2.2 The principle vehicular access is located to the north east of the site on Capital Interchange Way, which is used for all vehicle movements. There is a second vehicular access approximately 30 metres to the west of this access, although this is used significantly less and contains drop down bollards that are raised when no vehicles are using this access.

3.2.3 In addition to the two vehicle accesses, there is also separate pedestrian access in the northwest corner of the site, on the bend of Capital Interchange Way.

3.2.4 A Manual Traffic Count (MTC) survey was conducted on Tuesday 18th July to identify the baseline trips associated with the current operation of the site. These surveys were carried out between 07:00 and 20:00 on a regular workday, which encompassed the period before and after the site was open, to ensure that they captured all staff movements before and after the Citroen Dealership opened and closed.

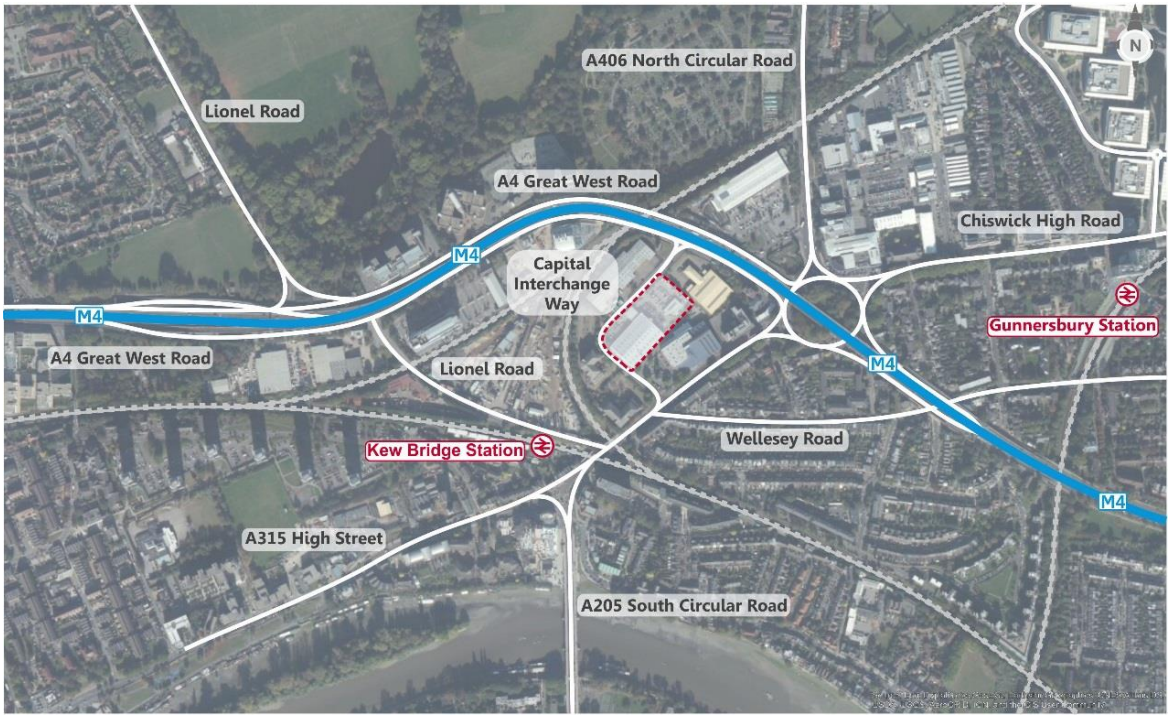
3.2.5 The observed trips for the AM and PM peak hours will be included within the TS and are contained in section 5 of this Scoping Report. Although it is accepted that the survey was undertaken outside of a neutral month, it was prior to the school holidays. The purpose of the traffic survey is to determine the net change in site traffic and on this basis, if the observed

Citroen traffic flows are lower than generally experienced during neutral months, then this will ensure that a robust assessment is undertaken.

3.3 Surrounding Local Highway Network

3.3.1 **Figure 3.2** shows the local highway network connecting the Citroen site.

Figure 3.2: Local Highway Network



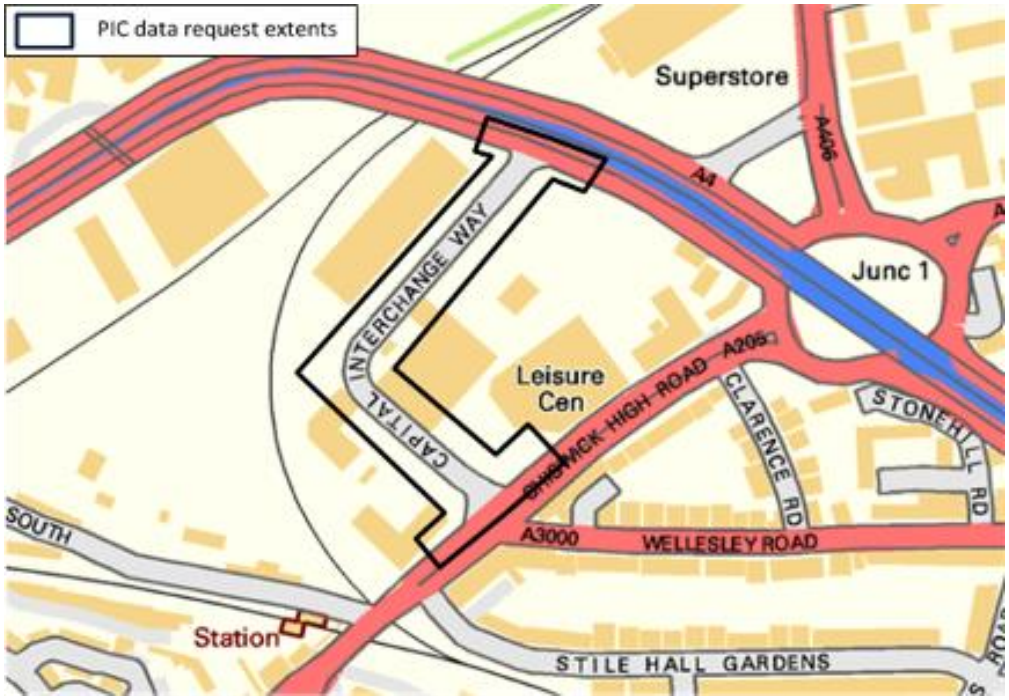
3.3.2 Capital Interchange Way is a single carriageway road with limited Pay and Display wrapping round the site frontage between 07:00-19:00 Monday to Friday. The north eastern end of the Capital Interchange Way connects to the A4 Great West Road via a left in/left out junction. This primarily provides access from Chiswick Roundabout, which is the main vehicle route to the site from the north and east. The junction also provide access westbound on the A4 Great West Road towards the M4.

3.3.3 The southern junction of Capital Interchange Way is with the A205 Chiswick High Road. This junction is signalled controlled with vehicle movements restricted to a left in/ left out arrangement. Consequently, only local traffic approaching from the direction of Brentford Town Centre and from the south via Kew Bridge would turn left into Capital Interchange Way from Chiswick High Road.

3.4 Personal Injury Collision Review

3.4.1 As part of the TS, a personal injury collision (PIC) review will be conducted across a study area which is shown in **Figure 3.3**. This is to include the whole of Capital Interchange Way, and the junctions with the A205 Chiswick High Road and the A4 Great West Road. This will identify the most recent three-year study period and determine whether there are any highway safety issues or patterns in PIC associated with vehicles, pedestrian and cyclists.

Figure 3.3: Personal Injury Review Study Area



4 Development Proposals

4.1 Overview

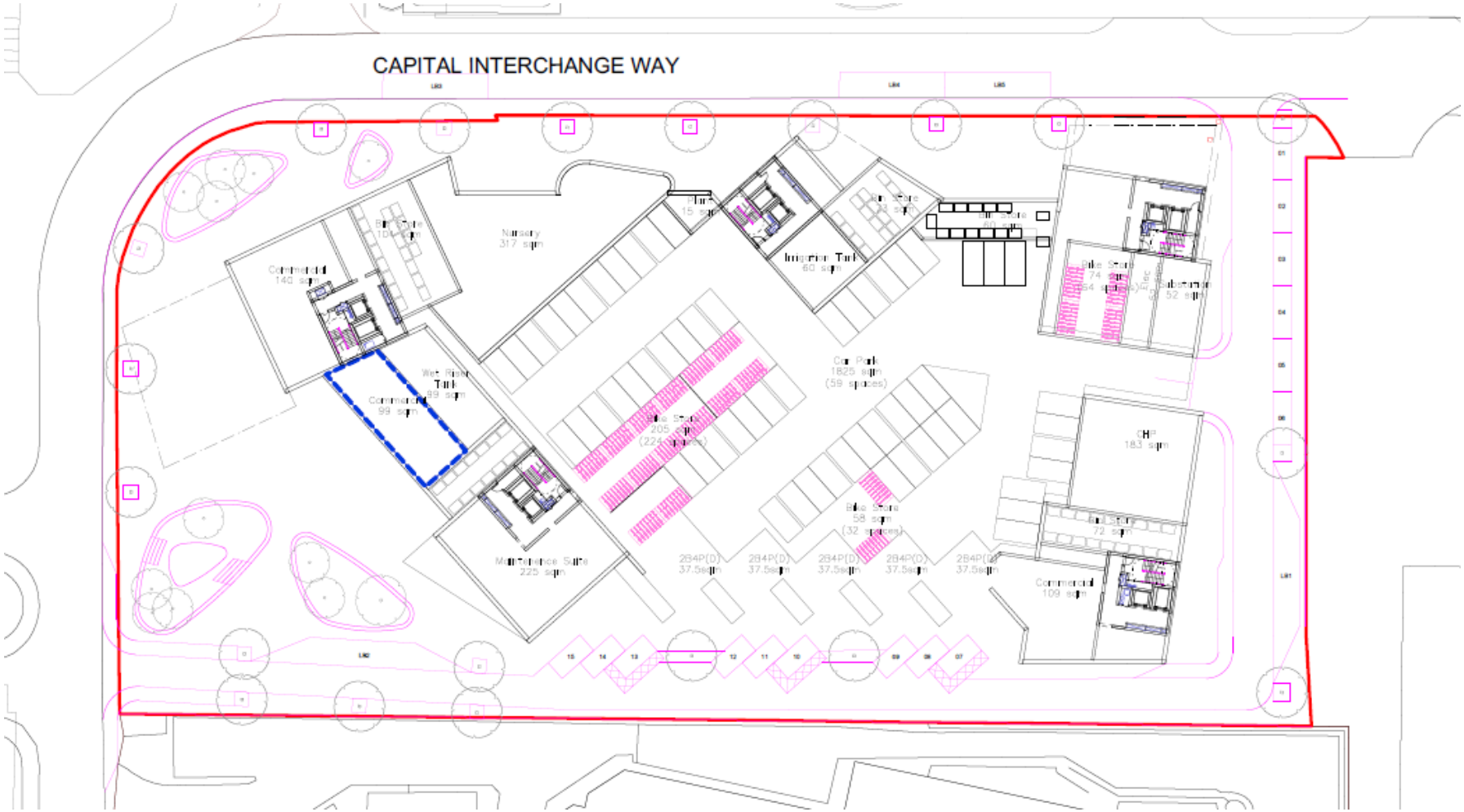
4.1.1 The development at the time of preparing this scoping report consist of the following uses:

- 430 residential units;
- 375 sqm of café/ restaurant;
- 185 sqm of office;
- 256 sqm. Nursery; and
- 171 sq. residents' gym.

4.1.2 Vehicular access to the development will be gained from Capital Interchange Way on the western side of the site. This will be a one-way route into the site leading to an internal road along the southern boundary of the site, which will provide access limited surface parking and a ground floor car park that will be accessed as the access road turns north back towards Capital Interchange Way.

4.1.3 The current layout is shown on **Figure 4.1**.

Figure 4.1: Proposed Layout



4.1.4 The development is seeking to provide car parking ratio of 0.2 per unit due to the high level of public transport accessibility. This is in line with Hounslow Local Plan Policy EC2 'Developing a sustainable local transport network' and is also in accordance with the standards in the London Plan.

4.1.5 A car swept path drawing will be contained within the TS to demonstrate the proposed car park provides appropriate manoeuvring space.

4.1.6 Long and short stay cycle parking will be provided in accordance with the London Plan and will meet the requirements of LBH and TfL design best practice.

4.2 Servicing and Waste Strategy

4.2.1 It is currently proposed that the development will contain 3 on-site servicing and delivery bays that will located near internal refuses storage areas. The access road will consequently be designed to accommodate a Hounslow Council Refuse vehicle. It will also be designed to accommodate a removals vehicle.

Following a pre-application meeting on the 7th June, it is proposed that the on-site loading bays will be supported by between 2-3 on-street servicing and delivery bays on the north side of the site rather than new on-street lay-bys. This follow comments in the meeting provided by the Highways Officer, Rob Heslop.

4.2.2 The TS will include vehicle swept path analysis of the largest anticipated servicing and delivery vehicles.

5 Trip Generation

5.1 Introduction

5.1.1 This chapter sets out the methodology for determining the multi-modal trip generation that the proposed development is likely to generate.

5.2 Existing Trip Generation

5.2.1 Traffic surveys of the existing site were undertaken on Tuesday 18th July. The results are contained in **Table 5.1**. It is noted that the survey was undertaken using video camera and were of the whole site frontage, although the walking figures are likely to include an element public transport users as these were not separately recorded.

Table 5.1: Existing Trip Generation

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Walk	3	4	7	7	8	15
Cycle	0	1	1	0	0	0
Car	22	5	27	2	18	20
HGV	0	0	0	0	0	0

Source: TSP July 2017

5.3 Proposed Residential Trip Generation

5.3.1 It is proposed that the trip rates with the Transport Assessment (TA) produced to support 'The Curve' development proposal are used for this application.

5.3.2 The Curve development site was located within a similar location to the proposed Citroen site development in terms of public transport accessibility and local facilities. The car parking ratio for The Curve was 0.225 spaces per unit, it is therefore considered that the trip rates for The Curve are appropriate for this site.

5.3.3 Furthermore, although The Curve was refused planning permission, the trip rates were accepted by TfL and LBH.

5.3.4 The methodology for calculating the residential trip rate set out in the Cole Easdon Consultants Ltd TA for The Curve development (Ref 4418 Dated December 2015) used TRICS data for flats within London to determine the person trips. These are contained in **Table 5.2**, together with the total trips for the Citroen site based upon 430 units.

Table 5.2: Residential Development Trip Rates

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Person (trip rate)	0.083	0.347	0.430	0.299	0.131	0.430
Person trips (430 units)	36	149	185	129	56	185

Source: CEC The Curve TA

5.3.5 Multimodal trip generation has been obtained from the 2011 Census Journey to Work (JtW) data for the Hounslow 029C Lower Level Super Output Area. The proposed multimodal trip generation is set out in **Table 5.3**.

Table 5.3: Method of Travel to Work

Method of Travel to Work	Percentage
Underground, Metro, Light Rail, Tram	39%
Train	6%
Bus, Minibus or Coach	9%
Taxi/Other	1%
Driving a Car or Van	23%
Passenger in a Car or Van	1%
Bicycle	6%
On Foot	14%

Source: CEC The Curve TA/Census 2011

5.3.6 These percentages have been applied to the person trip rates shown in **Table 5.2**, with the trip generation for each method of travel summarised within **Table 5.4**.

Table 5.4: Residential Multimodal Trip Generation (430 units)

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Mode	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	14	58	72	50	22	72
Train	2	9	11	8	3	11
Bus	3	13	17	12	5	17
Taxi/Other	0	1	2	1	1	2
Car/ Van	8	34	43	30	13	43
Car/ Van Passenger	0	1	2	1	1	2
Cycle	2	10	13	9	4	13
Walk	5	21	26	18	8	26
Total	**36**	**149**	**185**	**129**	**56**	**185**

Note: Trip generation subject to rounding

5.4 Proposed Office Trip Generation

5.4.1 A review of TRICS has been undertaken for the proposed 300 sqm of office to estimate a total number of multimodal trips. The following parameters were used in the selection of retail sites:

- Calculation Options: Multimodal
- Main Land Use: Employment
- Sub Land Use: Office
- Region: England
- Area: 200 to 2,000 sqm
- Locations: Town Centre and Edge of Town Centre

5.4.2 TRICS identified 8 sites that meet the above criteria. The public transport available at each of the sites were reviewed and compared against that of the proposed development. Each of the sites were located close to a rail or underground station with a good availability of bus services. All 8 of the sites were therefore used to calculate the proposed office trip generation.

5.4.3 TRICS outputs are attached in **Appendix A** with the multimodal trip rates for the proposed office provision are contained in **Tables 5.5** and the associated generation contained in **Table 5.6**.

Table 5.5: Office Trip Rates

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0.000	0.000	0.000	0.000	0.000	0.000
Train	0.915	0.037	0.952	0.028	0.756	0.784
Bus	0.355	0.028	0.383	0.009	0.373	0.382
Taxi/Other	0.047	0.056	0.103	0.075	0.056	0.131
Car/ Van	1.148	0.187	1.335	0.317	1.083	1.4
Car/ Van Passenger	1.297	0.065	1.362	0.289	1.344	1.633
OGV	0.009	0.019	0.028	0.019	0.019	0.038
Cycle	0.084	0.000	0.084	0.009	0.065	0.074
Walk	0.607	0.158	0.765	0.299	0.663	0.962
Total People	3.256	0.29	3.546	0.635	3.201	3.836

Table 5.6: Office Trip Generation (183sqm)

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0	0	0	0	0	0
Train	2	0	2	0	1	1
Bus	1	0	1	0	1	1
Taxi/Other	0	0	0	0	0	0
Car/ Van	2	0	2	1	2	3
Car/ Van Passenger	2	0	2	1	2	3
OGV	0	0	0	0	0	0
Cycle	0	0	0	0	0	0
Walk	1	0	1	1	1	2
Total Person	6	1	6	1	6	7

5.4.4 The TRICS sites identified are not within mixed use developments such as the development proposals, however, it is considered It is considered that 10% of these trips will be internal. Therefore, the level of new trips to the network contained within **Table 5.7** has been adjusted to reflect this assumption.

Table 5.7: Office Trip Generation (183 sqm) Less 10%

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0	0	0	0	0	0
Train	2	0	2	0	1	1
Bus	1	0	1	0	1	1
Taxi/Other	0	0	0	0	0	0
Car/ Van	2	0	2	1	2	2
Car/ Van Passenger	2	0	2	0	2	3
OGV	0	0	0	0	0	0
Cycle	0	0	0	0	0	0
Walk	1	0	1	0	1	2
Total	5	0	6	1	5	6

5.4.5 **Table 5.7** demonstrates that the proposed office is anticipated to generate 2 car arrivals in the AM peak period (08:00-09:00 and 2 in the PM peak period (17:00-18:00).

5.4.6 The TRICS sites selected do not include trips made via the Underground, as this mode was not contained in the sites identified by TRICS. However, it is likely that a proportion of the proposed development trips will be made using the underground, further reducing the trips by car and other modes of transport.

5.5 Proposed Café/ Restaurant Trip Generation

5.5.1 A review of TRICS has been undertaken for the proposed 375 sqm of café/ Restaurant to estimate a total number of multimodal trips. The following parameters were used in the selection of retail sites:

- Calculation Options: Multimodal
- Main Land Use: Hotel, Food & Drink
- Sub Land Use: Pub/Restaurant

- Region: Greater London
- Area: 200 to 400 sqm

5.5.2 As the site is unlikely to contain any parking, the surrounding area has a CPZ and there is very limited on-street parking, the TRICS analysis has been based upon sites with a PTAL of 6 to reflect the likely very low vehicle trips, which identified three sites. None of the sites include car parking.

5.5.3 No cafés were identified in TRICS and consequently 3 pubs/restaurant were identified. Should a café occupy this site in the future, it is still regarded that the TRICS assessment is robust as the site will contain no customer car parking and there is limited public parking available off-site.

5.5.4 TRICS outputs are attached in **Appendix B** with the multimodal trip rates for the proposed café are contained in **Tables 5.8** with the associated trips contained in **Table 5.9**.

Table 5.8: Café Trip Rates

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0.000	0.000	0.000	0.000	0.000	0.000
Train	0.000	0.000	0.000	1.443	1.340	2.783
Bus	0.000	0.000	0.000	0.619	0.206	0.825
Taxi/Other	0.000	0.000	0.000	0.103	0.103	0.206
Car/ Van	0.000	0.000	0.000	0.309	0.309	0.618
Car/ Van Passenger	0.000	0.000	0.000	0.412	0.309	0.721
OGV	0.000	0.000	0.000	0.000	0.000	0.000
Cycle	0.000	0.000	0.000	0.103	0.206	0.309
Walk	0.000	0.000	0.000	6.701	1.443	8.144
Total	0.000	0.000	0.000	9.278	3.505	12.783

Table 5.9: Café Trip Generation (375 sqm)

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0	0	0	0	0	0
Train	0	0	0	5	5	10
Bus	0	0	0	2	1	3
Taxi/Other	0	0	0	0	0	1
Car/ Van	0	0	0	1	1	2
Car/ Van Passenger	0	0	0	2	1	3
Cycle	0	0	0	0	1	1
Walk	0	0	0	25	5	31
Total	0	0	0	35	13	48

5.5.5 The TRICS sites identified are not within mixed use developments such as the development proposals, however, it is considered that 50% of these trips will be internal and pass-by, therefore the level of new trips to the network contained within **Table 5.10** has been adjusted to reflect this assumption.

Table 5.10: Café Trip Generation (375 sqm) Less 50%

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0	0	0	0	0	0
Train	0	0	0	3	3	5
Bus	0	0	0	1	0	2
Taxi/Other	0	0	0	0	0	0
Car/ Van	0	0	0	1	1	1
Car/ Van Passenger	0	0	0	1	1	1
Cycle	0	0	0	0	0	1
Walk	0	0	0	13	3	15
Total	0	0	0	17	7	24

5.5.6 **Table 5.10** demonstrates that the proposed café/restaurant is anticipated to generate zero car arrivals in the AM peak period (08:00-09:00) and just 1 arrival and departure in the PM peak period (17:00-18:00).

5.5.7 The TRICS sites selected do not include trips made via the Underground, as this mode was not contained in the sites identified by TRICS. However, it is likely that a proportion of the proposed development trips will be made using the underground, further reducing the trips by car and other modes of transport.

5.6 Proposed Nursery Trip Generation

5.6.1 A review of TRICS has been undertaken for the proposed 256 sqm of nursery to estimate a total number of multimodal trips. The following parameters were used in the selection of retail sites:

- Calculation Options: Multimodal
- Main Land Use: Education
- Sub Land Use: Nursery
- Region: England
- Area: 200 to 500 sqm

5.6.2 This selection identified 4 sites with all 4 used to calculate the proposed nursery trip generation. The TRICS outputs are attached in **Appendix C** with the multimodal trip rates for set out in **Tables 5.11** with the associated trips contained in **Table 5.12**.

Table 5.11: Nursery Trip Rate

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0.000	0.000	0.000	0.000	0.000	0.000
Train	0.000	0.000	0.000	0.071	0.000	0.071
Bus	0.000	0.071	0.071	0.000	0.000	0.000
Taxi	0.071	0.142	0.213	0.071	0.071	0.142
Car/ Van	5.461	5.319	10.780	3.759	4.539	8.298
Car/ Van Passenger	9.645	6.170	15.815	4.965	8.085	13.050
OGV	0.000	0.000	0.000	0.000	0.000	0.000
Cycle	0.142	0.000	0.142	0.071	0.071	0.142
Walk	1.986	0.000	0.000	1.702	3.333	5.035
Total	11.773	7.163	18.936	6.809	11.489	18.298

Table 5.12: Nursery Trip Generation (256 sqm)

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0	0	0	0	0	0
Train	0	0	0	0	0	0
Bus	0	0	0	0	0	0
Taxi	0	0	1	0	0	0
Car/ Van	14	14	28	10	12	21
Car/ Van Passenger	25	16	40	13	21	33
OGV	0	0	0	0	0	0
Cycle	0	0	0	0	0	0
Walk	5	0	0	4	9	13
Total	30	18	48	17	29	47

5.6.3 The TRICS sites identified are not within mixed use developments, such as the development proposals, however, it is considered that 50% of these trips will be on-site related linked trips, therefore the level of new trips to the network contained within **Table 5.13** has been adjusted to reflect this assumption.

Table 5.13: Nursery Trip Generation (256 sqm) Less 50%

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	0	0	0	0	0	0
Train	0	0	0	0	0	0
Bus	0	0	0	0	0	0
Taxi/Other	0	0	0	0	0	0
Car/ Van	7	7	14	5	6	11
Car/ Van Passenger	12	8	20	6	10	17
OGV	0	0	0	0	0	0

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Cycle	0	0	0	0	0	0
Walk	3	0	0	2	4	6
Total	15	9	24	9	15	23

5.6.4 **Table 5.13** demonstrates that the proposed nursery is anticipated to generate 7 car arrivals and 7 departures trips in the AM peak period (08:00-09:00). In the PM peak period (17:00-18:00), the nursery is predicted to generate 5 arrivals and 6 departures. These numbers are likely to be attributed to drop off and collection, therefore it is proposed that the lay-by on Capital Interchange Way nearest the nursery is restricted to drop off and collection during these hours.

5.6.5 Staff are anticipated to arrive via sustainable mode of transport, which will be encouraged through a site wide Framework Travel Plan that will produced as part of the application. At this time no staff parking is proposed.

5.6.6 The TRICS sites selected do not include trips made via the Underground, as this mode was not contained in the sites identified by TRICS. However, it is likely that a proportion of the proposed development trips will be made using the underground, further reducing the trips by car and other modes of transport.

5.7 Predicted Gym Trip Generation

5.7.1 The proposed gym will be for residents only, therefore all trips will be internal. There will be no parking for staff.

5.8 Total Development Trips

5.8.1 The predicted net difference of multimodal trip generation is contained in **Table 5.14**

Table 5.14: Total Development Trips

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	14	58	72	50	22	72
Train	4	9	13	11	7	18
Bus	4	14	17	13	6	19
Taxi/Other	1	2	2	2	1	3
Car/ Van	17	41	59	35	21	57
Car/ Van Passenger	15	9	24	9	14	23

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
OGV	0	0	0	0	0	0
Cycle	2	9	11	8	4	12
Walk	9	21	27	33	16	49
Total	56	159	215	156	83	239

5.9 Net Difference

5.9.1 The predicted net difference of multimodal trip generation is contained in **Table 5.15**.

Table 5.15: Net Difference in Trips

	AM Peak Hour (8:00 – 9:00)			PM Peak Hour (17:00–18:00)		
Trip Rate	**Arrival**	**Depart**	**Total**	**Arrival**	**Depart**	**Total**
Underground, Metro, Light Rail, Tram	14	58	72	50	22	72
Train	4	9	13	11	7	18
Bus	4	14	17	13	6	19
Taxi/Other	1	2	2	2	1	3
Car/ Van	-5	36	32	33	3	37
Car/ Van Passenger	0	0	0	0	0	0
OGV	0	0	0	0	0	0
Cycle	2	8	10	8	4	12
Walk	9	21	27	33	16	49
Total	28	148	174	150	59	209

5.9.2 Between 08:000-09:00 the proposals are predicted to result in 5 less arrivals by car and 36 additional departures, which is a two-way increase of 32 cars. Between 17:00-18:00 there are predicted to be 33 additional car arrivals and an additional 3 departures, which is a two-way increase of 37 cars.

5.9.3 Trips by underground, train and bus have been presented as a worst case as the baseline surveys of the existing site recorded movements to and from the site boundary only.

6 Development Impact

6.1 Introduction

6.1.1 The impact of the site on the highway network will be assessed within this chapter. It is proposed to assess the development for the weekday AM (08.00-09.00) and PM (17.00-18.00) peak hours.

6.2 Highway Impact

Vehicle Trip Distribution

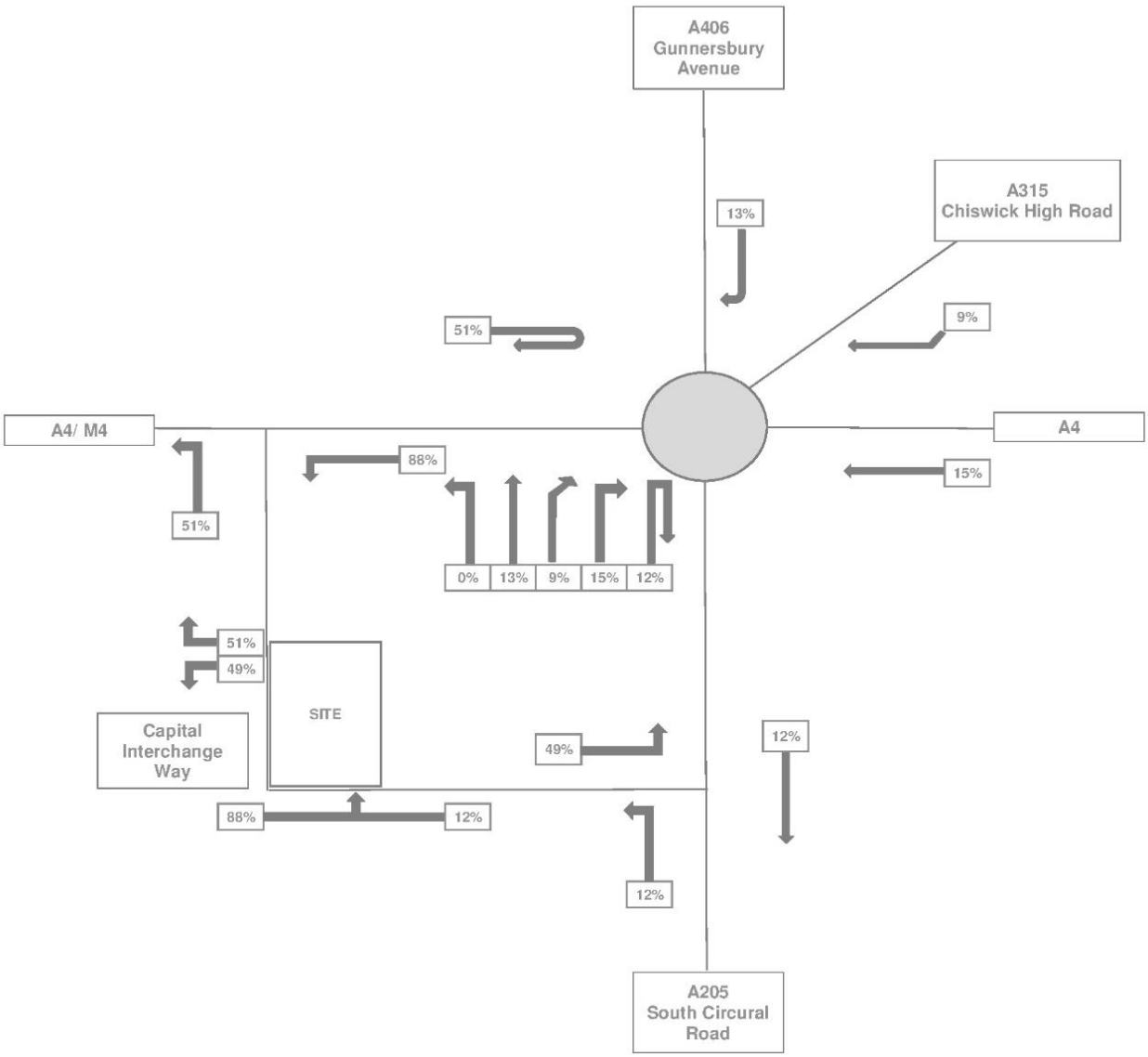
6.2.1 Vehicle arrivals to the site will be shaped by the existing restricted junctions to the south and east of the site. Due to the left-in/left-out arrangement of the Capital Interchange Way/A205 Chiswick High Road junction, all vehicles arriving at the site from destinations from the north, east and M4 will use the left-in/left-out junction between Capital Interchange Way and Great West Road via Chiswick Roundabout. Vehicles arriving from the south west and south will arrive via the Capital Interchange Way/A205 Chiswick High Road junction.

6.2.2 Departing vehicles traveling to destinations to the south west and south will use the Capital Interchange Way/A205 Chiswick High Road junction, before turning round at the Chiswick Roundabout to reach the destination. Vehicle trips to the north and east will and use the Capital Interchange Way/A205 Chiswick High Road junction. Only traffic travelling west towards the M4 will depart via the Capital Interchange Way/ Great West Road junction.

6.2.3 The trip distribution turning percentages at Chiswick Roundabout presented in the TA prepared by CEC for 'The Curve' development proposals are considered to reflect the trip distribution of the proposed development. It is noted that this was also considered to be acceptable to LBH and TfL.

6.2.4 The proposed trip distribution on the local highway network is set out in **Figure 6.1**.

Figure 6.1: Trip Distribution



6.2.5 The net vehicular traffic flows from the Citroen site development are consequently set out in **Table 6.1**.

Table 6.1: Net Vehicle Impact on Highway Network

Road Link		Distribution	AM Peak		PM Peak	
			Arr	Dep	Arr	Dep
Gunnersbury Avenue		13%	0	5	4	0
Chiswick High Road North		9%	0	3	3	0
Great West Road East		15%	0	5	5	1
Chiswick High Road South		12%	0	4	4	0
Great West Road	M4	36%	0	13	12	1

West	A4	15%	0	5	5	1

Source: CEC Transport Assessment

6.2.6 **Table 6.2** illustrates that the proposed development is predicted to generate no additional vehicle arrivals on any of the links approaching Chiswick Roundabout or at the left in/left out junction between Capital Interchange Way and the A4 Great West Road. The highest departure in the AM peak period is predicted via the left out junction onto the A4 Great West Road from Capital Interchange Way, with a total of 18 vehicles movements. This is less than 1 vehicle every 3 minutes.

6.2.7 The predicted net increase in departures towards the signalised junction with Chiswick high Road is 17 vehicles, which is also less than 1 vehicle every 3 minutes.

6.2.8 The highest net arrival vehicle levels in the PM peak period is predicted to be via the left in junction from the A4 Great West Road to Capital Interchange Way. A total of 29 vehicles movements are predicted, which is less than 1 vehicle every 2 minutes. A total of 4 additional arrivals are predicted to turn left from Chiswick High Road into Capital Interchange Way.

6.2.9 There is only predicted to be a net increase of 3 additional vehicles departing in the PM peak period. Based upon the highest junction arm turning proportions, this could result in an additional 2 vehicle trips exiting Capital Interchange Way left onto the A4 Great West Road.

6.2.10 PBA have obtained the Annual Average Daily Traffic Flow (AADF) data for the A205 Chiswick High Road from the Department for Transport website, from a count located to the west of Chiswick Roundabout. The data is summarised in **Table 6.2**.

Table 6.2: Traffic Flows on A205 Chiswick High Road (west of roundabout)

Year (AADF)	Two-way flow
2000	35,958
2001	36,110
2002	36,852
2003	36,640
2004	36,964
2005	36,681
2006	37,207
2007	37,063
2008	36,203
2009	39,240
2010	38,319
2011	38,268
2012	25,780
2013	26,022
2014	26,141
2015	26,176
2016	26,311

6.2.11 The above data demonstrates that the current traffic flows on the A205 are significantly lower than the previous years between 2000 to 2011, with the past five years being consistent at around 26,000 vehicles. The A205 therefore has additional capacity to accommodate the generated development traffic, and no further junction assessments are proposed.

6.2.12 Based upon the very low predicted net increase in vehicle trips in the AM and PM peak periods and the historic reduction at the Chiswick Roundabout, it is proposed that no junction assessment is necessary to support the TS.

Appendix A Office TRICS Rates

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	186-2000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	610-1951 sqm GFA	
Date Range	Minimum: 01/01/09	Maximum: 17/11/15
Days of the week selected	Monday	1
	Wednesday	3
	Thursday	3
	Friday	1
Main Location Types selected	Town Centre	5
	Edge of Town Centre	3
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	1
	25,001 to 50,000	5
	50,001 to 100,000	1
Population <5 Mile ranges selected	125,001 to 250,000	4
	250,001 to 500,000	2
	500,001 or More	2
Car Ownership <5 Mile ranges selected	0.5 or Less	2
	0.6 to 1.0	4
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	5
	4 Good	1
	5 Very Good	1
	6b (High) Excellent	1

Calculation Reference: AUDIT-706701-170802-0840

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	2 days
	WH	WANDSWORTH	1 days
02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	SO	SLOUGH	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 610 to 1951 (units: sqm)
Range Selected by User: 186 to 2000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 17/11/15

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

Selected survey days:

Monday	1 days
Wednesday	3 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	5
Edge of Town Centre	3

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	5
High Street	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

B1	8 days

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

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	4 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	2 days
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
4 Good	1 days
5 Very Good	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BD-02-A-03	Gross floor area:	1469 sqm
Development Name:	OFFICES		
Location:	BEDFORD		
Postcode:	MK40 2BJ	Number of Employees:	240
Main Location Type:	Edge of Town Centre	Survey Date:	14/10/13
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	55
Site(2):	CI-02-A-01	Gross floor area:	1386 sqm
Development Name:	OFFICES		
Location:	BANK		
Postcode:	EC4N 6JJ	Number of Employees:	62
Main Location Type:	Town Centre	Survey Date:	21/10/09
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	6b (High) Excellent	Parking Spaces:	2
Site(3):	CI-02-A-03	Gross floor area:	1951 sqm
Development Name:	OFFICES		
Location:	CITY OF LONDON		
Postcode:	EC3R 8AJ	Number of Employees:	236
Main Location Type:	Town Centre	Survey Date:	29/11/13
Sub-Location Type:	Commercial Zone	Survey Day:	Friday
PTAL:	4 Good	Parking Spaces:	0
Site(4):	HF-02-A-03	Gross floor area:	610 sqm
Development Name:	OFFICE		
Location:	ST ALBANS		
Postcode:	AL1 3XH	Number of Employees:	8
Main Location Type:	Edge of Town Centre	Survey Date:	16/10/13
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	12
Site(5):	KC-02-A-09	Gross floor area:	1500 sqm
Development Name:	COUNCIL OFFICES		
Location:	MAIDSTONE		
Postcode:	ME14 1XQ	Number of Employees:	200
Main Location Type:	Edge of Town Centre	Survey Date:	19/10/11
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	25
Site(6):	SO-02-A-01	Gross floor area:	1800 sqm
Development Name:	COUNCIL OFFICES		
Location:	SLOUGH		
Postcode:	SL1 1JL	Number of Employees:	197
Main Location Type:	Town Centre	Survey Date:	27/02/14
Sub-Location Type:	High Street	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	31
Site(7):	WH-02-A-02	Gross floor area:	1215 sqm
Development Name:	OFFICES		
Location:	BATTERSEA		
Postcode:	SW11 3BY	Number of Employees:	115
Main Location Type:	Town Centre	Survey Date:	10/05/12
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	5 Very Good	Parking Spaces:	0
Site(8):	WK-02-A-01	Gross floor area:	960 sqm
Development Name:	OFFICES		
Location:	COVENTRY		
Postcode:	CV1 2DY	Number of Employees:	100
Main Location Type:	Town Centre	Survey Date:	17/10/13
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	72

Trip Rates for Key Periods		Trips per 100m2 GFA	
Period	Inbound	Outbound	Total
0800-0900	99.999	99.999	99.999
1700-1800	99.999	99.999	99.999

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	1340	0.093	8	1340	0.009	8	1340	0.102
07:30 - 08:00	8	1340	0.308	8	1340	0.065	8	1340	0.373
08:00 - 08:30	8	1340	0.476	8	1340	0.075	8	1340	0.551
08:30 - 09:00	8	1340	0.672	8	1340	0.112	8	1340	0.784
09:00 - 09:30	8	1340	0.541	8	1340	0.093	8	1340	0.634
09:30 - 10:00	8	1340	0.513	8	1340	0.121	8	1340	0.634
10:00 - 10:30	8	1340	0.569	8	1340	0.457	8	1340	1.026
10:30 - 11:00	8	1340	0.336	8	1340	0.317	8	1340	0.653
11:00 - 11:30	8	1340	0.271	8	1340	0.243	8	1340	0.514
11:30 - 12:00	8	1340	0.373	8	1340	0.364	8	1340	0.737
12:00 - 12:30	8	1340	0.308	8	1340	0.205	8	1340	0.513
12:30 - 13:00	8	1340	0.177	8	1340	0.196	8	1340	0.373
13:00 - 13:30	8	1340	0.215	8	1340	0.187	8	1340	0.402
13:30 - 14:00	8	1340	0.271	8	1340	0.224	8	1340	0.495
14:00 - 14:30	8	1340	0.205	8	1340	0.187	8	1340	0.392
14:30 - 15:00	8	1340	0.215	8	1340	0.252	8	1340	0.467
15:00 - 15:30	8	1340	0.205	8	1340	0.383	8	1340	0.588
15:30 - 16:00	8	1340	0.187	8	1340	0.299	8	1340	0.486
16:00 - 16:30	8	1340	0.224	8	1340	0.644	8	1340	0.868
16:30 - 17:00	8	1340	0.187	8	1340	0.747	8	1340	0.934
17:00 - 17:30	8	1340	0.224	8	1340	0.728	8	1340	0.952
17:30 - 18:00	8	1340	0.093	8	1340	0.355	8	1340	0.448
18:00 - 18:30	8	1340	0.065	8	1340	0.196	8	1340	0.261
18:30 - 19:00	8	1340	0.028	8	1340	0.056	8	1340	0.084
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.756			6.515			13.271

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

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

Parameter summary

Trip rate parameter range selected:	610 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
07:30 - 08:00	8	1340	0.037	8	1340	0.028	8	1340	0.065
08:00 - 08:30	8	1340	0.028	8	1340	0.037	8	1340	0.065
08:30 - 09:00	8	1340	0.019	8	1340	0.019	8	1340	0.038
09:00 - 09:30	8	1340	0.009	8	1340	0.009	8	1340	0.018
09:30 - 10:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
10:00 - 10:30	8	1340	0.056	8	1340	0.056	8	1340	0.112
10:30 - 11:00	8	1340	0.009	8	1340	0.009	8	1340	0.018
11:00 - 11:30	8	1340	0.009	8	1340	0.009	8	1340	0.018
11:30 - 12:00	8	1340	0.019	8	1340	0.019	8	1340	0.038
12:00 - 12:30	8	1340	0.028	8	1340	0.028	8	1340	0.056
12:30 - 13:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
13:00 - 13:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
13:30 - 14:00	8	1340	0.009	8	1340	0.009	8	1340	0.018
14:00 - 14:30	8	1340	0.009	8	1340	0.009	8	1340	0.018
14:30 - 15:00	8	1340	0.047	8	1340	0.047	8	1340	0.094
15:00 - 15:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
15:30 - 16:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
16:00 - 16:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
16:30 - 17:00	8	1340	0.019	8	1340	0.019	8	1340	0.038
17:00 - 17:30	8	1340	0.047	8	1340	0.047	8	1340	0.094
17:30 - 18:00	8	1340	0.028	8	1340	0.009	8	1340	0.037
18:00 - 18:30	8	1340	0.019	8	1340	0.037	8	1340	0.056
18:30 - 19:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.392			0.391			0.783

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

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

Parameter summary

Trip rate parameter range selected:	610 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
07:30 - 08:00	8	1340	0.009	8	1340	0.000	8	1340	0.009
08:00 - 08:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
08:30 - 09:00	8	1340	0.009	8	1340	0.019	8	1340	0.028
09:00 - 09:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
09:30 - 10:00	8	1340	0.009	8	1340	0.009	8	1340	0.018
10:00 - 10:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
10:30 - 11:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
11:00 - 11:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
11:30 - 12:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
12:00 - 12:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
12:30 - 13:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
13:00 - 13:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
13:30 - 14:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
14:00 - 14:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
14:30 - 15:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
15:00 - 15:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
15:30 - 16:00	8	1340	0.009	8	1340	0.009	8	1340	0.018
16:00 - 16:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
16:30 - 17:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
17:00 - 17:30	8	1340	0.019	8	1340	0.019	8	1340	0.038
17:30 - 18:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
18:00 - 18:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
18:30 - 19:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.055			0.056			0.111

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

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

Parameter summary

Trip rate parameter range selected:	610 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 PSVS
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
07:30 - 08:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
08:00 - 08:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
08:30 - 09:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
09:00 - 09:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
09:30 - 10:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
10:00 - 10:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
10:30 - 11:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
11:00 - 11:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
11:30 - 12:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
12:00 - 12:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
12:30 - 13:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
13:00 - 13:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
13:30 - 14:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
14:00 - 14:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
14:30 - 15:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
15:00 - 15:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
15:30 - 16:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
16:00 - 16:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
16:30 - 17:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
17:00 - 17:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
17:30 - 18:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
18:00 - 18:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
18:30 - 19:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	610 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	1340	0.028	8	1340	0.000	8	1340	0.028
07:30 - 08:00	8	1340	0.028	8	1340	0.000	8	1340	0.028
08:00 - 08:30	8	1340	0.056	8	1340	0.000	8	1340	0.056
08:30 - 09:00	8	1340	0.028	8	1340	0.000	8	1340	0.028
09:00 - 09:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
09:30 - 10:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
10:00 - 10:30	8	1340	0.028	8	1340	0.019	8	1340	0.047
10:30 - 11:00	8	1340	0.009	8	1340	0.009	8	1340	0.018
11:00 - 11:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
11:30 - 12:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
12:00 - 12:30	8	1340	0.009	8	1340	0.009	8	1340	0.018
12:30 - 13:00	8	1340	0.009	8	1340	0.019	8	1340	0.028
13:00 - 13:30	8	1340	0.028	8	1340	0.009	8	1340	0.037
13:30 - 14:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
14:00 - 14:30	8	1340	0.000	8	1340	0.009	8	1340	0.009
14:30 - 15:00	8	1340	0.019	8	1340	0.019	8	1340	0.038
15:00 - 15:30	8	1340	0.009	8	1340	0.019	8	1340	0.028
15:30 - 16:00	8	1340	0.028	8	1340	0.028	8	1340	0.056
16:00 - 16:30	8	1340	0.000	8	1340	0.037	8	1340	0.037
16:30 - 17:00	8	1340	0.019	8	1340	0.019	8	1340	0.038
17:00 - 17:30	8	1340	0.009	8	1340	0.028	8	1340	0.037
17:30 - 18:00	8	1340	0.000	8	1340	0.037	8	1340	0.037
18:00 - 18:30	8	1340	0.000	8	1340	0.028	8	1340	0.028
18:30 - 19:00	8	1340	0.000	8	1340	0.028	8	1340	0.028
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.307			0.317			0.624

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

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

Parameter summary

Trip rate parameter range selected:	610 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	1340	0.093	8	1340	0.009	8	1340	0.102
07:30 - 08:00	8	1340	0.364	8	1340	0.065	8	1340	0.429
08:00 - 08:30	8	1340	0.560	8	1340	0.028	8	1340	0.588
08:30 - 09:00	8	1340	0.737	8	1340	0.037	8	1340	0.774
09:00 - 09:30	8	1340	0.597	8	1340	0.056	8	1340	0.653
09:30 - 10:00	8	1340	0.541	8	1340	0.112	8	1340	0.653
10:00 - 10:30	8	1340	0.616	8	1340	0.392	8	1340	1.008
10:30 - 11:00	8	1340	0.308	8	1340	0.233	8	1340	0.541
11:00 - 11:30	8	1340	0.355	8	1340	0.243	8	1340	0.598
11:30 - 12:00	8	1340	0.448	8	1340	0.383	8	1340	0.831
12:00 - 12:30	8	1340	0.364	8	1340	0.252	8	1340	0.616
12:30 - 13:00	8	1340	0.271	8	1340	0.252	8	1340	0.523
13:00 - 13:30	8	1340	0.280	8	1340	0.224	8	1340	0.504
13:30 - 14:00	8	1340	0.271	8	1340	0.243	8	1340	0.514
14:00 - 14:30	8	1340	0.243	8	1340	0.215	8	1340	0.458
14:30 - 15:00	8	1340	0.205	8	1340	0.289	8	1340	0.494
15:00 - 15:30	8	1340	0.252	8	1340	0.429	8	1340	0.681
15:30 - 16:00	8	1340	0.252	8	1340	0.364	8	1340	0.616
16:00 - 16:30	8	1340	0.196	8	1340	0.700	8	1340	0.896
16:30 - 17:00	8	1340	0.131	8	1340	0.812	8	1340	0.943
17:00 - 17:30	8	1340	0.224	8	1340	0.868	8	1340	1.092
17:30 - 18:00	8	1340	0.065	8	1340	0.476	8	1340	0.541
18:00 - 18:30	8	1340	0.056	8	1340	0.243	8	1340	0.299
18:30 - 19:00	8	1340	0.009	8	1340	0.056	8	1340	0.065
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.438			6.981			14.419

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

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

Parameter summary

Trip rate parameter range selected:	610 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	1340	0.093	8	1340	0.028	8	1340	0.121
07:30 - 08:00	8	1340	0.103	8	1340	0.019	8	1340	0.122
08:00 - 08:30	8	1340	0.243	8	1340	0.037	8	1340	0.280
08:30 - 09:00	8	1340	0.364	8	1340	0.121	8	1340	0.485
09:00 - 09:30	8	1340	0.364	8	1340	0.121	8	1340	0.485
09:30 - 10:00	8	1340	0.691	8	1340	0.261	8	1340	0.952
10:00 - 10:30	8	1340	0.663	8	1340	0.467	8	1340	1.130
10:30 - 11:00	8	1340	0.709	8	1340	0.588	8	1340	1.297
11:00 - 11:30	8	1340	0.373	8	1340	0.709	8	1340	1.082
11:30 - 12:00	8	1340	0.607	8	1340	0.868	8	1340	1.475
12:00 - 12:30	8	1340	1.008	8	1340	1.922	8	1340	2.930
12:30 - 13:00	8	1340	1.428	8	1340	1.624	8	1340	3.052
13:00 - 13:30	8	1340	1.456	8	1340	1.409	8	1340	2.865
13:30 - 14:00	8	1340	1.456	8	1340	0.812	8	1340	2.268
14:00 - 14:30	8	1340	0.999	8	1340	0.672	8	1340	1.671
14:30 - 15:00	8	1340	0.560	8	1340	0.551	8	1340	1.111
15:00 - 15:30	8	1340	0.569	8	1340	0.485	8	1340	1.054
15:30 - 16:00	8	1340	0.448	8	1340	0.560	8	1340	1.008
16:00 - 16:30	8	1340	0.308	8	1340	0.635	8	1340	0.943
16:30 - 17:00	8	1340	0.233	8	1340	0.541	8	1340	0.774
17:00 - 17:30	8	1340	0.187	8	1340	0.392	8	1340	0.579
17:30 - 18:00	8	1340	0.112	8	1340	0.271	8	1340	0.383
18:00 - 18:30	8	1340	0.056	8	1340	0.121	8	1340	0.177
18:30 - 19:00	8	1340	0.028	8	1340	0.084	8	1340	0.112
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			13.058			13.298			26.356

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

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

Parameter summary

Trip rate parameter range selected:	610 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	1340	0.056	8	1340	0.000	8	1340	0.056
07:30 - 08:00	8	1340	0.121	8	1340	0.000	8	1340	0.121
08:00 - 08:30	8	1340	0.168	8	1340	0.009	8	1340	0.177
08:30 - 09:00	8	1340	0.187	8	1340	0.019	8	1340	0.206
09:00 - 09:30	8	1340	0.196	8	1340	0.019	8	1340	0.215
09:30 - 10:00	8	1340	0.196	8	1340	0.056	8	1340	0.252
10:00 - 10:30	8	1340	0.187	8	1340	0.103	8	1340	0.290
10:30 - 11:00	8	1340	0.140	8	1340	0.084	8	1340	0.224
11:00 - 11:30	8	1340	0.271	8	1340	0.289	8	1340	0.560
11:30 - 12:00	8	1340	0.093	8	1340	0.159	8	1340	0.252
12:00 - 12:30	8	1340	0.168	8	1340	0.121	8	1340	0.289
12:30 - 13:00	8	1340	0.103	8	1340	0.168	8	1340	0.271
13:00 - 13:30	8	1340	0.131	8	1340	0.131	8	1340	0.262
13:30 - 14:00	8	1340	0.056	8	1340	0.159	8	1340	0.215
14:00 - 14:30	8	1340	0.177	8	1340	0.140	8	1340	0.317
14:30 - 15:00	8	1340	0.112	8	1340	0.140	8	1340	0.252
15:00 - 15:30	8	1340	0.056	8	1340	0.168	8	1340	0.224
15:30 - 16:00	8	1340	0.103	8	1340	0.131	8	1340	0.234
16:00 - 16:30	8	1340	0.009	8	1340	0.196	8	1340	0.205
16:30 - 17:00	8	1340	0.047	8	1340	0.084	8	1340	0.131
17:00 - 17:30	8	1340	0.000	8	1340	0.233	8	1340	0.233
17:30 - 18:00	8	1340	0.009	8	1340	0.140	8	1340	0.149
18:00 - 18:30	8	1340	0.009	8	1340	0.047	8	1340	0.056
18:30 - 19:00	8	1340	0.000	8	1340	0.028	8	1340	0.028
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.595			2.624			5.219

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

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

Parameter summary

Trip rate parameter range selected:	610 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	1340	0.177	8	1340	0.000	8	1340	0.177
07:30 - 08:00	8	1340	0.224	8	1340	0.000	8	1340	0.224
08:00 - 08:30	8	1340	0.364	8	1340	0.028	8	1340	0.392
08:30 - 09:00	8	1340	0.551	8	1340	0.009	8	1340	0.560
09:00 - 09:30	8	1340	0.345	8	1340	0.000	8	1340	0.345
09:30 - 10:00	8	1340	0.159	8	1340	0.009	8	1340	0.168
10:00 - 10:30	8	1340	0.084	8	1340	0.037	8	1340	0.121
10:30 - 11:00	8	1340	0.075	8	1340	0.009	8	1340	0.084
11:00 - 11:30	8	1340	0.075	8	1340	0.009	8	1340	0.084
11:30 - 12:00	8	1340	0.065	8	1340	0.000	8	1340	0.065
12:00 - 12:30	8	1340	0.019	8	1340	0.009	8	1340	0.028
12:30 - 13:00	8	1340	0.000	8	1340	0.037	8	1340	0.037
13:00 - 13:30	8	1340	0.028	8	1340	0.056	8	1340	0.084
13:30 - 14:00	8	1340	0.009	8	1340	0.028	8	1340	0.037
14:00 - 14:30	8	1340	0.047	8	1340	0.019	8	1340	0.066
14:30 - 15:00	8	1340	0.065	8	1340	0.065	8	1340	0.130
15:00 - 15:30	8	1340	0.009	8	1340	0.056	8	1340	0.065
15:30 - 16:00	8	1340	0.000	8	1340	0.159	8	1340	0.159
16:00 - 16:30	8	1340	0.000	8	1340	0.355	8	1340	0.355
16:30 - 17:00	8	1340	0.019	8	1340	0.243	8	1340	0.262
17:00 - 17:30	8	1340	0.019	8	1340	0.355	8	1340	0.374
17:30 - 18:00	8	1340	0.009	8	1340	0.401	8	1340	0.410
18:00 - 18:30	8	1340	0.019	8	1340	0.149	8	1340	0.168
18:30 - 19:00	8	1340	0.019	8	1340	0.075	8	1340	0.094
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.381			2.108			4.489

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

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

Parameter summary

Trip rate parameter range selected:	610 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 COACH 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
07:30 - 08:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
08:00 - 08:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
08:30 - 09:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
09:00 - 09:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
09:30 - 10:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
10:00 - 10:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
10:30 - 11:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
11:00 - 11:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
11:30 - 12:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
12:00 - 12:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
12:30 - 13:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
13:00 - 13:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
13:30 - 14:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
14:00 - 14:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
14:30 - 15:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
15:00 - 15:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
15:30 - 16:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
16:00 - 16:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
16:30 - 17:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
17:00 - 17:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
17:30 - 18:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
18:00 - 18:30	8	1340	0.000	8	1340	0.000	8	1340	0.000
18:30 - 19:00	8	1340	0.000	8	1340	0.000	8	1340	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	610 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	1340	0.233	8	1340	0.000	8	1340	0.233
07:30 - 08:00	8	1340	0.345	8	1340	0.000	8	1340	0.345
08:00 - 08:30	8	1340	0.532	8	1340	0.037	8	1340	0.569
08:30 - 09:00	8	1340	0.737	8	1340	0.028	8	1340	0.765
09:00 - 09:30	8	1340	0.541	8	1340	0.019	8	1340	0.560
09:30 - 10:00	8	1340	0.355	8	1340	0.065	8	1340	0.420
10:00 - 10:30	8	1340	0.271	8	1340	0.140	8	1340	0.411
10:30 - 11:00	8	1340	0.215	8	1340	0.093	8	1340	0.308
11:00 - 11:30	8	1340	0.345	8	1340	0.299	8	1340	0.644
11:30 - 12:00	8	1340	0.159	8	1340	0.159	8	1340	0.318
12:00 - 12:30	8	1340	0.187	8	1340	0.131	8	1340	0.318
12:30 - 13:00	8	1340	0.103	8	1340	0.205	8	1340	0.308
13:00 - 13:30	8	1340	0.159	8	1340	0.187	8	1340	0.346
13:30 - 14:00	8	1340	0.065	8	1340	0.187	8	1340	0.252
14:00 - 14:30	8	1340	0.224	8	1340	0.159	8	1340	0.383
14:30 - 15:00	8	1340	0.177	8	1340	0.205	8	1340	0.382
15:00 - 15:30	8	1340	0.065	8	1340	0.224	8	1340	0.289
15:30 - 16:00	8	1340	0.103	8	1340	0.289	8	1340	0.392
16:00 - 16:30	8	1340	0.009	8	1340	0.551	8	1340	0.560
16:30 - 17:00	8	1340	0.065	8	1340	0.327	8	1340	0.392
17:00 - 17:30	8	1340	0.019	8	1340	0.588	8	1340	0.607
17:30 - 18:00	8	1340	0.019	8	1340	0.541	8	1340	0.560
18:00 - 18:30	8	1340	0.028	8	1340	0.196	8	1340	0.224
18:30 - 19:00	8	1340	0.019	8	1340	0.103	8	1340	0.122
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.975			4.733			9.708

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

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

Parameter summary

Trip rate parameter range selected:	610 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 TOTAL PEOPLE
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	1340	0.448	8	1340	0.037	8	1340	0.485
07:30 - 08:00	8	1340	0.840	8	1340	0.084	8	1340	0.924
08:00 - 08:30	8	1340	1.390	8	1340	0.103	8	1340	1.493
08:30 - 09:00	8	1340	1.866	8	1340	0.187	8	1340	2.053
09:00 - 09:30	8	1340	1.502	8	1340	0.196	8	1340	1.698
09:30 - 10:00	8	1340	1.586	8	1340	0.439	8	1340	2.025
10:00 - 10:30	8	1340	1.577	8	1340	1.017	8	1340	2.594
10:30 - 11:00	8	1340	1.241	8	1340	0.924	8	1340	2.165
11:00 - 11:30	8	1340	1.073	8	1340	1.250	8	1340	2.323
11:30 - 12:00	8	1340	1.213	8	1340	1.409	8	1340	2.622
12:00 - 12:30	8	1340	1.568	8	1340	2.314	8	1340	3.882
12:30 - 13:00	8	1340	1.810	8	1340	2.100	8	1340	3.910
13:00 - 13:30	8	1340	1.922	8	1340	1.829	8	1340	3.751
13:30 - 14:00	8	1340	1.792	8	1340	1.241	8	1340	3.033
14:00 - 14:30	8	1340	1.465	8	1340	1.054	8	1340	2.519
14:30 - 15:00	8	1340	0.961	8	1340	1.064	8	1340	2.025
15:00 - 15:30	8	1340	0.896	8	1340	1.157	8	1340	2.053
15:30 - 16:00	8	1340	0.831	8	1340	1.241	8	1340	2.072
16:00 - 16:30	8	1340	0.513	8	1340	1.922	8	1340	2.435
16:30 - 17:00	8	1340	0.448	8	1340	1.698	8	1340	2.146
17:00 - 17:30	8	1340	0.439	8	1340	1.876	8	1340	2.315
17:30 - 18:00	8	1340	0.196	8	1340	1.325	8	1340	1.521
18:00 - 18:30	8	1340	0.140	8	1340	0.588	8	1340	0.728
18:30 - 19:00	8	1340	0.056	8	1340	0.271	8	1340	0.327
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			25.773			25.326			51.099

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

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

Parameter summary

Trip rate parameter range selected:	610 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Appendix B Café/ Restaurant TRICS Rates

Filtering Summary

Land Use	06/C	HOTEL, FOOD & DRINK/PUB/RESTAURANT
Selected Trip Rate Calculation Parameter Range	220-400 sqm GFA	
Actual Trip Rate Calculation Parameter Range	220-400 sqm GFA	
Date Range	Minimum: 01/01/09	Maximum: 22/06/16
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	1
Main Location Types selected	Town Centre	2
	Suburban Area (PPS6 Out of Centre)	1
Population <1 Mile ranges selected	50,001 to 100,000	2
	100,001 or More	1
Population <5 Mile ranges selected	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	2
PTAL Rating	6a Excellent	3

Calculation Reference: AUDIT-706701-170802-0801

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	IS	ISLINGTON	1 days
	LB	LAMBETH	1 days
	WH	WANDSWORTH	1 days

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

Secondary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	220 to 400 (units: sqm)
Range Selected by User:	220 to 400 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 22/06/16

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1
High Street	1

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

Secondary Filtering selection:

Use Class:

A4	3 days

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

Population within 1 mile:

50,001 to 100,000	2 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:

500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

6a Excellent	3 days

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

LIST OF SITES relevant to selection parameters

Site(1):	IS-06-C-01	Gross floor area:	350 sqm
Development Name:	PUB/RESTAURANT		
Location:	CANONBURY	Parking spaces:	
Postcode:	N1 4RA	Number of Employees:	15
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	6a Excellent		
Site(2):	LB-06-C-01	Gross floor area:	220 sqm
Development Name:	PUB/RESTAURANT		
Location:	WATERLOO	Parking spaces:	
Postcode:	SE1 8TJ	Number of Employees:	13
Main Location Type:	Town Centre	Survey Date:	22/06/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	6a Excellent		
Site(3):	WH-06-C-01	Gross floor area:	400 sqm
Development Name:	PUB/RESTAURANT		
Location:	WANDSWORTH	Parking spaces:	0
Postcode:	SW18 4LB	Number of Employees:	10
Main Location Type:	Town Centre	Survey Date:	26/11/13
Sub-Location Type:	High Street	Survey Day:	Tuesday
PTAL:	6a Excellent		

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.103	3	323	0.103	3	323	0.206
11:00 - 12:00	3	323	0.619	3	323	0.515	3	323	1.134
12:00 - 13:00	3	323	0.412	3	323	0.412	3	323	0.824
13:00 - 14:00	3	323	0.309	3	323	0.103	3	323	0.412
14:00 - 15:00	3	323	0.000	3	323	0.206	3	323	0.206
15:00 - 16:00	3	323	0.103	3	323	0.103	3	323	0.206
16:00 - 17:00	3	323	0.309	3	323	0.309	3	323	0.618
17:00 - 18:00	3	323	0.412	3	323	0.309	3	323	0.721
18:00 - 19:00	3	323	0.103	3	323	0.103	3	323	0.206
19:00 - 20:00	3	323	0.206	3	323	0.000	3	323	0.206
20:00 - 21:00	3	323	0.619	3	323	0.722	3	323	1.341
21:00 - 22:00	3	323	0.412	3	323	0.515	3	323	0.927
22:00 - 23:00	3	323	0.103	3	323	0.103	3	323	0.206
23:00 - 24:00	3	323	0.412	3	323	0.619	3	323	1.031
Total Rates:			4.122			4.122			8.244

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.206	3	323	0.206	3	323	0.412
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.103	3	323	0.103	3	323	0.206
17:00 - 18:00	3	323	0.000	3	323	0.000	3	323	0.000
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.206	3	323	0.206	3	323	0.412
21:00 - 22:00	3	323	0.000	3	323	0.000	3	323	0.000
22:00 - 23:00	3	323	0.000	3	323	0.000	3	323	0.000
23:00 - 24:00	3	323	0.412	3	323	0.412	3	323	0.824
Total Rates:			0.927			0.927			1.854

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.103	3	323	0.103	3	323	0.206
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.103	3	323	0.103	3	323	0.206
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.000	3	323	0.000	3	323	0.000
17:00 - 18:00	3	323	0.103	3	323	0.103	3	323	0.206
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.103	3	323	0.103	3	323	0.206
21:00 - 22:00	3	323	0.000	3	323	0.000	3	323	0.000
22:00 - 23:00	3	323	0.103	3	323	0.103	3	323	0.206
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			0.515			0.515			1.030

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL PSVS
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.000	3	323	0.000	3	323	0.000
17:00 - 18:00	3	323	0.000	3	323	0.000	3	323	0.000
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.000	3	323	0.000	3	323	0.000
21:00 - 22:00	3	323	0.000	3	323	0.000	3	323	0.000
22:00 - 23:00	3	323	0.000	3	323	0.000	3	323	0.000
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.206	3	323	0.206	3	323	0.412
17:00 - 18:00	3	323	0.103	3	323	0.206	3	323	0.309
18:00 - 19:00	3	323	0.309	3	323	0.309	3	323	0.618
19:00 - 20:00	3	323	0.309	3	323	0.000	3	323	0.309
20:00 - 21:00	3	323	0.000	3	323	0.000	3	323	0.000
21:00 - 22:00	3	323	0.000	3	323	0.206	3	323	0.206
22:00 - 23:00	3	323	0.206	3	323	0.309	3	323	0.515
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			1.133			1.236			2.369

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.103	3	323	0.103	3	323	0.206
11:00 - 12:00	3	323	0.722	3	323	0.515	3	323	1.237
12:00 - 13:00	3	323	0.619	3	323	0.309	3	323	0.928
13:00 - 14:00	3	323	0.928	3	323	0.206	3	323	1.134
14:00 - 15:00	3	323	0.000	3	323	0.722	3	323	0.722
15:00 - 16:00	3	323	0.103	3	323	0.103	3	323	0.206
16:00 - 17:00	3	323	0.412	3	323	0.309	3	323	0.721
17:00 - 18:00	3	323	0.412	3	323	0.309	3	323	0.721
18:00 - 19:00	3	323	0.206	3	323	0.206	3	323	0.412
19:00 - 20:00	3	323	0.309	3	323	0.000	3	323	0.309
20:00 - 21:00	3	323	0.515	3	323	0.928	3	323	1.443
21:00 - 22:00	3	323	0.000	3	323	0.206	3	323	0.206
22:00 - 23:00	3	323	0.103	3	323	0.103	3	323	0.206
23:00 - 24:00	3	323	0.000	3	323	0.619	3	323	0.619
Total Rates:			4.432			4.638			9.070

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

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

Parameter summary

Trip rate parameter range selected:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.619	3	323	0.000	3	323	0.619
11:00 - 12:00	3	323	0.309	3	323	0.309	3	323	0.618
12:00 - 13:00	3	323	1.649	3	323	0.515	3	323	2.164
13:00 - 14:00	3	323	2.062	3	323	1.649	3	323	3.711
14:00 - 15:00	3	323	2.165	3	323	1.959	3	323	4.124
15:00 - 16:00	3	323	0.619	3	323	1.134	3	323	1.753
16:00 - 17:00	3	323	1.856	3	323	1.340	3	323	3.196
17:00 - 18:00	3	323	6.701	3	323	1.443	3	323	8.144
18:00 - 19:00	3	323	8.144	3	323	4.227	3	323	12.371
19:00 - 20:00	3	323	4.124	3	323	3.299	3	323	7.423
20:00 - 21:00	3	323	3.196	3	323	5.258	3	323	8.454
21:00 - 22:00	3	323	3.505	3	323	4.433	3	323	7.938
22:00 - 23:00	3	323	1.340	3	323	2.680	3	323	4.020
23:00 - 24:00	3	323	0.619	3	323	0.722	3	323	1.341
Total Rates:			36.908			28.968			65.876

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.103	3	323	0.000	3	323	0.103
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.206	3	323	0.206	3	323	0.412
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.103	3	323	0.000	3	323	0.103
17:00 - 18:00	3	323	0.619	3	323	0.206	3	323	0.825
18:00 - 19:00	3	323	0.309	3	323	0.722	3	323	1.031
19:00 - 20:00	3	323	0.825	3	323	0.515	3	323	1.340
20:00 - 21:00	3	323	0.206	3	323	0.515	3	323	0.721
21:00 - 22:00	3	323	0.206	3	323	0.206	3	323	0.412
22:00 - 23:00	3	323	0.000	3	323	0.103	3	323	0.103
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			2.577			2.473			5.050

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.103	3	323	0.103	3	323	0.206
15:00 - 16:00	3	323	0.309	3	323	0.412	3	323	0.721
16:00 - 17:00	3	323	0.206	3	323	0.000	3	323	0.206
17:00 - 18:00	3	323	1.443	3	323	1.340	3	323	2.783
18:00 - 19:00	3	323	2.268	3	323	4.330	3	323	6.598
19:00 - 20:00	3	323	1.649	3	323	0.928	3	323	2.577
20:00 - 21:00	3	323	0.515	3	323	1.340	3	323	1.855
21:00 - 22:00	3	323	0.206	3	323	1.237	3	323	1.443
22:00 - 23:00	3	323	0.000	3	323	1.959	3	323	1.959
23:00 - 24:00	3	323	0.000	3	323	1.546	3	323	1.546
Total Rates:			6.699			13.195			19.894

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL COACH 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.000	3	323	0.000	3	323	0.000
17:00 - 18:00	3	323	0.000	3	323	0.000	3	323	0.000
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.000	3	323	0.000	3	323	0.000
21:00 - 22:00	3	323	0.000	3	323	0.000	3	323	0.000
22:00 - 23:00	3	323	0.000	3	323	0.000	3	323	0.000
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.103	3	323	0.000	3	323	0.103
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.309	3	323	0.309	3	323	0.618
15:00 - 16:00	3	323	0.309	3	323	0.412	3	323	0.721
16:00 - 17:00	3	323	0.309	3	323	0.000	3	323	0.309
17:00 - 18:00	3	323	2.062	3	323	1.546	3	323	3.608
18:00 - 19:00	3	323	2.577	3	323	5.052	3	323	7.629
19:00 - 20:00	3	323	2.474	3	323	1.443	3	323	3.917
20:00 - 21:00	3	323	0.722	3	323	1.856	3	323	2.578
21:00 - 22:00	3	323	0.412	3	323	1.443	3	323	1.855
22:00 - 23:00	3	323	0.000	3	323	2.062	3	323	2.062
23:00 - 24:00	3	323	0.000	3	323	1.546	3	323	1.546
Total Rates:			9.277			15.669			24.946

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TOTAL PEOPLE
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.825	3	323	0.103	3	323	0.928
11:00 - 12:00	3	323	1.031	3	323	0.825	3	323	1.856
12:00 - 13:00	3	323	2.268	3	323	0.825	3	323	3.093
13:00 - 14:00	3	323	2.990	3	323	1.856	3	323	4.846
14:00 - 15:00	3	323	2.474	3	323	2.990	3	323	5.464
15:00 - 16:00	3	323	1.031	3	323	1.649	3	323	2.680
16:00 - 17:00	3	323	2.784	3	323	1.856	3	323	4.640
17:00 - 18:00	3	323	9.278	3	323	3.505	3	323	12.783
18:00 - 19:00	3	323	11.237	3	323	9.794	3	323	21.031
19:00 - 20:00	3	323	7.216	3	323	4.742	3	323	11.958
20:00 - 21:00	3	323	4.433	3	323	8.041	3	323	12.474
21:00 - 22:00	3	323	3.918	3	323	6.289	3	323	10.207
22:00 - 23:00	3	323	1.649	3	323	5.155	3	323	6.804
23:00 - 24:00	3	323	0.619	3	323	2.887	3	323	3.506
Total Rates:			51.753			50.517			102.270

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.103	3	323	0.103	3	323	0.206
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.103	3	323	0.103	3	323	0.206
17:00 - 18:00	3	323	0.206	3	323	0.206	3	323	0.412
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.103	3	323	0.000	3	323	0.103
20:00 - 21:00	3	323	0.103	3	323	0.103	3	323	0.206
21:00 - 22:00	3	323	0.103	3	323	0.206	3	323	0.309
22:00 - 23:00	3	323	0.000	3	323	0.000	3	323	0.000
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			0.721			0.721			1.442

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.103	3	323	0.103	3	323	0.206
11:00 - 12:00	3	323	0.515	3	323	0.412	3	323	0.927
12:00 - 13:00	3	323	0.103	3	323	0.206	3	323	0.309
13:00 - 14:00	3	323	0.103	3	323	0.000	3	323	0.103
14:00 - 15:00	3	323	0.000	3	323	0.103	3	323	0.103
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.103	3	323	0.103	3	323	0.206
17:00 - 18:00	3	323	0.103	3	323	0.103	3	323	0.206
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.000	3	323	0.000	3	323	0.000
21:00 - 22:00	3	323	0.309	3	323	0.309	3	323	0.618
22:00 - 23:00	3	323	0.000	3	323	0.000	3	323	0.000
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			1.339			1.339			2.678

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.000	3	323	0.000	3	323	0.000
17:00 - 18:00	3	323	0.000	3	323	0.000	3	323	0.000
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.000	3	323	0.000	3	323	0.000
21:00 - 22:00	3	323	0.000	3	323	0.000	3	323	0.000
22:00 - 23:00	3	323	0.000	3	323	0.000	3	323	0.000
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix C Nursery TRICS Rates

Calculation Reference: AUDIT-706701-170803-0800

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	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

Secondary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	200 to 500 (units: sqm)
Range Selected by User:	176 to 500 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 24/11/14

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

Selected survey days:

Monday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3

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

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

D1	4 days

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

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	1 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	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No	4 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	4 days

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

LIST OF SITES relevant to selection parameters

1	CH-04-D-01	NURSERY		CHESHIRE
	CHESTER ROAD			
	MACCLESFIELD			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:		500 sqm	
	Survey date: MONDAY		24/11/14	Survey Type: MANUAL
2	GM-04-D-01	NURSERY		GREATER MANCHESTER
	RUFFORD ROAD			
	WHALLEY RANGE			
	MANCHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		200 sqm	
	Survey date: MONDAY		16/11/09	Survey Type: MANUAL
3	KC-04-D-01	NURSERY		KENT
	PEMBURY ROAD			
	TONBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		210 sqm	
	Survey date: WEDNESDAY		09/12/09	Survey Type: MANUAL
4	TW-04-D-02	NURSERY		TYNE & WEAR
	ETTRICK GROVE			
	HIGH BARNES			
	SUNDERLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		500 sqm	
	Survey date: WEDNESDAY		28/11/12	Survey Type: MANUAL

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	353	2.482	4	353	1.348	4	353	3.830
08:00 - 09:00	4	353	5.461	4	353	5.319	4	353	10.780
09:00 - 10:00	4	353	1.489	4	353	1.206	4	353	2.695
10:00 - 11:00	4	353	0.567	4	353	0.426	4	353	0.993
11:00 - 12:00	4	353	0.993	4	353	1.135	4	353	2.128
12:00 - 13:00	4	353	0.638	4	353	0.851	4	353	1.489
13:00 - 14:00	4	353	1.277	4	353	1.418	4	353	2.695
14:00 - 15:00	4	353	0.709	4	353	0.709	4	353	1.418
15:00 - 16:00	4	353	2.411	4	353	2.057	4	353	4.468
16:00 - 17:00	4	353	3.617	4	353	3.688	4	353	7.305
17:00 - 18:00	4	353	3.759	4	353	4.539	4	353	8.298
18:00 - 19:00	4	353	0.426	4	353	1.135	4	353	1.561
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			23.829			23.831			47.660

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:	200 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
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 04 - EDUCATION/D - NURSERY
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	4	353	0.284	4	353	0.213	4	353	0.497
08:00 - 09:00	4	353	0.071	4	353	0.142	4	353	0.213
09:00 - 10:00	4	353	0.000	4	353	0.000	4	353	0.000
10:00 - 11:00	4	353	0.071	4	353	0.071	4	353	0.142
11:00 - 12:00	4	353	0.000	4	353	0.000	4	353	0.000
12:00 - 13:00	4	353	0.000	4	353	0.000	4	353	0.000
13:00 - 14:00	4	353	0.000	4	353	0.000	4	353	0.000
14:00 - 15:00	4	353	0.000	4	353	0.000	4	353	0.000
15:00 - 16:00	4	353	0.000	4	353	0.000	4	353	0.000
16:00 - 17:00	4	353	0.000	4	353	0.000	4	353	0.000
17:00 - 18:00	4	353	0.071	4	353	0.071	4	353	0.142
18:00 - 19:00	4	353	0.071	4	353	0.071	4	353	0.142
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.568			0.568			1.136

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:	200 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
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 04 - EDUCATION/D - NURSERY
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	4	353	0.000	4	353	0.000	4	353	0.000
08:00 - 09:00	4	353	0.071	4	353	0.000	4	353	0.071
09:00 - 10:00	4	353	0.000	4	353	0.071	4	353	0.071
10:00 - 11:00	4	353	0.071	4	353	0.000	4	353	0.071
11:00 - 12:00	4	353	0.000	4	353	0.071	4	353	0.071
12:00 - 13:00	4	353	0.000	4	353	0.000	4	353	0.000
13:00 - 14:00	4	353	0.000	4	353	0.000	4	353	0.000
14:00 - 15:00	4	353	0.000	4	353	0.000	4	353	0.000
15:00 - 16:00	4	353	0.000	4	353	0.000	4	353	0.000
16:00 - 17:00	4	353	0.000	4	353	0.000	4	353	0.000
17:00 - 18:00	4	353	0.000	4	353	0.000	4	353	0.000
18:00 - 19:00	4	353	0.000	4	353	0.000	4	353	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.142			0.142			0.284

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:	200 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
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 04 - EDUCATION/D - NURSERY
MULTI-MODAL PSVS
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	4	353	0.000	4	353	0.000	4	353	0.000
08:00 - 09:00	4	353	0.071	4	353	0.071	4	353	0.142
09:00 - 10:00	4	353	0.000	4	353	0.000	4	353	0.000
10:00 - 11:00	4	353	0.000	4	353	0.000	4	353	0.000
11:00 - 12:00	4	353	0.000	4	353	0.000	4	353	0.000
12:00 - 13:00	4	353	0.000	4	353	0.000	4	353	0.000
13:00 - 14:00	4	353	0.000	4	353	0.000	4	353	0.000
14:00 - 15:00	4	353	0.000	4	353	0.000	4	353	0.000
15:00 - 16:00	4	353	0.000	4	353	0.000	4	353	0.000
16:00 - 17:00	4	353	0.000	4	353	0.000	4	353	0.000
17:00 - 18:00	4	353	0.000	4	353	0.000	4	353	0.000
18:00 - 19:00	4	353	0.000	4	353	0.000	4	353	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.071			0.142

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:	200 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
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 04 - EDUCATION/D - NURSERY
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	4	353	0.000	4	353	0.000	4	353	0.000
08:00 - 09:00	4	353	0.142	4	353	0.000	4	353	0.142
09:00 - 10:00	4	353	0.000	4	353	0.000	4	353	0.000
10:00 - 11:00	4	353	0.000	4	353	0.000	4	353	0.000
11:00 - 12:00	4	353	0.000	4	353	0.000	4	353	0.000
12:00 - 13:00	4	353	0.000	4	353	0.000	4	353	0.000
13:00 - 14:00	4	353	0.000	4	353	0.000	4	353	0.000
14:00 - 15:00	4	353	0.000	4	353	0.000	4	353	0.000
15:00 - 16:00	4	353	0.000	4	353	0.000	4	353	0.000
16:00 - 17:00	4	353	0.000	4	353	0.000	4	353	0.000
17:00 - 18:00	4	353	0.071	4	353	0.071	4	353	0.142
18:00 - 19:00	4	353	0.000	4	353	0.142	4	353	0.142
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.213			0.213			0.426

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:	200 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
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 04 - EDUCATION/D - NURSERY
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	4	353	3.688	4	353	1.418	4	353	5.106
08:00 - 09:00	4	353	9.645	4	353	6.170	4	353	15.815
09:00 - 10:00	4	353	1.915	4	353	1.631	4	353	3.546
10:00 - 11:00	4	353	0.709	4	353	0.426	4	353	1.135
11:00 - 12:00	4	353	1.277	4	353	1.631	4	353	2.908
12:00 - 13:00	4	353	0.993	4	353	1.206	4	353	2.199
13:00 - 14:00	4	353	1.560	4	353	2.482	4	353	4.042
14:00 - 15:00	4	353	1.206	4	353	0.993	4	353	2.199
15:00 - 16:00	4	353	4.255	4	353	3.830	4	353	8.085
16:00 - 17:00	4	353	5.248	4	353	6.596	4	353	11.844
17:00 - 18:00	4	353	4.965	4	353	8.085	4	353	13.050
18:00 - 19:00	4	353	0.567	4	353	1.915	4	353	2.482
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			36.028			36.383			72.411

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:	200 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
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 04 - EDUCATION/D - NURSERY
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	4	353	1.915	4	353	0.638	4	353	2.553
08:00 - 09:00	4	353	1.986	4	353	0.922	4	353	2.908
09:00 - 10:00	4	353	0.567	4	353	0.284	4	353	0.851
10:00 - 11:00	4	353	0.567	4	353	0.496	4	353	1.063
11:00 - 12:00	4	353	1.135	4	353	0.851	4	353	1.986
12:00 - 13:00	4	353	1.206	4	353	1.277	4	353	2.483
13:00 - 14:00	4	353	1.135	4	353	0.851	4	353	1.986
14:00 - 15:00	4	353	0.567	4	353	0.780	4	353	1.347
15:00 - 16:00	4	353	0.851	4	353	0.851	4	353	1.702
16:00 - 17:00	4	353	1.986	4	353	2.695	4	353	4.681
17:00 - 18:00	4	353	1.702	4	353	3.333	4	353	5.035
18:00 - 19:00	4	353	0.071	4	353	0.567	4	353	0.638
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.688			13.545			27.233

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:	200 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
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 04 - EDUCATION/D - NURSERY
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	4	353	0.142	4	353	0.000	4	353	0.142
08:00 - 09:00	4	353	0.000	4	353	0.071	4	353	0.071
09:00 - 10:00	4	353	0.000	4	353	0.000	4	353	0.000
10:00 - 11:00	4	353	0.000	4	353	0.000	4	353	0.000
11:00 - 12:00	4	353	0.000	4	353	0.000	4	353	0.000
12:00 - 13:00	4	353	0.000	4	353	0.000	4	353	0.000
13:00 - 14:00	4	353	0.000	4	353	0.000	4	353	0.000
14:00 - 15:00	4	353	0.000	4	353	0.000	4	353	0.000
15:00 - 16:00	4	353	0.000	4	353	0.000	4	353	0.000
16:00 - 17:00	4	353	0.000	4	353	0.000	4	353	0.000
17:00 - 18:00	4	353	0.000	4	353	0.000	4	353	0.000
18:00 - 19:00	4	353	0.000	4	353	0.000	4	353	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.142			0.071			0.213

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:	200 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
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 04 - EDUCATION/D - NURSERY
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	4	353	0.071	4	353	0.000	4	353	0.071
08:00 - 09:00	4	353	0.000	4	353	0.000	4	353	0.000
09:00 - 10:00	4	353	0.142	4	353	0.071	4	353	0.213
10:00 - 11:00	4	353	0.000	4	353	0.000	4	353	0.000
11:00 - 12:00	4	353	0.000	4	353	0.000	4	353	0.000
12:00 - 13:00	4	353	0.000	4	353	0.000	4	353	0.000
13:00 - 14:00	4	353	0.000	4	353	0.000	4	353	0.000
14:00 - 15:00	4	353	0.000	4	353	0.000	4	353	0.000
15:00 - 16:00	4	353	0.000	4	353	0.000	4	353	0.000
16:00 - 17:00	4	353	0.000	4	353	0.000	4	353	0.000
17:00 - 18:00	4	353	0.071	4	353	0.000	4	353	0.071
18:00 - 19:00	4	353	0.000	4	353	0.000	4	353	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.284			0.071			0.355

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:	200 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
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 04 - EDUCATION/D - NURSERY
MULTI-MODAL COACH 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	4	353	0.000	4	353	0.000	4	353	0.000
08:00 - 09:00	4	353	0.000	4	353	0.000	4	353	0.000
09:00 - 10:00	4	353	0.000	4	353	0.000	4	353	0.000
10:00 - 11:00	4	353	0.000	4	353	0.000	4	353	0.000
11:00 - 12:00	4	353	0.000	4	353	0.000	4	353	0.000
12:00 - 13:00	4	353	0.000	4	353	0.000	4	353	0.000
13:00 - 14:00	4	353	0.000	4	353	0.000	4	353	0.000
14:00 - 15:00	4	353	0.000	4	353	0.000	4	353	0.000
15:00 - 16:00	4	353	0.000	4	353	0.000	4	353	0.000
16:00 - 17:00	4	353	0.000	4	353	0.000	4	353	0.000
17:00 - 18:00	4	353	0.000	4	353	0.000	4	353	0.000
18:00 - 19:00	4	353	0.000	4	353	0.000	4	353	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	200 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
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 04 - EDUCATION/D - NURSERY
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	4	353	0.213	4	353	0.000	4	353	0.213
08:00 - 09:00	4	353	0.000	4	353	0.071	4	353	0.071
09:00 - 10:00	4	353	0.142	4	353	0.071	4	353	0.213
10:00 - 11:00	4	353	0.000	4	353	0.000	4	353	0.000
11:00 - 12:00	4	353	0.000	4	353	0.000	4	353	0.000
12:00 - 13:00	4	353	0.000	4	353	0.000	4	353	0.000
13:00 - 14:00	4	353	0.000	4	353	0.000	4	353	0.000
14:00 - 15:00	4	353	0.000	4	353	0.000	4	353	0.000
15:00 - 16:00	4	353	0.000	4	353	0.000	4	353	0.000
16:00 - 17:00	4	353	0.000	4	353	0.000	4	353	0.000
17:00 - 18:00	4	353	0.071	4	353	0.000	4	353	0.071
18:00 - 19:00	4	353	0.000	4	353	0.000	4	353	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.426			0.142			0.568

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:	200 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
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 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL PEOPLE
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	4	353	5.816	4	353	2.057	4	353	7.873
08:00 - 09:00	4	353	11.773	4	353	7.163	4	353	18.936
09:00 - 10:00	4	353	2.624	4	353	1.986	4	353	4.610
10:00 - 11:00	4	353	1.277	4	353	0.922	4	353	2.199
11:00 - 12:00	4	353	2.411	4	353	2.482	4	353	4.893
12:00 - 13:00	4	353	2.199	4	353	2.482	4	353	4.681
13:00 - 14:00	4	353	2.695	4	353	3.333	4	353	6.028
14:00 - 15:00	4	353	1.773	4	353	1.773	4	353	3.546
15:00 - 16:00	4	353	5.106	4	353	4.681	4	353	9.787
16:00 - 17:00	4	353	7.234	4	353	9.291	4	353	16.525
17:00 - 18:00	4	353	6.809	4	353	11.489	4	353	18.298
18:00 - 19:00	4	353	0.638	4	353	2.624	4	353	3.262
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			50.355			50.283			100.638

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.

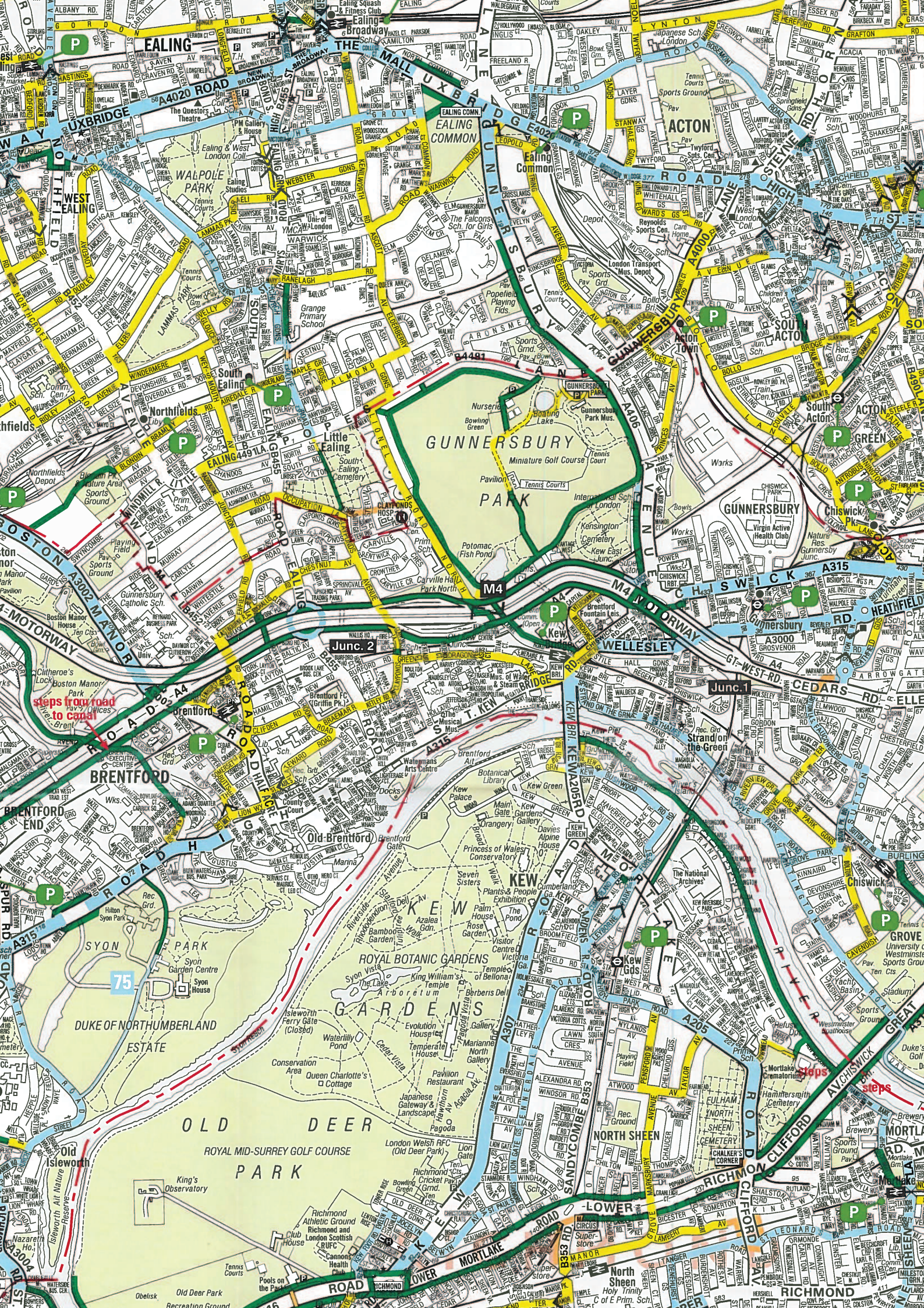
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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:	200 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

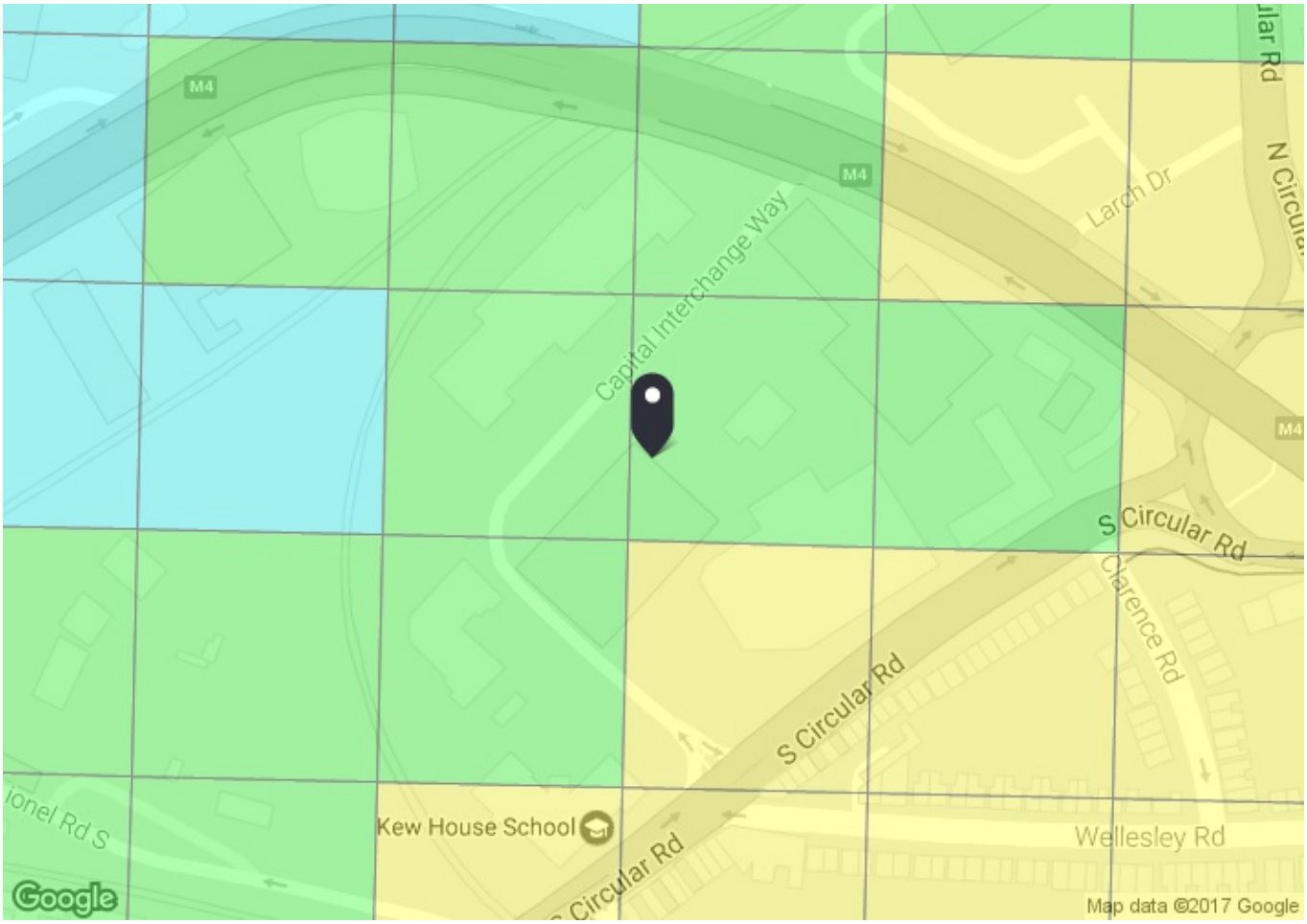
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

Appendix B TfL Cycle Guide Extract


EALING
A4020 ROAD
UXBRIDGE
THE MALL
EALING BROADWAY
EALING COMMON
WEST EALING
WALPOLE PARK
ACTON
ACTON TOWN
GUNNERSBURY PARK
GUNNERSBURY
Miniature Golf Course
Tennis Courts
Pavilion
Nursery
Bowling Green
Boating Lake
Gunnersbury Park Mus.
Tennis Court
Warks
Kensington Cemetery
Kew East Junc.
Potomac Fish Pond
Claremont Hosp.
Day Cen.
Prim. Sch.
Carville Hall Park North
Carville Cr
Crowther
Brentwick
Carlyle
Darwin
Whitestile
Chestnut Av
Springvale Avenue
Lawrence Rd
Junction Road
Occupation Road
Murray Road
Ealing Park Gdns
Ealing Rd
Little Ealing
South Ealing Cemetery
Ealing Studios
Tennis Courts
Ealing & West London Coll.
Grange Primary School
Popefield Playing Flds.
Sports Grnd.
Pav.
Bowl. Grn.
Ten. Cts.
Sch.
Coll.
Uni.
Lib.
Hosp.
Day Cen.
Prim. Sch.
Comm. Sch. Cen.
Recreation Ground
Sports Ground
Playing Field
Pav
Sports Grnd.
Bowl. Grn.
Ten. Cts.
Tennis Courts

Appendix C PTAL Assessment

TRANSPORT FOR LONDON



PTAL output for Base Year
3

Capital Interchange Way, Brentford TW8 0EX, UK
Easting: **519106**, Northing: **178328**

Grid Cell: 69941

Report generated: 07/06/2017

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

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Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	DATA GENERAL TOWER	H91	327.12	6	4.09	7	11.09	2.71	1	2.71
Bus	KEW BRIDGE STATION	391	506.1	6	6.33	7	13.33	2.25	0.5	1.13
Bus	KEW BRIDGE STATION	237	506.1	7.5	6.33	6	12.33	2.43	0.5	1.22
Bus	KEW BRIDGE STATION	267	506.1	6	6.33	7	13.33	2.25	0.5	1.13
Bus	KEW BRIDGE STATION	65	506.1	9	6.33	5.33	11.66	2.57	0.5	1.29
Bus	GUNNERSBURY AVENUE	440	509.92	4	6.37	9.5	15.87	1.89	0.5	0.94
Rail	Kew Bridge	'TWCKNHM-WATRLMN 2R03'	468.1	0.33	5.85	91.66	97.51	0.31	0.5	0.15
Rail	Kew Bridge	'WATRLMN-WATRLMN 2R09'	468.1	2	5.85	15.75	21.6	1.39	1	1.39
Rail	Kew Bridge	'STAINES-WATRLMN 2S10'	468.1	0.33	5.85	91.66	97.51	0.31	0.5	0.15
Rail	Kew Bridge	'WEYBDGB-WATRLMN 2S12'	468.1	1.67	5.85	18.71	24.57	1.22	0.5	0.61
Rail	Kew Bridge	'WATRLMN-WEYBDGB 2S13'	468.1	2	5.85	15.75	21.6	1.39	0.5	0.69
Rail	Kew Bridge	'WATRLMN-HOUNSLW 2S91'	468.1	0.33	5.85	91.66	97.51	0.31	0.5	0.15
LUL	Gunnersbury	'Upminster-Richmond'	947.26	6	11.84	5.75	17.59	1.71	1	1.71
LUL	Gunnersbury	'Richmond-Dag East'	947.26	0.67	11.84	45.53	57.37	0.52	0.5	0.26
									Total Grid Cell AI:	**13.51**

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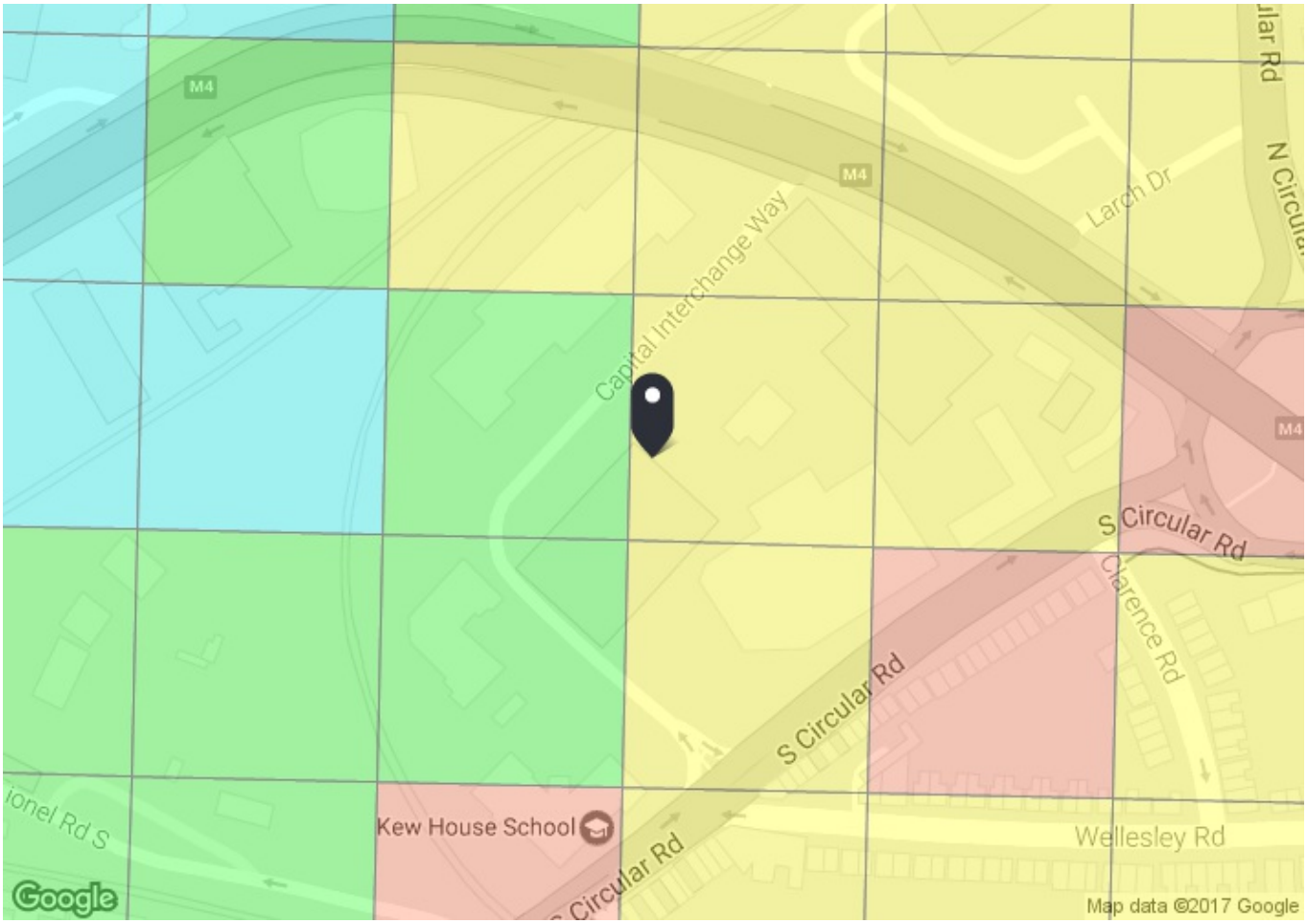
TRANSPORT FOR LONDON



PTAL output for 2021 (Forecast)
4

Capital Interchange Way, Brentford TW8 0EX, UK
Easting: **519106**, Northing: **178328**

Grid Cell: 69941

Report generated: 07/06/2017

This information is produced using forecasting tools and is subject to uncertainty.

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

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Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	DATA GENERAL TOWER	H91	327.12	6.21	4.09	6.83	10.92	2.75	1	2.75
Bus	KEW BRIDGE STATION	391	506.1	6.21	6.33	6.83	13.16	2.28	0.5	1.14
Bus	KEW BRIDGE STATION	237	506.1	7.76	6.33	5.86	12.19	2.46	0.5	1.23
Bus	KEW BRIDGE STATION	267	506.1	6.21	6.33	6.83	13.16	2.28	0.5	1.14
Bus	KEW BRIDGE STATION	65	506.1	9.32	6.33	5.22	11.55	2.6	0.5	1.3
Bus	GUNNERSBURY AVENUE	440	509.92	4.14	6.37	9.25	15.62	1.92	0.5	0.96
Rail	Kew Bridge	'WATRLMN-WEYBDGB 2S13'	468.1	2	5.85	15.75	21.6	1.39	0.5	0.69
Rail	Kew Bridge	'WATRLMN-HOUNSLW 2S91'	468.1	0.33	5.85	91.66	97.51	0.31	0.5	0.15
Rail	Kew Bridge	'TWCKNHM-WATRLMN 2R03'	468.1	0.33	5.85	91.66	97.51	0.31	0.5	0.15
Rail	Kew Bridge	'WATRLMN-WATRLMN 2R09'	468.1	2	5.85	15.75	21.6	1.39	0.5	0.69
Rail	Kew Bridge	'STAINES-WATRLMN 2S10'	468.1	2.33	5.85	13.63	19.48	1.54	1	1.54
Rail	Kew Bridge	'WEYBDGB-WATRLMN 2S12'	468.1	1.67	5.85	18.71	24.57	1.22	0.5	0.61
Rail	Gunnersbury	'RICHNLL-STFDNLL'	947.26	4	11.84	8.25	20.09	1.49	0.5	0.75
Rail	Gunnersbury	'STFDNLL-RICHNLL'	947.26	4	11.84	8.25	20.09	1.49	0.5	0.75
LUL	Gunnersbury	'Richmond-Upminster'	947.26	8	11.84	4.5	16.34	1.84	1	1.84
LUL	Gunnersbury	'Upminster-Richmond'	947.26	8	11.84	4.5	16.34	1.84	0.5	0.92
									Total Grid Cell AI:	**16.61**

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Appendix D The Curve PERS Extract

5 PERS Audit Findings

5.1 This section of the report summarises the findings of the PERS-style audit undertaken by JMP in October 2015. The full data tables can be found at **Appendix E** of this TA report.

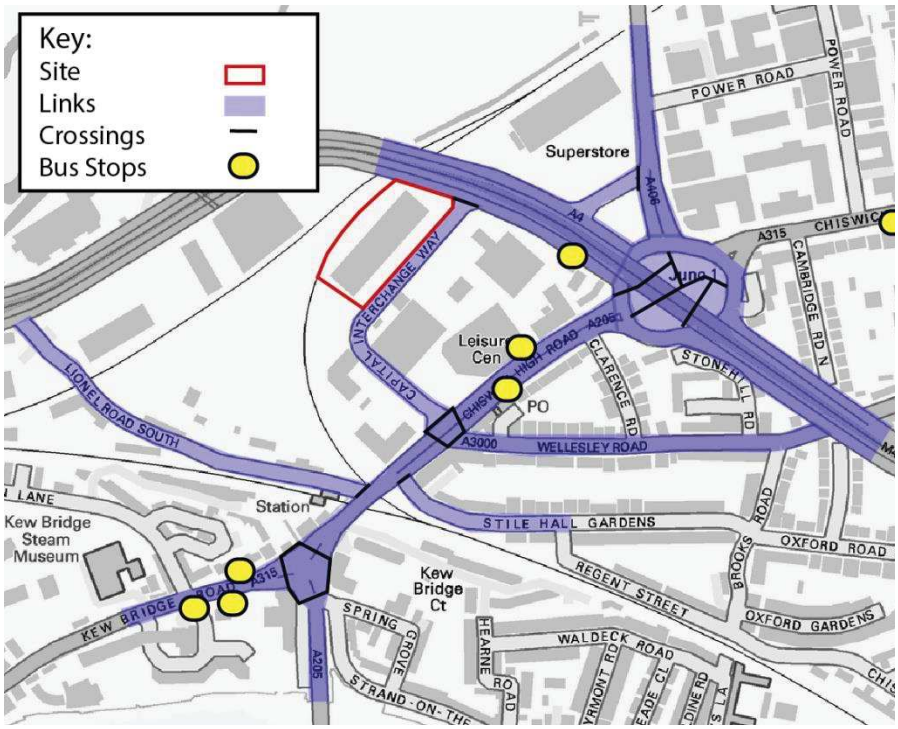
LINKS

5.2 **Table 5.1** shows that as an average across all links, the quality of the links were scored 'good' with an average score of 1. Scores ranged from 0.69 (Capital Interchange Way South) to 1.64 (South Circular East).

5.3 All links presented represent both sides of the footways.

5.4 The study area is shown in **Figure 5.1.**

Figure 5.1 PERS Audit study area



5.5 Tabular summary information of the PERS scores for all audited links, crossings and public transport waiting areas are provided at below.

Table 5.1 Summary Scores: Links

Link	Location	PERS Score
L1	Capital Interchange Way South	1.54
L2	Capital Interchange Way North	1.79
L3	A4 North	1.21
L4	Larch Drive	1.14
L5	North Circular	1

L6	Chiswick High Road	2.14
L7	Haining Close	1
L8	South Circular East	2.14
L9	Wellesley Road	1
L10	South Circular West	1.07
L11	Stile Hall Gardens	1
L12	Lionel Road South	0
L13	Kew Bridge Way	2
L14	A315	2
Average		1.43

CROSSINGS

5.5.1 **Table 5.2** highlights that out of the crossings sampled, two scored highly as 'excellent' (a rating of +2 to +3), and two scored as 'good' (between 1 and 2). Three crossings were deemed to be of poor quality and scored below 1.

5.6 **Table 5.2** shows that as an average all crossings, the quality of crossings were scored 1.23. Scores ranged from -0.17 (Capital Interchange Way/A4) to 2.5 (Stile Hall Gardens).

Table 5.2 Summary Scores: Crossings

Link	Location	PERS Score
C1	Capital Interchange Way south (South Circular)	1.92
C2	Capital Interchange Way East (A4)	-1.00
C3	Larch Drive/North Circular	0.92
C4	Chiswick Roundabout	2.17
C5	Stile Hall Gardens	2.50
C6	Lionel Road South	0.58
C7	Kew Bridge Station	1.50
Average		1.23

BUS STOPS

5.7 **Table 5.3** details that as an average all the bus stops scored a quality of 1.49. This ranges from 0.9 to 2.2.

Table 5.3 Summary Scores: Bus Stops

Link		PERS Score
BS1	A4 Bus Stop	0.90
BS2	Chiswick High Road	1.50
BS3	Brentford Leisure Centre Stop K	1.70
BS4	Kew Bridge Stop X	1.10
BS5	A315 Stop S	1.50
BS6	A315 Stop T	1.50

BS7	A315 Stop W	2.20
Average		1.49

5.8 Overall, every bus stop surveyed was of a reasonable quality, those that scored below 1.5 generally had no associated facilities.

DETAILED COMMENTS

5.9 The following links and crossings are described in more detail:

- Capital Interchange Way East;
- Capital Interchange Way West; and
- Chiswick High Road.

Capital Interchange Way East

5.10 Capital Interchange Way scored highly on personal security, user conflict and maintenance however, dropped kerbs were limited and there was little to no tactile information along the street. The lighting was also not considered adequate however, at night it is expected that the motorway and the car showroom will provide a significant amount of lighting. There was however, limited seasonal foliage and the pathways were in general well maintained.

5.11 The crossing at the junction of Capital Interchange Way and the A4 scored negatively and was not considered appropriate for the speed of the traffic using the A4, the crossing point in the middle of Capital Interchange Way was not well maintained and considered potentially hazardous. This is highlighted further by the damage seen to the bollards. The crossing scored an average of 0, its performance was adequate however, there was no legibility to the sensory impaired and there was a steep gradient reducing the effectiveness of the dropped kerbs on either side of Capital Interchange Way.

5.12 Security scored well with a 2 overall however, the empty buildings which are set to be developed, did downgrade the feeling of personal safety. The proposed development as well as the committed development nearby such as Brentford FC is set to improve this score.

Figure 5.2 Capital Interchange Way/A4 Crossing

Capital Interchange Way West

5.13 Capital Interchange Way West is situated off the A205 and existing buildings include Brentford Leisure Centre and Kew House School. This was an ascetically pleasing part of the road with soft landscaping and a sense of place. The school and the leisure centre create a safe environment and lead to the pavements being well maintained with appropriate colour contrast and lighting.

5.14 The crossings situated at the junction of Capital Interchange Way and the south circular road are considered appropriate for the type of pedestrians with no to minimal deviation from the desire lines, dropped kerbs and a reasonable gradient.

5.15 **Figure 5.3** shows Capital Interchange Way west. From this image it is clear that the pathway is well maintained as the seasonal foliage has been swept away and the surface is relatively smooth with minimal tripping hazards.

Figure 5.3 Capital Interchange Way West

Chiswick High Road

5.16 Chiswick High Road whilst located slightly further away from the Application Site is a key route to Chiswick Park underground and Gunnersbury Station.

5.17 Chiswick High Road is a single carriageway two-way road of appropriate width. The pedestrian links are wide and considered adequate for disabled access, whilst there are obstructions such as trees and roots reducing the surface quality of the pavements it is ascetically pleasing with soft landscaping and a sense of place. There is however, a large amount of seasonal foliage, which could pose a slipping and tripping hazard depending on the weather.

AUDIT SUMMARY

5.18 14 Links (footways and footpaths; both sides); seven pedestrian crossing locations (for example Chiswick Roundabout and Kew Bridge had multiple crossings but they were all scored the same) and seven bus stops have been assessed as part of the PERS audit. The qualities of the links were scored as 1.35, whilst 3 out of the 7 crossing locations scored as very good (2 or more). The Chiswick Roundabout crossings as a collective were deemed to be of excellent quality scoring 2.5. Assessed bus stops were scored as 1.49 overall.

Table 5.4 Average PERS Scores.

	Average PERS Score
Crossings	1.35
Links	1.43
Public Transport Information	1.49

5.0 PEDESTRIAN ENVIRONMENT REVIEW SYSTEM AUDIT

Introduction

5.1 The *PERS Audit* has been prepared in order to consider the pedestrian environment in the vicinity of the site.

5.2 The *PERS* review guidelines are based around two principles:

i) That the quality of the pedestrian environment may be evaluated according to the degree to which it meets pedestrians' needs.

ii) That in evaluating the degree to which pedestrians' needs are met by the environment, the objective should be to satisfy as.people who have chosen to walk for a particular journey may be considered to have the same basic concerns as any transport user, whether motorised or otherwise. These concerns may be characterised in a number of ways. A useful mnemonic is to consider pedestrian needs as relating to the "5Cs":

i) Convenience – routes should facilitate the desired journey without undue deviation or difficulty.

ii) Connectivity – routes should link origins and destinations

iii) Conviviality – routes should be pleasant to use, with potential for activity within the public realm.

iv) Coherence – routes should be continuous.

v) Conspicuity – route design should allow the user to be seen by, and to see, other pedestrians and vehicles to promote personal security and road safety.

5.4 In summary, this *PERS* audit will consider the extent to which the pedestrian environment provides convenient, pleasant and coherent conditions for pedestrian trips undertaken between the site and surrounding local public transport nodes and important facilities in the local area.

Methodology

5.5 The *PERS* audit has been undertaken in three stages:

- Definition of the study area;
- Desktop identification of links, crossings, routes, and spaces to be reviewed; and
- On-street evaluation.

5.6 Each of the above processes will be described in detail in the following sections.

Stage 1: Definition of the Study Area

5.7 Before carrying out an on-street evaluation, a number of key actions should be carried out at desktop level. The area to be audited must be defined using a base map which indicates all links, crossings, areas and spaces to be reviewed.

5.8 The study should also identify key routes to key trip attractors that need to be assessed in the audit. The objectives of this study may determine whether a public space, public transport waiting area or interchange space review is required. This preliminary map-based study establishes the boundaries of the review and the plans provide a basis for carrying out the on-street assessment.

5.9 In summary it is important that all pedestrian routes to/from the proposed development site are taken into consideration.

Stage 2: Desk Top Identification of links, Crossings, Routes, Public transport Waiting Areas and Interchange Spaces.

5.10 The review of a pedestrian environment is split into review frameworks which apply to specific components of the pedestrian environment. These are described as follows:

'*Routes: A way that links a trip origin and trip destination, for example from a public transport interchange to a school. Routes may consist of any number of links and crossings (reviewed separately) but has some characteristics specific to itself.*

Links: Any footway, footpath or highway to be considered. These may be divided into sections if level of service varies significantly along them and reviewed in total or with each side reviewed separately if relevant.

Crossings: Any designated or undesignated crossing where a pedestrian desire line intersects with a highway. Crossings of side road junctions along links may be reviewed as crossings at the discretion of the reviewer or included within the Link Review if they are not considered unduly significant.

Public Transport Waiting Areas: Any designated area where people may wait in order to use public transport. This may include bus stops, taxi ranks or tram stops. Larger public transport waiting areas, or those supporting a variety of services or modes, may be considered to be interchange spaces and reviewed accordingly.

Interchange Spaces: Interchange spaces are the areas around and between public transport stops or termini. Interchange spaces act as gateways to the wider area itself or to the areas they serve for those arriving or leaving by public transport. Interchange spaces also allow travellers to change between transport services or modes.

It is critical to note that this review tool is primarily designed to assess the external public transport interchange space (rather than the interior of interchange buildings) which is under the local authority's control to make improvements. For example, interchange space can refer to the transitional space between a rail station and nearby bus station'.

5.11 The above framework is used to identify the links, crossings, routes and spaces that are to be audited. Interchange spaces have been omitted from this audit, as they do not feature along the routes set out within this report. Areas such as bus stops and the underground station have been audited as public transport waiting areas as it is considered they offer access to only one type of public transport at their location.

Stage 3: On-Street Evaluation

5.12 The pedestrian environment has been analysed against particular parameters at the level of Individual Routes, Links and Crossings, Waiting Areas and Spaces. Despite the analysis being undertaken on a subjective/observational level it is considered that the parameters are still relevant. Table 5.1 lists the parameters for each review area.

Table 5.1: PERS Review Parameters

Link Review	Crossing Review	Route Review
Effective width	Crossing provision	Directness
Dropped kerbs	Deviation from desire line	Permeability
Gradient	Performance	Road safety
Obstructions	Capacity	Personal security
Permeability	Delay	Legibility
Legibility	Legibility	Rest points
Lighting	Legibility for the sensory impaired	Quality of the environment
Tactile information	Dropped kerbs	-
Colour contrast	Gradient	-
Personal security	Obstructions	-
Surface quality	Surface quality	-
User conflict	Maintenance	-
Quality of the environment	-	-
Maintenance	-	-
Public Transport Waiting Area Review	**Public Space Review**	
Information to the waiting area	Moving in the space	

Link Review	Crossing Review	Route Review
Infrastructure to the waiting area	Interpreting the space	
Boarding public transport	Personal safety	
Information at the waiting area	Feeling comfortable	
Safety perceptions	Sense of place	
Security measures	Opportunity for activity	
Lighting	-	
Quality of the environment	-	
Maintenance and cleanliness	-	
Waiting area comfort	-	

5.13 The auditor must decide whether the audit area should be considered to be of strategic or local importance. For example, a link or crossing on a high street may be considered to be of strategic importance while a residential road may be thought of as local importance.

5.14 A guiding principle is that the reviewer should assess how pedestrians are likely to want to use the environment and how well the environment meets those needs. In assessing the environment, the Reviewer will have some recourse to quantitative methods. For example, the measurement of widths. However, there is also a need to appreciate the qualitative significance of certain aspects of the environment, for example those aesthetic elements that might influence the user's enjoyment of the facility or indicators such as graffiti that may increase personal safety concerns.

5.15 In making judgements of qualitative factors, perhaps the greatest challenge for the reviewer is to empathise with the effect on more vulnerable pedestrians of elements in the environment that may not be readily apparent to other pedestrians. Accordingly, the reviewer needs to attempt to consider the environment not just in terms of their own reaction but also, for example, as though they were mobility impaired or elderly and/or afraid of crime.

Results

5.16 The audit was undertaken on the 27th November 2014. The survey was also informed by previous desktop studies and site visits undertaken previously in relation to the proposed development.

5.17 This section of the report will set out the findings from the audit and will focus on areas which were shown to have particular shortfall and in turn require improvement.

Routes Links Crossings

5.18 The routes assessed have been shown on CEC Plan 4418/202 [*PERS Audit Walking Routes Plan*] within Appendix 1, and have been summarised below:

- Route 1 – Site to Gunnersbury station (public transport location)
  - Link 1 – Site to Chiswick High Road
    - Crossing 1 – Gunnersbury Avenue (northbound carriageway)
    - Crossing 2 – Gunnersbury Avenue (southbound carriageway)
  - Link 2 – Chiswick High Road – Gunnersbury Station
    - Crossing 3 – Chiswick High Road
- Route 2 – Site to Kew Pier (including Kew Bridge Station and Bus Stops and Fountain Leisure Centre Bus Stops)
  - Link 3 – Site to Chiswick High Road (via Chiswick Roundabout)
    - Crossing 4 – Great West Road (eastbound)
    - Crossing 5 – Great West Road (westbound)
  - Link 4 – Chiswick High Road – Gunnersbury, Fountain Leisure Centre (Stop K)
    - Crossing 6 – Chiswick High Road (northeast bound)
    - Crossing 7 – Chiswick High Road (southwest bound)
  - Link 5 – Chiswick High Road – Kew Bridge Station (inc. Gunnersbury, Fountain Leisure Centre (Stop L))
    - Crossing 8 – Capital Interchange Way (eastbound)
    - Crossing 9 – Capital Interchange Way (westbound)
  - Link 6 – Kew Bridge Station – Gunnersbury, Kew Bridge National Rail Station (Stop W)
  - Link 7 – Kew Bridge Station – Gunnersbury, Kew Bridge (Stop T)
    - Crossing 10 – Kew Bridge Road (northeast bound towards Chiswick Roundabout)
    - Crossing 11 – Kew Bridge Road (eastbound)
    - Crossing 12 – Kew Bridge Road (westbound)
    - Crossing 13 – Kew Road (northwest bound)
  - Link 8 – Kew Bridge Station – Kew Pier
    - Crossing 10 – Kew Bridge Road (northeast bound towards Chiswick Roundabout)
    - Crossing 11 – Kew Bridge Road (eastbound)

- Crossing 12 – Kew Bridge Road (westbound)
- Crossing 13 – Kew Road (northwest bound)

- Route 3 – Site to Gunnersbury Park
  - Link 9 – Site to Gunnersbury Park
    - Crossing 14 – Larch Drive
- Route 4 – Site to Strand on the Green Infant and Junior Schools
  - Link 3 – Site to Chiswick High Road (via Chiswick Roundabout)
    - Crossing 4 – Great West Road (eastbound)
    - Crossing 5 – Great West Road (westbound)
  - Link 4 – Chiswick High Road northern side – Chiswick High Road southern side
    - Crossing 6 – Chiswick High Road (northeast bound)
    - Crossing 7 – Chiswick High Road (southwest bound)
  - Link 10 – Chiswick High Road – Regent Street/Chiswick Village
  - Link 11 Regent Street/Chiswick Village – Strand on the Green Infant/Junior School

5.19 The immediate pedestrian environment surrounding the site was also assessed including Larch Drive.

5.20 The following Public Transport waiting areas were assessed as they were considered the facilities most likely to be used by residents of the site:

1. Gunnersbury Underground Station
2. Kew Bridge Rail Station

Bus Stops

3. Gunnersbury, Chiswick Roundabout (Stop R)
4. Gunnersbury, Chiswick Roundabout (Stop M)
5. Gunnersbury, Fountain Leisure Centre (Stop L)
6. Gunnersbury, Fountain Leisure Centre (Stop K)
7. Gunnersbury, Kew Bridge National Rail Stn (Stop W)
8. Gunnersbury, Kew Bridge National Rail Stn (Stop T)

Link 1 – Site to Chiswick High Road (northeast)

5.21 Link 1 involves pedestrians travelling across Gunnersbury Avenue to the western end of Chiswick High Road to the east of the site. This link circumnavigates the northern arc of Chiswick Roundabout. All arms entering Chiswick Roundabout benefit from signalised pedestrian crossings and pedestrians are required to utilise two pelican style crossings

(crossings 1 and 2 – see photos 5.1 and 5.2 below) on Gunnersbury Avenue as well as an 'island'.

Photograph 5.1: Crossing 1 immediately adjacent the site

Photograph 5.2: Crossing 2 towards Chiswick High Road

5.22 Footways in the vicinity of the site generally have a level/even surface. However, there are a number of areas where the footway is interrupted due to the car showroom located

on Chiswick roundabout (see photograph 5.3 below). The footway width varies between approximately 2.2 metres and 7.3 metres outside the car showroom.

Photograph 5.3: Footway outside car showroom

Link 2 – Chiswick High Road – Gunnersbury Station

5.23 Link 2 involves a length of Chiswick High Road between Chiswick Roundabout and Gunnersbury Station. Pedestrians are expected to utilise crossing 3 located on Chiswick High Road some 180 metres east of Chiswick roundabout.

5.24 Chiswick High Road benefits from wide footways on both sides of the carriageway comprised of flat/even paving slabs though due to the arrangement of crossings it is likely that pedestrians will utilise the northern footway when walking from the site until reaching crossing 3. It is noted that tree roots have compromised the integrity of the footpath in a number of locations however; the footways are sufficiently wide and offer considerable capacity for pedestrian flow. Crossing 3 is a pelican style signalised crossing benefitting from extensive tactile paving (see photograph 5.4 below). Link 2 will also involve pedestrians crossing Power Road at its junction with Chiswick High Road where there is no signalised crossing. The junction does however benefit from a crossover arrangement with a ramped pedestrian footway across the carriageway.

Photograph 5.4: Crossing 3 located on Chiswick High Road

5.25 Once pedestrians have utilised crossing 3 and are walking along the southern footway a number of private driveways front Chiswick High Road which benefit from dropped kerbs meaning the footway is slightly interrupted in this location though it is not considered to be a safety issue.

5.26 Once pedestrians reach Gunnersbury Station, a crossover arrangement is provided across Gunnersbury Mews (See photograph 5.5 below).

Photograph 5.5: Crossover arrangement at Gunnersbury Mews

Link 3 – Site – Chiswick High Road (South)

5.27 Link 3 extends between the site and northern end of Chiswick High Road (south) where it meets Chiswick Roundabout. The link involves pedestrians crossing Great West Road (eastbound) and travelling under the M4 flyover along the western edge of Chiswick Roundabout before crossing the westbound carriageway of Great West Road to the eastern end of Chiswick High Road (west).

5.28 The eastbound carriageway of Great West Road benefits from a signalised pelican style crossing (crossing 4 – see photograph 5.6) allowing pedestrians to cross to a pedestrianised area underneath the M4 flyover (see photograph 5.7). This pedestrianised area benefits from barriers, which protect pedestrians from traffic on Great West Road and Chiswick Roundabout. The pedestrian footway then connects with another pelican style signalised crossing (crossing 5 – see photograph 5.8) over the westbound carriageway of Great West Road.

Photograph 5.6: Crossing 4

Photograph 5.7: Footway beneath the M4 flyover

Photograph 5.8: Crossing 5

5.29 Once across Great West Road pedestrians will have to negotiate the entrance to the Chiswick Roundabout filling station which has a wide vehicular access directly onto Chiswick Roundabout. It is considered that this part of the route could be dangerous to pedestrians as it is a relatively busy exit from the filling station and vehicles are trying to force their way out onto Chiswick Roundabout (see photograph 5.9).

Photograph 5.9: Petrol filling station exit

Link 4 – Chiswick High Road – Gunnersbury, Fountain Leisure Centre (Stop K)

5.30 Link 4 involves pedestrians crossing Chiswick High Road at its junction with Chiswick Roundabout. Crossings 6 and 7 are located at the junction and are both signalised pelican style crossings allowing pedestrians to safely cross Chiswick High Road. Chiswick High Road benefits from relatively wide footways with flat tiled paving. Pedestrians will be required to cross Clarence Road which is lightly trafficked and benefits from drop kerbs and tactile paving. The footway along the southern side of Chiswick High Road is attractive and flat though the provision of trees reduces the width in places (see photograph 5.10).

Photograph 5.10: Chiswick High Road footway

Link 5 – Chiswick High Road - Kew Bridge Station (inc Gunnersbury, Fountain Leisure Centre (Stop L))

5.31 Link 5 comprises the northern footway of Chiswick High Road from its junction with Chiswick Roundabout to where it becomes known as Kew Bridge Road outside Kew Bridge Station. The link includes the route pedestrians will take to the Fountain leisure northbound bus stop as well as Kew Bridge Station.

5.32 The northern footway is wide which allows for considerable pedestrian flow. The footway is flat and constructed of attractive paving slabs though is interrupted by a number of access points including a wide vehicular access to the petrol filling station and two to the currently derelict former BT building. All of these accesses benefit from drop kerbs and tactile

paving. The Fountain Leisure Centre bus stop is located some 120 metres southwest of Chiswick Roundabout. Approximately 230 metres southwest of Chiswick Roundabout pedestrians will be required to cross Capital Interchange Way which benefits from pelican crossings across both carriageways (crossing 8 and 9 – see photograph 5.11).

Photograph 5.11: Crossings 8 and 9 at Capital Interchange Way

5.33 Once pedestrians are southwest of Capital Interchange Way the link is uninterrupted apart from Lionel Road South immediately adjacent Kew Bridge Station which benefits from drop kerbs and tactile paving only.

Link 6 – Kew Bridge Station – Gunnersbury, Kew Bridge National Rail Station (Stop W)

5.34 Link 6 is a short link between Kew Bridge Station and Kew Bridge National Rail Station bus stop W which involves a short length of Kew Bridge Road. The link involves no road crossing though there are a number of accesses serving businesses and a public house. The link benefits from wide, flat footways which are relatively uncluttered and unobstructed. See photograph 5.12 below.

Photograph 5.12: Footway to Bus Stop W

Link 7 – Kew Bridge Station – Gunnersbury, Kew Bridge National Rail Station (Stop T)

5.35 Link 7 involves crossing Kew Bridge Road to access the bus stop on the opposite side of the road. Due to the complex nature of the junction it involves utilising four crossings (crossings 10-13) all of which are signalised pelican style crossings. Pedestrian areas in the vicinity of the junction benefit from protective barriers which separates the footways from the carriageway. See photograph 5.13 below.

Photograph 5.13: Crossings 10-13 looking back towards Kew Bridge Station

Link 8 – Kew Bridge Station – Kew Pier

5.36 Link 8 involves utilising crossings 10-13 (as above) but travelling southbound on Kew Road, crossing over the Thames. The footways are extremely wide allowing considerable pedestrian throughput. Steps are provided allowing pedestrians to drop down and walk underneath the bridge to the pier (see photograph 5.14 below).

Photograph 5.14: Steps from Kew Bridge

Link 9 – Site – Gunnersbury Park

5.37 Link 9 involves utilising crossing 14 which is an informal dropped kerb pedestrian/cyclist island crossing at the north eastern end of Larch Drive. Visibility is good for pedestrians crossing and due to the nature of Gunnersbury Avenue (no right turners) it is easier for pedestrians to safely cross. The footways along Gunnersbury Avenue are wide and separated by a grass verge from the carriageway. A separate cycle lane is also provided for the majority of the length.

Photograph 5.15: Crossing 14 across Larch Drive

Link 10 – Chiswick High Road – Regent Street/Chiswick Village

5.38 Link 10 comprises the use of Clarence Road, Wellesley Road and Brooks Road which are all residential streets with footways on both sides of the road. Wellesley Road needs to be crossed despite there being no formal crossing point. The road is lightly trafficked however and therefore this is not considered to be particularly onerous or dangerous for pedestrians. The footways are considered to be of high quality and are appropriate for the location. Brooks Road connects with Regent Street/Chiswick Village at a priority T-junction adjacent to the railway line. Pedestrians will be required to cross Regent Street in this location where a dropped kerb informal crossing is provided.

Photograph 5.16: Wellesley Road towards junction with Brook Road

Link 11 – Regent Street/Chiswick Village – Strand on the Green Infant/Junior School

5.39 Link 11 involves the crossing of the railway line whereby a footbridge is provided. Although the bridge is not particularly wide it is considered more than adequate to cope with expected pedestrian through flow.

Photograph 5.17: Footbridge over the railway line

5.40 Once the bridge has been crossed pedestrians will continue down Brooks Lane to the schools. The footways are wide and of high quality and allow for considerable pedestrian throughflow.

Photograph 5.18: Footway provision along Brooks Way

Public Transport Waiting Areas

5.41 As previously stated, the public transport waiting areas to be analysed are those that are likely to be used extensively by users of the development of the development.

Gunnersbury Underground Station

5.42 Gunnersbury underground station is the nearest London underground station to the development site. It is located on the Richmond branch of the District line and the London Overground line between Richmond and Stratford. As stated above, the station is situated on Chiswick High Road and is reached on foot by Link 1 and 2.

5.43 Gunnersbury station benefits from a single, central platform with a width of approximately 8 metres and is capable of handling large passenger volumes. The station is below ground level but is open and passengers are somewhat exposed to the elements. On-platform passenger information is provided in terms of signage and tube maps as well as real-time train information. Seating is provided facing both tracks.

Photograph 5.19: Gunnersbury tube station

Kew Bridge Rail Station

5.44 Kew Bridge Rail station is the closest national rail station to the site. It is situated on Kew Bridge Road and is located on the Hounslow loop line. The station has two platforms with some shelter and seating as well as real time passenger information. See photograph 5.16 below.

Photograph 5.20: Kew Bridge Railway Station

Gunnersbury, Chiswick Roundabout (Stop R)

5.45 Gunnersbury, Chiswick Roundabout (Stop R) is the eastbound bus stop on Great West Road, situated some 140 metres west of the site. The stop comprises an open sided shelter with a bench and timetable information. The bus stop is located on a length of the footway that is narrow, which can affect the flow of pedestrians walking past the stop, however these numbers are likely to be low. Due to the width of the footway the bus stop is orientated with the solid back facing the carriageway to protect users. This is considered general good practice when providing bus stops on narrow footways. There is a lack of real time information and the benches provided are an unsuitable seating place for elderly or infirm users. The majority of the negatives associated with the stop are limited by the narrow width of the carriageway and designed to make best use of the situation.

Photograph 5.21: Gunnersbury, Chiswick Roundabout (R)

Gunnersbury, Chiswick Roundabout (Stop M)

5.46 Chiswick Roundabout (M) is the westbound bus stop on Great West Road situated just to the south of the site. The stop comprises a partially enclosed shelter with a bench and timetable information. The bus stop is located on a length of the footway that is relatively wide and is orientated with the open side facing the carriageway for improved visibility due to the distance from the carriageway. This is considered good practice when designing bus stops. There is a lack of real time information and the design of the shelter, although

partially enclosed, could leave users exposed to the elements. The benches provided are an unsuitable seating place for elderly or infirm users.

Photograph 5.22: Gunnersbury, Chiswick Roundabout (M)

Gunnersbury, Fountain Leisure Centre (Stop L)

5.47 Gunnersbury, Fountain Leisure Centre (L) is the northeast bound bus stop on Chiswick High Road, situated some 240 metres to the southwest of the site. The stop comprises a partially enclosed shelter with a bench and timetable information. The bus stop is located on a length of the footway that is relatively narrow. Due to the footway width available, the bus stop is orientated with the solid back facing the carriageway to protect users. This is considered general good practice when providing bus stops on narrow footways. There is a lack of real time information and the design of the shelter, although partially enclosed, could leave users exposed to the elements. The benches provided are not suitable as a seating place for elderly or infirm users.

Photograph 5.23: Gunnersbury, Fountain Leisure Centre (L)

Gunnersbury, Fountain Leisure Centre (Stop K)

5.48 Gunnersbury, Fountain Leisure Centre (Stop K) is the southwest bound bus stop on Chiswick High Road, situated some 280 metres to the southwest of the site. The stop comprises a partially enclosed shelter with a bench and timetable information. The bus stop is located on a length of the footway that is relatively wide but is arranged with the open front close up to the edge of the footway. This is not considered best practice as there is little to protect pedestrians from moving traffic in the carriageway. There is a lack of real time information and the design of the shelter, although partially enclosed, could leave users exposed to the elements. The benches provided are incapable of providing a suitable resting place for elderly or infirm users.

Photograph 5.24: Gunnersbury, Fountain Leisure Centre (K)

Gunnersbury, Kew Bridge National Railway Station (Stop W)

5.49 Gunnersbury, Kew Bridge National Railway Station (Stop W) is a northeast bound stop located on Kew Bridge Road, some 650 metres southwest of the site. The stop comprises a partially enclosed shelter with a bench and timetable information. The bus stop is located on a length of the footway that is relatively wide and is orientated with the open side facing the carriageway for improved visibility due to the distance from the carriageway. This is considered good practice when designing bus stops. There is a lack of real time information and the design of the shelter, although partially enclosed, could leave users exposed to the elements. The benches provided are incapable of providing a suitable seating place for elderly or infirm users.

Photograph 5.25: Kew Bridge National Rail Station (W)

Gunnersbury, Kew Bridge National Railway Station (Stop T)

5.50 Gunnersbury, Kew Bridge National Railway Station (Stop T) is the southwest bound bus stop located on Kew Bridge Road, some 650 metres southwest of the site. The stop comprises a partially enclosed shelter with a bench and real time timetable information. The bus stop is located on a length of the footway that is relatively wide but is arranged with the open front close up to the edge of the footway. This is not considered best practice as there is little to protect pedestrians from moving traffic in the carriageway. There is a lack of real time information and the design of the shelter, although partially enclosed, could leave users exposed to the elements. The benches provided are incapable of providing a suitable resting place for elderly or infirm users.

Conclusions (Improvements and Recommendations)

5.51 This audit has been undertaken at the request of TFL officers, in association with the proposed development at Chiswick Roundabout.

5.52 Four routes were audited and these routes have been broken down into links and crossings, to enable a detailed audit of the local infrastructure to be made.

5.53 In general, all routes were considered to be pedestrian friendly and benefit from good pedestrian infrastructure.

5.54 **Route 1** from the site to Gunnersbury Station consisted of two links with a varying quality of pedestrian environment. The first involved getting from the site to the southwestern end of Chiswick High Road including utilising crossings on Chiswick Roundabout. The second link was more pedestrian friendly and involved a length of Chiswick High Road with wide footways and relatively low levels of traffic. The route is considered convenient and relatively safe for pedestrians. Tactile paving and dropped kerb crossing facilities are used extensively and signalised pedestrian crossings are provided across all arms of Chiswick Roundabout as well as approximately half way down Chiswick High Road. Footways are of good quality and in a generally good state of repair. Whilst ideally fewer crossings would be used it is recognised that there is little that can be done to reduce journey times for pedestrians across Chiswick Roundabout without compromising safety. A number of side roads have to be crossed along Chiswick High Road however crossover arrangements and other infrastructure is provided on all side roads meaning this is not considered a safety issue for pedestrians.

5.55 **Route 2** from the site to Kew Pier (including Kew Bridge Station and Bus Stops and Fountain Leisure Centre Bus Stops) was a varied route in terms of quality. Link 1 involves the use of several signalised crossings to access Chiswick High Road via Chiswick Roundabout. It also involves pedestrians negotiating the exit from the filling station which is considered to be a slight safety issue. The length of the route along Chiswick High Road is considered very good due to high quality, wide footways. Where roads are required to be crossed a signalised crossing is provided. The junction of Chiswick High Road, Kew Bridge Road and Kew Road is convoluted with multiple signalised crossings required to be utilised by pedestrians to get across. The route over Kew Bridge is considered very good with wide, flat, safe footways provided. Overall the route is considered adequate. As with route 1 it would be preferable if a less convoluted route across Chiswick Roundabout could be found however it is recognised that this is unlikely to be possible due to the traffic flows in the area.

5.56 **Route 3** from the site to Gunnersbury Park is considered a good route. The crossing across Larch Drive is informal but offers good visibility and only single direction traffic which increases safety. Beyond this point footway is provided all the way to Gunnersbury Park with no further crossings.

5.57 **Route 4** from the site to Strand on the Green infant and junior school is also considered a good route with signalised crossings around Chiswick roundabout and the use of quiet

residential streets with footways provided for the length of the route. A footbridge provides safe crossing of the railway line.

5.58 The **immediate vicinity of the site** is considered to be of a relatively poor standard for pedestrians. Larch Drive benefits from pedestrian footway on the northern side of the carriageway only. Improvements in this area are proposed including provision of a raised surface, 20 mile per hour zone and improved pedestrian and cycle crossing facilities. These improvements are detailed on CEC Plan 4418/204(A) [*Off-site Works*] in Appendix 1. Other significant public realm works are proposed as detailed in the Planning and Design and Access Statements.

5.59 Beyond the public realm works already proposed, other improvements identified are in the category of maintenance and repair. 'Quick wins' could be carried out including repairing a small number of cracked paving slabs including tactiles that are present on a number of the Chiswick Roundabout crossings. These currently present a minor danger to pedestrians and are unattractive.

5.60 Public transport waiting areas were considered relatively good although they are constrained by the location and surroundings. Gunnersbury Station would benefit from additional shelter as the amount currently provided is limited. All the bus stops analysed were of similar type and benefitted from timetables, shelters and benches. A number of bus stops (R and L) are located on relatively narrow parts of the footway which can reduce pedestrian flow in the locality. They are both designed with the solid back of the shelter facing the carriageway to protect pedestrians which is considered best practice. The remaining stops are all located on wider footways and which means they have less impact on pedestrian flow. A number of the stops lack real time information and it is considered that this could be incorporated into the design for ease of use of passengers. Bus stops P and Q are situated on wider footways and are not subject to the same constraints as stops F and G. It is therefore considered that more substantial shelters incorporating better wet weather protection and seating are feasible in this location and should be considered for implementation. These bus stops would also benefit from the installation of real time information.

5.61 In overall summary, the quality of the local infrastructure to support pedestrian movement and the interchange with public transport services is considered to be of an adequate

standard. However, the following improvements are to be delivered by the developer (subject to further detailed design as part of a Section 278 agreement):

- Raised surface on Larch Drive;
- Provision of 20mph zone along Larch Drive;
- Improved pedestrian and cycle crossings;
- Footway along the southern edge of Larch Drive; and
- Footway/cycleway along the western site boundary, fronting Great West Road.

5.62 Section 106 (or other legal agreement) contributions from this development could be used to carry out some of the other improvement works identified within this *PERS Audit*. These works include:

- repair of cracked paving slabs across all routes though especially at the pedestrian crossings across Chiswick Roundabout;
- bus stops P and Q have also been identified as potential improvement areas whereby more substantial shelters could be provided; and
- real time bus information could also be provided at a number of stops which currently benefit from rigid timetable information only.

Appendix E Person Injury Collision Data

Capital Interchange Way area - personal injury collisions - 60mths to 31 December 2016 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
Topic Based Query		20

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

Capital Interchange Way area - personal injury collisions - 60mths to 31 December 2016 (provisional)

Topic Based Query — ORDER BY ADATES ASC,AREFNO ASC

1 0112TX20040 THU 02/02/12 17:30 DARK GREAT WEST ROAD 130M. NE. OF J/W LIONEL ROAD NORTH. 25 LINK 203-207 518750 / 178390

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 EXITING CAR PARK COLLIDES WITH PEDAL CYCLE V2 CROSSING EXIT FROM CYCLE PATH.

CASUALTY 001 (002) (31 Yrs - M W13) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (48 Yrs - M CH3) TURNING LEFT NW TO NE COMM TO/FROM WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST
CYCLEWAY/FOOTWAY (SEPA

VEHICLE 002 (001) PEDAL CYCLE (31 Yrs - M W13) GOING AHEAD OTHER NE TO SW JCT MID
BT - NOT APPLICABLE O/S HIT FIRST
CYCLEWAY/FOOTWAY (SEPA

V001 A 405 (FAILED TO LOOK PROPERLY)
V001 B 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY))
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 B 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

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2 0112TX20731 MON 26/11/12 16:50 DARK GREAT WEST ROAD J/W LIONEL ROAD SOUTH 25 NODE 203 518690 / 178320

POLICE - OVER COU ROAD-WET RAINING DUAL CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M

V2 BRAKED SUDDENLY CAUSING V1 TO COLLIDE WITH REAR OF V2.

CASUALTY 001 (001) (27 Yrs - F GU22) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (27 Yrs - F GU22) GOING AHEAD OTHER NE TO SW COMM TO/FROM WORK JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M UNKN) SLOWING OR STOPPING NE TO SW JCT APP
BT - DRV NOT CONTACTED BACK HIT FIRST

V002 A 408 (SUDDEN BRAKING)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001 B 308 (FOLLOWING TOO CLOSE)

Capital Interchange Way area - personal injury collisions - 60mths to 31 December 2016 (provisional)

Topic Based Query ORDER BY ADATES ASC,AREFNO ASC

3 0112TX20762 WED 05/12/12 07:23 DARK GREAT WEST ROAD J/W LIONEL ROAD SOUTH 25 NODE 203 518670 / 178310

POLICE - AT SCENE ROAD-WET RAINING DUAL CWY T/STAG JUN AUTO SIG NO XING FACILITY IN 50M

V2 (SKIP LORRY) HAS CHANGED LANES INTO PATH OF SOLO V1 CAUSING COLLISION AND RIDER TO FALL.

CASUALTY 001 (001) (48 Yrs - M SE8) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	M/C 50-125CC (48 Yrs - M SE8) BT - DRV NOT CONTACTED	MOVING OFF	NE TO SW N/S HIT FIRST	COMM TO/FROM WORK	JCT MID
VEHICLE	002 (001)	OTH MOT VEH (? Yrs - U UNKN) BT - DRV NOT CONTACTED	CHANGE LANE TO RIGHT	NE TO SW O/S HIT FIRST		JCT MID

V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)

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4 0113TX20416 THU 25/07/13 08:15 LIGHT GREAT WEST RD J/W LIONEL RD SOUTH 25 NODE 203 518670 / 178310

POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M

V2 TURNED LEFT INTO PATH OF V1, CAUSING COLLISION.

CASUALTY 001 (001) (39 Yrs - M TW8) SERIOUS DRIVER/RIDER

VEHICLE	001 (002)	PEDAL CYCLE (39 Yrs - M TW8) BT - NOT APPLICABLE	GOING AHEAD OTHER	NE TO SW N/S HIT FIRST	JNY PART OF WORK	JCT MID
VEHICLE	002 (001)	CAR (27 Yrs - F SW15) BT - DRV NOT CONTACTED	TURNING LEFT	SE TO SW FRONT HIT FIRST	JNY PART OF WORK	ENTERING MAIN RD

V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
V002 A 403 (POOR TURN OR MANOEUVRE)

Capital Interchange Way area - personal injury collisions - 60mths to 31 December 2016 (provisional)

Topic Based Query — ORDER BY ADATES ASC,AREFNO ASC

5 0113TX20705 TUE 05/11/13 19:00 DARK GREAT WEST RD 100M NORTH EAST OF J/W LIONEL RD SOUTH 25 LINK 203-207 518760 / 178360
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
V2 CHANGED LANE TO LEFT, COLLIDING WITH BROKEN DOWN V1. V1 HIT V1 DRIVER/PED.

CASUALTY	001 (001)	(63 Yrs - M E8)	SLIGHT PEDESTRIAN	IN ROAD - NOT CROSSING	STANDING	
VEHICLE	001 (002)	CAR BT - NEGATIVE	(63 Yrs - M E8)	PARKED	P TO P BACK HIT FIRST	
VEHICLE	002 (001)	M/C 50-125CC BT - NEGATIVE	(33 Yrs - M TW13)	CHANGE LANE TO LEFT HIT PARKED VEH	NE TO SW FRONT HIT FIRST	

V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 405 (FAILED TO LOOK PROPERLY)

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6 0114TX20127 THU 13/02/14 08:52 LIGHT GREAT WEST ROAD 220M ME OF J/W LIONEL ROAD NORTH 25 LINK 203-207 518830 / 178430
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
PED STEPPED OUT INTO PATH OF V1

CASUALTY	001 (001)	(29 Yrs - M TW8)	SLIGHT PEDESTRIAN		UNKNOWN FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? Yrs - M UNKN)	GOING AHEAD OTHER	SW TO NE N/S HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY)
C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
V001 B 602 (CARELESS/RECKLESS/IN A HURRY)
V001 A 405 (FAILED TO LOOK PROPERLY)

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7 0114TX20130 MON 24/02/14 09:40 LIGHT LIONEL ROAD SOUTH J/W GREAT WEST ROAD 25 NODE 203 518690 / 178290
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT MINI AUTO SIG PEDN PHASE AT ATS
V1 HAS PULLED OUT TO TURN RIGHT COLLIDING WITH V2

CASUALTY	001 (002)	(21 Yrs - M TW7)	SLIGHT DRIVER/RIDER				
VEHICLE	001 (002)	GDS => 7.5T BT - NOT REQUESTED	(51 Yrs - M KT15)	TURNING RIGHT	NE TO NW FRONT HIT FIRST	JNY PART OF WORK	JCT MID
VEHICLE	002 (001)	PEDAL CYCLE BT - NOT APPLICABLE	(21 Yrs - M TW7)	GOING AHEAD OTHER	SE TO NW O/S HIT FIRST	CYCLEWAY/FOOTWAY (SEPA	JCT MID

V001 A 704 (VISION AFFECTED - BUILDINGS, ROAD SIGNS, STREET FURNITURE)
V001 B 710 (VISION AFFECTED - VEHICLE BLIND SPOT)
V001 B 405 (FAILED TO LOOK PROPERLY)
V002 A 704 (VISION AFFECTED - BUILDINGS, ROAD SIGNS, STREET FURNITURE)
V002 B 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)
V002 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)

Capital Interchange Way area - personal injury collisions - 60mths to 31 December 2016 (provisional)

Topic Based Query — ORDER BY ADATES ASC,AREFNO ASC

8 0114TX20614 THU 14/08/14 18:15 LIGHT LIONEL ROAD SOUTH J/W UNNAMED ACCESS ROAD TO PREMISES 25 LINK 179-203 518710 / 178290

POLICE - OVER COU ROAD-DRY WEATHER-FINE ONE-WAY ST MINI GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 TURNED RIGHT TO PREMISES, COLLIDED WITH V1 WHO WAS ON CYCLE ROUTE ON V1 RIGHT

CASUALTY 001 (001) (63 Yrs - M W13) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (63 Yrs - M W13) GOING AHEAD OTHER SE TO NW COMM TO/FROM WORK JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M 1) TURNING RIGHT SE TO NE COMM TO/FROM WORK JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 405 (FAILED TO LOOK PROPERLY)

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9 0114TX20953 WED 26/11/14 16:45 DARK NFL: A4 GT WEST ROAD 194M E J/W LIONEL ROAD NORTH 25 LINK 203-207 518810 / 178420

POLICE - AT SCENE ROAD-WET WEATHER-UNKNOWN DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M

E/B V2 [CYCLIST] ON CYCLE TRACK FTC GIVE WAY MARKINGS AND COLLIDED WITH V1 TURNING LEFT INTO MAIN ROAD

CASUALTY 001 (002) (27 Yrs - M UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (? Yrs - M CV8) TURNING LEFT N TO E JNY PART OF WORK
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (27 Yrs - M UB2) GOING AHEAD OTHER SW TO NE COMM TO/FROM WORK
BT - NOT APPLICABLE FRONT HIT FIRST
CYCLEWAY/FOOTWAY (SEPA

V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

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10 0114TX20962 TUE 09/12/14 05:40 DARK A4 J/W CAPITAL INTERCHANGE WAY 25 LINK 203-207 519140 / 178450

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

W/B V1 LOST CONTROL OF CAR [UNCONSCIOUS] , CRASHED O/S ONTO CENTRE RESERVATION AREA

CASUALTY 001 (001) (30 Yrs - M NW10) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) CAR (30 Yrs - M NW10) GOING AHEAD OTHER SE TO NW COMM TO/FROM WORK JCT MID
BT - NEGATIVE FRONT HIT FIRST
LEFT CWY ONTO CENTRAL RES HIT KERB HIT OTH OBJECT

V001 A 410 (LOSS OF CONTROL) V001 B 204 (DEFECTIVE STEERING OR SUSPENSION)
V001 A 505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)

Capital Interchange Way area - personal injury collisions - 60mths to 31 December 2016 (provisional)

Topic Based Query — ORDER BY ADATES ASC,AREFNO ASC

11 0115TX20228 FRI 03/04/15 17:05 LIGHT NFL: LIONEL RD STH J/W KEW BRIDGE DISTRIBUTION CENTRE ACCESS 25 LINK 179-203 518690 / 178280
POLICE - AT SCENE ROAD-WET RAINING ROUNDABOUT MINI GIVE WAY/UNCONT NO XING FACILITY IN 50M
WET CONDITIONS; NW-BD V1 ON RDABT PLACED FOR LEFT TURN COLLIDED HIS N/S TO N/B V2 ALREADY ON ROUNDABOUT

CASUALTY 001 (002) (31 Yrs - F W5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (41 Yrs - M HA9) GOING AHEAD LEFT BEND S TO NW JNY PART OF WORK LEAVING R'ABOUT
BT - REFUSED TO PROVIDE N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (31 Yrs - F W5) GOING AHEAD OTHER S TO N COMM TO/FROM WORK LEAVING R'ABOUT
BT - NOT APPLICABLE BACK HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

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12 0115TX20670 TUE 08/09/15 17:25 LIGHT NFL: GREAT WEST ROAD 115M E J/W LIONEL ROAD NORTH [EXIT FROM WORLE 25 LINK 203-207 518740 / 178370
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
V1 E/B CYCLIST ON OFF-ROAD CYC LE TRACK STRUCK BY V2 JOINING ROAD FROM PREMISES

CASUALTY 001 (001) (31 Yrs - M TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (31 Yrs - M TW8) GOING AHEAD OTHER SW TO NE COMM TO/FROM WORK
BT - NOT APPLICABLE N/S HIT FIRST
CYCLEWAY/FOOTWAY (SEPA

VEHICLE 002 (001) CAR (? Yrs - M 1) TURNING LEFT NW TO NE
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE)
V002 B 602 (CARELESS/RECKLESS/IN A HURRY)
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 405 (FAILED TO LOOK PROPERLY)

Capital Interchange Way area - personal injury collisions - 60mths to 31 December 2016 (provisional)

Topic Based Query — ORDER BY ADATES ASC,AREFNO ASC

13 0115TX20768 MON 05/10/15 13:30 LIGHT CHISWICK HIGH ROAD J/W STILE HALL GARDENS 25 NODE 183 519140 / 178190
POLICE - AT SCENE ROAD-WET RAINING DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
SW-BD V2 U-TURNED, COLLIDED WITH SW-BD ON HIS O/S

CASUALTY 001 (001) (62 Yrs - M TW11) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NEGATIVE	(62 Yrs - M TW11)	GOING AHEAD OTHER	NE TO SW FRONT HIT FIRST	COMM TO/FROM WORK	JCT MID
VEHICLE	002 (001)	CAR BT - NOT REQUESTED	(62 Yrs - M TW14)	U-TURNING	SW TO SW O/S HIT FIRST	JNY PART OF WORK	JCT MID

V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

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14 0116TX20007 TUE 19/01/16 17:41 DARK NFL: GREAT WEST ROAD 52M NW J/W CAPITAL INTERCHANGE WAY: 25 LINK 203-207 519100 / 178460
POLICE - AT SCENE ROAD-WET RAINING DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
NW-BD V1 SHUNTED V3 INTO V2 INTO V4

CASUALTY 001 (001) (20 Yrs - M TW3) SLIGHT DRIVER/RIDER

VEHICLE	001 (003)	CAR BT - NEGATIVE	(20 Yrs - M TW3)	GOING AHEAD OTHER	SE TO NW FRONT HIT FIRST	COMM TO/FROM WORK	
VEHICLE	002 (001)	CAR BT - NEGATIVE	(21 Yrs - M KT8)	SLOWING OR STOPPING	SE TO NW BACK HIT FIRST	COMM TO/FROM WORK	
VEHICLE	003 (002)	CAR BT - NEGATIVE	(39 Yrs - M SL2)	SLOWING OR STOPPING	SE TO NW BACK HIT FIRST	COMM TO/FROM WORK	
VEHICLE	004 (002)	CAR BT - NEGATIVE	(32 Yrs - M TW13)	SLOWING OR STOPPING	SE TO NW BACK HIT FIRST	COMM TO/FROM WORK	

V001 B 308 (FOLLOWING TOO CLOSE) V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

Capital Interchange Way area - personal injury collisions - 60mths to 31 December 2016 (provisional)

Topic Based Query — ORDER BY ADATES ASC,AREFNO ASC

15 0116TX20123 THU 11/02/16 10:00 LIGHT A4 GREAT WEST ROAD J/W LIONEL ROAD SOUTH 25 NODE 203 518690 / 178320

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

W/BN V1 STOPED AT RED ATS, WAS SHUNTED BY V2

CASUALTY 001 (002) (54 Yrs - M E5) SLIGHT DRIVER/RIDER
CASUALTY 002 (001) (40 Yrs - M E5) SLIGHT PASSENGER
CASUALTY 003 (001) (39 Yrs - F E7) SLIGHT PASSENGER

VEHICLE 001 (002) GDS =< 3.5T (54 Yrs - M RG12) GOING AHEAD HELD UP E TO W JNY PART OF WORK JCT MID
BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (001) TAXI (54 Yrs - M E5) GOING AHEAD OTHER E TO W JNY PART OF WORK JCT MID
BT - NEGATIVE FRONT HIT FIRST

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001 A 409 (SWERVED)

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16 0116TX20158 THU 25/02/16 00:30 DARK CHISWICK HIGH ROAD (SOUTH CIRCULAR), J/W WELLESLEY ROAD 25 NODE 183 519130 / 178180

POLICE - OVER COU ROAD-DRY WEATHER-UNKNOWN ONE-WAY ST T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V2 HAS FAILED TO GIVE WAY AT JCN & HIT N/S OF PASSING V1, V2 REFUSED TO EXCHANGE

CASUALTY 001 (001) (28 Yrs - M TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) TAXI (28 Yrs - M TW8) GOING AHEAD OTHER NE TO SW JCT MID
BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 002 (001) CAR (30 Yrs - M UNKN) TURNING LEFT E TO SW JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

V001 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)
V002 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)
V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

Capital Interchange Way area - personal injury collisions - 60mths to 31 December 2016 (provisional)

Topic Based Query — ORDER BY ADATES ASC,AREFNO ASC

17 0116TX20353 FRI 29/04/16 18:25 LIGHT A4 J/W LIONEL ROAD SOUTH 25 NODE 203 518670 / 178310
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V2 COLLIDED WITH V1 PASSING THROUGH ATS

CASUALTY 001 (002) (? Yrs - M UNKN) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) GDS =< 3.5T (44 Yrs - M IG1) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (? Yrs - M UNKN) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

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18 0116TX20466 FRI 17/06/16 17:50 LIGHT GREAT WEST ROAD, 207M NE OF J/W LIONEL ROAD NORTH 25 LINK 203-207 518820 / 178420
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
LOS V2 WAS RIDING IN CYCLE LANE ON PAVEMENT, HIT V3 CAUSING V3 TO FALL, V2 WENT TO RIDE OFF & HIT V1, V2 F.T.S

CASUALTY 001 (003) (35 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (58 Yrs - F SE13) GOING AHEAD OTHER SW TO NE
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (003) M/C 125-500CC (? Yrs - M UNKN) GOING AHEAD OTHER SW TO NE
BT - DRV NOT CONTACTED FRONT HIT FIRST
CYCLEWAY/FOOTWAY (SEPA

VEHICLE 003 (002) PEDAL CYCLE (35 Yrs - M TW7) GOING AHEAD OTHER SW TO NE
BT - NOT APPLICABLE O/S HIT FIRST
CYCLEWAY/FOOTWAY (SEPA

V002 A 901 (STOLEN VEHICLE)
V002 A 902 (VEHICLE IN COURSE OF CRIME)
V002 A 601 (AGGRESSIVE DRIVING)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

Capital Interchange Way area - personal injury collisions - 60mths to 31 December 2016 (provisional)

Topic Based Query — ORDER BY ADATES ASC,AREFNO ASC

19 0116TX20487 FRI 24/06/16 19:20 LIGHT NFL, GREAT WEST ROAD, 120M N/E J/W LIONEL ROAD NORTH 25 LINK 203-207 518750 / 178370
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
V2 WAS CHANGING LANES TO LEFT & HIT REAR OF V1

CASUALTY 001 (002) (29 Yrs - F HA0) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) TAXI (21 Yrs - M UB2) GOING AHEAD OTHER SW TO NE JNY PART OF WORK
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) CAR (29 Yrs - F HA0) CHANGE LANE TO LEFT SW TO NE
BT - NOT REQUESTED FRONT HIT FIRST

V002 A 307 (TRAVELLING TOO FAST FOR CONDITIONS) V002 A 308 (FOLLOWING TOO CLOSE)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

---

20 01160017379 TUE 20/09/16 15:37 LIGHT ON GREAT WEST ROAD JUNCTION WITH M4 SLIP ROAD 25 LINK 203-207 519120 / 178450
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY SLIP ROAD GIVE WAY/UNCONT NO XING FACILITY IN 50M
V2 BRAKED SUDDENLY DUE TO ANOTHER CAR IN FRONT, V1 HIT V2'S REAR

CASUALTY 001 (001) (9 Yrs - M UNKN) SLIGHT PASSENGER BACK SEAT
CASUALTY 002 (002) (51 Yrs - M UNKN) SLIGHT PASSENGER BACK SEAT

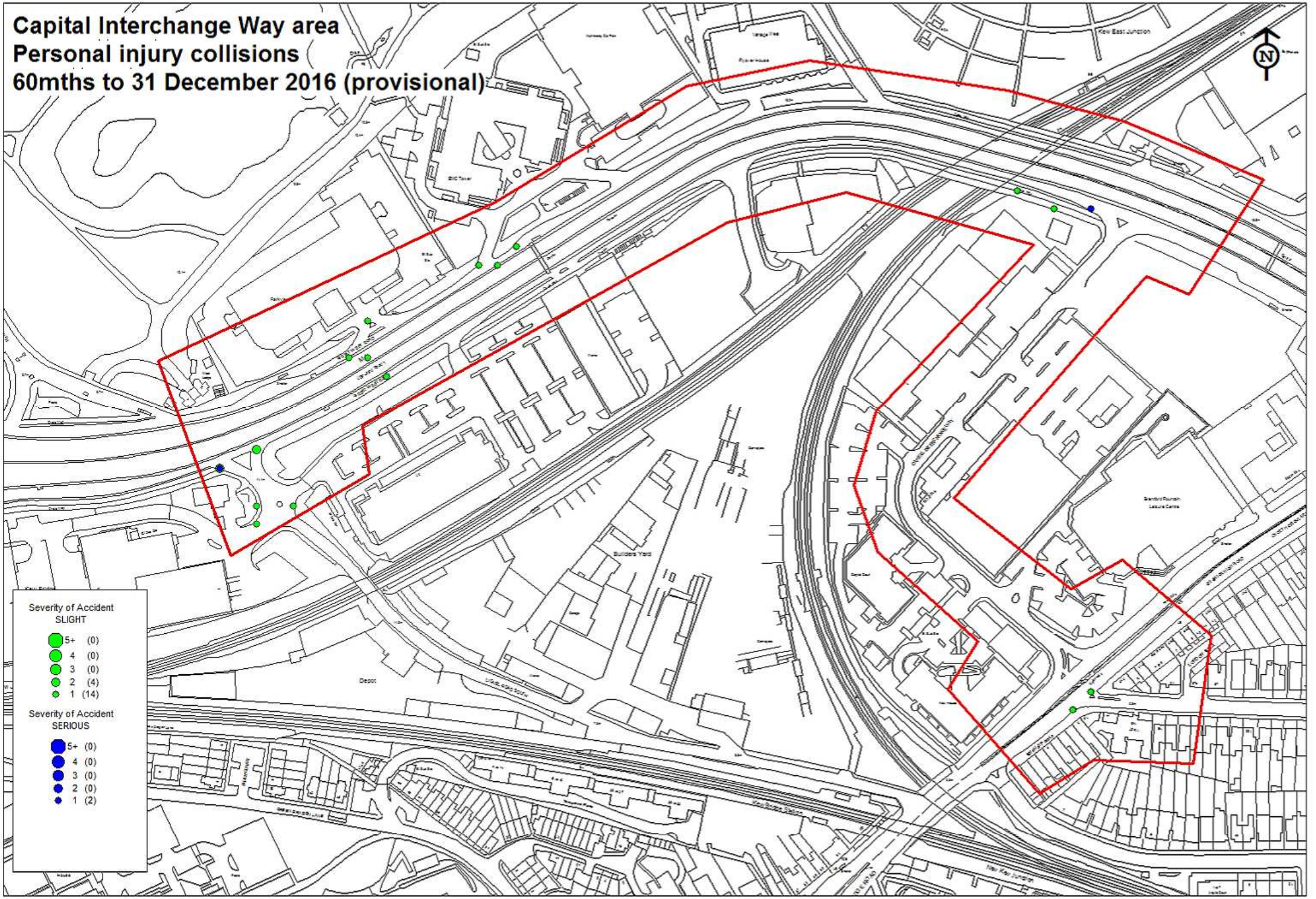
VEHICLE 001 (000) CAR (? Yrs - M WB56) GOING AHEAD OTHER E TO NW JNY PART OF WORK ENTERING MAIN RD
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) CAR (46 Yrs - M WD62) GOING AHEAD OTHER SE TO NW JNY PART OF WORK ENTERING MAIN RD
BT - NOT REQUESTED BACK HIT FIRST

V001 B 405 (FAILED TO LOOK PROPERLY) V001 B 308 (FOLLOWING TOO CLOSE)
V002 A 408 (SUDDEN BRAKING)

End of Report

Capital Interchange Way area
Personal injury collisions
60mths to 31 December 2016 (provisional)



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Scale : 1:1750 Created: 21-AUG-2017

Capital Interchange Way area - personal injury collisions - 60mths to 31 December 2016 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
Topic Based Query		20

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

Capital Interchange Way area - personal injury collisions - 60mths to 31 December 2016 (provisional)

Topic Based Query — ORDER BY ADATES ASC,AREFNO ASC

	1	2	3	4	5	6	7	8	9	10
Accident Reference	0112TX20040	0112TX20731	0112TX20762	0113TX20416	0113TX20705	0114TX20127	0114TX20130	0114TX20614	0114TX20953	0114TX20962
Day	THURSDAY	MONDAY	WEDNESDAY	THURSDAY	TUESDAY	THURSDAY	MONDAY	THURSDAY	WEDNESDAY	TUESDAY
Date	02/02/2012	26/11/2012	05/12/2012	25/07/2013	05/11/2013	13/02/2014	24/02/2014	14/08/2014	26/11/2014	09/12/2014
Time	17:30	16:50	07:23	08:15	19:00	08:52	09:40	18:15	16:45	05:40
Light Conditions	DARK	DARK	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK
Road Surface	DRY	WET	WET	DRY	DRY	DRY	DRY	DRY	WET	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS
Conflict										
Pedestrian Location					0	0				
Contributory Factors (* denotes pre 2005)	405 V001 A 406 V001 A 108 V001 B 302 V002 B	408 V002 A 308 V001 B 406 V001 A	403 V002 A 405 V002 A 710 V002 A	405 V002 A 407 V002 A 403 V002 A	403 V002 A 405 V002 A	802 C001 A 803 C001 A 602 V001 B 405 V001 A	704 V001 A 710 V001 B 405 V001 B 704 V002 A 302 V002 B 710 V002 A	403 V002 A 406 V002 A 405 V002 A	302 V002 A	410 V001 A 204 V001 B 505 V001 A
Easting/Northing	518750 178390	518690 178320	518670 178310	518670 178310	518760 178360	518830 178430	518690 178290	518710 178290	518810 178420	519140 178450

Pedestrian	2	10 %
Wet	6	30 %
Dark	8	40 %

Site Diagram

N

Severity / Months To	12 01/2013	12 01/2014	12 01/2015	12 01/2016	8 09/2016	Total	Pct
Fatal	0	0	0	0	0	**0**	**0.0 %**
Serious	0	1	1	0	0	**2**	**10.0 %**
Slight	3	1	4	4	6	**18**	**90.0 %**
Total	**3**	**2**	**5**	**4**	**6**	**20**	
Pct	**15.0 %**	**10.0 %**	**25.0 %**	**20.0 %**	**30.0 %**		

Capital Interchange Way area - personal injury collisions - 60mths to 31 December 2016 (provisional)

Topic Based Query — ORDER BY ADATES ASC,AREFNO ASC

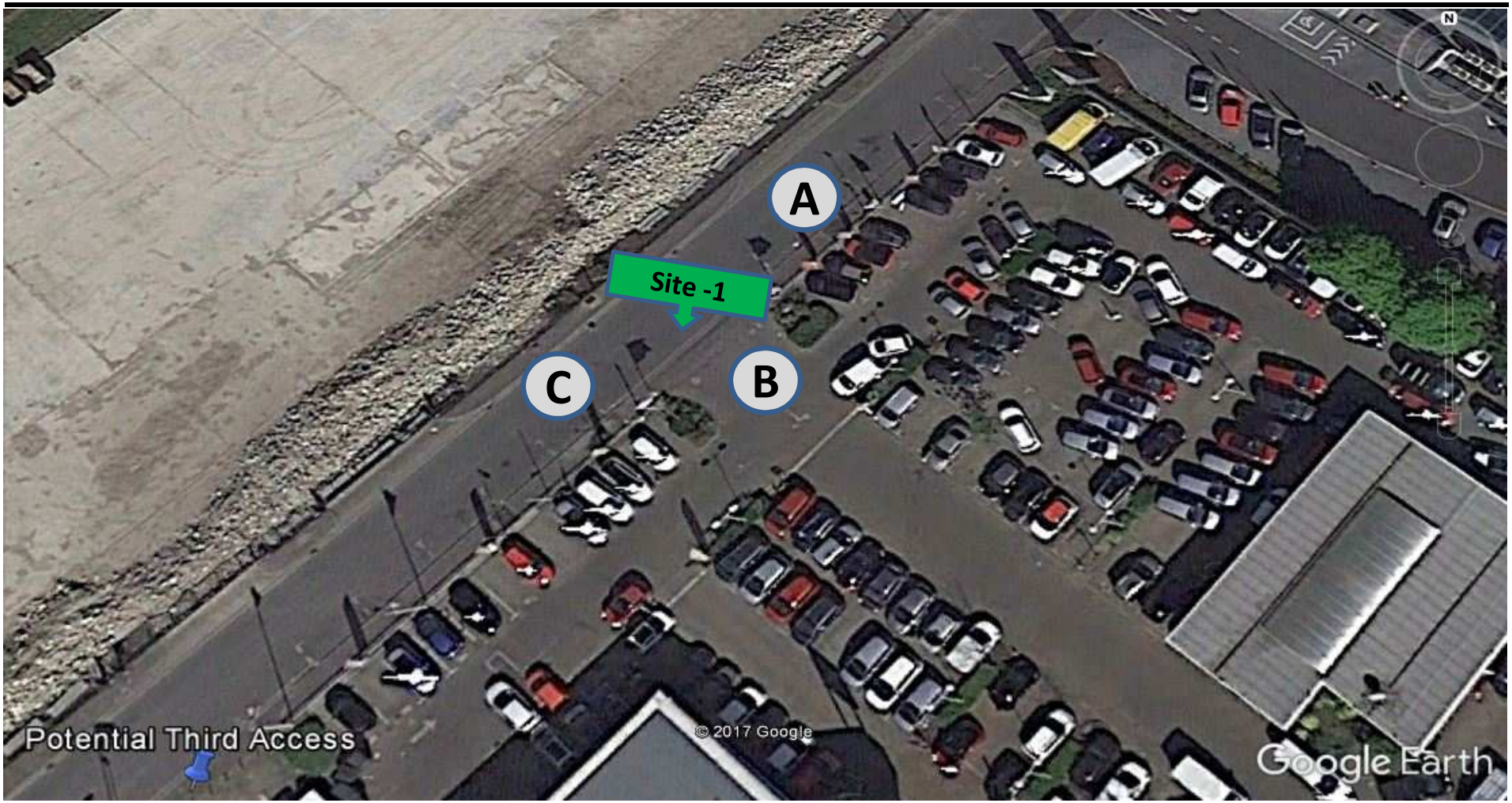
	11	12	13	14	15	16	17	18	19	20
Accident Reference	0115TX20228	0115TX20670	0115TX20768	0116TX20007	0116TX20123	0116TX20158	0116TX20353	0116TX20466	0116TX20487	01160017379
Day	FRIDAY	TUESDAY	MONDAY	TUESDAY	THURSDAY	THURSDAY	FRIDAY	FRIDAY	FRIDAY	TUESDAY
Date	03/04/2015	08/09/2015	05/10/2015	19/01/2016	11/02/2016	25/02/2016	29/04/2016	17/06/2016	24/06/2016	20/09/2016
Time	17:05	17:25	13:30	17:41	10:00	00:30	18:25	17:50	19:20	15:37
Light Conditions	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	WET	DRY	WET	WET	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location										
Contributory Factors (* denotes pre 2005)	405 V002 A 602 V002 A 403 V002 A	403 V002 A 406 V002 A 602 V002 B 405 V002 A	403 V002 A 406 V002 A	308 V001 B 406 V001 B	406 V001 A 409 V001 A	301 V001 B 301 V002 B 403 V002 A 405 V002 A 602 V002 A	405 V002 A	901 V002 A 902 V002 A 601 V002 A 602 V002 A	307 V002 A 308 V002 A 602 V002 A	405 V001 B 308 V001 B 408 V002 A
Easting/Northing	518690 178280	518740 178370	519140 178190	519100 178460	518690 178320	519130 178180	518670 178310	518820 178420	518750 178370	519120 178450

Appendix F Traffic Surveys

traffic survey partners

Client:	Peter Brett Associates
Project Number:	TSP13393
Project Name:	Citroen Showroom, Capital Intercharge Way, Brentford
Survey Type:	Manual Classified Traffic Count
Site :	Main Entrance
Survey Date:	Tuesday 18th July 2017
Survey Time:	07:00 - 20:00

Project Number: TSP13393
Project Name: Citroen Showroom, Capital Intercharge Way, Brentford
Survey Type: Manual Classified Traffic Count
Site No: 1
Location: Capital Interchange Way



Project Number: **TSP13393**
Project Name: **Citroen Showroom, Capital Intercharge Way, Brentford**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Capital Interchange Way**
Date: **Tuesday 18th July 2017**

Time	A-A									A-B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	1							1	1
07:15								0	0	1							1	1
07:30								0	0	5						1	6	5.2
07:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	7.2
08:00								0	0	4	1						5	5
08:15								0	0	6	1						7	7
08:30								0	0	1							1	1
08:45								0	0		1						1	1
H/Total	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14	14
09:00								0	0	3							3	3
09:15								0	0	1	1						2	2
09:30								0	0	3							3	3
09:45								0	0	2	1						3	3
H/Total	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	11
10:00								0	0	3	1						4	4
10:15								0	0	5	1						6	6
10:30								0	0	2							2	2
10:45								0	0	1	1						2	2
H/Total	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14	14
11:00								0	0	4							4	4
11:15								0	0	1	3						4	4
11:30								0	0	4							4	4
11:45								0	0	4	2						6	6
H/Total	0	0	0	0	0	0	0	0	0	13	5	0	0	0	0	0	18	18
12:00								0	0	3	1						4	4
12:15								0	0	3							3	3
12:30								0	0	3							3	3
12:45								0	0	2							2	2
H/Total	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	12
13:00								0	0								0	0
13:15								0	0	3							3	3
13:30								0	0	5							5	5
13:45								0	0	4							4	4
H/Total	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	12
14:00								0	0	1	1						2	2
14:15								0	0	1							1	1
14:30								0	0	2	1						3	3
14:45	1							1	1	3							3	3
H/Total	1	0	0	0	0	0	0	1	1	7	2	0	0	0	0	0	9	9
15:00								0	0	2	1						3	3
15:15								0	0		1						1	1
15:30	1							1	1		1						1	1
15:45								0	0	1							1	1
H/Total	1	0	0	0	0	0	0	1	1	3	3	0	0	0	0	0	6	6
16:00								0	0		2						2	2
16:15								0	0		1						1	1
16:30								0	0	1							1	1
16:45								0	0	1							1	1
H/Total	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5	5
17:00								0	0	1	1						2	2
17:15								0	0								0	0
17:30								0	0								0	0
17:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
18:00								0	0	2							2	2
18:15								0	0								0	0
18:30								0	0								0	0
18:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
19:00								0	0								0	0
19:15								0	0								0	0
19:30								0	0								0	0
19:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 H	2	0	0	0	0	0	0	2	2	89	23	0	0	0	0	1	113	112.2

Project Number: **TSP13393**
Project Name: **Citroen Showroom, Capital Intercharge Way, Brentford**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Capital Interchange Way**
Date: **Tuesday 18th July 2017**

Time	A - C									B - A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	5	1		1			2	9	8.7								0	0
07:15	1	1						2	2								0	0
07:30	2	1	1					4	4.5								0	0
07:45	4	2	1				1	8	7.7								0	0
H/Total	12	5	2	1	0	0	3	23	22.9	0	0	0	0	0	0	0	0	0
08:00	6	1	2				1	10	10.2	1							1	1
08:15	5						1	6	5.2								0	0
08:30	2	1					3	6	3.6								0	0
08:45	5	1	5		1			12	15.5								0	0
H/Total	18	3	7	0	1	0	5	34	34.5	1	0	0	0	0	0	0	1	1
09:00	4	1	1	1			1	8	9								0	0
09:15	11	1	1					13	13.5	1	1						2	2
09:30	4	3	1	1				9	10.8	1							1	1
09:45	10	1						11	11	1							1	1
H/Total	29	6	3	2	0	0	1	41	44.3	3	1	0	0	0	0	0	4	4
10:00	10	2	1					13	13.5	1							1	1
10:15	8	1			1			10	11	2	1				1		4	3.4
10:30	5	1	1					7	7.5	2							2	2
10:45	7	4	1					12	12.5	1							1	1
H/Total	30	8	3	0	1	0	0	42	44.5	6	1	0	0	0	1	0	8	7.4
11:00	5	2						7	7	2							2	2
11:15	7							7	7	1							1	1
11:30	5	3						8	8	4	1						5	5
11:45	2	2					1	5	4.2	3							3	3
H/Total	19	7	0	0	0	0	1	27	26.2	10	1	0	0	0	0	0	11	11
12:00	1	1		2	1	1		6	9	3	1						4	4
12:15	5	3				1		9	8.4	4							4	4
12:30	5	2					1	8	7.2	3							3	3
12:45	9	3	1					13	13.5	5							5	5
H/Total	20	9	1	2	1	2	1	36	38.1	15	1	0	0	0	0	0	16	16
13:00	6		2			1		9	9.4	1							1	1
13:15	7	2	1		1			11	12.5	1							1	1
13:30	3	3						6	6	3							3	3
13:45	4	2	2					8	9	2							2	2
H/Total	20	7	5	0	1	1	0	34	36.9	7	0	0	0	0	0	0	7	7
14:00	8	1	3	1			1	14	16	5							5	5
14:15	4	3		1				8	9.3	8							8	8
14:30	7	1	1	2				11	14.1	1	1						2	2
14:45	3	1	2	1				7	9.3	2							2	2
H/Total	22	6	6	5	0	0	1	40	48.7	16	1	0	0	0	0	0	17	17
15:00	4	2	1					7	7.5	2							2	2
15:15	6	2	2				1	11	11.2	2							2	2
15:30	5			1	1	1		8	9.7		1						1	1
15:45	1		1					2	2.5	4	1						5	5
H/Total	16	4	4	1	1	1	1	28	30.9	8	2	0	0	0	0	0	10	10
16:00	3	1	1	1		1	1	8	8.4		2						2	2
16:15	4	1	1	1				7	8.8								0	0
16:30	6	1						7	7		1						1	1
16:45	3		1	1				5	6.8	3							3	3
H/Total	16	3	3	3	0	1	1	27	31	3	3	0	0	0	0	0	6	6
17:00	8					2	1	11	9	1	1						2	2
17:15	9		1				1	11	10.7	2							2	2
17:30	8		1				2	11	9.9								0	0
17:45	5					1	1	7	5.6	2							2	2
H/Total	30	0	2	0	0	3	5	40	35.2	5	1	0	0	0	0	0	6	6
18:00	8	1	1			1	1	12	11.1	2							2	2
18:15	5							5	5	5							5	5
18:30	6					1	1	8	6.6	6							6	6
18:45	6							6	6								0	0
H/Total	25	1	1	0	0	2	2	31	28.7	13	0	0	0	0	0	0	13	13
19:00	3							3	3	1							1	1
19:15	2							2	2	1							1	1
19:30	1							1	1								0	0
19:45	8					1		9	8.4								0	0
H/Total	14	0	0	0	0	1	0	15	14.4	2	0	0	0	0	0	0	2	2
13 H	271	59	37	14	5	11	21	418	436.3	89	11	0	0	0	1	0	101	100.4

Project Number: **TSP13393**
Project Name: **Citroen Showroom, Capital Intercharge Way, Brentford**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Capital Interchange Way**
Date: **Tuesday 18th July 2017**

Time	B - B									B - C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0								0	0
07:15								0	0								0	0
07:30								0	0								0	0
07:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00								0	0								0	0
08:15								0	0								0	0
08:30								0	0	1	1					1	3	2.2
08:45								0	0	2							2	2
H/Total	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	5	4.2
09:00								0	0	1							1	1
09:15								0	0	1							1	1
09:30								0	0	2							2	2
09:45								0	0	2							2	2
H/Total	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6
10:00								0	0								0	0
10:15								0	0	3	1						4	4
10:30								0	0	1							1	1
10:45								0	0		1						1	1
H/Total	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	6
11:00								0	0	3	1						4	4
11:15								0	0		2						2	2
11:30								0	0	3							3	3
11:45								0	0	2	1						3	3
H/Total	0	0	0	0	0	0	0	0	0	8	4	0	0	0	0	0	12	12
12:00								0	0	2	1						3	3
12:15								0	0	3	2						5	5
12:30								0	0	2							2	2
12:45								0	0	2							2	2
H/Total	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	12
13:00								0	0	2							2	2
13:15								0	0	2							2	2
13:30								0	0	1							1	1
13:45								0	0	4		1					5	5.5
H/Total	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	0	10	10.5
14:00								0	0	1							1	1
14:15								0	0		1						1	1
14:30								0	0	2	1						3	3
14:45								0	0		1						1	1
H/Total	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6	6
15:00								0	0	3							3	3
15:15								0	0								0	0
15:30								0	0		1						1	1
15:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4
16:00								0	0	2							2	2
16:15								0	0	2							2	2
16:30								0	0								0	0
16:45								0	0	2							2	2
H/Total	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6
17:00								0	0	1							1	1
17:15								0	0	1	1						2	2
17:30								0	0								0	0
17:45								0	0	2	2						4	4
H/Total	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	7	7
18:00								0	0	1							1	1
18:15								0	0								0	0
18:30								0	0	2							2	2
18:45								0	0	1							1	1
H/Total	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
19:00								0	0	2							2	2
19:15								0	0								0	0
19:30								0	0								0	0
19:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
13 H	0	0	0	0	0	0	0	0	0	61	17	1	0	0	0	1	80	79.7

Project Number: **TSP13393**
Project Name: **Citroen Showroom, Capital Intercharge Way, Brentford**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Capital Interchange Way**
Date: **Tuesday 18th July 2017**

Time	C - A									C - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	5	2						7	7	1							1	1
07:15	9	1				3		13	11.2		1						1	1
07:30	8	1				1		10	9.4								0	0
07:45	13					1		14	13.4	2							2	2
H/Total	35	4	0	0	0	5	0	44	41	3	1	0	0	0	0	0	4	4
08:00	11	1	1					13	13.5								0	0
08:15	9		1			1	1	12	11.1	4							4	4
08:30	11							11	11	2							2	2
08:45	8	1					2	11	9.4	2							2	2
H/Total	39	2	2	0	0	1	3	47	45	8	0	0	0	0	0	0	8	8
09:00	5	1				1	1	8	6.6	1							1	1
09:15	6					1		7	6.4	1							1	1
09:30	5	2						7	7	2							2	2
09:45	8	1					1	10	9.2								0	0
H/Total	24	4	0	0	0	2	2	32	29.2	4	0	0	0	0	0	0	4	4
10:00	5	3						8	8	1							1	1
10:15	8	2				1		11	10.4	1					1		2	1.4
10:30	6	1	3					10	11.5	1							1	1
10:45	4	1						5	5	1							1	1
H/Total	23	7	3	0	0	1	0	34	34.9	4	0	0	0	0	1	0	5	4.4
11:00	7	3						10	10	2							2	2
11:15	6	3						9	9	3	1						4	4
11:30	5						1	6	5.2								0	0
11:45	9	5	1					15	15.5	1							1	1
H/Total	27	11	1	0	0	0	1	40	39.7	6	1	0	0	0	0	0	7	7
12:00	9	2		1				12	13.3	5							5	5
12:15	3	2	1		1			7	8.5	2							2	2
12:30	7		1					8	8.5								0	0
12:45	3	1						4	4								0	0
H/Total	22	5	2	1	1	0	0	31	34.3	7	0	0	0	0	0	0	7	7
13:00	6	1	2					9	10	2							2	2
13:15	10	1	2					13	14	4							4	4
13:30	7	1	1					9	9.5								0	0
13:45	2	1	2					5	6		1	1					2	2.5
H/Total	25	4	7	0	0	0	0	36	39.5	6	1	1	0	0	0	0	8	8.5
14:00	10	1	1					12	12.5	3							3	3
14:15	10	2	1					13	13.5	3							3	3
14:30	8	6			1			15	16	1							1	1
14:45	9	4						13	13	1							1	1
H/Total	37	13	2	0	1	0	0	53	55	8	0	0	0	0	0	0	8	8
15:00	10	1					1	12	11.2	3	1						4	4
15:15	14	3						17	17								0	0
15:30	22	7				1		30	29.4		1						1	1
15:45	11	5		1		1	2	20	19.1	2							2	2
H/Total	57	16	0	1	0	2	3	79	76.7	5	2	0	0	0	0	0	7	7
16:00	19	1	2			2		24	23.8	1							1	1
16:15	12	4					1	17	16.2	1							1	1
16:30	18	7						25	25	2							2	2
16:45	15	1				1	2	19	16.8								0	0
H/Total	64	13	2	0	0	3	3	85	81.8	4	0	0	0	0	0	0	4	4
17:00	16	5						21	21	1							1	1
17:15	19	2				1		22	21.4	1							1	1
17:30	18	2					1	21	20.2	4							4	4
17:45	15	1					3	19	16.6								0	0
H/Total	68	10	0	0	0	1	4	83	79.2	6	0	0	0	0	0	0	6	6
18:00	15	3				1		19	18.4								0	0
18:15	15	1				1		17	16.4								0	0
18:30	14	1					1	16	15.2	1							1	1
18:45	7					1	2	10	7.8								0	0
H/Total	51	5	0	0	0	3	3	62	57.8	1	0	0	0	0	0	0	1	1
19:00	7						2	9	7.4								0	0
19:15	8						1	9	8.2								0	0
19:30	3					1	1	5	3.6								0	0
19:45	5	1						6	6								0	0
H/Total	23	1	0	0	0	1	4	29	25.2	0	0	0	0	0	0	0	0	0
13 H	495	95	19	2	2	19	23	655	639.3	62	5	1	0	0	1	0	69	68.9

Project Number: **TSP13393**
Project Name: **Citroen Showroom, Capital Intercharge Way, Brentford**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Capital Interchange Way**
Date: **Tuesday 18th July 2017**

Time	C - C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0
07:15								0	0
07:30								0	0
07:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
08:00								0	0
08:15								0	0
08:30								0	0
08:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
09:00								0	0
09:15								0	0
09:30								0	0
09:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
10:00								0	0
10:15								0	0
10:30								0	0
10:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
11:00								0	0
11:15								0	0
11:30								0	0
11:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
12:00								0	0
12:15								0	0
12:30								0	0
12:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
13:00								0	0
13:15								0	0
13:30								0	0
13:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
14:00								0	0
14:15								0	0
14:30								0	0
14:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
15:00								0	0
15:15								0	0
15:30								0	0
15:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
16:00								0	0
16:15								0	0
16:30								0	0
16:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
17:00								0	0
17:15								0	0
17:30								0	0
17:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
18:00								0	0
18:15								0	0
18:30								0	0
18:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
19:00								0	0
19:15								0	0
19:30								0	0
19:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
13 H	0	0	0	0	0	0	0	0	0

Project Number: **TSP13393**
Project Name: **Citroen Showroom, Capital Intercharge Way, Brentford**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Capital Interchange Way**
Date: **Tuesday 18th July 2017**

Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	6	1	0	1	0	0	2	10	9.7	5	2	0	0	0	0	0	7	7
07:15	2	1	0	0	0	0	0	3	3	9	1	0	0	0	3	0	13	11.2
07:30	7	1	1	0	0	0	1	10	9.7	8	1	0	0	0	1	0	10	9.4
07:45	4	2	1	0	0	0	1	8	7.7	13	0	0	0	0	1	0	14	13.4
H/Total	19	5	2	1	0	0	4	31	30.1	35	4	0	0	0	5	0	44	41
08:00	10	2	2	0	0	0	1	15	15.2	12	1	1	0	0	0	0	14	14.5
08:15	11	1	0	0	0	0	1	13	12.2	9	0	1	0	0	1	1	12	11.1
08:30	3	1	0	0	0	0	3	7	4.6	11	0	0	0	0	0	0	11	11
08:45	5	2	5	0	1	0	0	13	16.5	8	1	0	0	0	0	2	11	9.4
H/Total	29	6	7	0	1	0	5	48	48.5	40	2	2	0	0	1	3	48	46
09:00	7	1	1	1	0	0	1	11	12	5	1	0	0	0	1	1	8	6.6
09:15	12	2	1	0	0	0	0	15	15.5	7	1	0	0	0	1	0	9	8.4
09:30	7	3	1	1	0	0	0	12	13.8	6	2	0	0	0	0	0	8	8
09:45	12	2	0	0	0	0	0	14	14	9	1	0	0	0	0	1	11	10.2
H/Total	38	8	3	2	0	0	1	52	55.3	27	5	0	0	0	2	2	36	33.2
10:00	13	3	1	0	0	0	0	17	17.5	6	3	0	0	0	0	0	9	9
10:15	13	2	0	0	1	0	0	16	17	10	3	0	0	0	2	0	15	13.8
10:30	7	1	1	0	0	0	0	9	9.5	8	1	3	0	0	0	0	12	13.5
10:45	8	5	1	0	0	0	0	14	14.5	5	1	0	0	0	0	0	6	6
H/Total	41	11	3	0	1	0	0	56	58.5	29	8	3	0	0	2	0	42	42.3
11:00	9	2	0	0	0	0	0	11	11	9	3	0	0	0	0	0	12	12
11:15	8	3	0	0	0	0	0	11	11	7	3	0	0	0	0	0	10	10
11:30	9	3	0	0	0	0	0	12	12	9	1	0	0	0	0	1	11	10.2
11:45	6	4	0	0	0	0	1	11	10.2	12	5	1	0	0	0	0	18	18.5
H/Total	32	12	0	0	0	0	1	45	44.2	37	12	1	0	0	0	1	51	50.7
12:00	4	2	0	2	1	1	0	10	13	12	3	0	1	0	0	0	16	17.3
12:15	8	3	0	0	0	1	0	12	11.4	7	2	1	0	1	0	0	11	12.5
12:30	8	2	0	0	0	0	1	11	10.2	10	0	1	0	0	0	0	11	11.5
12:45	11	3	1	0	0	0	0	15	15.5	8	1	0	0	0	0	0	9	9
H/Total	31	10	1	2	1	2	1	48	50.1	37	6	2	1	1	0	0	47	50.3
13:00	6	0	2	0	0	1	0	9	9.4	7	1	2	0	0	0	0	10	11
13:15	10	2	1	0	1	0	0	14	15.5	11	1	2	0	0	0	0	14	15
13:30	8	3	0	0	0	0	0	11	11	10	1	1	0	0	0	0	12	12.5
13:45	8	2	2	0	0	0	0	12	13	4	1	2	0	0	0	0	7	8
H/Total	32	7	5	0	1	1	0	46	48.9	32	4	7	0	0	0	0	43	46.5
14:00	9	2	3	1	0	0	1	16	18	15	1	1	0	0	0	0	17	17.5
14:15	5	3	0	1	0	0	0	9	10.3	18	2	1	0	0	0	0	21	21.5
14:30	9	2	1	2	0	0	0	14	17.1	9	7	0	0	1	0	0	17	18
14:45	7	1	2	1	0	0	0	11	13.3	12	4	0	0	0	0	0	16	16
H/Total	30	8	6	5	0	0	1	50	58.7	54	14	2	0	1	0	0	71	73
15:00	6	3	1	0	0	0	0	10	10.5	12	1	0	0	0	0	1	14	13.2
15:15	6	3	2	0	0	0	1	12	12.2	16	3	0	0	0	0	0	19	19
15:30	6	1	0	1	1	1	0	10	11.7	23	8	0	0	0	1	0	32	31.4
15:45	2	0	1	0	0	0	0	3	3.5	15	6	0	1	0	1	2	25	24.1
H/Total	20	7	4	1	1	1	1	35	37.9	66	18	0	1	0	2	3	90	87.7
16:00	3	3	1	1	0	1	1	10	10.4	19	3	2	0	0	2	0	26	25.8
16:15	4	2	1	1	0	0	0	8	9.8	12	4	0	0	0	0	1	17	16.2
16:30	7	1	0	0	0	0	0	8	8	18	8	0	0	0	0	0	26	26
16:45	4	0	1	1	0	0	0	6	7.8	18	1	0	0	0	1	2	22	19.8
H/Total	18	6	3	3	0	1	1	32	36	67	16	2	0	0	3	3	91	87.8
17:00	9	1	0	0	0	2	1	13	11	17	6	0	0	0	0	0	23	23
17:15	9	0	1	0	0	0	1	11	10.7	21	2	0	0	0	1	0	24	23.4
17:30	8	0	1	0	0	0	2	11	9.9	18	2	0	0	0	0	1	21	20.2
17:45	5	0	0	0	0	1	1	7	5.6	17	1	0	0	0	0	3	21	18.6
H/Total	31	1	2	0	0	3	5	42	37.2	73	11	0	0	0	1	4	89	85.2
18:00	10	1	1	0	0	1	1	14	13.1	17	3	0	0	0	1	0	21	20.4
18:15	5	0	0	0	0	0	0	5	5	20	1	0	0	0	1	0	22	21.4
18:30	6	0	0	0	0	1	1	8	6.6	20	1	0	0	0	0	1	22	21.2
18:45	6	0	0	0	0	0	0	6	6	7	0	0	0	0	1	2	10	7.8
H/Total	27	1	1	0	0	2	2	33	30.7	64	5	0	0	0	3	3	75	70.8
19:00	3	0	0	0	0	0	0	3	3	8	0	0	0	0	0	2	10	8.4
19:15	2	0	0	0	0	0	0	2	2	9	0	0	0	0	0	1	10	9.2
19:30	1	0	0	0	0	0	0	1	1	3	0	0	0	0	1	1	5	3.6
19:45	8	0	0	0	0	1	0	9	8.4	5	1	0	0	0	0	0	6	6
H/Total	14	0	0	0	0	1	0	15	14.4	25	1	0	0	0	1	4	31	27.2
13 H	362	82	37	14	5	11	22	533	550.5	586	106	19	2	2	20	23	758	741.7

Project Number: **TSP13393**
Project Name: **Citroen Showroom, Capital Intercharge Way, Brentford**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Capital Interchange Way**
Date: **Tuesday 18th July 2017**

Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
07:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6	5.2
07:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
H/Total	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	1	12	11.2
08:00	1	0	0	0	0	0	0	1	1	4	1	0	0	0	0	0	5	5
08:15	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	11
08:30	1	1	0	0	0	0	1	3	2.2	3	0	0	0	0	0	0	3	3
08:45	2	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	3	3
H/Total	4	1	0	0	0	0	1	6	5.2	19	3	0	0	0	0	0	22	22
09:00	1	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4	4
09:15	2	1	0	0	0	0	0	3	3	2	1	0	0	0	0	0	3	3
09:30	3	0	0	0	0	0	0	3	3	5	0	0	0	0	0	0	5	5
09:45	3	0	0	0	0	0	0	3	3	2	1	0	0	0	0	0	3	3
H/Total	9	1	0	0	0	0	0	10	10	13	2	0	0	0	0	0	15	15
10:00	1	0	0	0	0	0	0	1	1	4	1	0	0	0	0	0	5	5
10:15	5	2	0	0	0	1	0	8	7.4	6	1	0	0	0	1	0	8	7.4
10:30	3	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	3	3
10:45	1	1	0	0	0	0	0	2	2	2	1	0	0	0	0	0	3	3
H/Total	10	3	0	0	0	1	0	14	13.4	15	3	0	0	0	1	0	19	18.4
11:00	5	1	0	0	0	0	0	6	6	6	0	0	0	0	0	0	6	6
11:15	1	2	0	0	0	0	0	3	3	4	4	0	0	0	0	0	8	8
11:30	7	1	0	0	0	0	0	8	8	4	0	0	0	0	0	0	4	4
11:45	5	1	0	0	0	0	0	6	6	5	2	0	0	0	0	0	7	7
H/Total	18	5	0	0	0	0	0	23	23	19	6	0	0	0	0	0	25	25
12:00	5	2	0	0	0	0	0	7	7	8	1	0	0	0	0	0	9	9
12:15	7	2	0	0	0	0	0	9	9	5	0	0	0	0	0	0	5	5
12:30	5	0	0	0	0	0	0	5	5	3	0	0	0	0	0	0	3	3
12:45	7	0	0	0	0	0	0	7	7	2	0	0	0	0	0	0	2	2
H/Total	24	4	0	0	0	0	0	28	28	18	1	0	0	0	0	0	19	19
13:00	3	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	2	2
13:15	3	0	0	0	0	0	0	3	3	7	0	0	0	0	0	0	7	7
13:30	4	0	0	0	0	0	0	4	4	5	0	0	0	0	0	0	5	5
13:45	6	0	1	0	0	0	0	7	7.5	4	1	1	0	0	0	0	6	6.5
H/Total	16	0	1	0	0	0	0	17	17.5	18	1	1	0	0	0	0	20	20.5
14:00	6	0	0	0	0	0	0	6	6	4	1	0	0	0	0	0	5	5
14:15	8	1	0	0	0	0	0	9	9	4	0	0	0	0	0	0	4	4
14:30	3	2	0	0	0	0	0	5	5	3	1	0	0	0	0	0	4	4
14:45	2	1	0	0	0	0	0	3	3	4	0	0	0	0	0	0	4	4
H/Total	19	4	0	0	0	0	0	23	23	15	2	0	0	0	0	0	17	17
15:00	5	0	0	0	0	0	0	5	5	5	2	0	0	0	0	0	7	7
15:15	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	1	1
15:30	0	2	0	0	0	0	0	2	2	0	2	0	0	0	0	0	2	2
15:45	4	1	0	0	0	0	0	5	5	3	0	0	0	0	0	0	3	3
H/Total	11	3	0	0	0	0	0	14	14	8	5	0	0	0	0	0	13	13
16:00	2	2	0	0	0	0	0	4	4	1	2	0	0	0	0	0	3	3
16:15	2	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	2	2
16:30	0	1	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3
16:45	5	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	1	1
H/Total	9	3	0	0	0	0	0	12	12	6	3	0	0	0	0	0	9	9
17:00	2	1	0	0	0	0	0	3	3	2	1	0	0	0	0	0	3	3
17:15	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
17:45	4	2	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/Total	9	4	0	0	0	0	0	13	13	7	1	0	0	0	0	0	8	8
18:00	3	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	2	2
18:15	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
18:30	8	0	0	0	0	0	0	8	8	1	0	0	0	0	0	0	1	1
18:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/Total	17	0	0	0	0	0	0	17	17	3	0	0	0	0	0	0	3	3
19:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
19:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
13 H	150	28	1	0	0	1	1	181	180.1	151	28	1	0	0	1	1	182	181.1

Project Number: **TSP13393**
Project Name: **Citroen Showroom, Capital Intercharge Way, Brentford**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Capital Interchange Way**
Date: **Tuesday 18th July 2017**

Time	From C									To C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	6	2	0	0	0	0	0	8	8	5	1	0	1	0	0	2	9	8.7
07:15	9	2	0	0	0	3	0	14	12.2	1	1	0	0	0	0	0	2	2
07:30	8	1	0	0	0	1	0	10	9.4	2	1	1	0	0	0	0	4	4.5
07:45	15	0	0	0	0	1	0	16	15.4	4	2	1	0	0	0	1	8	7.7
H/Total	38	5	0	0	0	5	0	48	45	12	5	2	1	0	0	3	23	22.9
08:00	11	1	1	0	0	0	0	13	13.5	6	1	2	0	0	0	1	10	10.2
08:15	13	0	1	0	0	1	1	16	15.1	5	0	0	0	0	0	1	6	5.2
08:30	13	0	0	0	0	0	0	13	13	3	2	0	0	0	0	4	9	5.8
08:45	10	1	0	0	0	0	2	13	11.4	7	1	5	0	1	0	0	14	17.5
H/Total	47	2	2	0	0	1	3	55	53	21	4	7	0	1	0	6	39	38.7
09:00	6	1	0	0	0	1	1	9	7.6	5	1	1	1	0	0	1	9	10
09:15	7	0	0	0	0	1	0	8	7.4	12	1	1	0	0	0	0	14	14.5
09:30	7	2	0	0	0	0	0	9	9	6	3	1	1	0	0	0	11	12.8
09:45	8	1	0	0	0	0	1	10	9.2	12	1	0	0	0	0	0	13	13
H/Total	28	4	0	0	0	2	2	36	33.2	35	6	3	2	0	0	1	47	50.3
10:00	6	3	0	0	0	0	0	9	9	10	2	1	0	0	0	0	13	13.5
10:15	9	2	0	0	0	2	0	13	11.8	11	2	0	0	1	0	0	14	15
10:30	7	1	3	0	0	0	0	11	12.5	6	1	1	0	0	0	0	8	8.5
10:45	5	1	0	0	0	0	0	6	6	7	5	1	0	0	0	0	13	13.5
H/Total	27	7	3	0	0	2	0	39	39.3	34	10	3	0	1	0	0	48	50.5
11:00	9	3	0	0	0	0	0	12	12	8	3	0	0	0	0	0	11	11
11:15	9	4	0	0	0	0	0	13	13	7	2	0	0	0	0	0	9	9
11:30	5	0	0	0	0	0	1	6	5.2	8	3	0	0	0	0	0	11	11
11:45	10	5	1	0	0	0	0	16	16.5	4	3	0	0	0	0	1	8	7.2
H/Total	33	12	1	0	0	0	1	47	46.7	27	11	0	0	0	0	1	39	38.2
12:00	14	2	0	1	0	0	0	17	18.3	3	2	0	2	1	1	0	9	12
12:15	5	2	1	0	1	0	0	9	10.5	8	5	0	0	0	1	0	14	13.4
12:30	7	0	1	0	0	0	0	8	8.5	7	2	0	0	0	0	1	10	9.2
12:45	3	1	0	0	0	0	0	4	4	11	3	1	0	0	0	0	15	15.5
H/Total	29	5	2	1	1	0	0	38	41.3	29	12	1	2	1	2	1	48	50.1
13:00	8	1	2	0	0	0	0	11	12	8	0	2	0	0	1	0	11	11.4
13:15	14	1	2	0	0	0	0	17	18	9	2	1	0	1	0	0	13	14.5
13:30	7	1	1	0	0	0	0	9	9.5	4	3	0	0	0	0	0	7	7
13:45	2	2	3	0	0	0	0	7	8.5	8	2	3	0	0	0	0	13	14.5
H/Total	31	5	8	0	0	0	0	44	48	29	7	6	0	1	1	0	44	47.4
14:00	13	1	1	0	0	0	0	15	15.5	9	1	3	1	0	0	1	15	17
14:15	13	2	1	0	0	0	0	16	16.5	4	4	0	1	0	0	0	9	10.3
14:30	9	6	0	0	1	0	0	16	17	9	2	1	2	0	0	0	14	17.1
14:45	10	4	0	0	0	0	0	14	14	3	2	2	1	0	0	0	8	10.3
H/Total	45	13	2	0	1	0	0	61	63	25	9	6	5	0	0	1	46	54.7
15:00	13	2	0	0	0	0	1	16	15.2	7	2	1	0	0	0	0	10	10.5
15:15	14	3	0	0	0	0	0	17	17	6	2	2	0	0	0	1	11	11.2
15:30	22	8	0	0	0	1	0	31	30.4	5	1	0	1	1	1	0	9	10.7
15:45	13	5	0	1	0	1	2	22	21.1	1	0	1	0	0	0	0	2	2.5
H/Total	62	18	0	1	0	2	3	86	83.7	19	5	4	1	1	1	1	32	34.9
16:00	20	1	2	0	0	2	0	25	24.8	5	1	1	1	0	1	1	10	10.4
16:15	13	4	0	0	0	0	1	18	17.2	6	1	1	1	0	0	0	9	10.8
16:30	20	7	0	0	0	0	0	27	27	6	1	0	0	0	0	0	7	7
16:45	15	1	0	0	0	1	2	19	16.8	5	0	1	1	0	0	0	7	8.8
H/Total	68	13	2	0	0	3	3	89	85.8	22	3	3	3	0	1	1	33	37
17:00	17	5	0	0	0	0	0	22	22	9	0	0	0	0	2	1	12	10
17:15	20	2	0	0	0	1	0	23	22.4	10	1	1	0	0	0	1	13	12.7
17:30	22	2	0	0	0	0	1	25	24.2	8	0	1	0	0	0	2	11	9.9
17:45	15	1	0	0	0	0	3	19	16.6	7	2	0	0	0	1	1	11	9.6
H/Total	74	10	0	0	0	1	4	89	85.2	34	3	2	0	0	3	5	47	42.2
18:00	15	3	0	0	0	1	0	19	18.4	9	1	1	0	0	1	1	13	12.1
18:15	15	1	0	0	0	1	0	17	16.4	5	0	0	0	0	0	0	5	5
18:30	15	1	0	0	0	0	1	17	16.2	8	0	0	0	0	1	1	10	8.6
18:45	7	0	0	0	0	1	2	10	7.8	7	0	0	0	0	0	0	7	7
H/Total	52	5	0	0	0	3	3	63	58.8	29	1	1	0	0	2	2	35	32.7
19:00	7	0	0	0	0	0	2	9	7.4	5	0	0	0	0	0	0	5	5
19:15	8	0	0	0	0	0	1	9	8.2	2	0	0	0	0	0	0	2	2
19:30	3	0	0	0	0	1	1	5	3.6	1	0	0	0	0	0	0	1	1
19:45	5	1	0	0	0	0	0	6	6	8	0	0	0	0	1	0	9	8.4
H/Total	23	1	0	0	0	1	4	29	25.2	16	0	0	0	0	1	0	17	16.4
13 H	557	100	20	2	2	20	23	724	708.2	332	76	38	14	5	11	22	498	516

Project Number: **TSP13393**
Project Name: **Citroen Showroom, Capital Intercharge Way, Brentford**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Capital Interchange Way**
Date: **Tuesday 18th July 2017**

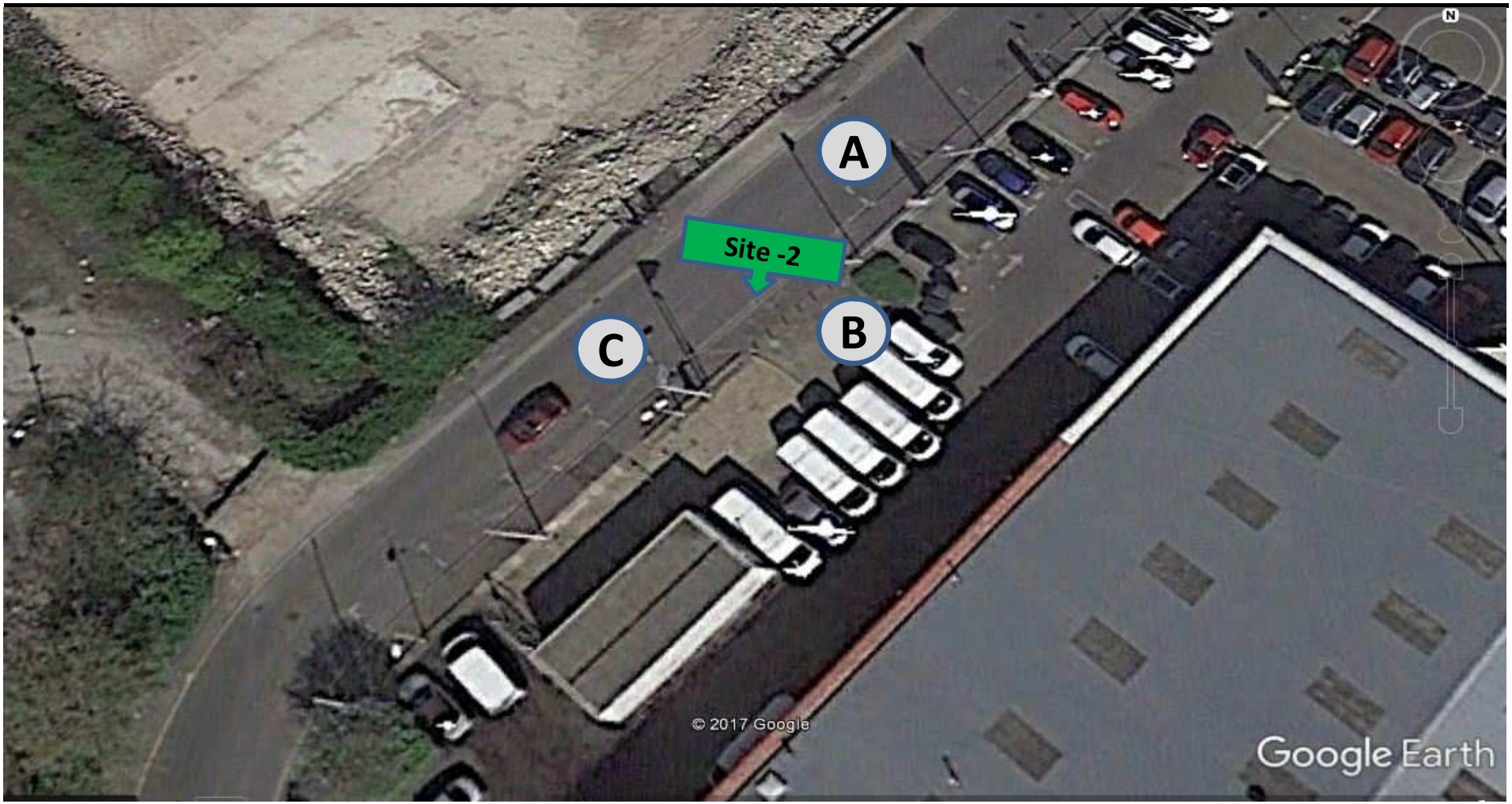
Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	12	3	0	1	0	0	2	18	17.7
07:15	11	3	0	0	0	3	0	17	15.2
07:30	15	2	1	0	0	1	1	20	19.1
07:45	19	2	1	0	0	1	1	24	23.1
H/Total	57	10	2	1	0	5	4	79	75.1
08:00	22	3	3	0	0	0	1	29	29.7
08:15	24	1	1	0	0	1	2	29	27.3
08:30	17	2	0	0	0	0	4	23	19.8
08:45	17	3	5	0	1	0	2	28	29.9
H/Total	80	9	9	0	1	1	9	109	106.7
09:00	14	2	1	1	0	1	2	21	20.6
09:15	21	3	1	0	0	1	0	26	25.9
09:30	17	5	1	1	0	0	0	24	25.8
09:45	23	3	0	0	0	0	1	27	26.2
H/Total	75	13	3	2	0	2	3	98	98.5
10:00	20	6	1	0	0	0	0	27	27.5
10:15	27	6	0	0	1	3	0	37	36.2
10:30	17	2	4	0	0	0	0	23	25
10:45	14	7	1	0	0	0	0	22	22.5
H/Total	78	21	6	0	1	3	0	109	111.2
11:00	23	6	0	0	0	0	0	29	29
11:15	18	9	0	0	0	0	0	27	27
11:30	21	4	0	0	0	0	1	26	25.2
11:45	21	10	1	0	0	0	1	33	32.7
H/Total	83	29	1	0	0	0	2	115	113.9
12:00	23	6	0	3	1	1	0	34	38.3
12:15	20	7	1	0	1	1	0	30	30.9
12:30	20	2	1	0	0	0	1	24	23.7
12:45	21	4	1	0	0	0	0	26	26.5
H/Total	84	19	3	3	2	2	1	114	119.4
13:00	17	1	4	0	0	1	0	23	24.4
13:15	27	3	3	0	1	0	0	34	36.5
13:30	19	4	1	0	0	0	0	24	24.5
13:45	16	4	6	0	0	0	0	26	29
H/Total	79	12	14	0	1	1	0	107	114.4
14:00	28	3	4	1	0	0	1	37	39.5
14:15	26	6	1	1	0	0	0	34	35.8
14:30	21	10	1	2	1	0	0	35	39.1
14:45	19	6	2	1	0	0	0	28	30.3
H/Total	94	25	8	5	1	0	1	134	144.7
15:00	24	5	1	0	0	0	1	31	30.7
15:15	22	6	2	0	0	0	1	31	31.2
15:30	28	11	0	1	1	2	0	43	44.1
15:45	19	6	1	1	0	1	2	30	29.6
H/Total	93	28	4	2	1	3	4	135	135.6
16:00	25	6	3	1	0	3	1	39	39.2
16:15	19	6	1	1	0	0	1	28	29
16:30	27	9	0	0	0	0	0	36	36
16:45	24	1	1	1	0	1	2	30	29.6
H/Total	95	22	5	3	0	4	4	133	133.8
17:00	28	7	0	0	0	2	1	38	36
17:15	32	3	1	0	0	1	1	38	37.1
17:30	30	2	1	0	0	0	3	36	34.1
17:45	24	3	0	0	0	1	4	32	28.2
H/Total	114	15	2	0	0	4	9	144	135.4
18:00	28	4	1	0	0	2	1	36	34.5
18:15	25	1	0	0	0	1	0	27	26.4
18:30	29	1	0	0	0	1	2	33	30.8
18:45	14	0	0	0	0	1	2	17	14.8
H/Total	96	6	1	0	0	5	5	113	106.5
19:00	13	0	0	0	0	0	2	15	13.4
19:15	11	0	0	0	0	0	1	12	11.2
19:30	4	0	0	0	0	1	1	6	4.6
19:45	13	1	0	0	0	1	0	15	14.4
H/Total	41	1	0	0	0	2	4	48	43.6
13 H	1069	210	58	16	7	32	46	1438	1438.8

Peak Hours		Totals
07:00	08:00	79
07:15	08:15	90
07:30	08:30	102
07:45	08:45	105
08:00	09:00	109
08:15	09:15	101
08:30	09:30	98
08:45	09:45	99
09:00	10:00	98
09:15	10:15	104
09:30	10:30	115
09:45	10:45	114
10:00	11:00	109
10:15	11:15	111
10:30	11:30	101
10:45	11:45	104
11:00	12:00	115
11:15	12:15	120
11:30	12:30	123
11:45	12:45	121
12:00	13:00	114
12:15	13:15	103
12:30	13:30	107
12:45	13:45	107
13:00	14:00	107
13:15	14:15	121
13:30	14:30	121
13:45	14:45	132
14:00	15:00	134
14:15	15:15	128
14:30	15:30	125
14:45	15:45	133
15:00	16:00	135
15:15	16:15	143
15:30	16:30	140
15:45	16:45	133
16:00	17:00	133
16:15	17:15	132
16:30	17:30	142
16:45	17:45	142
17:00	18:00	144
17:15	18:15	142
17:30	18:30	131
17:45	18:45	128
18:00	19:00	113
18:15	19:15	92
18:30	19:30	77
18:45	19:45	50
19:00	20:00	48

traffic survey partners

Client:	Peter Brett Associates
Project Number:	TSP13393
Project Name:	Citroen Showroom, Capital Intercharge Way, Brentford
Survey Type:	Manual Classified Traffic Count
Site :	Secondary Vehicle Entrance
Survey Date:	Tuesday 18th July 2017
Survey Time:	07:00 - 20:00

Project Number: TSP13393
Project Name: Citroen Showroom, Capital Intercharge Way, Brentford
Survey Type: Manual Classified Traffic Count
Site No: 2
Location: Capital Interchange Way



Project Number: **TSP13393**
Project Name: **Citroen Showroom, Capital Intercharge Way, Brentford**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **Capital Interchange Way**
Date: **Tuesday 18th July 2017**

Time	A-B									B-A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0								0	0
07:15								0	0								0	0
07:30								0	0								0	0
07:45	2							2	2								0	0
H/Total	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:00	1							1	1								0	0
08:15								0	0								0	0
08:30								0	0								0	0
08:45								0	0								0	0
H/Total	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:00								0	0								0	0
09:15	1							1	1								0	0
09:30								0	0								0	0
09:45								0	0								0	0
H/Total	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:00								0	0								0	0
10:15								0	0								0	0
10:30								0	0								0	0
10:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00								0	0								0	0
11:15								0	0								0	0
11:30								0	0								0	0
11:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00								0	0								0	0
12:15								0	0								0	0
12:30								0	0								0	0
12:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00								0	0								0	0
13:15								0	0								0	0
13:30								0	0								0	0
13:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00								0	0								0	0
14:15								0	0								0	0
14:30								0	0								0	0
14:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00								0	0								0	0
15:15								0	0								0	0
15:30								0	0								0	0
15:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00								0	0								0	0
16:15								0	0								0	0
16:30								0	0								0	0
16:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00								0	0	2							2	2
17:15								0	0	1							1	1
17:30								0	0	2							2	2
17:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
18:00								0	0								0	0
18:15								0	0								0	0
18:30								0	0								0	0
18:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00								0	0								0	0
19:15								0	0								0	0
19:30								0	0								0	0
19:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 H	4	0	0	0	0	0	0	4	4	5	0	0	0	0	0	0	5	5

Project Number: **TSP13393**
Project Name: **Citroen Showroom, Capital Intercharge Way, Brentford**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **Capital Interchange Way**
Date: **Tuesday 18th July 2017**

Time	B-C									C-B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0								0	0
07:15								0	0								0	0
07:30								0	0								0	0
07:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00								0	0								0	0
08:15								0	0								0	0
08:30								0	0								0	0
08:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1							1	1								0	0
09:15								0	0								0	0
09:30								0	0								0	0
09:45								0	0								0	0
H/Total	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:00								0	0								0	0
10:15								0	0								0	0
10:30								0	0								0	0
10:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00								0	0								0	0
11:15								0	0								0	0
11:30								0	0								0	0
11:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00								0	0								0	0
12:15								0	0								0	0
12:30								0	0								0	0
12:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00								0	0								0	0
13:15								0	0								0	0
13:30								0	0								0	0
13:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00								0	0								0	0
14:15								0	0								0	0
14:30								0	0								0	0
14:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00								0	0								0	0
15:15								0	0								0	0
15:30								0	0								0	0
15:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00								0	0								0	0
16:15								0	0								0	0
16:30								0	0								0	0
16:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00								0	0								0	0
17:15								0	0		1						1	1
17:30								0	0								0	0
17:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
18:00								0	0								0	0
18:15								0	0								0	0
18:30								0	0								0	0
18:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00								0	0								0	0
19:15								0	0								0	0
19:30								0	0								0	0
19:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 H	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1

Project Number: **TSP13393**
Project Name: **Citroen Showroom, Capital Intercharge Way, Brentford**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **Capital Interchange Way**
Date: **Tuesday 18th July 2017**

Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
H/Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
09:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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17:15	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1
17:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	5	0	0	0	0	0	0	5	5	0	1	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 H	6	0	0	0	0	0	0	6	6	4	1	0	0	0	0	0	5	5

Appendix G CLoS Assessment

TECHNICAL NOTE

Job Name: Citroen Site, Chiswick

Job No: 38397/5502

Note No: 001

Date: September 2017

Prepared By: Charlie Lusty

Subject: **Cycling Level of Service Assessment**

Introduction

This technical note serves to present the results of a Cycling Level of Service (CLoS) assessment conducted at the request of the London Borough of Hounslow (LBH) to inform the Transport Assessment in relation to the planning submission for Fountain Square, also known as the Citroen Site.

The proposed development will comprise 427 residential units and non-residential uses including a café/restaurant, nursery and residents' gym. The TS identifies that there would be a very small net increase in peak hour cycling trips generated by the proposed development, as compared with the existing use.

The primary justification for this CLoS is to demonstrate that the site is sufficiently connected by cycle to amenity space, public transport interchanges and other local amenities.

The CLoS assessment provides a common set of criteria for determining the performance of cycling infrastructure; be that existing routes or proposed schemes. As a result of the assessment's focus being on 'rideability' and the performance of links and junctions, it does not differentiate between street types.

Methodology

The assessment extent was agreed with LBH highways officers and comprises four routes from the site as follows:

1. Gunnersbury Park
2. Gunnersbury station
3. Carville Hall Park South
4. Carville Hall Park North

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
38397/5502/TN001	-	21.09.17	CL	GD	SG	JO

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Three junctions will also be assessed based on the criteria set out in London Cycling Design Standards (LCDS), which are replicated below in Table 1. Only the turning movements relevant to the assessed route through the junction will be scored a RAG status based on the criteria below.

Table 1: Indicative Criteria for Scoring Junction Assessments (Source: LCDS, 2016)

Factors needing removal or mitigation	Possible improvements	Further improvements
Heavy left turn movement with high HGV mix Opposed right turns with general traffic accelerating quickly into opportunistic gaps Left slip lane Guard-railing Large junction radii High speed motor traffic through junction Uphill gradients Wide junction crossings No clear nearside access Multiple lanes	Entry treatment at side road junction Continuation of lane across junction Right-turn protected island Tight corner radii; pinch points removed (avoiding nearside lane of 3.2-4.0m) Bus lane of 3.0-3.2m or of 4.5m or more 2m wide central feeder lane ASLs (preferably 5m+ deep) Signal adjustments to cycle movements	Left turn ban for general traffic Opposing right turn banned for general traffic Physically protected turn Left bypass of signals Segregation of cycle movements using dedicated cycle signals Raised tables Area-wide speed limit/ reduction

The RAG score is based on the subjective quality of provision for cyclists. Green and amber refer to satisfactory provision with scope for further improvement, whilst red indicates that factors may need mitigating or removing.

The junctions to be assessed are identified below and whilst full geometric assessment will not be made, a general overview of critical factors will be undertaken. Junctions have been selected based on where the routes either crossed or joined roads with relatively high flows of motorised traffic.

The assessment is based on those movements through the junctions that are relevant to the assessed routes only, rather than all possible movements through the junction.

1. South Circular Road / Capital Interchange Way (Routes 1 and 2)
2. Chiswick Roundabout (Routes 1 and 2)
3. Great West Road / Lionel Road Crossing (Route 3 and 4)

Both the routes and junctions forming this assessment and assessment are identified in Figure 1.

The routes have then been separated into a number of links, presented in Table 2, which typically include several separate roads with similar characteristics. A new link is identified where the route changes in nature, for example where cycle infrastructure is present or motorised vehicle flow increases.

Table 2: Link Descriptions

Route	Link
1	Capital Interchange Way (south)
	South Circular Road
	North Circular Road
2	Chiswick High Road
3	Capital Interchange Way (north)
	Great West Road
4	Lionel Road North

The assessment criteria for links, as set out in Chapter 2 of LCDS, has been followed and the results provide a useful summary and comparison across all routes.

CLoS has the following six design outcomes safety, directness, coherence, comfort, attractiveness and adaptability. These outcomes are divided into specific factors, for example; directness is split into journey time, value of time and directness.

Each factor has a set of indicators to assess. These are then scored from 0 to 2. A score of zero is a basic level of service. This score could trigger the need for improvement, as it is considered to have not met the required standard under the Mayor's vision for cycling. A score of 1 is a good level of service and 2 is the highest level of service.

Some of the factors also include critical scores for those which are of particular importance. To give greater weighting to these critical factors, their score is multiplied by three which results in a basic score of 0, good score of 3 and highest score of 6.

The assessor cycled the routes in both directions on the evening of Friday 1st September 2017, having carried out a desktop review of the relevant links and junctions prior to going out on site. The weather at the time of assessment was dry and clear.

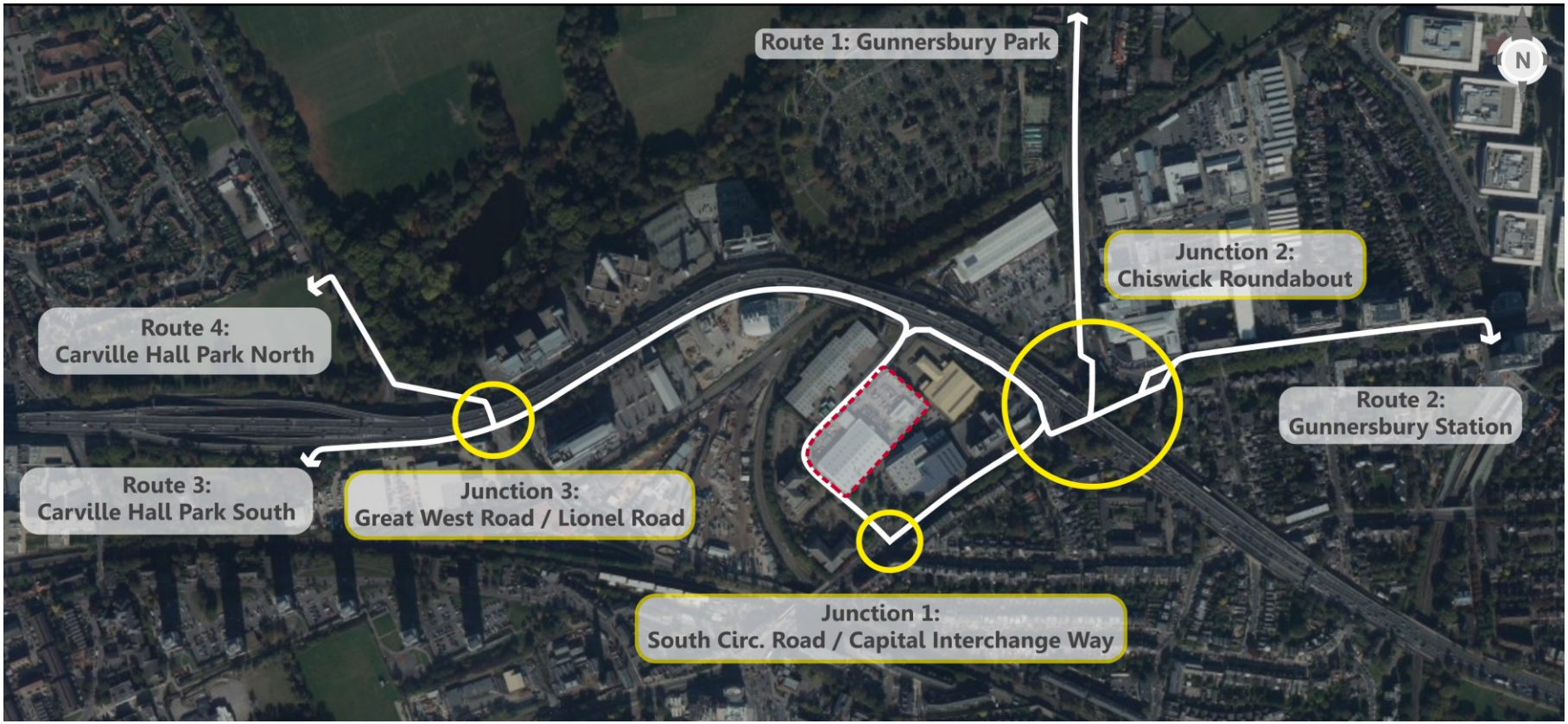

Figure 1: Assessment Extent

Junction Results

Route-specific movements to the proposals at a total of three junctions were assessed as part of this CLoS assessment in order to inform the collision risk associated with those routes through the junctions. Only the movements through the junction specific to the routes have been reviewed, rather than all possible cycle movements through the junction.

As set out earlier in this technical note, the scoring for each junction is based on the indicative criteria set out in Chapter 2 of the LCDS.

Junction 1: South Circular Road / Capital Interchange Way – ***RED***

Only the left turn from Capital Interchange Way to South Circular Road has been assessed at this junction. The inbound movement to the site takes cyclists along Great West Road from Chiswick Roundabout on an advisory cycle lane and shared use path before accessing Capital Interchange Way from the north

There is no dedicated cycling provision (in the form of an ASL or feeder) for the left-turn movement from Capital Interchange Way onto the South Circular. However, the movement is signalised and the single lane approach is relatively wide and so enables cyclists to pass queuing traffic to the stop line if appropriate. There is no ahead or right-turn movements for general traffic and so the danger of conflict with general traffic is relatively limited.

However, the radii are wide which encourages higher vehicles turning speeds. It is assumed that this is as such to accommodate the swept-path of large vehicles. Furthermore, the guardrailing presents a particular hazard to cyclists though it is acknowledged that its presence is a result of the adjacent school. For these reasons, this junction scores a red; however, mitigation or removal of these factors may be difficult.

Figure 2: Left turn onto South Circular Road from Capital Interchange Way

Junction 2: Chiswick Roundabout – ***GREEN***

This large, five-arm signalised roundabout has off-carriageway cycling facilities in the form of comprehensive toucan crossings and shared use paths around and within the roundabout. Whilst this does induce some delay to cycle movements, the safety benefits of this, as opposed to on-carriageway provision, outweigh such delay.

The toucan crossings and refuge islands are of a good width and area, whilst there is a decent amount of wayfinding within the large central area. The central area did appear to be relatively poorly lit and may benefit from improved lighting.

The approach from Chiswick High Road is an advisory cycle lane which directs cyclists onto a shared use path in order to access the toucan crossing at the roundabout, though the markings on the footway directing cyclists to this movement have faded and should be reinstated.

Figure 3: Toucan crossing of South Circular Road northbound

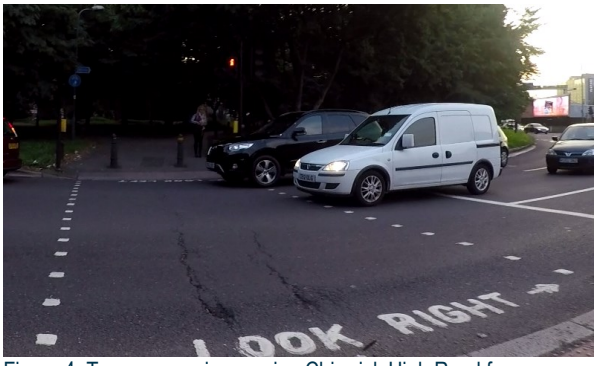

Figure 4: Toucan crossing serving Chiswick High Road from Chiswick Roundabout

Junction 3: Great West Road / Lionel Road Crossing– ***GREEN***

This junction provides good quality off-carriageway provision and toucan crossings for cyclists on both Routes 3 and 4. Although there is an element of delay in such provision, given the level and composition of the traffic flow, the safety benefits of this outweigh the delay incurred.

For Route 3, there is a bidirectional cycle path on the south side of Great West Road which has a two-stage toucan crossing of Lionel Road South before continuing west.

For Route 4, there is also a two-stage toucan crossing of Lionel Road and Great West Road westbound, before a further toucan crossing of Great West Road eastbound. On Lionel Road North, there is a contraflow cycle lane for northbound cyclists. Cyclists travelling southbound towards the proposed development must use the carriageway and pass onto a shared use path to access the toucan crossing of Great West Road eastbound.

Figure 5: Toucan crossing of Great West Road westbound looking south

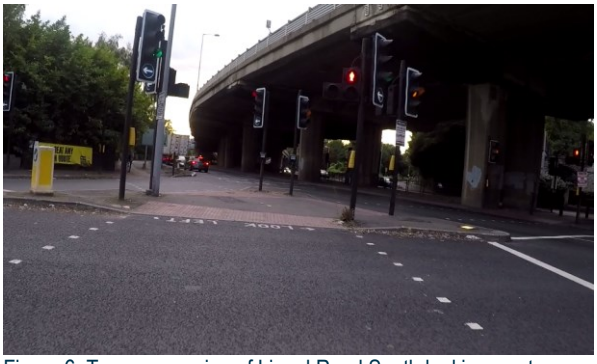

Figure 6: Toucan crossing of Lionel Road South looking west

Link Results

The design criteria scores for each link are presented in Table 3. The full scores for each indicator can be found in **Appendix A**. Brief summaries for each link are provided below with accompanying photos presenting the typical nature of each link.

Route 1 – Gunnersbury Park

Route 1 is split into three links, the first of which is Capital Interchange Way (south) which is comparable to its northern equivalent assessed as part of Route 3. There is on-street parking to one side of the carriageway and a relatively wide remaining effective carriageway width. There is a bus lane on South Circular Road, which is in operation at all times, from which cyclists approaching Chiswick Roundabout are directed onto a shared use path. This bypasses queuing traffic and allows access to the toucan crossing arrangement. However, the interface with the petrol filling station access is relatively poor and requires cyclists to be aware and cautious of vehicles entering and exiting. Further detail on Chiswick Roundabout is set out in Junction 2, above.

North from Chiswick Roundabout, the route joins a shared use path on the west side of North Circular Road. At the time of audit there were roadworks associated with Power Road Bridge which required cyclists to dismount and use a temporary footbridge. However, it is understood that a shared use path will be re-provided upon completion of the works and therefore the quality of the cycling infrastructure is anticipated to be good. Further north, there is a bidirectional cycle track and coherent integration with a layby serving the International School of London and some dwellings. Along the length of the track there are several side roads and accesses through which cycle priority is relatively poor and require cyclists to slow/stop and look behind to ensure it is safe to continue. The cycle track continues north to the Gunnersbury Park entrance.

The return trip of Route 1 is also largely segregated from motorised traffic, with the exception of the South Circular Road southbound link from Chiswick Roundabout to Capital Interchange Way which does not have a shared use path or any on-carriageway provision. There is no provision for southbound cyclists on the northern side of South Circular Road, though the feasibility for this could be reviewed. There is limited scope for such infrastructure on the south side of the carriageway due to constraints associated with trees and highway boundary.

Figure 7: South Circular Road northbound to Chiswick Roundabout

Figure 8: North Circular Road northbound cycle track towards Gunnersbury Park

Route 2 – Gunnersbury station

Route 2 reflects Route 1 up to Chiswick Roundabout, from which the route continues to Chiswick High Road, via good toucan crossing provision across the roundabout's circulatory carriageway.

Chiswick High Road has limited cycle provision eastbound, except for an advisory cycle lane which commences to the west of Silver Crescent. Cyclists accessing Gunnersbury station are able to pull over on the left and dismount before using the pelican crossing of Chiswick High Road. There could be improvements to the transition between cyclists and the interchange as well as enhancements to the cycle parking for the station.

Westbound on Chiswick High Road, there is a bus lane which operates between 07:00 and 19:00 all days of the week. This ends prior to Chiswick Roundabout, but there is an advisory cycle lane from which cyclists are directed off-carriageway to access the roundabout's toucan crossing provision.

Figure 9: Chiswick High Road eastbound approaching Gunnersbury station

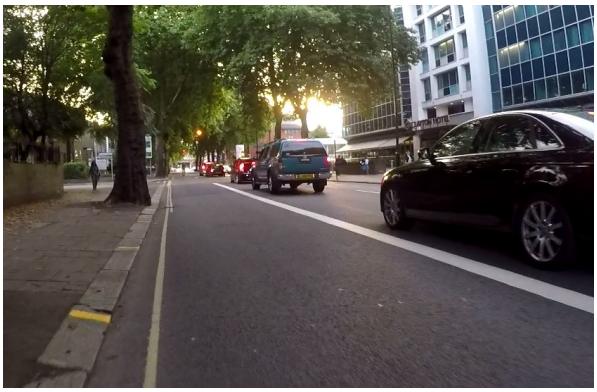

Figure 10: Chiswick High Road westbound approaching Chiswick Roundabout

Route 3 – Carville Hall Park South

Route 3 commences on Capital Interchange Way, which has a relatively wide carriageway and on-street parking along its eastern side. There is a slight uphill gradient for northbound cyclists up to Great West Road. Cyclists then enter a bidirectional cycle path adjacent to the footway which continues over several access junctions with cyclists having to give way. Westbound travel along this path requires cyclists to slow considerably to ensure traffic is not turning left into the relevant access, whilst eastbound cyclists are able to see the oncoming traffic.

There is also a bus stop bypass with a good amount of space for pedestrians, waiting bus passengers and cyclists to interact. The surface of the cycle path is relatively poor and uneven with undulation, in which there is some pooling of rainwater, and a number of utility covers.

There is a coherent staggered toucan crossing of Lionel Road South, which is assessed above as part of Junction 3. West of this junction the nature of the cycling provision is unclear due to a lack of signage and markings, though there is a wide tarmac strip separate to a block paved strip. To the west of the Carville Hall Park South entrance, beyond the scope of this CLoS, the tarmac strip is marked out in the form of a bidirectional cycle path. This marking should be continued east.

Figure 11: Capital Interchange Way north northbound

Figure 12: Great West Road westbound

Route 4 – Carville Hall Park North

Route 4 primarily comprises those links assessed within Route 3, with the exception of a 140 metre length of Lionel Road North connecting from Great West Road to the entrance to Carville Hall Park North. From the toucan crossing of Great West Road there is a northbound contraflow cycle lane connecting to Lionel Road North which is has a good width. Vehicles turning left into Lionel Road North from Great West Road carry a relatively high speed but there is good intervisibility and vehicles must slow to pass through the width restriction of 6'6''. This restriction means that flows of large vehicles along this link are negligible and there are also chicanes and other horizontal deflections to reduce vehicle speeds further. Although there are cycle lanes through the nearside chicane in either direction, they are poorly maintained and parked vehicles restrict usage. There are intermittent round top humps along Lionel Road North.

Southbound on Lionel Road North, there is a left only signalised junction onto Great West Road eastbound. Cyclists use this junction within the carriageway before accessing a shared use path via a dropped kerb to use the toucan crossing.

Figure 13: Lionel Road North chicane travelling northbound

Figure 14: Lionel Road North southbound at width restriction connecting to Great West Road

Link Results

In terms of scoring, the results show that the highest scoring links were the North Circular Road and Great West Road, both of which benefit from having segregated cycling infrastructure for cyclists; and so consequently score well for safety but the lack of priority over the side roads reduces their overall score based on a lower comfort score

The lowest scoring links were Lionel Road North and Chiswick High Road. The former is relatively lightly-trafficked and has some elements of poor cycling infrastructure. Chiswick High Road is considerably more important and would likely be better used by the proposed development's residents and visitors. However, only a small stretch of the link has poor rideability and only in the northbound direction towards Gunnersbury station.

Table 3: Link Scores

Route	Link	Safety (max. score = 48)	Directness (max. score = 8)	Coherence (max. score = 6)	Comfort (max. score = 20)	Attractiveness (max. score = 12)	Adaptability (max. score = 6)	Total (max. score = 100)
1	Capital Interchange Way (south)	17	5	3	12	1	3	**41**
	South Circular Road	29	6	4	10	3	4	**56**
	North Circular Road	33	4	3	13	3	5	**61**
2	Chiswick High Road	12	5	3	9	3	2	**34**
3	Capital Interchange Way (north)	17	5	2	13	1	3	**41**
	Great West Road	38	5	4	8	1	4	**60**
4	Lionel Road North	14	3	1	6	5	5	**34**

Summary

In summary, all of the junctions generally operate relatively well for cyclists, with the exception of the large radii and guardrailing at Capital Interchange Way/ South Circular Road junction (Junction 1). The other two junctions that were assessed have good segregated cycling infrastructure, albeit with some delay for cyclists given the strategic nature of much of the local highway network.

Many of the links are of a good standard due to them have segregated cycle paths and tracks or shared use paths. This infrastructure would likely be used by all cyclists regardless of age, confidence and ability due to the relatively high motorised traffic flows on many of the links.

Although not confirmed and still understood to be in development, Cycle Superhighway 9 between Hyde Park/Olympia and Hounslow will likely bring about improvements to some short sections of the routes assessed as part of this CLoS.

The expected net change in cycle trips generated by the proposed development, as set out in the Transport Statement, is relatively low (less than 12 two-way trips per peak hour) although it is appreciated that the Draft Mayor's Transport Strategy objectives aim to encourage a greater level of cycling than is currently the case.

TECHNICAL NOTE

Appendix A: CLoS Assessment Results

Fountain Square - CLoS Assessment

Factor	Indicator	Critical?	Route 1			Route 2	Route 3		Route 4
			Capital Interchange Way (south)	South Circular Road	North Circular Road	Chiswick High Road	Capital Interchange Way (north)	Great West Road	Lionel Road North
Safety									
Collision risk	Left/right hook at junctions	Y	3	3	3	3	3	0	3
	Collision alongside or from behind	Y	0	3	6	0	0	6	0
	Kerbside activity or risk of collision with door	Y	0	3	3	0	0	6	0
	Other vehicle fails to give way or disobeys signals		1	1	1	1	1	1	1
Feeling of safety	Separation from heavy traffic		0	1	2	0	0	2	0
	Speed of traffic (where cyclists are not separated)	Y	3	3	6	0	3	6	3
	Total volume of traffic (where cyclists are not separated)	Y	3	3	6	0	3	6	0
	Interaction with HGVs	Y	3	6	3	3	3	6	6
Social safety	Risk/fear of crime		1	1	1	1	1	1	0
	Lighting		1	2	1	2	1	1	0
	Isolation		1	2	0	2	1	2	0
	Impact of highway design on behaviour		1	1	1	0	1	1	1
Safety sub-total (maximum score = 48)			**17**	**29**	**33**	**12**	**17**	**38**	**14**
Directness									
Journey time	Ability to maintain own speed on links		1	1	1	1	1	1	1
	Delay to cyclists at junctions		1	2	1	1	1	1	0
Value of time	For cyclists compared to private car use (normal weather conditions)		1	1	1	1	1	1	1
Directness	Deviation of route (against straight line or nearest main road alternative)		2	2	1	2	2	2	1
Directness sub-total (maximum score = 8)			**5**	**6**	**4**	**5**	**5**	**5**	**3**
Coherence									
Connections	Ability to join/leave route safely and easily		1	2	1	1	1	2	1
	Density of other routes		1	1	1	1	1	1	0
Way-finding	Signing		1	1	1	1	0	1	0
Coherence sub-total (maximum score = 6)			**3**	**4**	**3**	**3**	**2**	**4**	**1**
Comfort									
Surface quality	Defects: non cycle friendly ironworks, raised/ sunken covers/gullies	Y	3	3	3	3	3	0	3
Surface material	Construction		1	1	1	1	4	0	1
Effective width without conflict	Clear nearside space in secondary position or motor vehicle speed/ volume in primary position	Y	3	1	3	0	3	3	0
Gradient	Uphill gradient over 100m		2	2	2	2	0	2	2
Deflections	Pinch points caused by horizontal deflections		1	1	2	1	1	1	0
Undulations	Vertical deflections		2	2	2	2	2	2	0
Comfort sub-total (maximum score = 20)			**12**	**10**	**13**	**9**	**13**	**8**	**6**
Attractiveness									
Impact on walking	Pedestrian Comfort Level (PCL)		1	1	1	1	1	0	1
Greening	Green infrastructure or sustainable materials incorporated into design		0	0	1	1	0	0	1
Air quality	PM10 & NOX values referenced from concentration maps		0	0	0	0	0	0	1
Noise pollution	Noise level from recommended riding range		0	0	0	0	0	0	1
Minimise street clutter	Signing required to support scheme layout		0	1	1	1	0	1	1
Secure cycle parking	Ease of access to secure cycle parking on- and off-street		0	1	0	0	0	0	0
Attractiveness sub-total (maximum score = 12)			**1**	**3**	**3**	**3**	**1**	**1**	**5**
Adaptability									
Public transport integration	Smooth transition between modes or route continuity maintained through interchanges		1	1	1	0	1	1	1
Flexibility	Facility can be expanded or layouts adopted within area constraints		1	2	2	1	1	1	2
Growth enabled	Route matches predicted usage and has exceedance built into the design		1	1	2	1	1	2	2
Adaptability sub-total (maximum score = 6)			**3**	**4**	**5**	**2**	**3**	**4**	**5**
Total (maximum score = 100)			**41**	**56**	**61**	**34**	**41**	**60**	**34**

Appendix H Delivery and Servicing Plan

Citroen Site, Brentford

Delivery and Servicing Plan

On behalf of L&Q

Project Ref: 38397/5501 | Rev: B - | Date: October 2017

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Document Control Sheet

Project Name: **Citroen Site, Brentford**

Project Ref: **38397**

Report Title: **Delivery and Servicing Plan**

Doc Ref:

Date: **October 2017**

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For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
A	16/10/17	Updates	S Gardner	S Millns	
B	2/11/17	Policy	S Gardner	S Millns	

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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1 Introduction

1.1 Overview

1.1.1 This Delivery and Servicing Plan (DSP) has been produced to accompany a full planning application for a residential led mix use development consisting of 427 residential units (Class C3) including 40% affordable housing with ancillary facilities, flexible uses within classes (A1, A2, A3 and B1) and a nursery (Class D1). Comprising buildings of 12, 13 15, 16 and 18 storeys in height, with associated cycle parking, car parking, playspace, landscaping and public realm improvements.

1.1.2 Capital Interchange Way curves around the site on its north-western and south-western boundary. The site is located on the northern side of Chiswick High Road (South Circular) close to the junction with the Great West Road/elevated M4 motorway.

1.1.3 The address is Capital Interchange Way, Brentford, TW8 0EX in the London Borough of Hounslow (LBH).

1.1.4 The aim of this DSP is to:

- Ensure minimal disruption to the local highway network;
- Reduce traffic movements associated with delivery and servicing;
- Reduce the number of deliveries and servicing during highway peak periods; and
- Reduce the environmental impacts of the proposed development.

1.2 Highway Network

1.2.1 The site is surrounded by Capital Interchange Way, near Chiswick Roundabout. The site location in its local highway context is shown in **Figure 1**.1.

Figure 1.1: Site Location Plan

1.2.2 Vehicular access to the development will be gained from Capital Interchange Way on the western side of the site. This will be a one-way route into the site leading to an internal road along the southern boundary of the site, which will provide limited surface parking and a ground floor car park that will be accessed on the eastern side of the site from the internal road.

1.2.3 The vehicle egress will be left out of the car park onto Capital Interchange Way north of the site.

2 Policy Context

2.1 Introduction

2.1.1 This section provides an overview of National, Regional and Local DSP-related policy guidance.

2.2 National Policy and Guidance

BS: 5906 Waste Management in Buildings – Code of Practice (2005)

2.2.1 BS: 5906 is a code of practice for methods of storage, collection, segregation for recycling and recovery, and on-site treatment of waste from residential and non-residential buildings. As a code of practice, this British Standard takes the form of guidance and recommendations.

Designing for Deliveries Guide, Freight Transport Association (2016)

2.2.2 Designing for Deliveries is a guide for planners and engineers to assist in the design of service areas and access roads for commercial vehicles. The document incorporates scaled drawings and guidance on how to cater for all vehicles including small rigid, large rigid, artic and drawbars.

2.2.3 The latest edition provides the new standards of the latest fleet of vehicles.

2.3 Regional Policy and Guidance

London Plan consolidated with Alterations since 2011 (March 2016)

2.3.1 The London Plan, published in July 2011, sets out the overarching policies and principles for developments in London over the next 20-25 years. The London Plan has been further revised in March 2015, Further Alterations to the London Plan (FALP) and March 2016, Minor Alterations to the London Plan (MALP).

2.3.2 Policy 6.3 ‘Assessing Effects of Development on Transport Capacity’ states:

2.3.3 “Transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, relevant TfL guidance. Construction Logistics Plans and Delivery and Servicing Plans should be secured in line with the London Freight Plan and should be co-coordinated with Travel Plans.”

Mayor's Transport Strategy (May 2010)

2.3.4 The Draft Mayor’s Transport Strategy (MTS) was published in June 2017 by the Mayor of London. However, as it is still in the process of consultation, the existing adopted MTS (published in May 2010) is examined in this chapter.

2.3.5 The MTS aims to provide a framework to inform the strategic development of London, alongside the London Plan, for the next 20 years. The MTS highlights the importance of the London Freight Plan, DSP, Freight Operator Recognition Scheme (FORS) and Construction Logistics Plans (CLP) in encouraging improved efficiency and provide a framework for incentivising and regulation.

2.3.6 Proposal 99 states that: “the Mayor, through TfL and working with the London Boroughs, road freight operators and other stakeholders will:

- Adopt planning conditions that specify Delivery and Servicing Plans for major developments (by Spring 2011);
- Aim for 50% of HGVs and vans servicing London to be member of the FORS by 2016;
- Encourage, and where appropriate specify, improved freight movement efficiency through, for example greater consolidation, more off-peak freight movement and greater use of rail based transport; and
- Support the freight industry and land requirements for locally focussed consolidation and/or break bulk facilities and access to waterways and railways."

2.3.7 Proposal 117 acknowledges the incorporation of DSPs, CLPs and the FORS scheme: "The Mayor, through TfL and working with the London boroughs, and other stakeholders in the public and private sectors, will improve the efficiency and effectiveness of freight operations through the promotion of delivery and servicing plans, construction logistics plans, the FORS and other efficiency measures across London."

2.3.8 The MTS also sets out the importance of the London freight information portal which: "will help London's public authorities (the GLA and boroughs, for example) and freight operators exchange information about:

- Improving operational efficiency;
- Encouraging better driver behaviour, the use of alternative fuels and the uptake of low carbon vehicles;
- Reducing freight administration costs; and
- Enhancing freight journey planning."

London Freight Plan, Sustainable Freight Distribution: A Plan for London (October 2007)

2.3.9 The London Freight Plan sets out the plan for the next five to ten years of delivering freight sustainably in London. It recognises that without intervention the predicted growth in freight and servicing will impact more significantly on congestion and climate change. Freight operators have a key role to play in delivering freight sustainably and the Plan contains proposals to deliver improvements on the ground.

2.3.10 The key projects put forward in the Plan for improving the sustainability of freight and deliveries in London include the FORS, DSP and CLP.

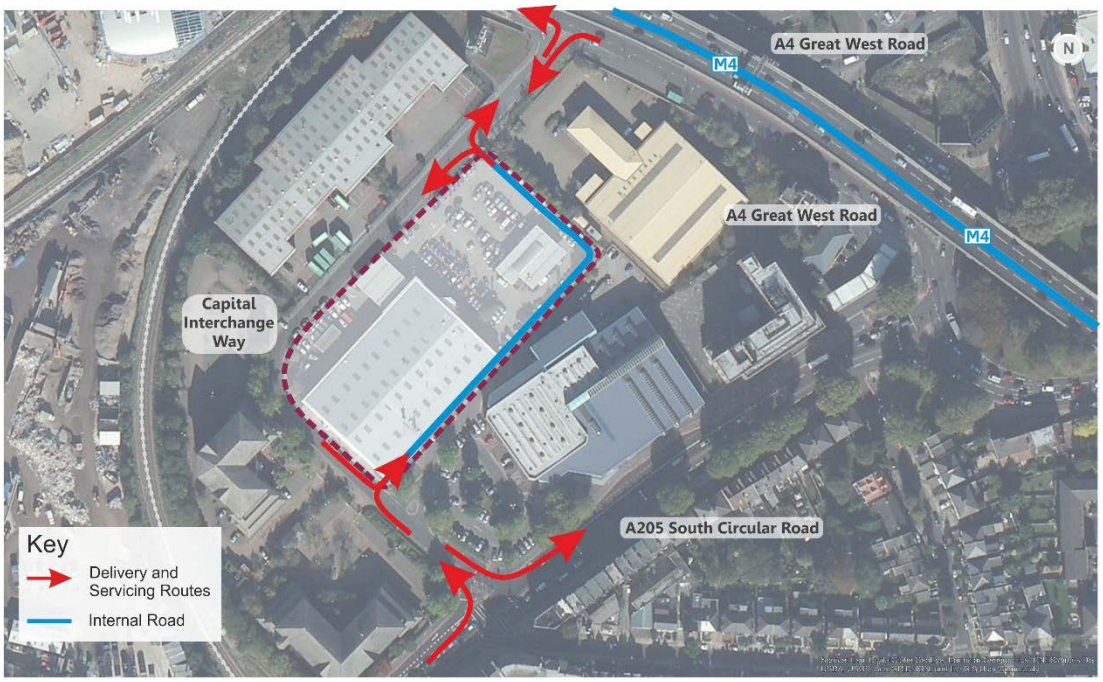
3 Delivery, Servicing and Waste Strategy

3.1.1 Vehicle arrivals to the site will be shaped by the existing restricted junctions to the south and east of the site. Due to the left-in/left-out arrangement of the Capital Interchange Way/A205 Chiswick High Road junction, all vehicles arriving at the site from destinations from the north, east and M4 will use the left-in/left-out junction between Capital Interchange Way and A4 Great West Road via Chiswick Roundabout. Vehicles arriving from the south west and south will arrive via the Capital Interchange Way/A205 Chiswick High Road junction.

3.1.2 Departing vehicles travelling to destinations to the south west and south will use the Capital Interchange Way/A205 Chiswick High Road junction, before turning round at the Chiswick Roundabout to reach the destination. Vehicle trips to the north and east will use the Capital Interchange Way/A205 Chiswick High Road junction. Only traffic travelling west towards the M4 and A4 west will depart via the Capital Interchange Way/A4 Great West Road junction

3.1.3 The servicing routes are shown on **Figure 2.1**.

Figure 2.1 Delivery and Servicing Routes



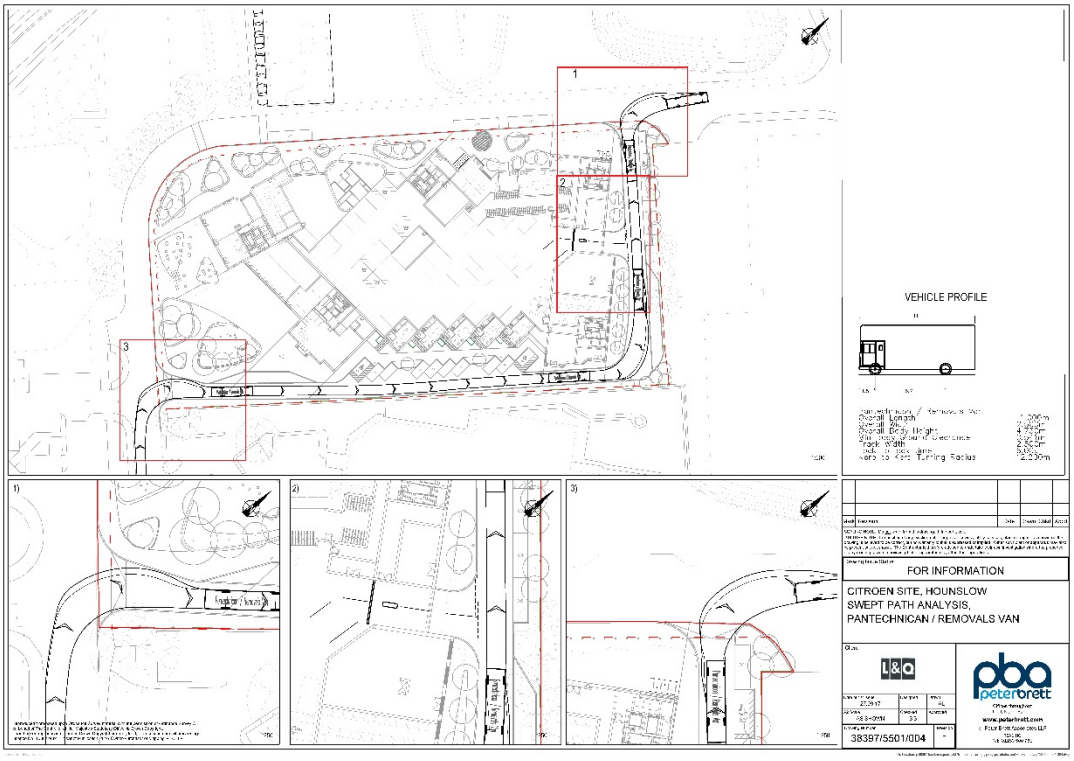
3.1.4 The development will contain two on-site servicing and delivery bays that are located near the core internal refuse storage areas and access points, and three on-street bays as agreed with London Borough of Hounslow (LBH). The access road has been designed to accommodate a Hounslow Council Refuse vehicle and a removals vehicle allowing the vehicles to be parked within the bays with sufficient space for other vehicles to pass. The site layout is shown on Figure 2.2.

Figure 2.2: Site Layout

3.1.5 The on-site loading bays will be supported by three on-street servicing and delivery bays on the north side of the site which are located adjacent to each core to minimise carry distances and conflicts with residents. These on-street delivery bays will be operational except for on match-days at nearby Brentford FC when they will be suspended and on-site provision permitted alone.

3.1.6 A vehicle swept path analysis of the largest anticipated servicing and delivery vehicles of the internal road link has been undertaken, and is shown on **Figure 2.3**.

Figure 2.3 Swept Path Analysis

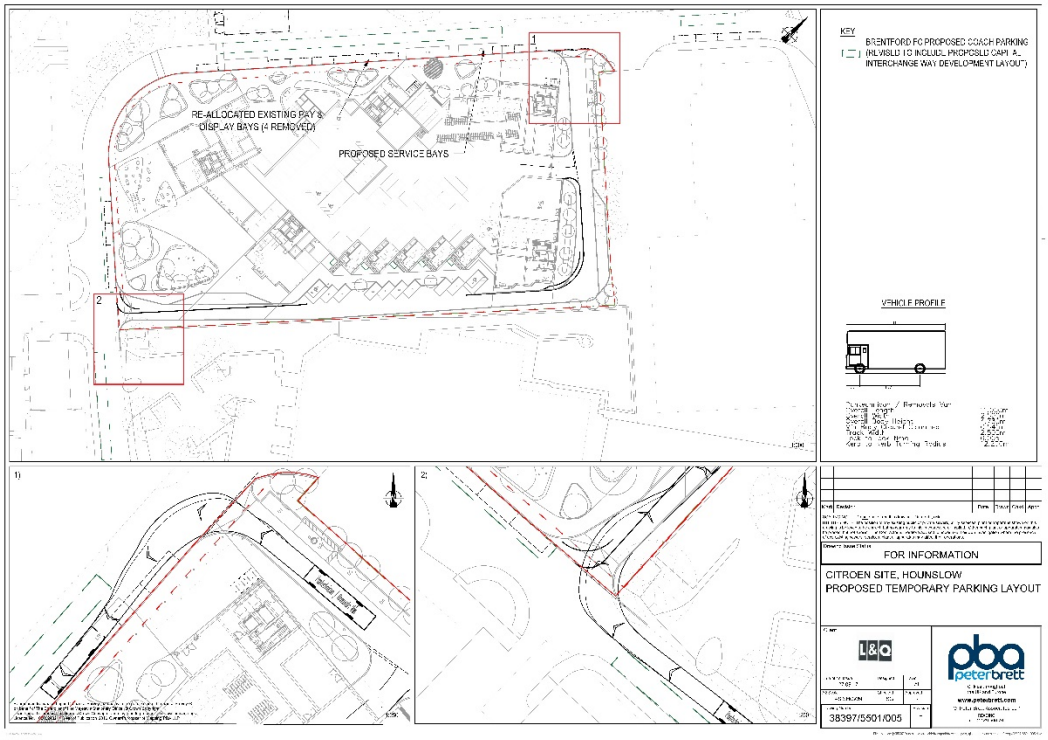


3.1.7 Where residents are not able to receive deliveries, these will be managed by on-site management from the concierge located in the south western corner of the development. The concierge will have a storage area for deliveries, where residents will be informed of any delivery by phone or email. The deliveries will then be collected directly from the concierge by the residents.

3.1.8 The concierge will also manage the on-site servicing and delivery where conflicts arise from multiple demand for the servicing layby.

3.1.9 As part of the L&Q management on Brentford FC match days, all deliveries will be on site only, as all parking and delivery on Capital Interchange Way will be suspended by LBH. Only off-street deliveries will be available, utilising the service layby adjacent to the concierge. **Figure 2.4** shows the proposed temporary parking requirements as part of the Brentford FC match day.

Figure 2.4 Brentford FC Temporary Parking Provision



3.1.10 The delivery and service bays provided on Capital Interchange Way will not be used for drop off/pick up for the nursery.

4 Summary and Conclusion

4.1.1 This Delivery & Service Plan has been produced to accompany a full planning application for a residential led mix use development consisting of 427 residential units (Class C3) including 40% affordable housing with ancillary facilities, flexible uses within classes (A1, A2, A3 and B1) and a nursery (Class D1). Comprising buildings of 12, 13 15 and 18 storeys in height, with associated cycle parking, car parking, playspace, landscaping and public realm improvements.

4.1.2 The DSP sets out the servicing and delivery operations for the site in order to minimise the impact of these on the site and the local highway network.

4.1.3 The site will provide five dedicated delivery and servicing bays. Two are located on the internal road layout, and three located on Capital Interchange Way adjacent to the relevant residential core entrances, as agreed with LBH.

4.1.4 The site concierge will manage delivery and servicing within the site, with storage area for residents that are unable to receive deliveries.

4.1.5 The proposed development will therefore have minimal impact on the local highway network.

Appendix I TRICS Outputs

Filtering Summary

Land Use	06/C	HOTEL, FOOD & DRINK/PUB/RESTAURANT
Selected Trip Rate Calculation Parameter Range	220-400 sqm GFA	
Actual Trip Rate Calculation Parameter Range	220-400 sqm GFA	
Date Range	Minimum: 01/01/09	Maximum: 22/06/16
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	1
Main Location Types selected	Town Centre	2
	Suburban Area (PPS6 Out of Centre)	1
Population <1 Mile ranges selected	50,001 to 100,000	2
	100,001 or More	1
Population <5 Mile ranges selected	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	2
PTAL Rating	6a Excellent	3

Calculation Reference: AUDIT-706701-170802-0801

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	IS	ISLINGTON	1 days
	LB	LAMBETH	1 days
	WH	WANDSWORTH	1 days

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

Secondary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	220 to 400 (units: sqm)
Range Selected by User:	220 to 400 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 22/06/16

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1
High Street	1

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

Secondary Filtering selection:

Use Class:

A4	3 days

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

Population within 1 mile:

50,001 to 100,000	2 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:

500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

6a Excellent	3 days

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

LIST OF SITES relevant to selection parameters

Site(1):	IS-06-C-01	Gross floor area:	350 sqm
Development Name:	PUB/RESTAURANT		
Location:	CANONBURY	Parking spaces:	
Postcode:	N1 4RA	Number of Employees:	15
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	6a Excellent		
Site(2):	LB-06-C-01	Gross floor area:	220 sqm
Development Name:	PUB/RESTAURANT		
Location:	WATERLOO	Parking spaces:	
Postcode:	SE1 8TJ	Number of Employees:	13
Main Location Type:	Town Centre	Survey Date:	22/06/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	6a Excellent		
Site(3):	WH-06-C-01	Gross floor area:	400 sqm
Development Name:	PUB/RESTAURANT		
Location:	WANDSWORTH	Parking spaces:	0
Postcode:	SW18 4LB	Number of Employees:	10
Main Location Type:	Town Centre	Survey Date:	26/11/13
Sub-Location Type:	High Street	Survey Day:	Tuesday
PTAL:	6a Excellent		

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.103	3	323	0.103	3	323	0.206
11:00 - 12:00	3	323	0.619	3	323	0.515	3	323	1.134
12:00 - 13:00	3	323	0.412	3	323	0.412	3	323	0.824
13:00 - 14:00	3	323	0.309	3	323	0.103	3	323	0.412
14:00 - 15:00	3	323	0.000	3	323	0.206	3	323	0.206
15:00 - 16:00	3	323	0.103	3	323	0.103	3	323	0.206
16:00 - 17:00	3	323	0.309	3	323	0.309	3	323	0.618
17:00 - 18:00	3	323	0.412	3	323	0.309	3	323	0.721
18:00 - 19:00	3	323	0.103	3	323	0.103	3	323	0.206
19:00 - 20:00	3	323	0.206	3	323	0.000	3	323	0.206
20:00 - 21:00	3	323	0.619	3	323	0.722	3	323	1.341
21:00 - 22:00	3	323	0.412	3	323	0.515	3	323	0.927
22:00 - 23:00	3	323	0.103	3	323	0.103	3	323	0.206
23:00 - 24:00	3	323	0.412	3	323	0.619	3	323	1.031
Total Rates:			4.122			4.122			8.244

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.206	3	323	0.206	3	323	0.412
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.103	3	323	0.103	3	323	0.206
17:00 - 18:00	3	323	0.000	3	323	0.000	3	323	0.000
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.206	3	323	0.206	3	323	0.412
21:00 - 22:00	3	323	0.000	3	323	0.000	3	323	0.000
22:00 - 23:00	3	323	0.000	3	323	0.000	3	323	0.000
23:00 - 24:00	3	323	0.412	3	323	0.412	3	323	0.824
Total Rates:			0.927			0.927			1.854

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.103	3	323	0.103	3	323	0.206
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.103	3	323	0.103	3	323	0.206
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.000	3	323	0.000	3	323	0.000
17:00 - 18:00	3	323	0.103	3	323	0.103	3	323	0.206
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.103	3	323	0.103	3	323	0.206
21:00 - 22:00	3	323	0.000	3	323	0.000	3	323	0.000
22:00 - 23:00	3	323	0.103	3	323	0.103	3	323	0.206
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			0.515			0.515			1.030

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL PSVS
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.000	3	323	0.000	3	323	0.000
17:00 - 18:00	3	323	0.000	3	323	0.000	3	323	0.000
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.000	3	323	0.000	3	323	0.000
21:00 - 22:00	3	323	0.000	3	323	0.000	3	323	0.000
22:00 - 23:00	3	323	0.000	3	323	0.000	3	323	0.000
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.206	3	323	0.206	3	323	0.412
17:00 - 18:00	3	323	0.103	3	323	0.206	3	323	0.309
18:00 - 19:00	3	323	0.309	3	323	0.309	3	323	0.618
19:00 - 20:00	3	323	0.309	3	323	0.000	3	323	0.309
20:00 - 21:00	3	323	0.000	3	323	0.000	3	323	0.000
21:00 - 22:00	3	323	0.000	3	323	0.206	3	323	0.206
22:00 - 23:00	3	323	0.206	3	323	0.309	3	323	0.515
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			1.133			1.236			2.369

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.103	3	323	0.103	3	323	0.206
11:00 - 12:00	3	323	0.722	3	323	0.515	3	323	1.237
12:00 - 13:00	3	323	0.619	3	323	0.309	3	323	0.928
13:00 - 14:00	3	323	0.928	3	323	0.206	3	323	1.134
14:00 - 15:00	3	323	0.000	3	323	0.722	3	323	0.722
15:00 - 16:00	3	323	0.103	3	323	0.103	3	323	0.206
16:00 - 17:00	3	323	0.412	3	323	0.309	3	323	0.721
17:00 - 18:00	3	323	0.412	3	323	0.309	3	323	0.721
18:00 - 19:00	3	323	0.206	3	323	0.206	3	323	0.412
19:00 - 20:00	3	323	0.309	3	323	0.000	3	323	0.309
20:00 - 21:00	3	323	0.515	3	323	0.928	3	323	1.443
21:00 - 22:00	3	323	0.000	3	323	0.206	3	323	0.206
22:00 - 23:00	3	323	0.103	3	323	0.103	3	323	0.206
23:00 - 24:00	3	323	0.000	3	323	0.619	3	323	0.619
Total Rates:			4.432			4.638			9.070

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

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

Parameter summary

Trip rate parameter range selected:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.619	3	323	0.000	3	323	0.619
11:00 - 12:00	3	323	0.309	3	323	0.309	3	323	0.618
12:00 - 13:00	3	323	1.649	3	323	0.515	3	323	2.164
13:00 - 14:00	3	323	2.062	3	323	1.649	3	323	3.711
14:00 - 15:00	3	323	2.165	3	323	1.959	3	323	4.124
15:00 - 16:00	3	323	0.619	3	323	1.134	3	323	1.753
16:00 - 17:00	3	323	1.856	3	323	1.340	3	323	3.196
17:00 - 18:00	3	323	6.701	3	323	1.443	3	323	8.144
18:00 - 19:00	3	323	8.144	3	323	4.227	3	323	12.371
19:00 - 20:00	3	323	4.124	3	323	3.299	3	323	7.423
20:00 - 21:00	3	323	3.196	3	323	5.258	3	323	8.454
21:00 - 22:00	3	323	3.505	3	323	4.433	3	323	7.938
22:00 - 23:00	3	323	1.340	3	323	2.680	3	323	4.020
23:00 - 24:00	3	323	0.619	3	323	0.722	3	323	1.341
Total Rates:			36.908			28.968			65.876

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.103	3	323	0.000	3	323	0.103
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.206	3	323	0.206	3	323	0.412
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.103	3	323	0.000	3	323	0.103
17:00 - 18:00	3	323	0.619	3	323	0.206	3	323	0.825
18:00 - 19:00	3	323	0.309	3	323	0.722	3	323	1.031
19:00 - 20:00	3	323	0.825	3	323	0.515	3	323	1.340
20:00 - 21:00	3	323	0.206	3	323	0.515	3	323	0.721
21:00 - 22:00	3	323	0.206	3	323	0.206	3	323	0.412
22:00 - 23:00	3	323	0.000	3	323	0.103	3	323	0.103
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			2.577			2.473			5.050

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.103	3	323	0.103	3	323	0.206
15:00 - 16:00	3	323	0.309	3	323	0.412	3	323	0.721
16:00 - 17:00	3	323	0.206	3	323	0.000	3	323	0.206
17:00 - 18:00	3	323	1.443	3	323	1.340	3	323	2.783
18:00 - 19:00	3	323	2.268	3	323	4.330	3	323	6.598
19:00 - 20:00	3	323	1.649	3	323	0.928	3	323	2.577
20:00 - 21:00	3	323	0.515	3	323	1.340	3	323	1.855
21:00 - 22:00	3	323	0.206	3	323	1.237	3	323	1.443
22:00 - 23:00	3	323	0.000	3	323	1.959	3	323	1.959
23:00 - 24:00	3	323	0.000	3	323	1.546	3	323	1.546
Total Rates:			6.699			13.195			19.894

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL COACH 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.000	3	323	0.000	3	323	0.000
17:00 - 18:00	3	323	0.000	3	323	0.000	3	323	0.000
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.000	3	323	0.000	3	323	0.000
21:00 - 22:00	3	323	0.000	3	323	0.000	3	323	0.000
22:00 - 23:00	3	323	0.000	3	323	0.000	3	323	0.000
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.103	3	323	0.000	3	323	0.103
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.309	3	323	0.309	3	323	0.618
15:00 - 16:00	3	323	0.309	3	323	0.412	3	323	0.721
16:00 - 17:00	3	323	0.309	3	323	0.000	3	323	0.309
17:00 - 18:00	3	323	2.062	3	323	1.546	3	323	3.608
18:00 - 19:00	3	323	2.577	3	323	5.052	3	323	7.629
19:00 - 20:00	3	323	2.474	3	323	1.443	3	323	3.917
20:00 - 21:00	3	323	0.722	3	323	1.856	3	323	2.578
21:00 - 22:00	3	323	0.412	3	323	1.443	3	323	1.855
22:00 - 23:00	3	323	0.000	3	323	2.062	3	323	2.062
23:00 - 24:00	3	323	0.000	3	323	1.546	3	323	1.546
Total Rates:			9.277			15.669			24.946

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TOTAL PEOPLE
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.825	3	323	0.103	3	323	0.928
11:00 - 12:00	3	323	1.031	3	323	0.825	3	323	1.856
12:00 - 13:00	3	323	2.268	3	323	0.825	3	323	3.093
13:00 - 14:00	3	323	2.990	3	323	1.856	3	323	4.846
14:00 - 15:00	3	323	2.474	3	323	2.990	3	323	5.464
15:00 - 16:00	3	323	1.031	3	323	1.649	3	323	2.680
16:00 - 17:00	3	323	2.784	3	323	1.856	3	323	4.640
17:00 - 18:00	3	323	9.278	3	323	3.505	3	323	12.783
18:00 - 19:00	3	323	11.237	3	323	9.794	3	323	21.031
19:00 - 20:00	3	323	7.216	3	323	4.742	3	323	11.958
20:00 - 21:00	3	323	4.433	3	323	8.041	3	323	12.474
21:00 - 22:00	3	323	3.918	3	323	6.289	3	323	10.207
22:00 - 23:00	3	323	1.649	3	323	5.155	3	323	6.804
23:00 - 24:00	3	323	0.619	3	323	2.887	3	323	3.506
Total Rates:			51.753			50.517			102.270

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.103	3	323	0.103	3	323	0.206
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.103	3	323	0.103	3	323	0.206
17:00 - 18:00	3	323	0.206	3	323	0.206	3	323	0.412
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.103	3	323	0.000	3	323	0.103
20:00 - 21:00	3	323	0.103	3	323	0.103	3	323	0.206
21:00 - 22:00	3	323	0.103	3	323	0.206	3	323	0.309
22:00 - 23:00	3	323	0.000	3	323	0.000	3	323	0.000
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			0.721			0.721			1.442

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.103	3	323	0.103	3	323	0.206
11:00 - 12:00	3	323	0.515	3	323	0.412	3	323	0.927
12:00 - 13:00	3	323	0.103	3	323	0.206	3	323	0.309
13:00 - 14:00	3	323	0.103	3	323	0.000	3	323	0.103
14:00 - 15:00	3	323	0.000	3	323	0.103	3	323	0.103
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.103	3	323	0.103	3	323	0.206
17:00 - 18:00	3	323	0.103	3	323	0.103	3	323	0.206
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.000	3	323	0.000	3	323	0.000
21:00 - 22:00	3	323	0.309	3	323	0.309	3	323	0.618
22:00 - 23:00	3	323	0.000	3	323	0.000	3	323	0.000
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			1.339			1.339			2.678

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:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.000	3	323	0.000	3	323	0.000
17:00 - 18:00	3	323	0.000	3	323	0.000	3	323	0.000
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.000	3	323	0.000	3	323	0.000
21:00 - 22:00	3	323	0.000	3	323	0.000	3	323	0.000
22:00 - 23:00	3	323	0.000	3	323	0.000	3	323	0.000
23:00 - 24:00	3	323	0.000	3	323	0.000	3	323	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	220 - 400 (units: sqm)
Survey date date range:	01/01/09 - 22/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days

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

Secondary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	210 to 750 (units: sqm)
Range Selected by User:	210 to 750 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 10/12/14

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

Selected survey days:

Wednesday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	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.

Secondary Filtering selection:

Use Class:

D1	2 days

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

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 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	2 days

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

LIST OF SITES relevant to selection parameters

1 KC-04-D-01 NURSERY KENT
PEMBURY ROAD

TONBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 210 sqm
Survey date: WEDNESDAY 09/12/09 Survey Type: MANUAL

2 SF-04-D-03 NURSERY SUFFOLK
CAMP ROAD

LOWESTOFT
Edge of Town Centre
Residential Zone
Total Gross floor area: 750 sqm
Survey date: WEDNESDAY 10/12/14 Survey Type: MANUAL

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 256 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	480	1.354	3.467	2	480	0.729	1.867	2	480	2.083	5.334
08:00 - 09:00	2	480	4.896	12.533	2	480	4.792	12.267	2	480	9.688	24.800
09:00 - 10:00	2	480	0.833	2.133	2	480	0.833	2.133	2	480	1.666	4.266
10:00 - 11:00	2	480	0.104	0.267	2	480	0.000	0.000	2	480	0.104	0.267
11:00 - 12:00	2	480	0.313	0.800	2	480	0.208	0.533	2	480	0.520	1.333
12:00 - 13:00	2	480	1.458	3.733	2	480	1.458	3.733	2	480	2.916	7.466
13:00 - 14:00	2	480	1.458	3.733	2	480	1.563	4.000	2	480	3.020	7.733
14:00 - 15:00	2	480	0.208	0.533	2	480	0.313	0.800	2	480	0.520	1.333
15:00 - 16:00	2	480	0.104	0.267	2	480	0.104	0.267	2	480	0.208	0.534
16:00 - 17:00	2	480	1.458	3.733	2	480	1.458	3.733	2	480	2.916	7.466
17:00 - 18:00	2	480	3.229	8.267	2	480	3.542	9.067	2	480	6.771	17.334
18:00 - 19:00	2	480	0.417	1.067	2	480	0.833	2.133	2	480	1.250	3.200
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			15.831	40.533			15.831	40.533			31.662	81.066

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:	210 - 750 (units: sqm)
Survey date date range:	01/01/09 - 10/12/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

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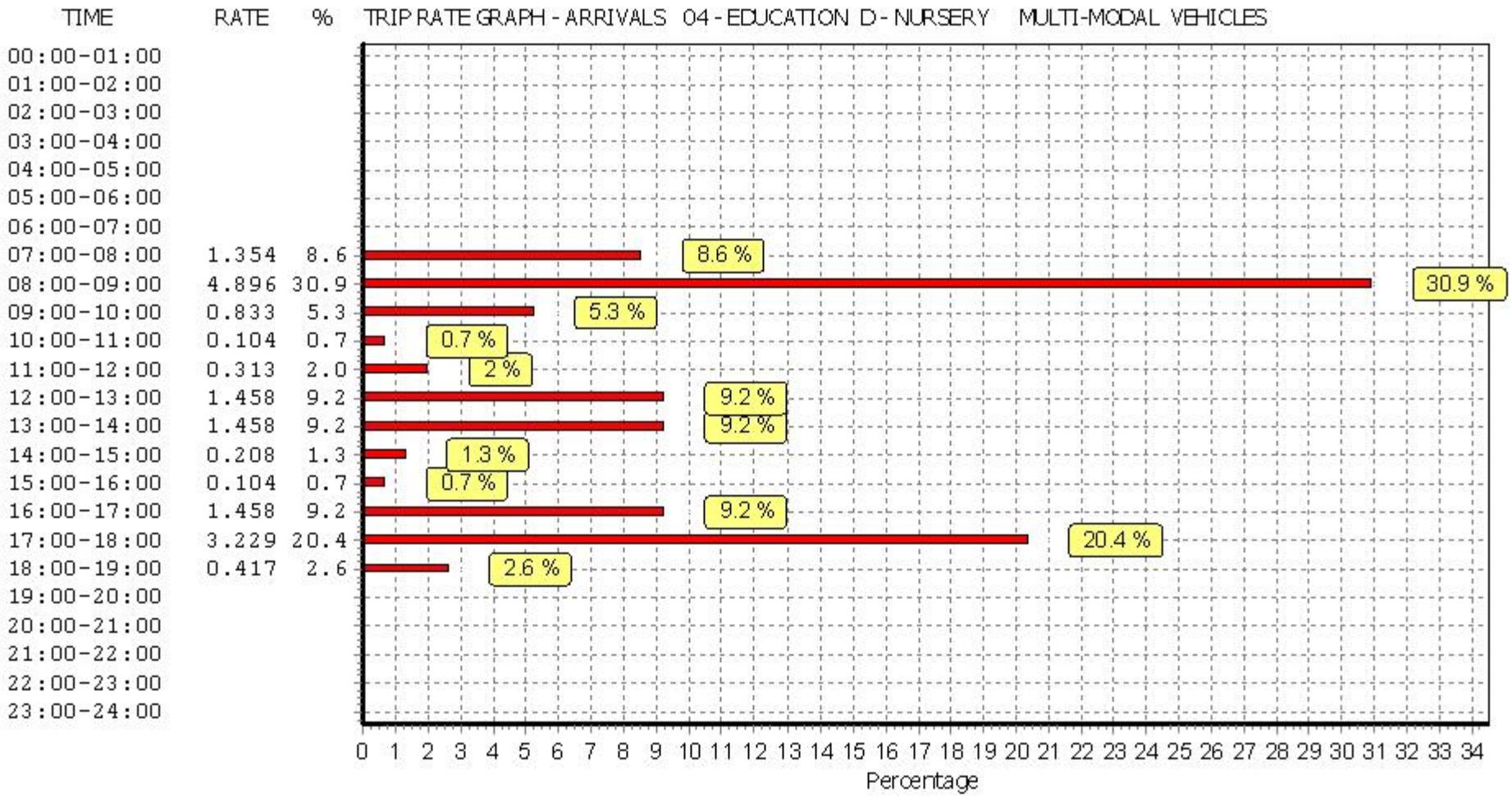
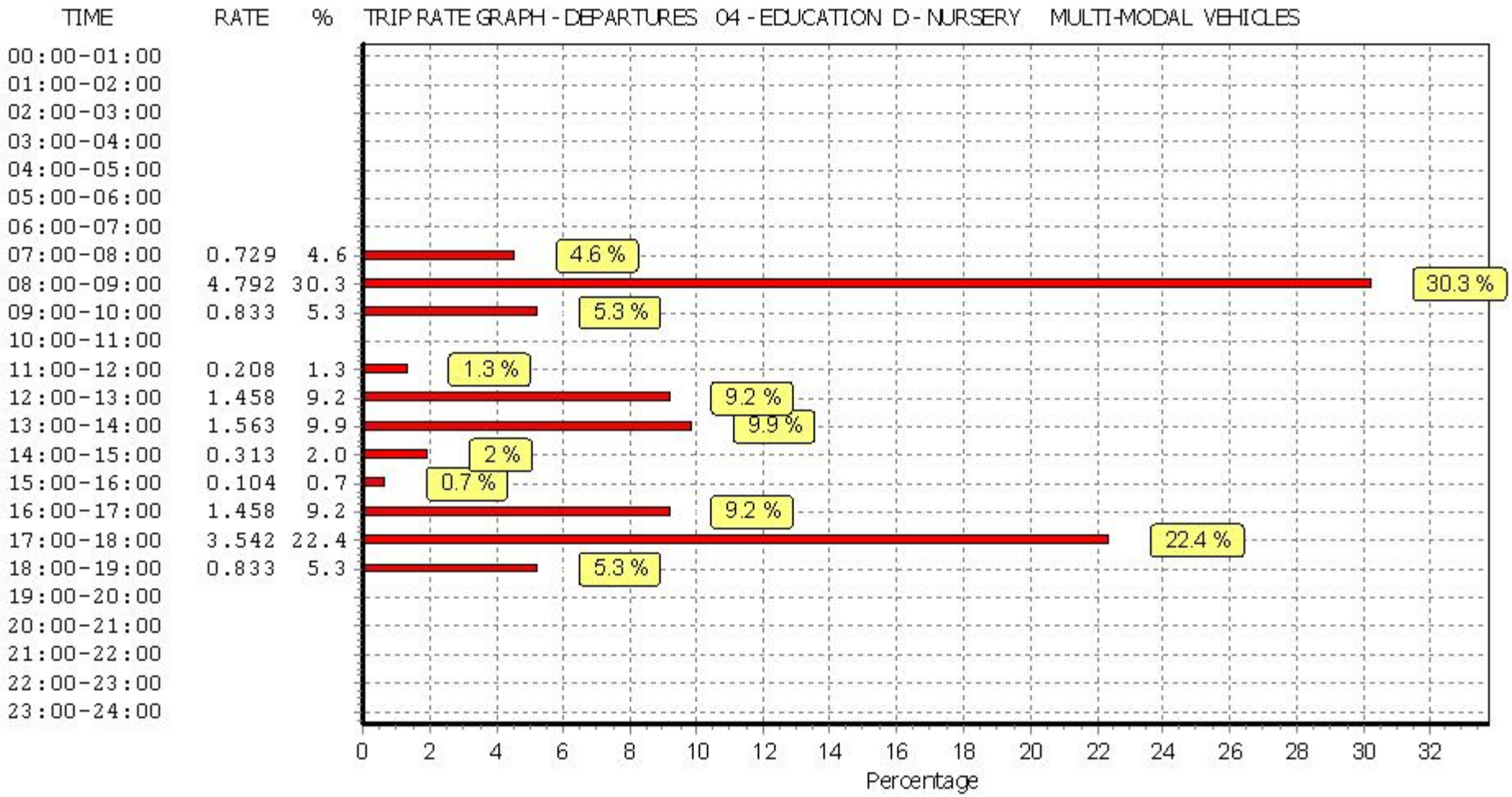


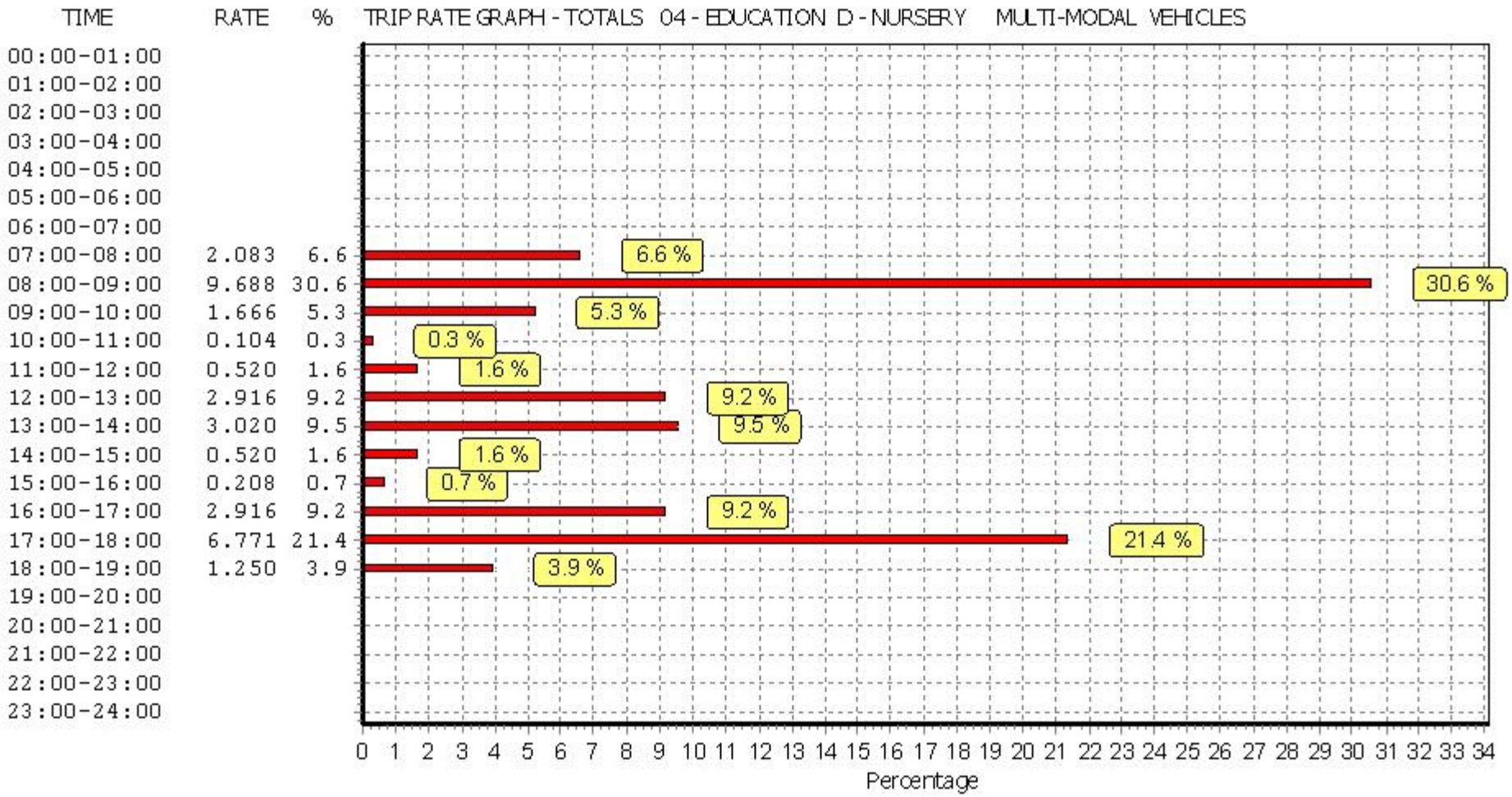
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Peter Brett Associates Caversham Bridge House Reading Licence No: 706701



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

Peter Brett Associates Caversham Bridge House Reading Licence No: 706701



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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 256 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
08:00 - 09:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
09:00 - 10:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
10:00 - 11:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
11:00 - 12:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
12:00 - 13:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
13:00 - 14:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
14:00 - 15:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
15:00 - 16:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
16:00 - 17:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
17:00 - 18:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
18:00 - 19:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.000	0.000			0.000	0.000

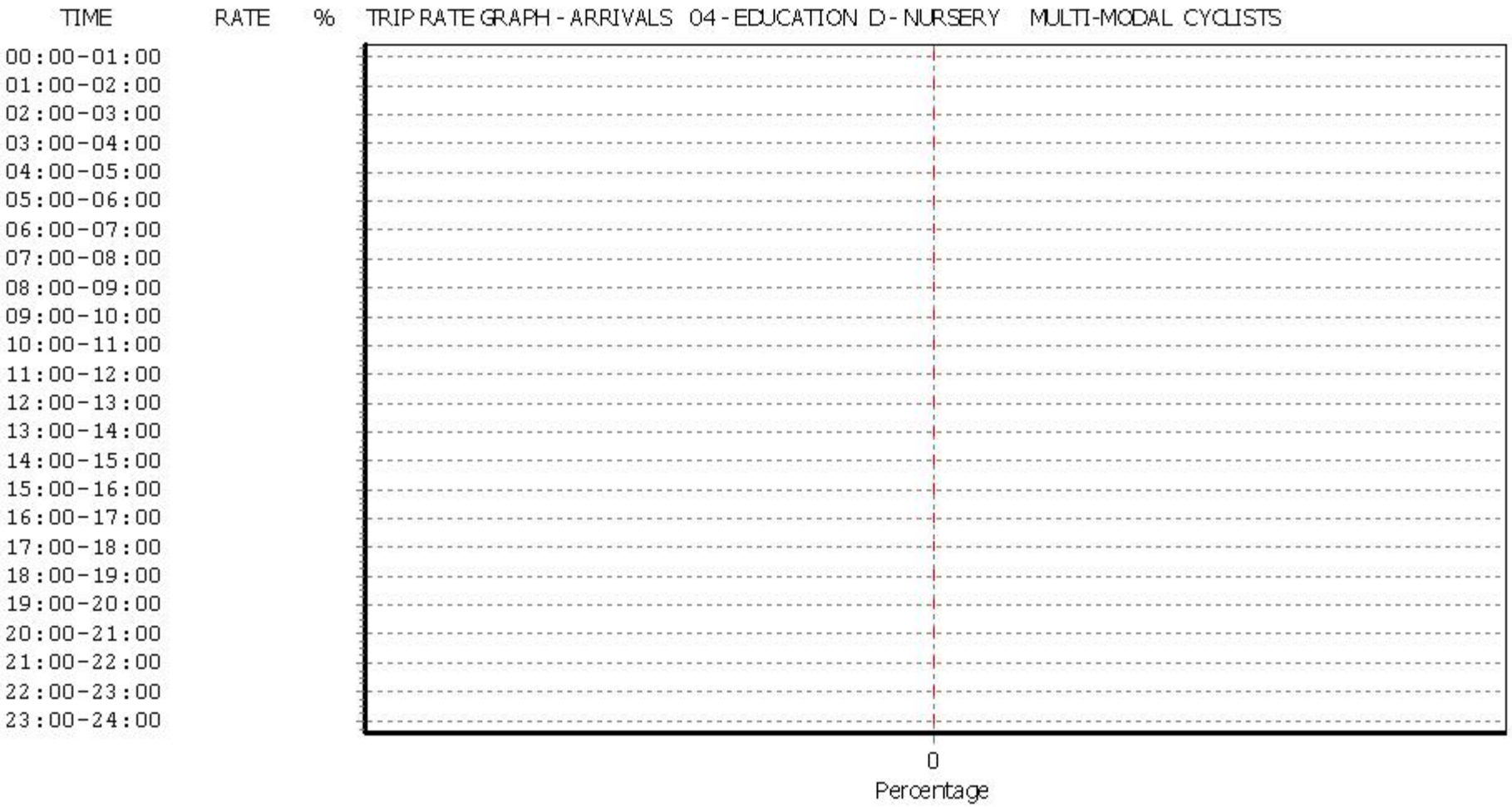
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Parameter summary

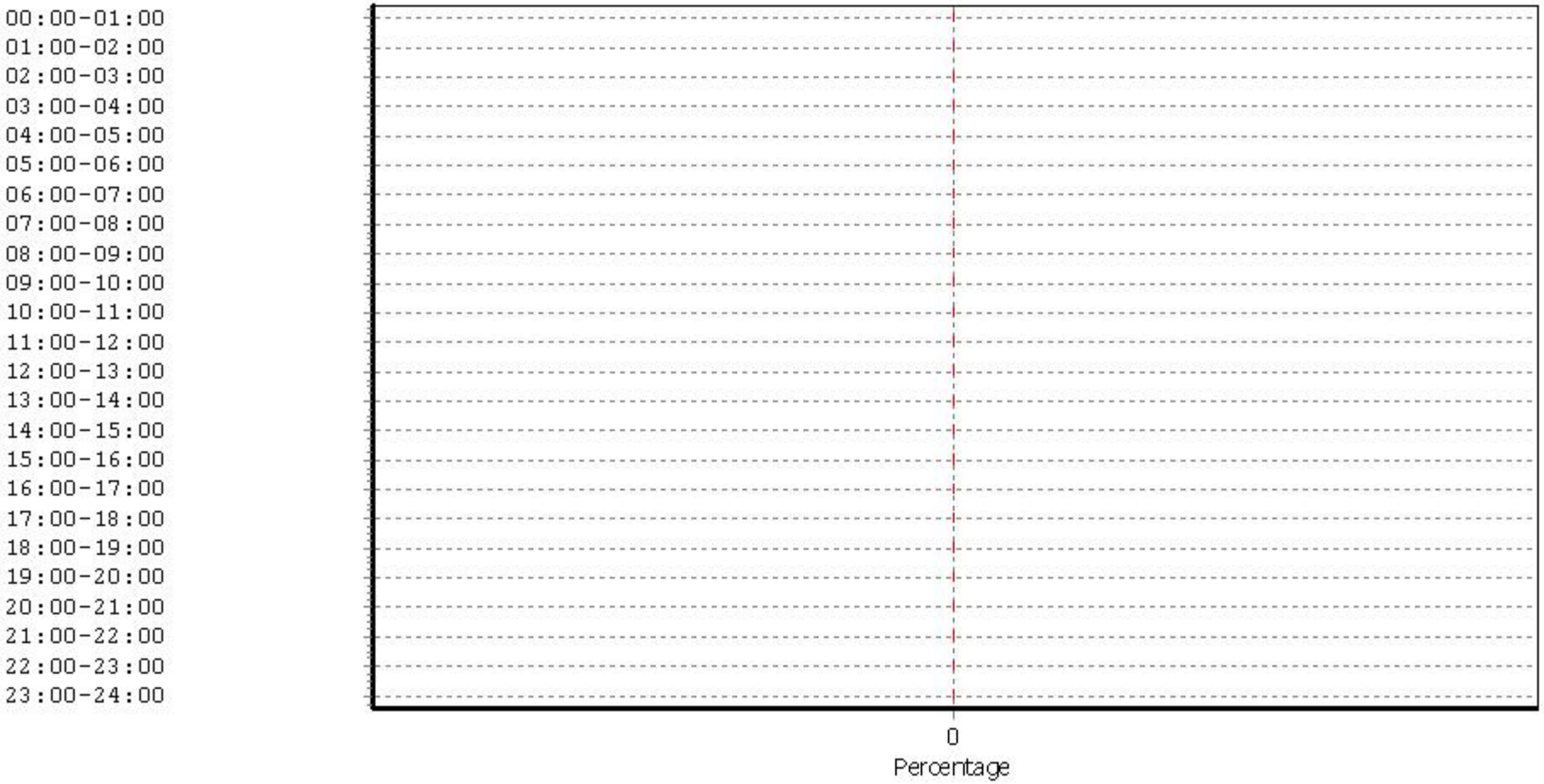
Trip rate parameter range selected:	210 - 750 (units: sqm)
Survey date date range:	01/01/09 - 10/12/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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.



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

TIME RATE % TRIP RATE GRAPH - DEPARTURES 04 - EDUCATION D - NURSERY MULTI-MODAL CYCLISTS



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

TRIP RATE GRAPH - TOTALS 04 - EDUCATION D - NURSERY MULTI-MODAL CYCLISTS

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
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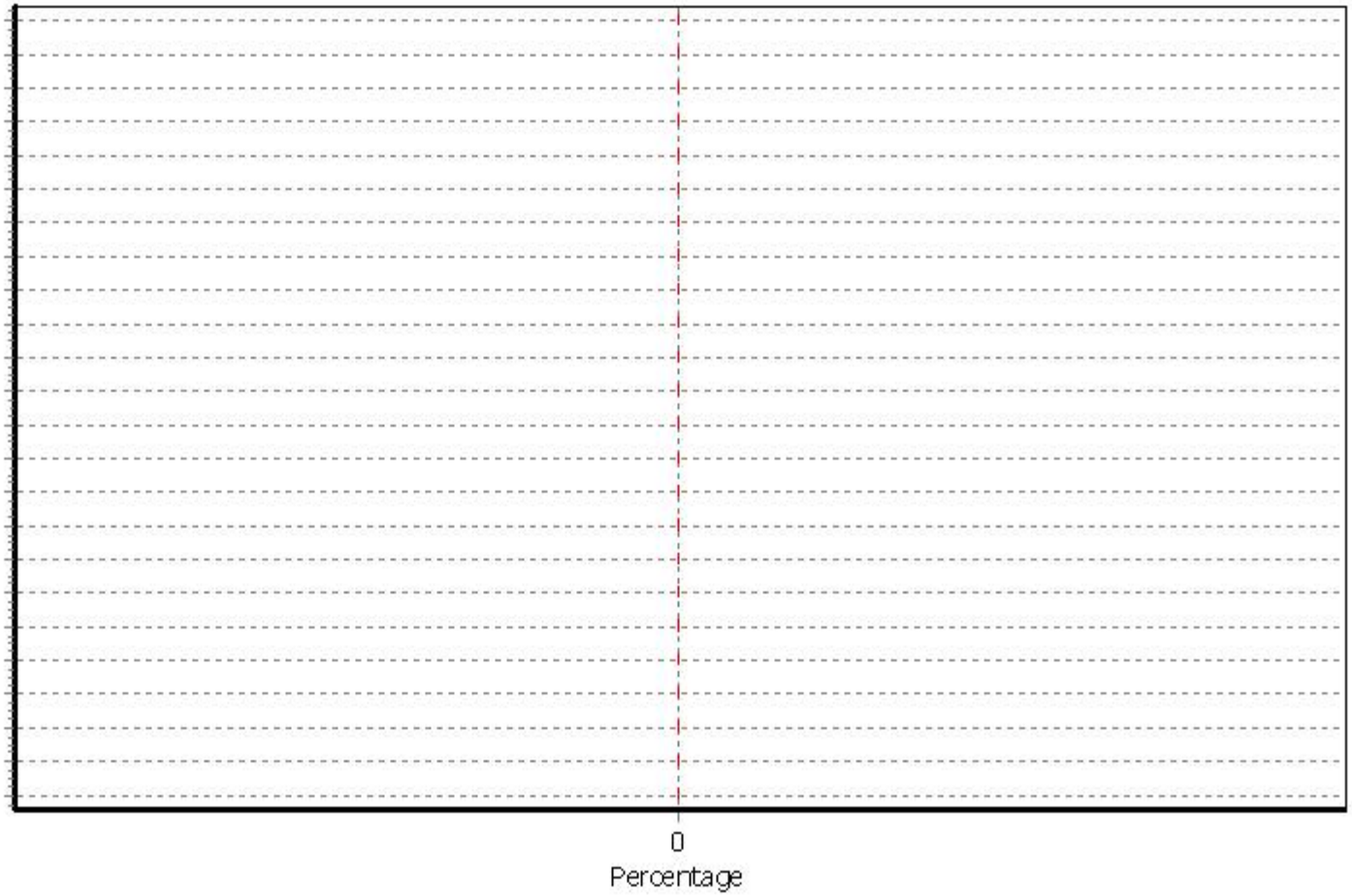
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 256 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	480	2.708	6.933	2	480	0.729	1.867	2	480	3.437	8.800
08:00 - 09:00	2	480	8.229	21.067	2	480	5.208	13.333	2	480	13.437	34.400
09:00 - 10:00	2	480	1.042	2.667	2	480	0.938	2.400	2	480	1.980	5.067
10:00 - 11:00	2	480	0.104	0.267	2	480	0.000	0.000	2	480	0.104	0.267
11:00 - 12:00	2	480	0.313	0.800	2	480	0.208	0.533	2	480	0.520	1.333
12:00 - 13:00	2	480	1.875	4.800	2	480	1.771	4.533	2	480	3.646	9.333
13:00 - 14:00	2	480	1.458	3.733	2	480	2.500	6.400	2	480	3.958	10.133
14:00 - 15:00	2	480	0.313	0.800	2	480	0.313	0.800	2	480	0.624	1.600
15:00 - 16:00	2	480	0.104	0.267	2	480	0.208	0.533	2	480	0.312	0.800
16:00 - 17:00	2	480	1.354	3.467	2	480	2.396	6.133	2	480	3.750	9.600
17:00 - 18:00	2	480	3.542	9.067	2	480	5.938	15.200	2	480	9.480	24.267
18:00 - 19:00	2	480	0.417	1.067	2	480	1.458	3.733	2	480	1.875	4.800
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			21.457	54.935			21.666	55.465			43.123	110.400

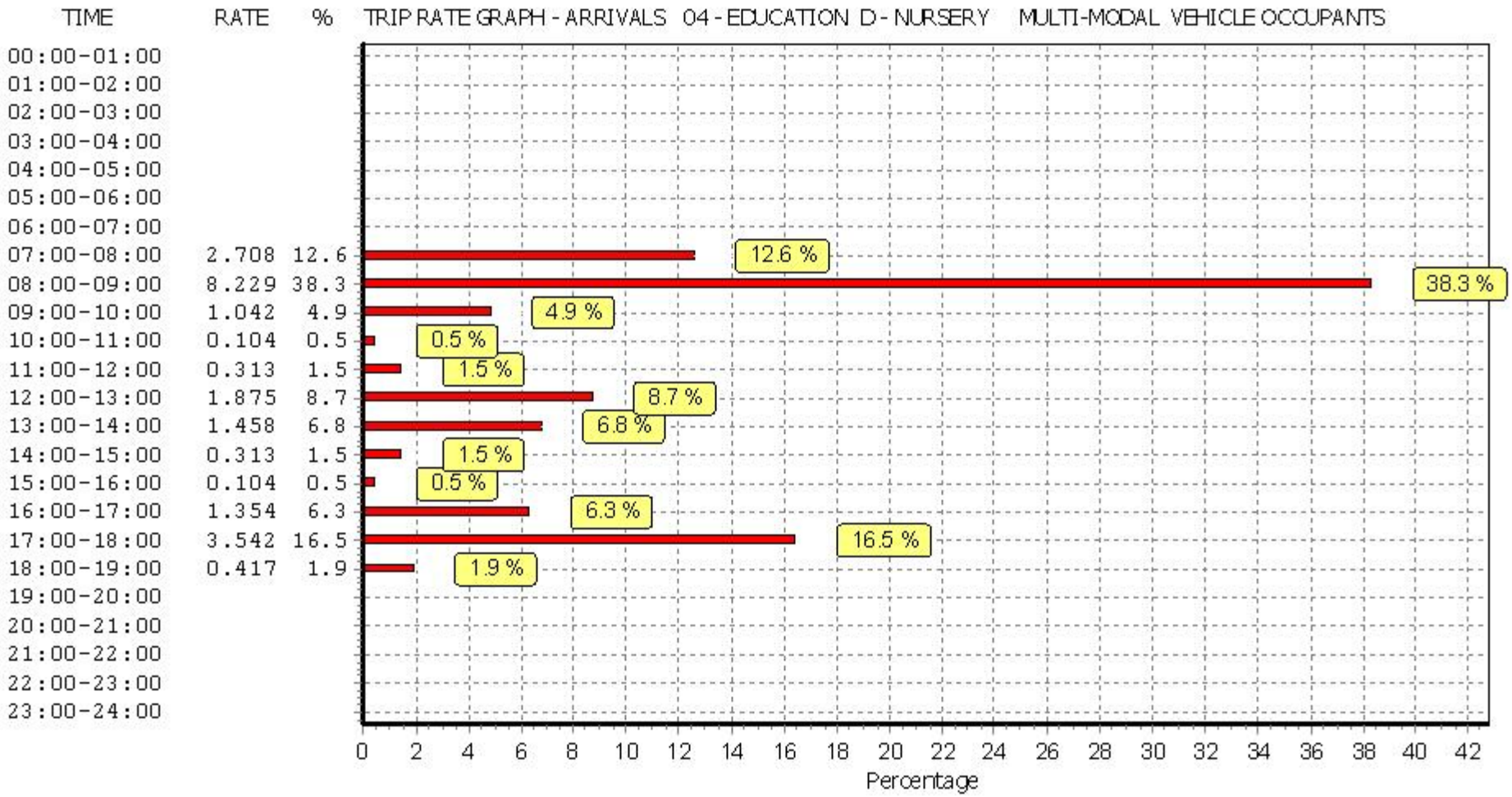
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

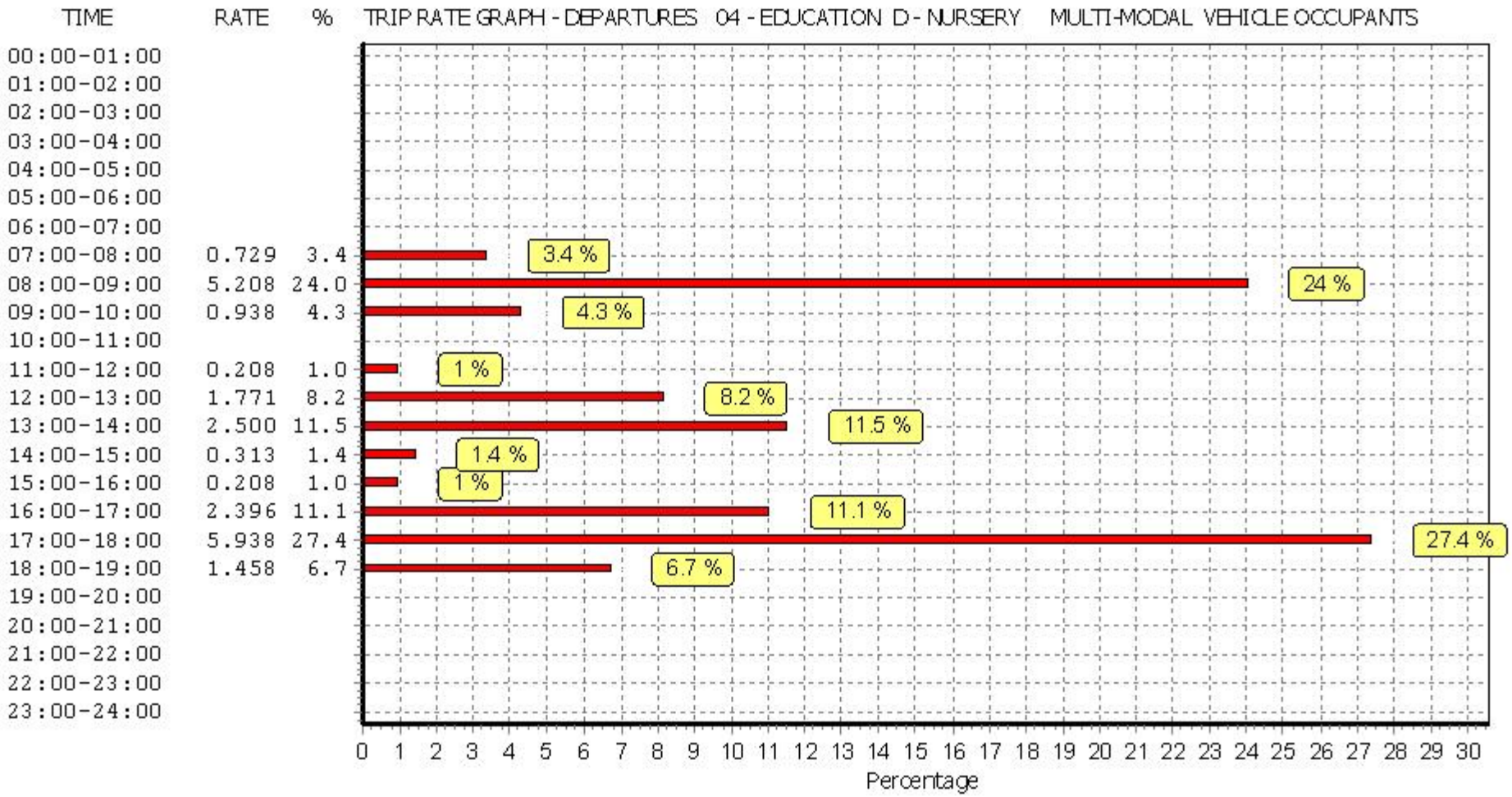
Trip rate parameter range selected:	210 - 750 (units: sqm)
Survey date date range:	01/01/09 - 10/12/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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.

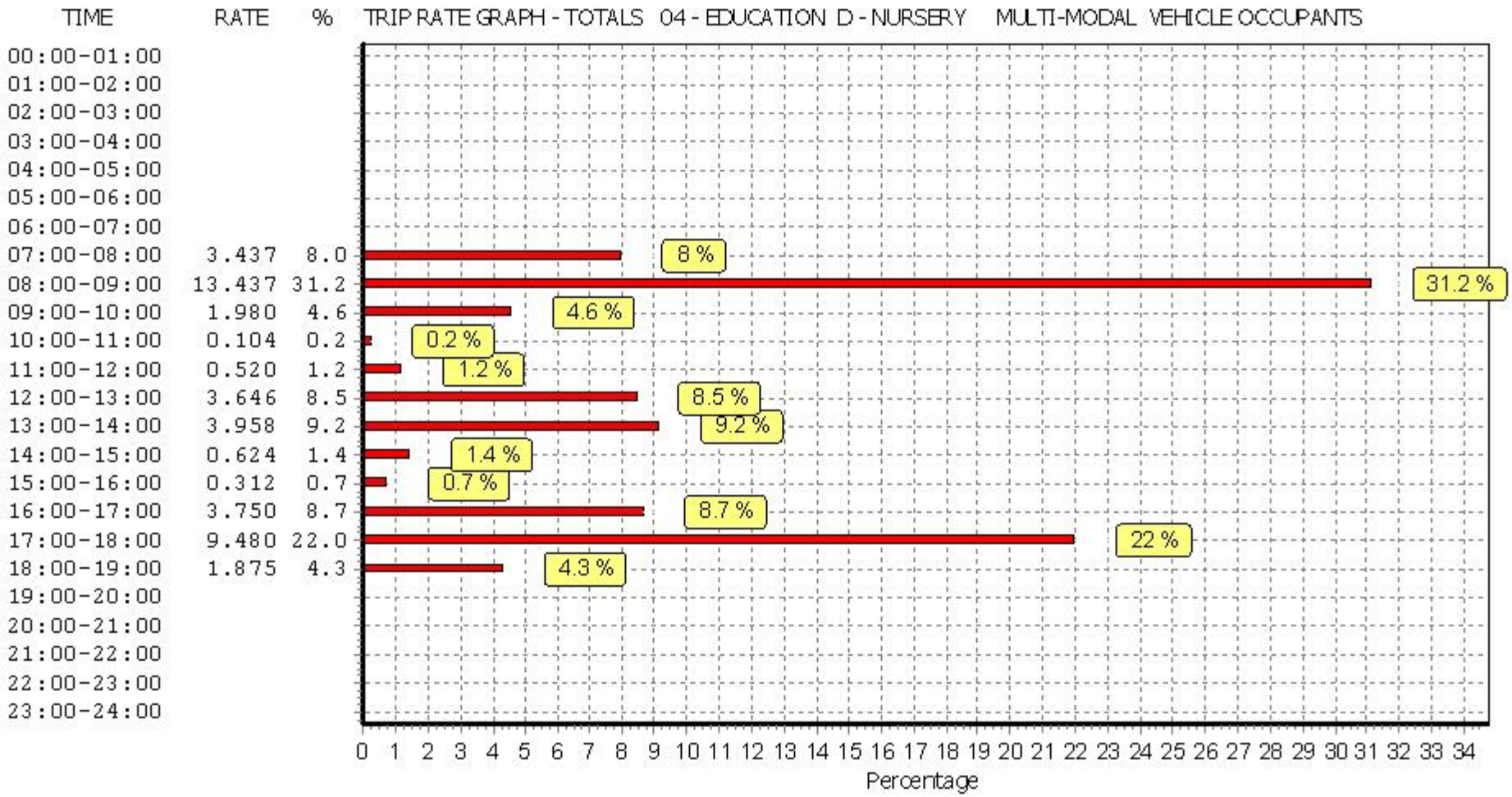


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Peter Brett Associates Caversham Bridge House Reading Licence No: 706701



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



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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
Estimated TRIP rate value per 256 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	480	2.604	6.667	2	480	0.938	2.400	2	480	3.542	9.067
08:00 - 09:00	2	480	4.063	10.400	2	480	1.250	3.200	2	480	5.312	13.600
09:00 - 10:00	2	480	0.104	0.267	2	480	0.000	0.000	2	480	0.104	0.267
10:00 - 11:00	2	480	0.208	0.533	2	480	0.208	0.533	2	480	0.416	1.066
11:00 - 12:00	2	480	0.313	0.800	2	480	0.938	2.400	2	480	1.250	3.200
12:00 - 13:00	2	480	2.604	6.667	2	480	2.500	6.400	2	480	5.104	13.067
13:00 - 14:00	2	480	1.563	4.000	2	480	1.354	3.467	2	480	2.916	7.467
14:00 - 15:00	2	480	0.417	1.067	2	480	0.417	1.067	2	480	0.834	2.134
15:00 - 16:00	2	480	0.208	0.533	2	480	0.417	1.067	2	480	0.625	1.600
16:00 - 17:00	2	480	0.625	1.600	2	480	2.188	5.600	2	480	2.813	7.200
17:00 - 18:00	2	480	1.458	3.733	2	480	3.542	9.067	2	480	5.000	12.800
18:00 - 19:00	2	480	0.104	0.267	2	480	0.625	1.600	2	480	0.729	1.867
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			14.268	36.534			14.377	36.801			28.645	73.335

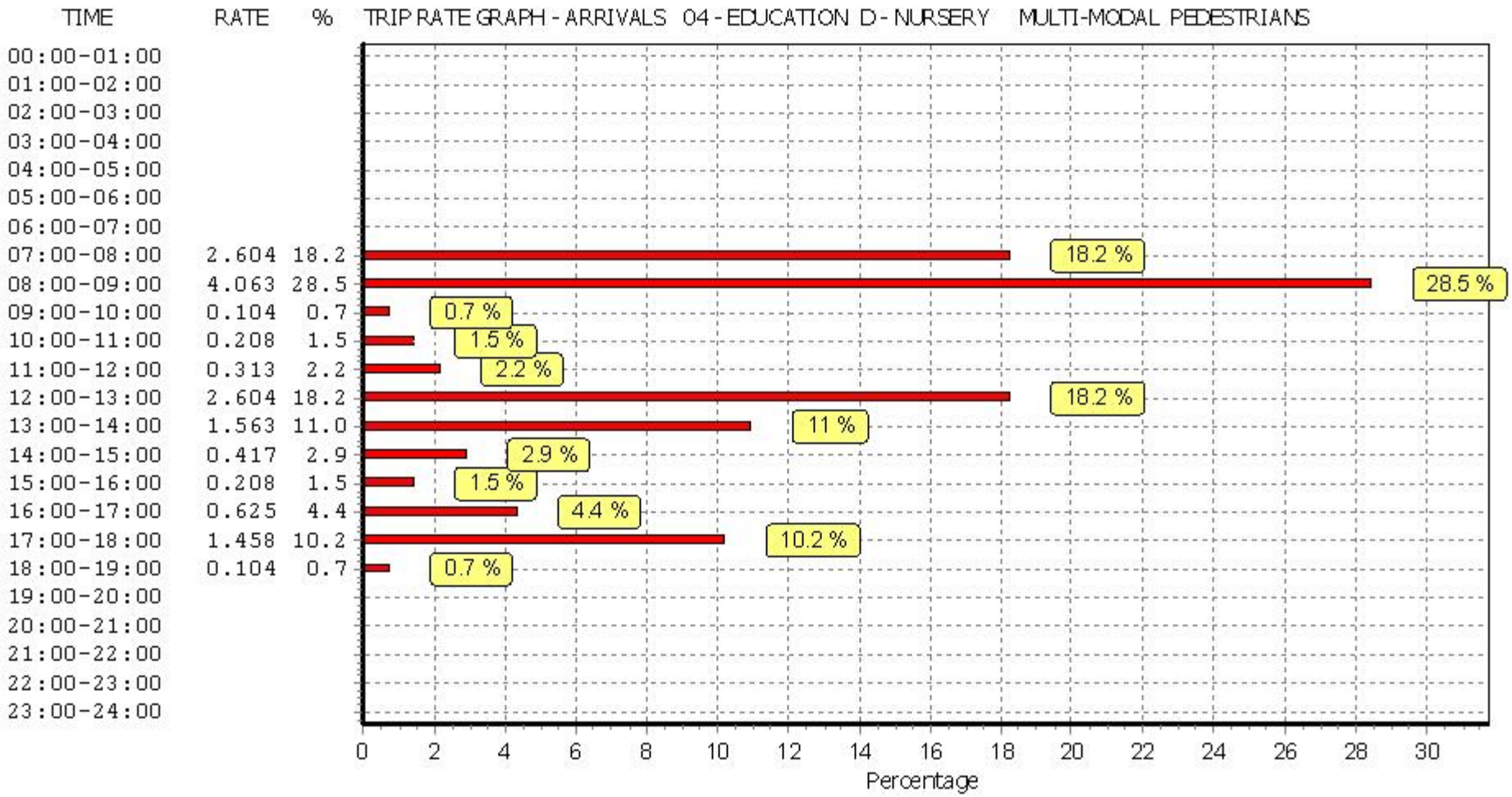
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

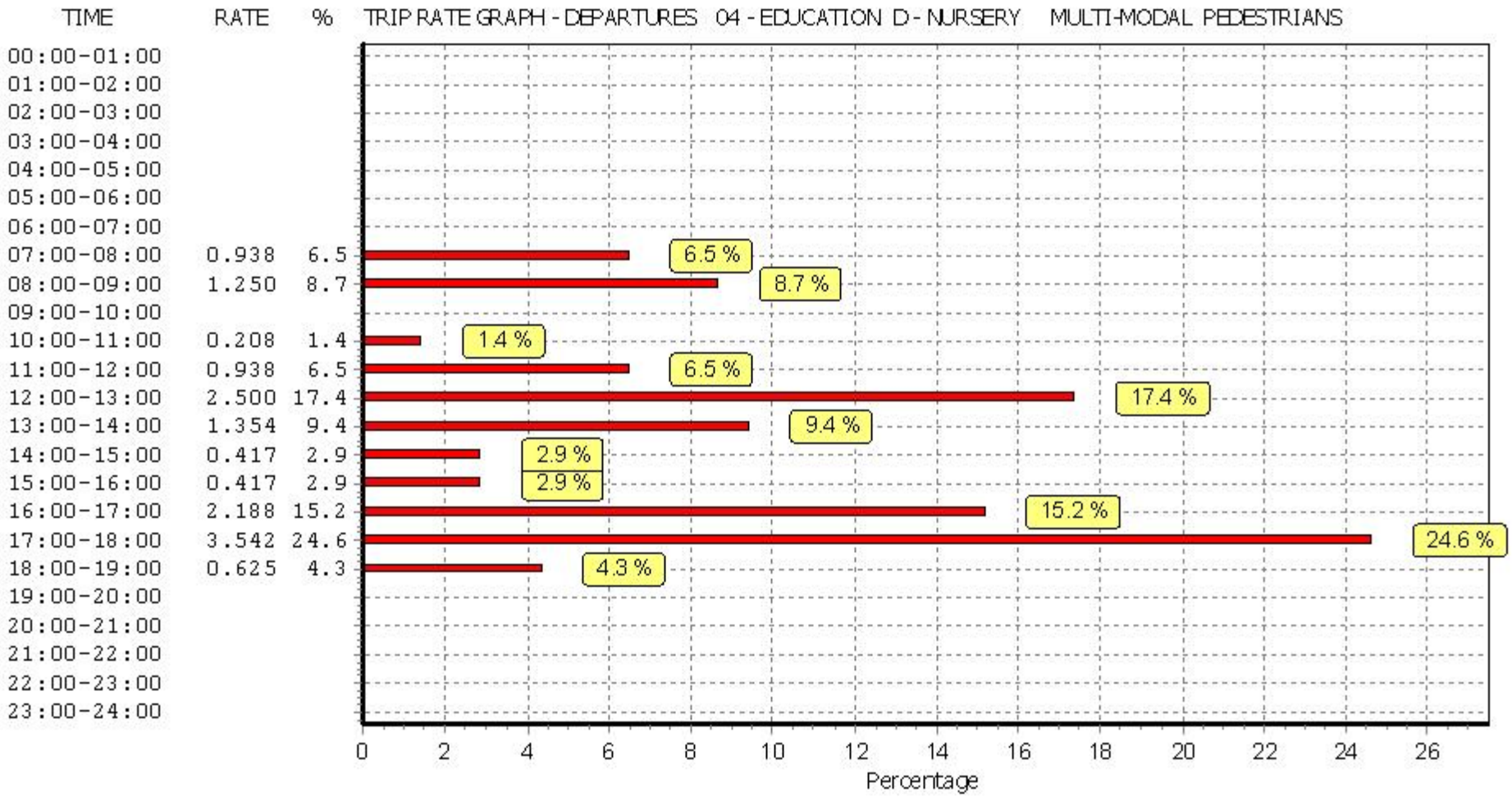
Parameter summary

Trip rate parameter range selected:	210 - 750 (units: sqm)
Survey date date range:	01/01/09 - 10/12/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

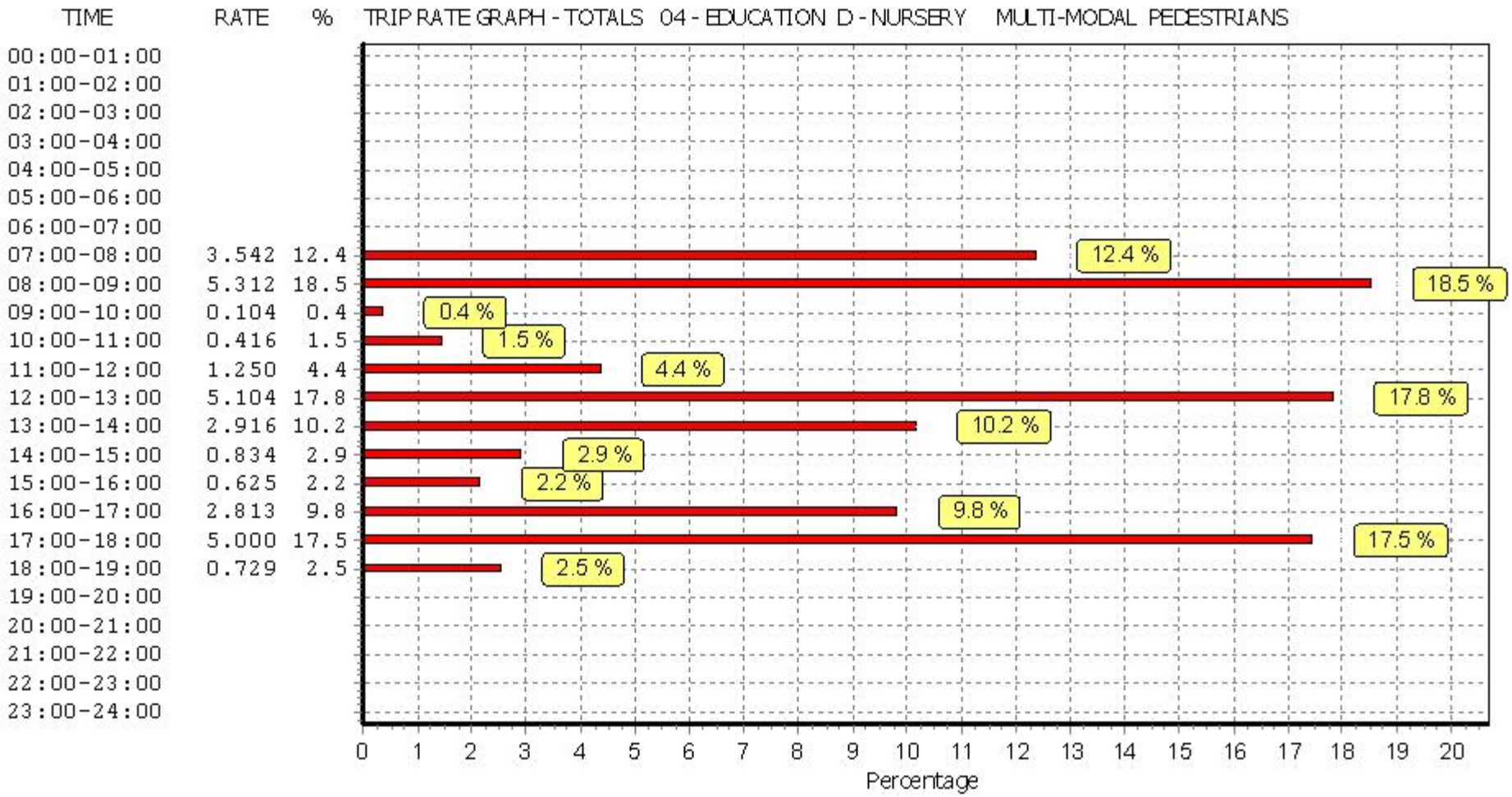


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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

Peter Brett Associates Caversham Bridge House Reading Licence No: 706701



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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 256 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	480	0.208	0.533	2	480	0.000	0.000	2	480	0.208	0.533
08:00 - 09:00	2	480	0.208	0.533	2	480	0.104	0.267	2	480	0.312	0.800
09:00 - 10:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
10:00 - 11:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
11:00 - 12:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
12:00 - 13:00	2	480	0.208	0.533	2	480	0.208	0.533	2	480	0.416	1.066
13:00 - 14:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
14:00 - 15:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
15:00 - 16:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
16:00 - 17:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
17:00 - 18:00	2	480	0.000	0.000	2	480	0.208	0.533	2	480	0.208	0.533
18:00 - 19:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.624	1.599			0.520	1.333			1.144	2.932

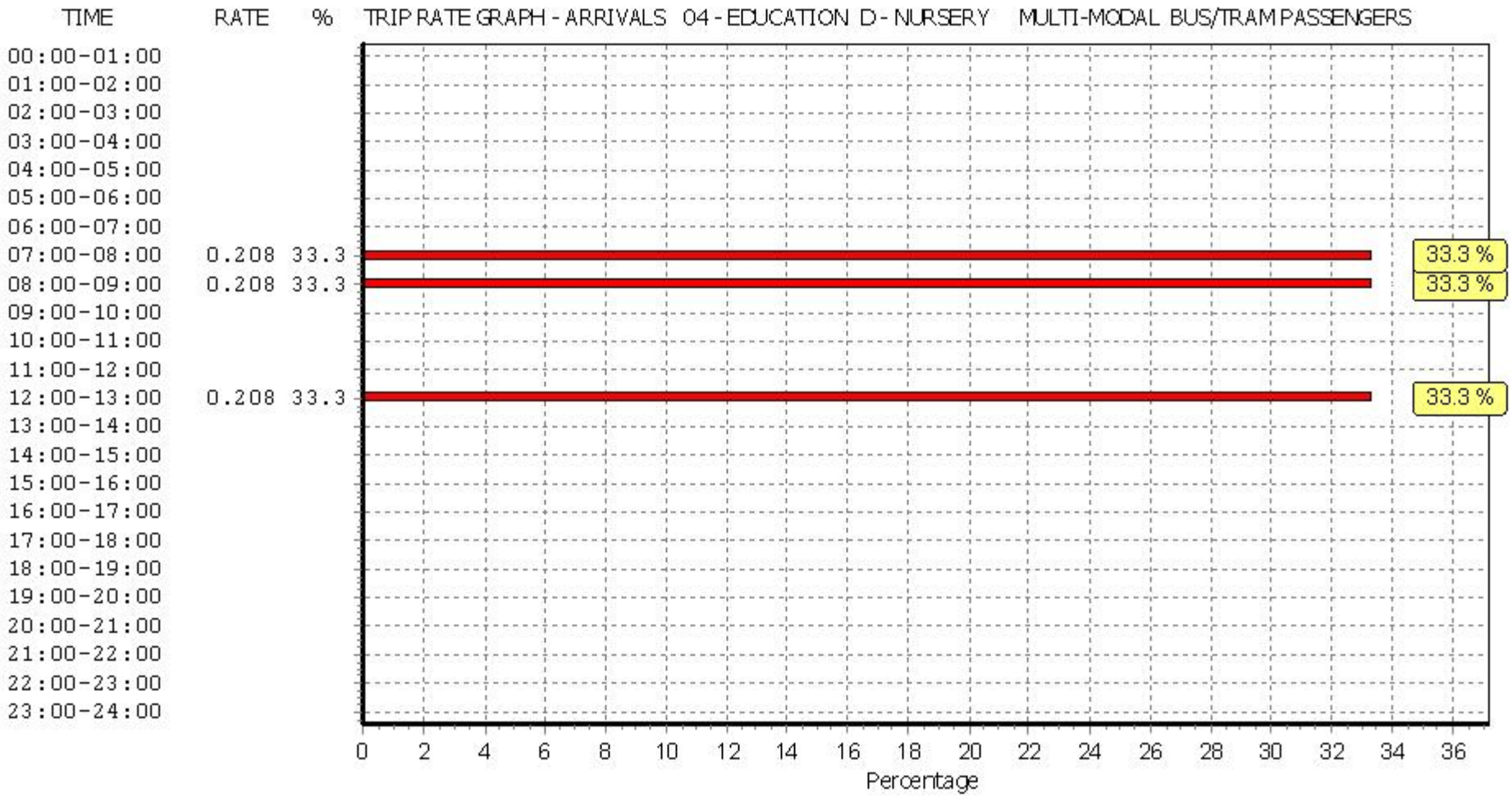
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

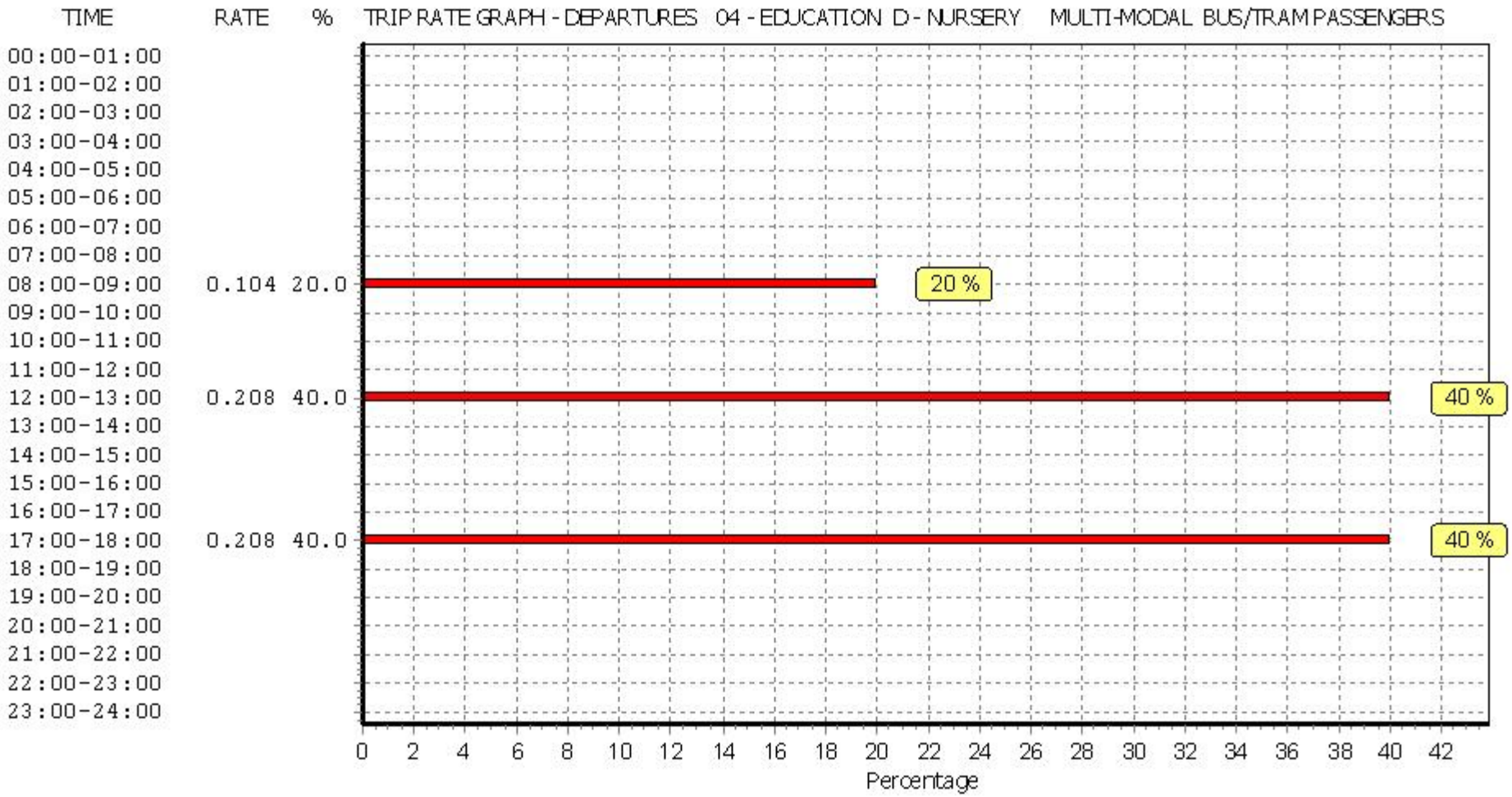
Parameter summary

Trip rate parameter range selected:	210 - 750 (units: sqm)
Survey date date range:	01/01/09 - 10/12/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

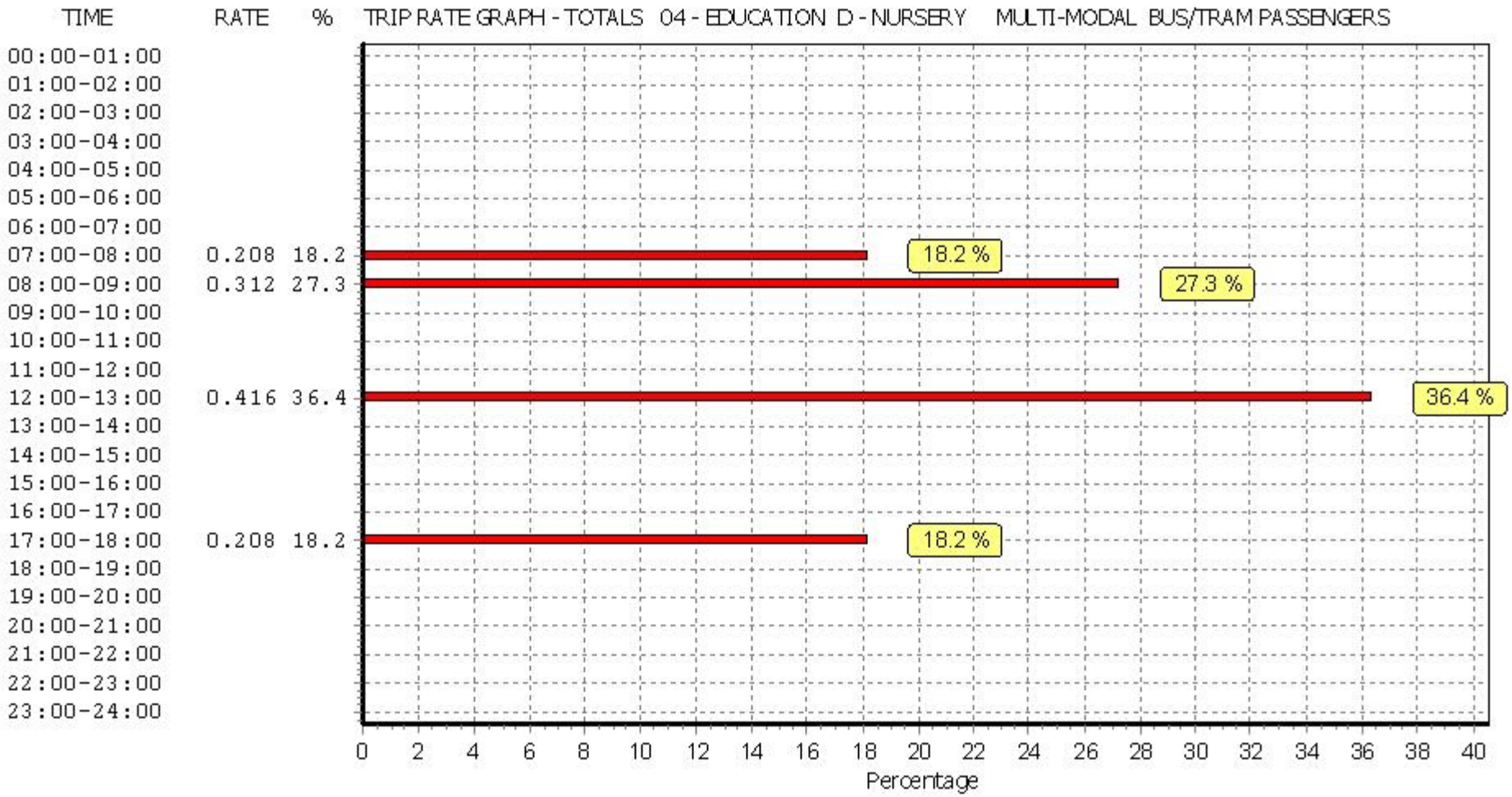
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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



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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 256 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	480	0.104	0.267	2	480	0.000	0.000	2	480	0.104	0.267
08:00 - 09:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
09:00 - 10:00	2	480	0.208	0.533	2	480	0.104	0.267	2	480	0.312	0.800
10:00 - 11:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
11:00 - 12:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
12:00 - 13:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
13:00 - 14:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
14:00 - 15:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
15:00 - 16:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
16:00 - 17:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
17:00 - 18:00	2	480	0.104	0.267	2	480	0.000	0.000	2	480	0.104	0.267
18:00 - 19:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.416	1.067			0.104	0.267			0.520	1.334

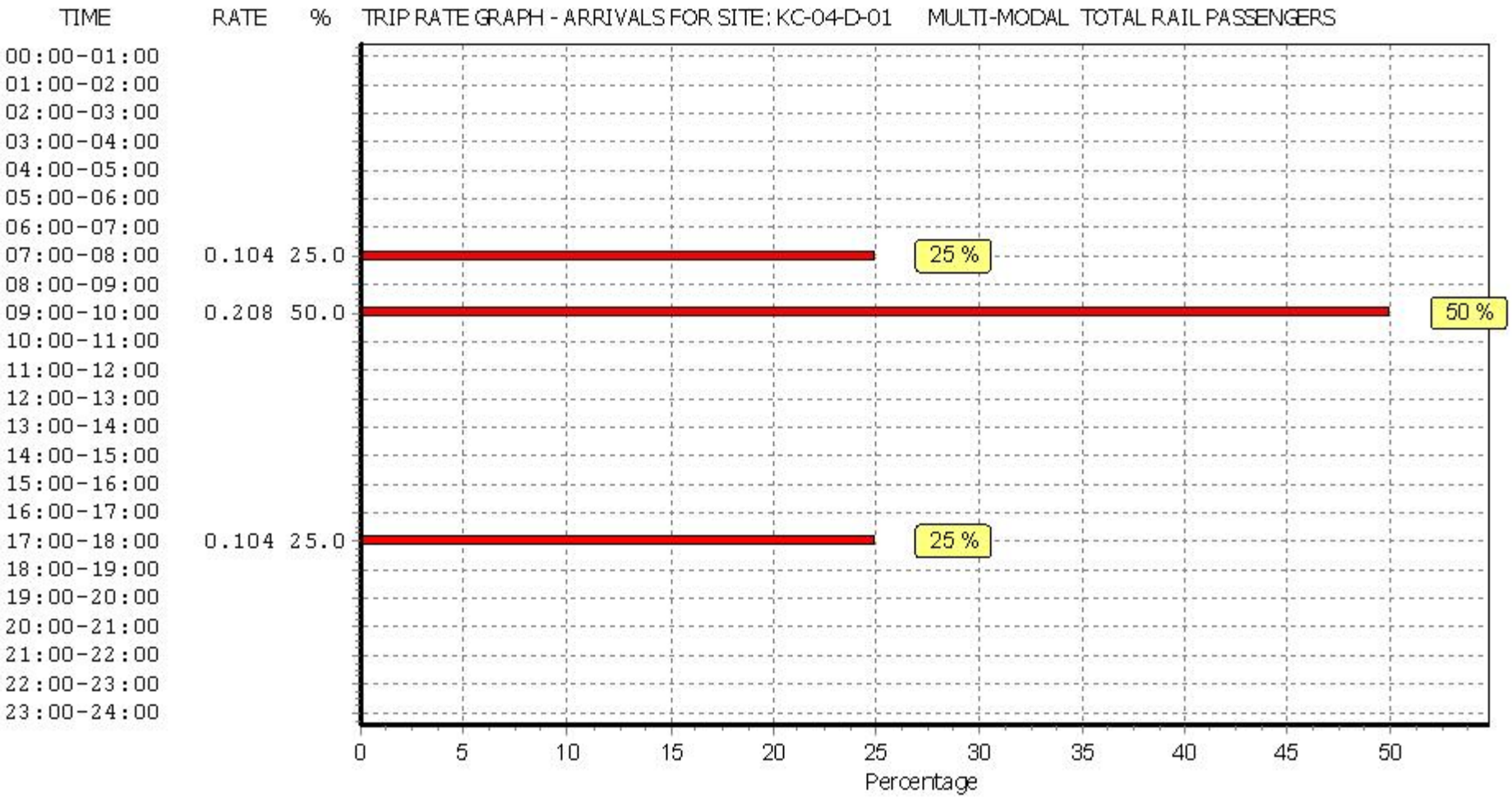
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

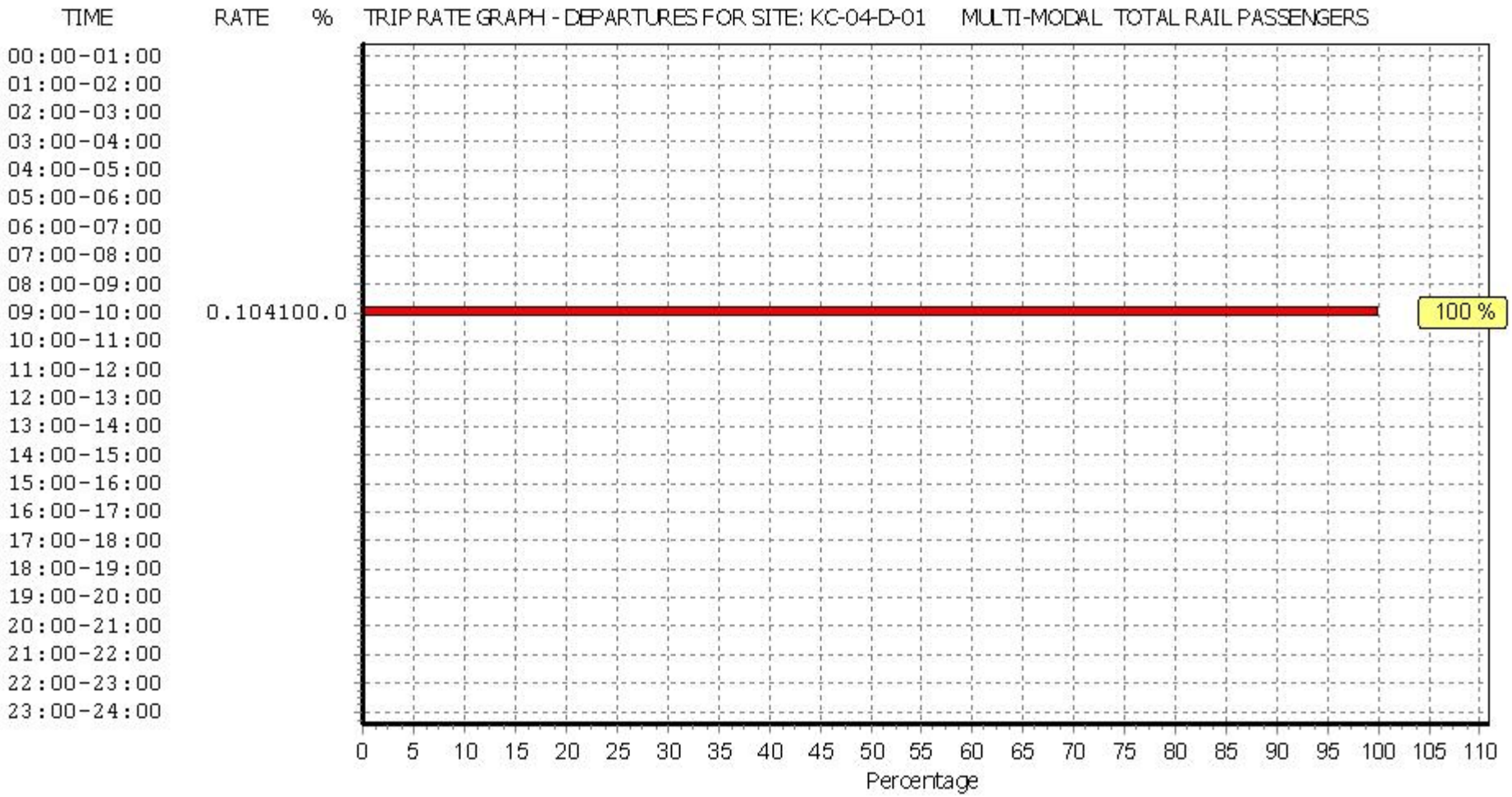
Parameter summary

Trip rate parameter range selected:	210 - 750 (units: sqm)
Survey date date range:	01/01/09 - 10/12/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

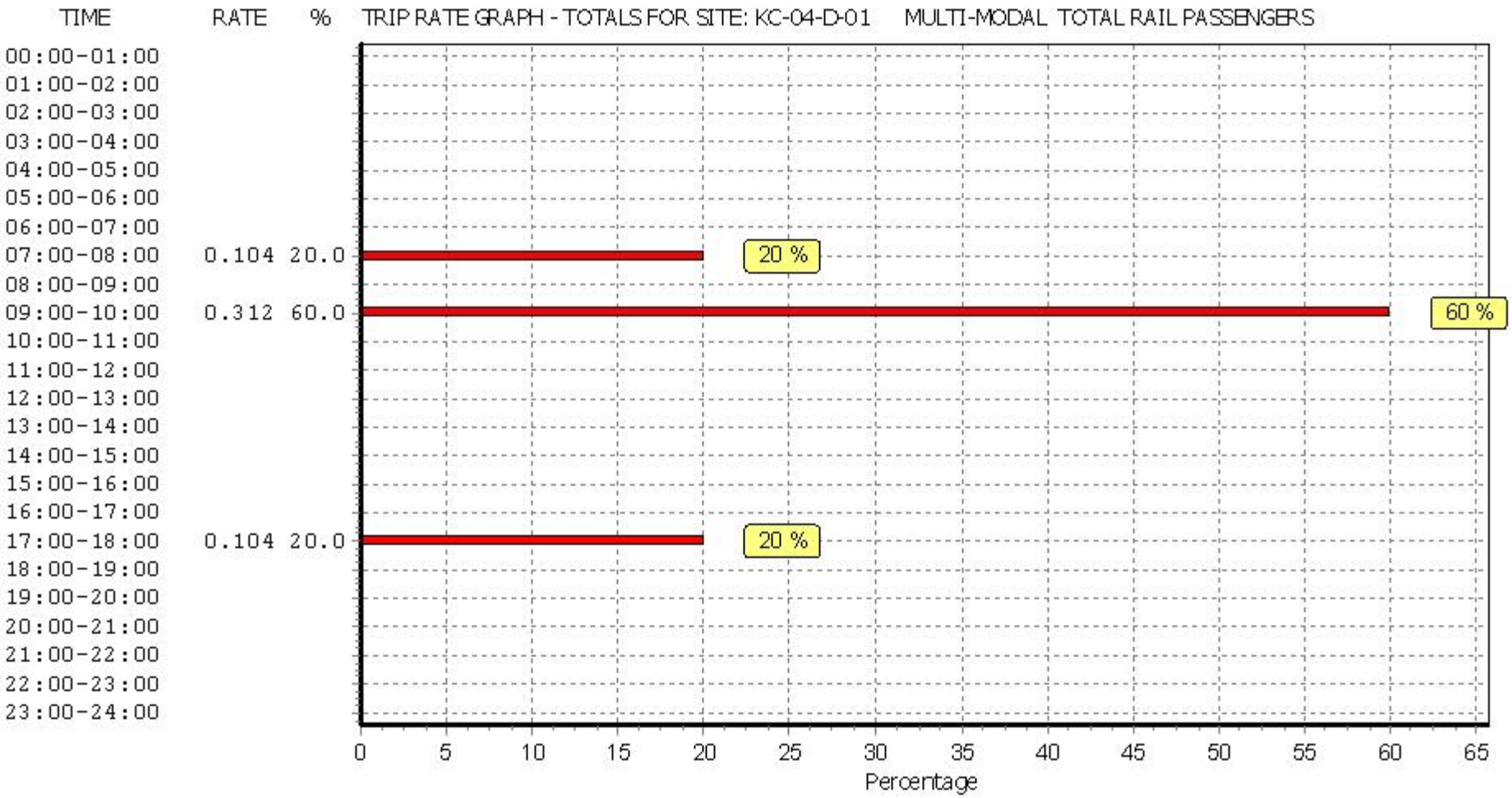
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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



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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 256 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
08:00 - 09:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
09:00 - 10:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
10:00 - 11:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
11:00 - 12:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
12:00 - 13:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
13:00 - 14:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
14:00 - 15:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
15:00 - 16:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
16:00 - 17:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
17:00 - 18:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
18:00 - 19:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.000	0.000			0.000	0.000

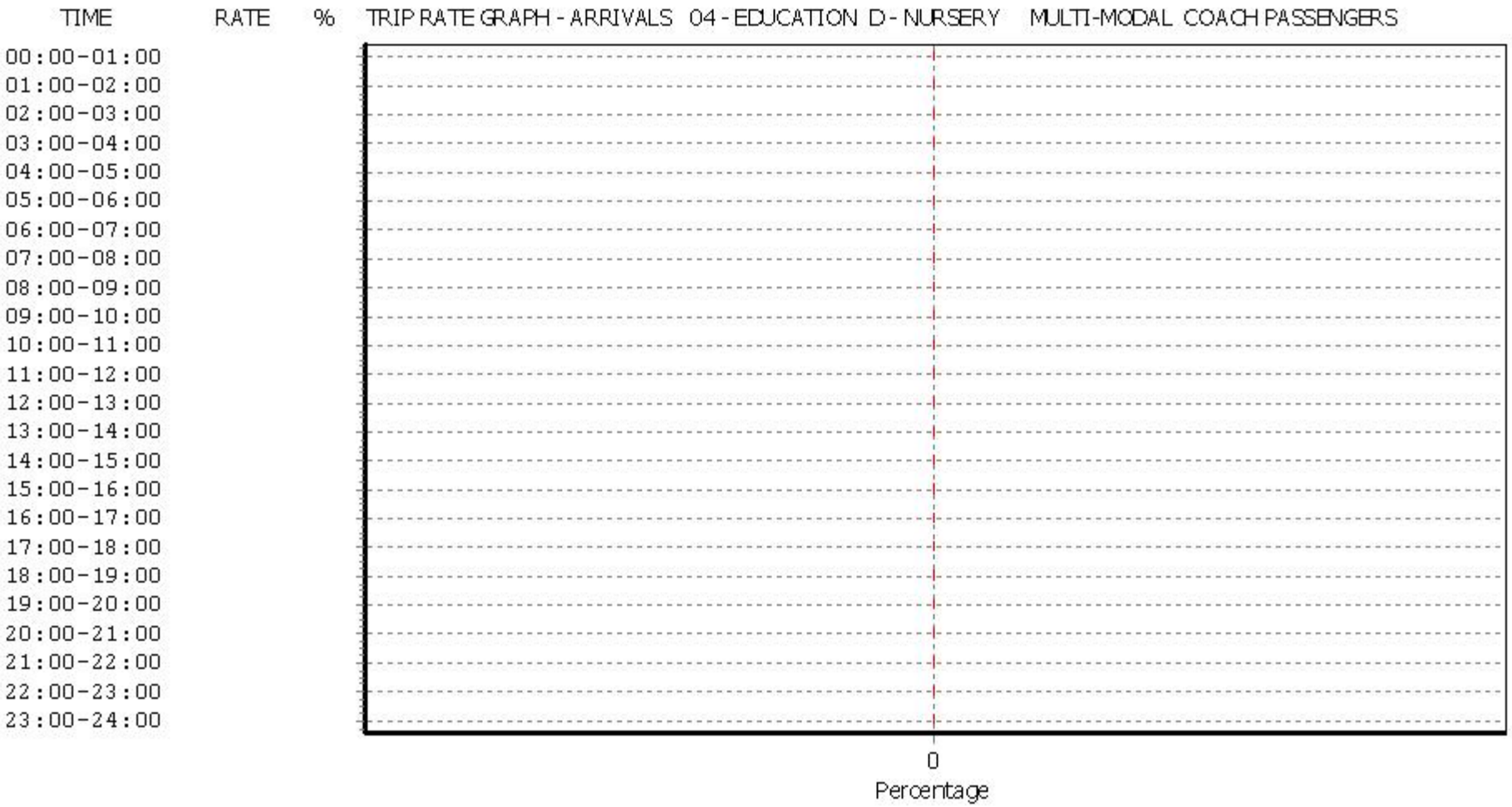
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

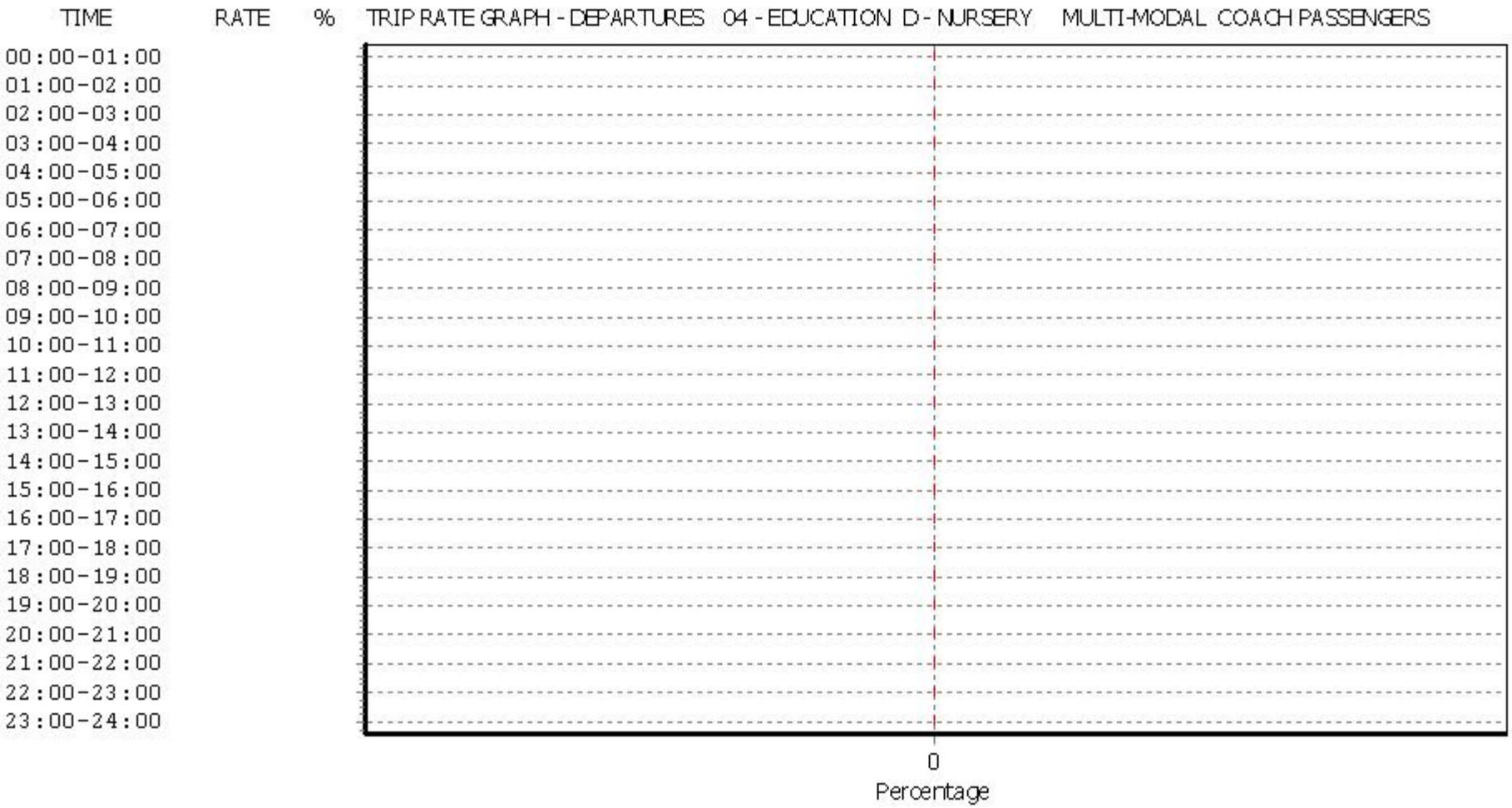
Parameter summary

Trip rate parameter range selected:	210 - 750 (units: sqm)
Survey date date range:	01/01/09 - 10/12/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

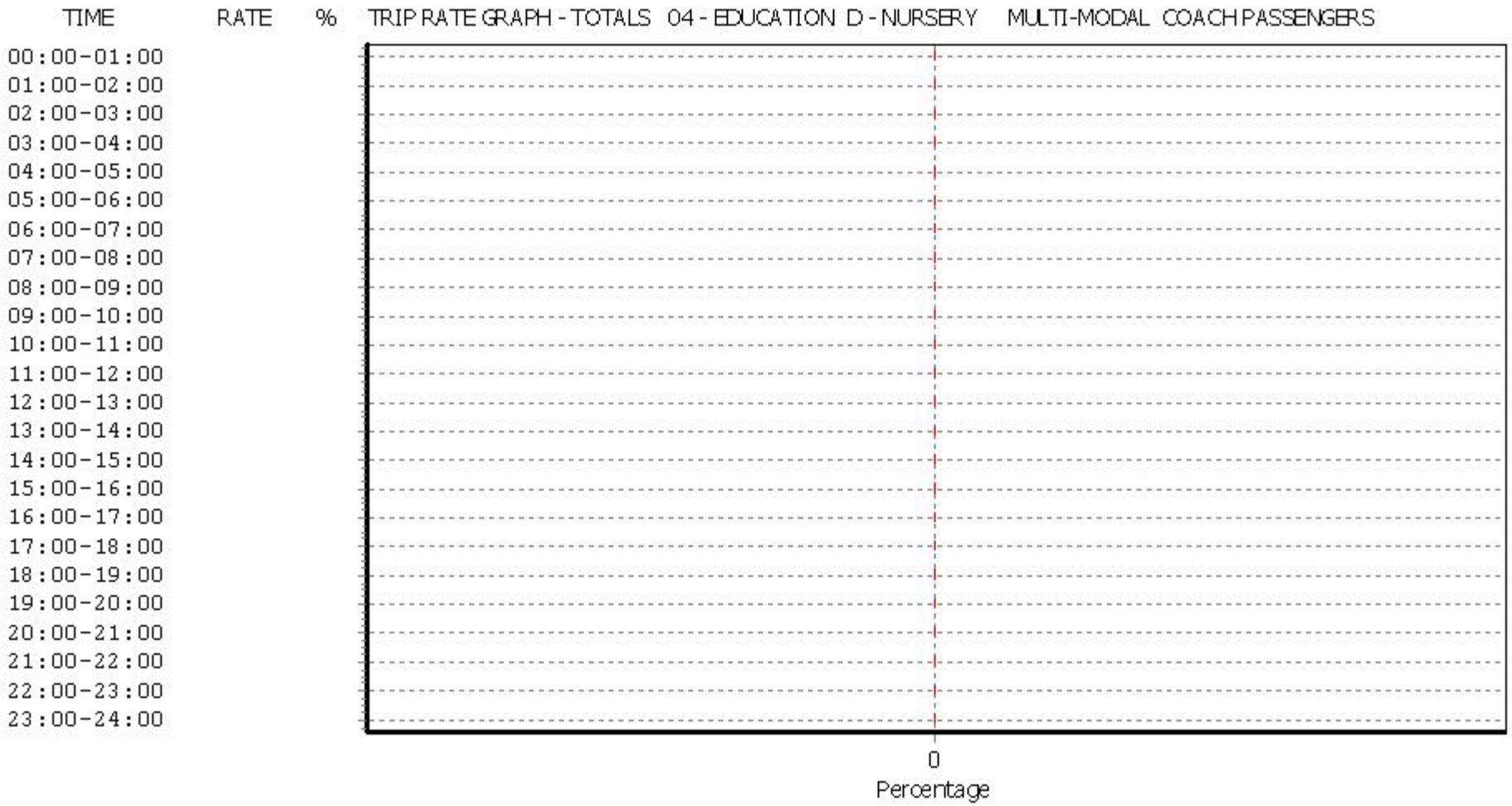
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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



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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 256 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	480	0.313	0.800	2	480	0.000	0.000	2	480	0.312	0.800
08:00 - 09:00	2	480	0.208	0.533	2	480	0.104	0.267	2	480	0.312	0.800
09:00 - 10:00	2	480	0.208	0.533	2	480	0.104	0.267	2	480	0.312	0.800
10:00 - 11:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
11:00 - 12:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
12:00 - 13:00	2	480	0.208	0.533	2	480	0.208	0.533	2	480	0.416	1.066
13:00 - 14:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
14:00 - 15:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
15:00 - 16:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
16:00 - 17:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
17:00 - 18:00	2	480	0.104	0.267	2	480	0.208	0.533	2	480	0.312	0.800
18:00 - 19:00	2	480	0.000	0.000	2	480	0.000	0.000	2	480	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.040	2.666			0.624	1.600			1.664	4.266

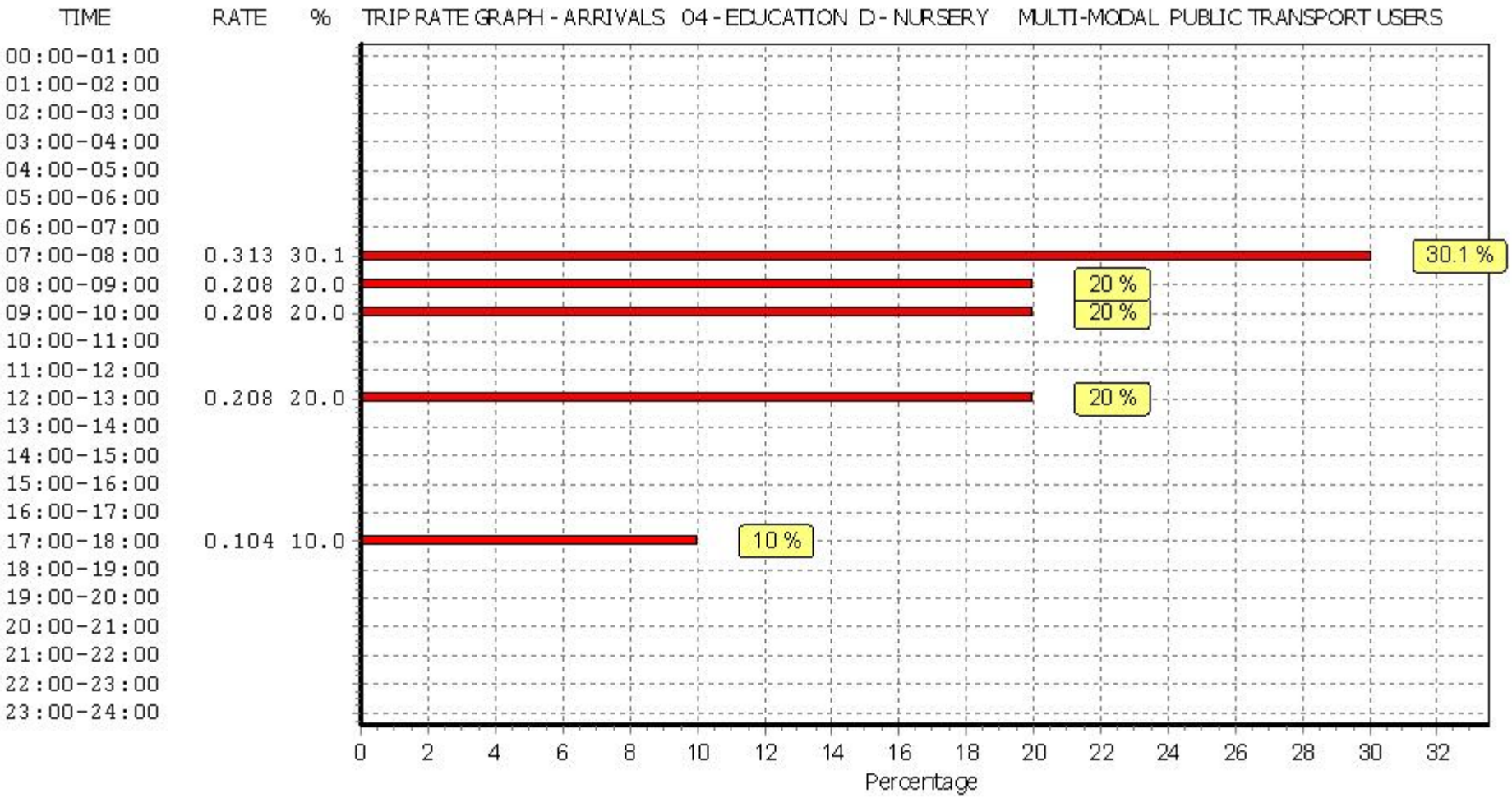
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

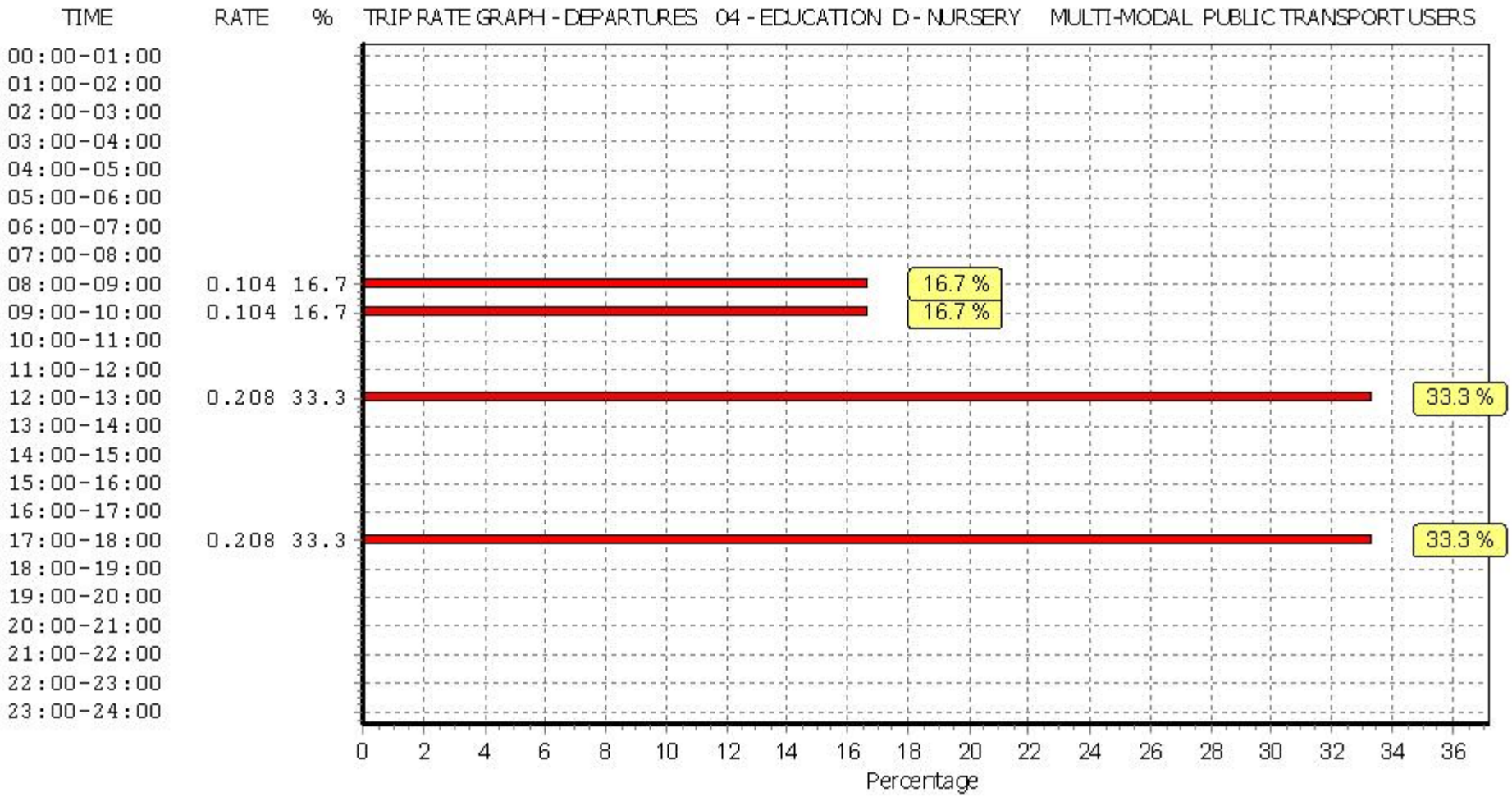
Parameter summary

Trip rate parameter range selected:	210 - 750 (units: sqm)
Survey date date range:	01/01/09 - 10/12/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

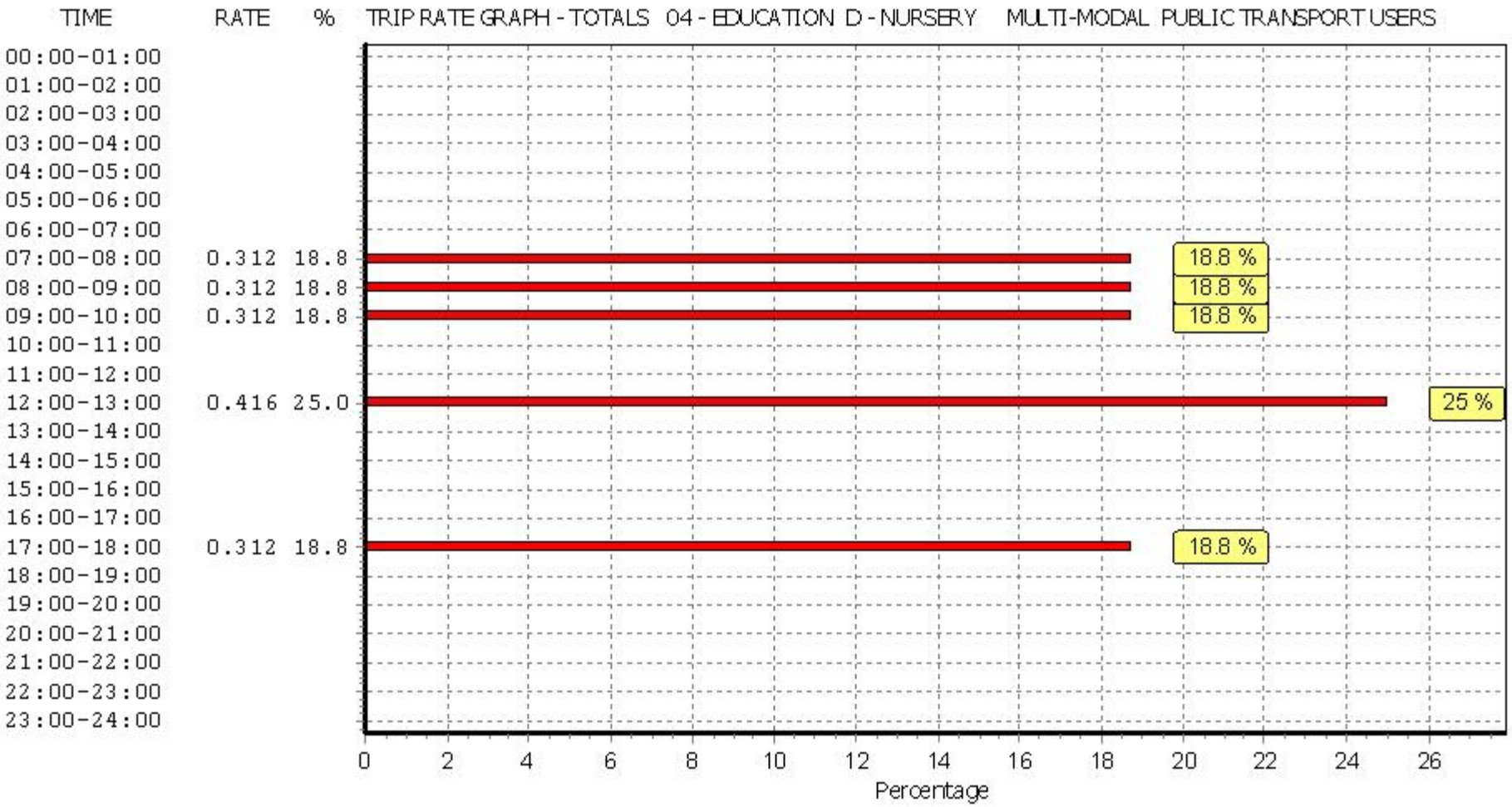
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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



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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
Estimated TRIP rate value per 256 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2	480	5.625	14.400	2	480	1.667	4.267	2	480	7.292	18.667
08:00 - 09:00	2	480	12.500	32.000	2	480	6.563	16.800	2	480	19.062	48.800
09:00 - 10:00	2	480	1.354	3.467	2	480	1.042	2.667	2	480	2.396	6.134
10:00 - 11:00	2	480	0.313	0.800	2	480	0.208	0.533	2	480	0.520	1.333
11:00 - 12:00	2	480	0.625	1.600	2	480	1.146	2.933	2	480	1.771	4.533
12:00 - 13:00	2	480	4.688	12.000	2	480	4.479	11.467	2	480	9.167	23.467
13:00 - 14:00	2	480	3.021	7.733	2	480	3.854	9.867	2	480	6.875	17.600
14:00 - 15:00	2	480	0.729	1.867	2	480	0.729	1.867	2	480	1.458	3.734
15:00 - 16:00	2	480	0.313	0.800	2	480	0.625	1.600	2	480	0.937	2.400
16:00 - 17:00	2	480	1.979	5.067	2	480	4.583	11.733	2	480	6.562	16.800
17:00 - 18:00	2	480	5.104	13.067	2	480	9.688	24.800	2	480	14.792	37.867
18:00 - 19:00	2	480	0.521	1.333	2	480	2.083	5.333	2	480	2.604	6.666
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			36.770	94.134			36.666	93.867			73.436	188.001

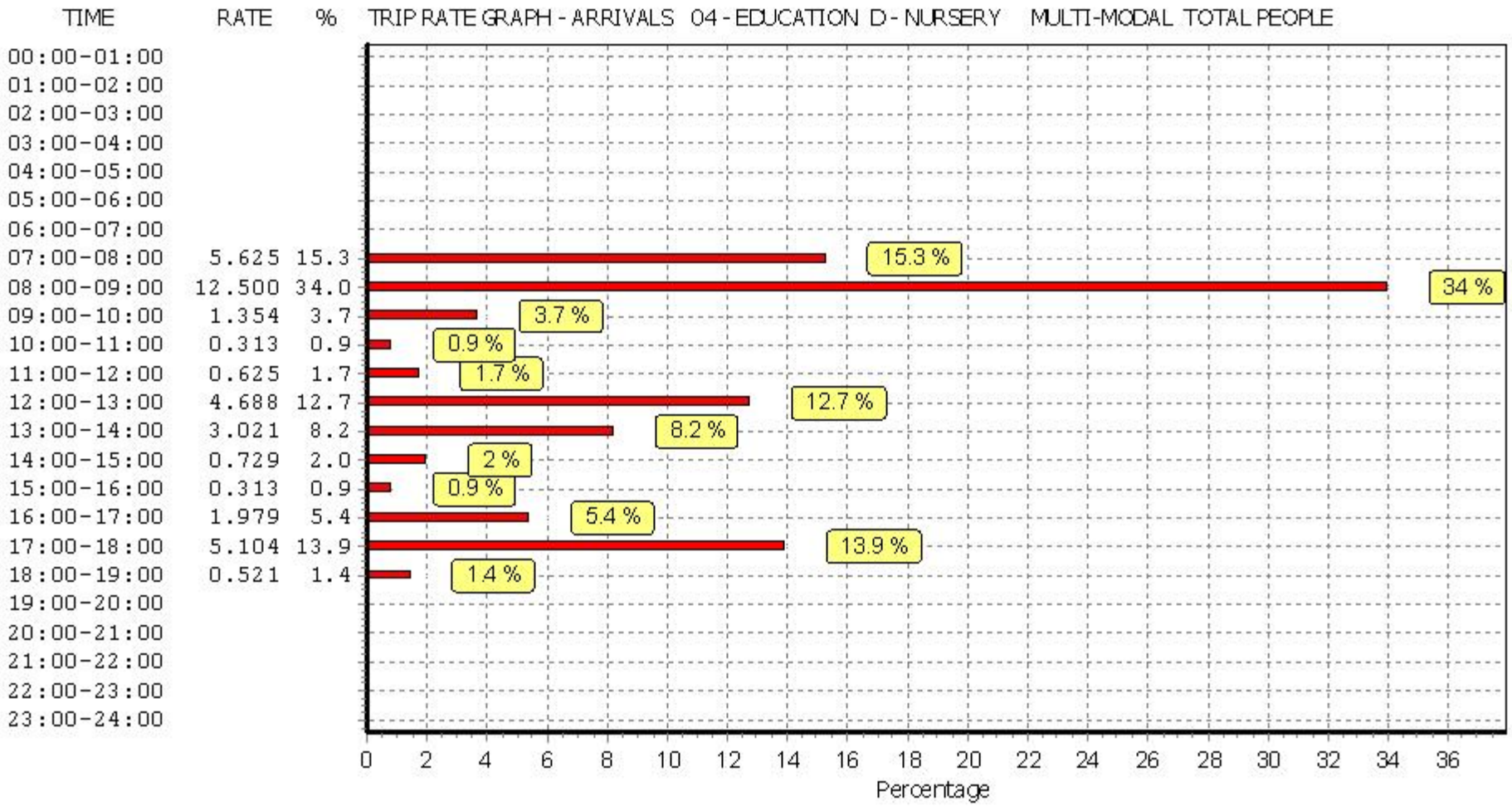
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

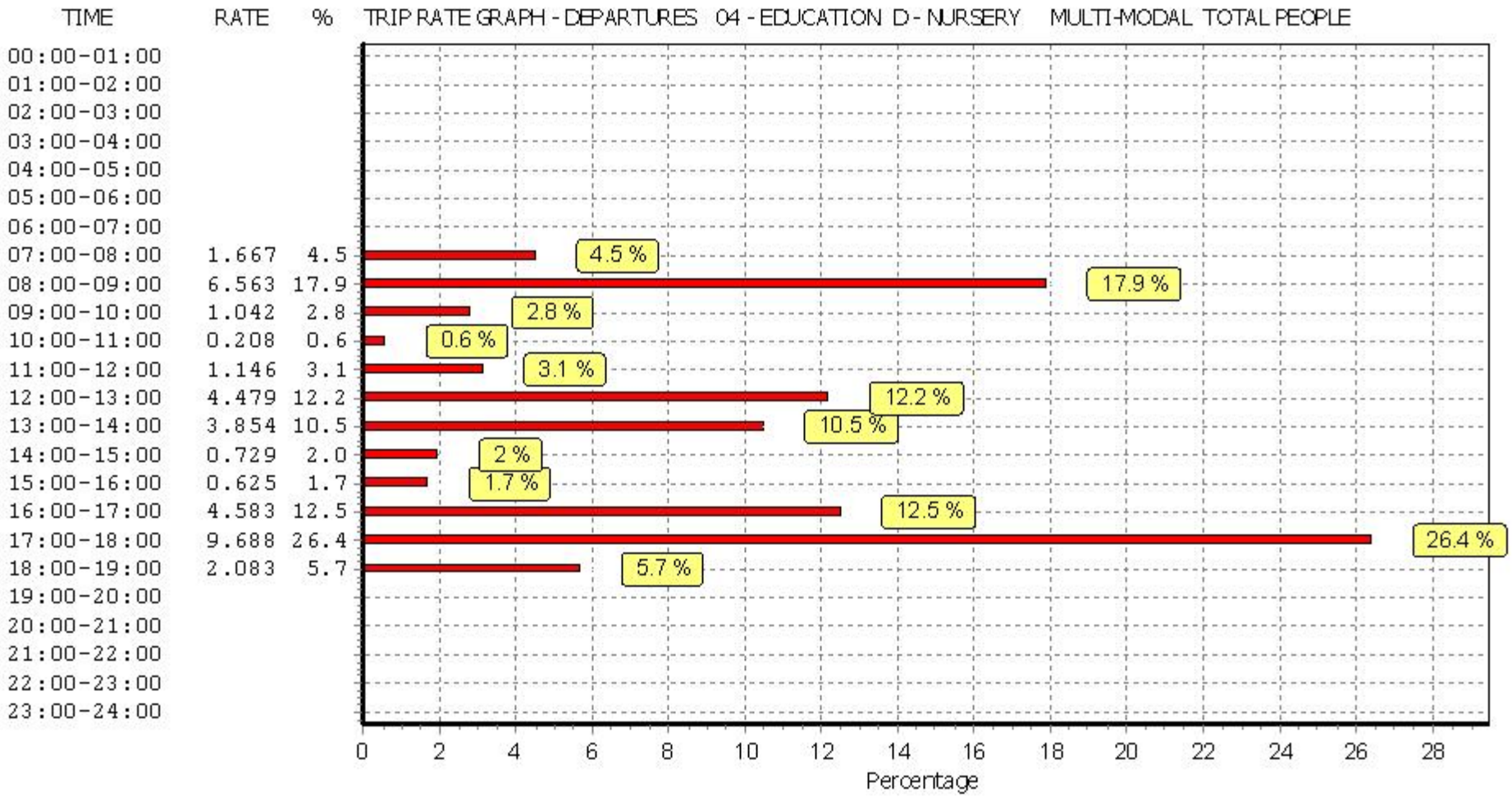
Parameter summary

Trip rate parameter range selected:	210 - 750 (units: sqm)
Survey date date range:	01/01/09 - 10/12/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.



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



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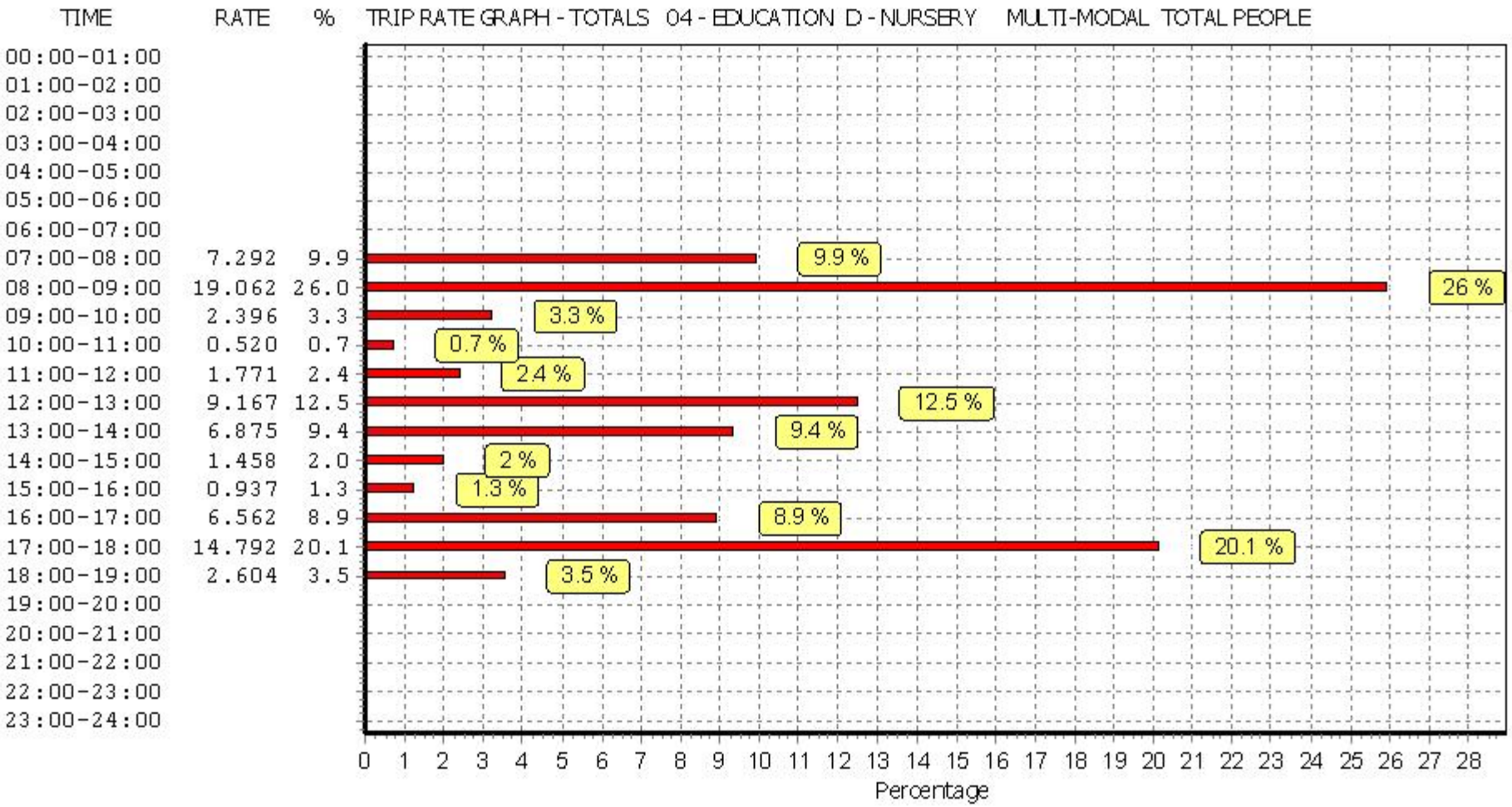

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Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	186-2000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	610-1215 sqm GFA	
Date Range	Minimum: 01/01/09	Maximum: 17/11/15
Days of the week selected	Wednesday	1
	Thursday	1
Main Location Types selected	Town Centre	1
	Edge of Town Centre	1
Population <1 Mile ranges selected	10,001 to 15,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
PTAL Rating	No PTAL Present	1
	5 Very Good	1

Calculation Reference: AUDIT-706701-170821-0808

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	WH	WANDSWORTH	1 days
02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	610 to 1215 (units: sqm)
Range Selected by User:	186 to 2000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 17/11/15

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

Selected survey days:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 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:

Town Centre	1
Edge of Town 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:

Built-Up Zone	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.

Secondary Filtering selection:

Use Class:

B1	2 days

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

Population within 1 mile:

10,001 to 15,000	1 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	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days

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

Travel Plan:

No	2 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	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	HF-02-A-03	Gross floor area:	610 sqm
Development Name:	OFFICE		
Location:	ST ALBANS		
Postcode:	AL1 3XH	Number of Employees:	8
Main Location Type:	Edge of Town Centre	Survey Date:	16/10/13
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	12

Site(2):	WH-02-A-02	Gross floor area:	1215 sqm
Development Name:	OFFICES		
Location:	BATTERSEA		
Postcode:	SW11 3BY	Number of Employees:	115
Main Location Type:	Town Centre	Survey Date:	10/05/12
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	5 Very Good	Parking Spaces:	0

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	913	0.110	2	913	0.000	2	913	0.110
07:30 - 08:00	2	913	0.164	2	913	0.110	2	913	0.274
08:00 - 08:30	2	913	0.274	2	913	0.110	2	913	0.384
08:30 - 09:00	2	913	0.384	2	913	0.000	2	913	0.384
09:00 - 09:30	2	913	0.055	2	913	0.000	2	913	0.055
09:30 - 10:00	2	913	0.055	2	913	0.000	2	913	0.055
10:00 - 10:30	2	913	0.055	2	913	0.055	2	913	0.110
10:30 - 11:00	2	913	0.000	2	913	0.055	2	913	0.055
11:00 - 11:30	2	913	0.110	2	913	0.110	2	913	0.220
11:30 - 12:00	2	913	0.000	2	913	0.055	2	913	0.055
12:00 - 12:30	2	913	0.110	2	913	0.000	2	913	0.110
12:30 - 13:00	2	913	0.000	2	913	0.055	2	913	0.055
13:00 - 13:30	2	913	0.055	2	913	0.055	2	913	0.110
13:30 - 14:00	2	913	0.000	2	913	0.000	2	913	0.000
14:00 - 14:30	2	913	0.055	2	913	0.000	2	913	0.055
14:30 - 15:00	2	913	0.110	2	913	0.000	2	913	0.110
15:00 - 15:30	2	913	0.000	2	913	0.164	2	913	0.164
15:30 - 16:00	2	913	0.055	2	913	0.164	2	913	0.219
16:00 - 16:30	2	913	0.110	2	913	0.274	2	913	0.384
16:30 - 17:00	2	913	0.000	2	913	0.000	2	913	0.000
17:00 - 17:30	2	913	0.000	2	913	0.110	2	913	0.110
17:30 - 18:00	2	913	0.164	2	913	0.438	2	913	0.602
18:00 - 18:30	2	913	0.164	2	913	0.219	2	913	0.383
18:30 - 19:00	2	913	0.000	2	913	0.055	2	913	0.055
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.030			2.029			4.059

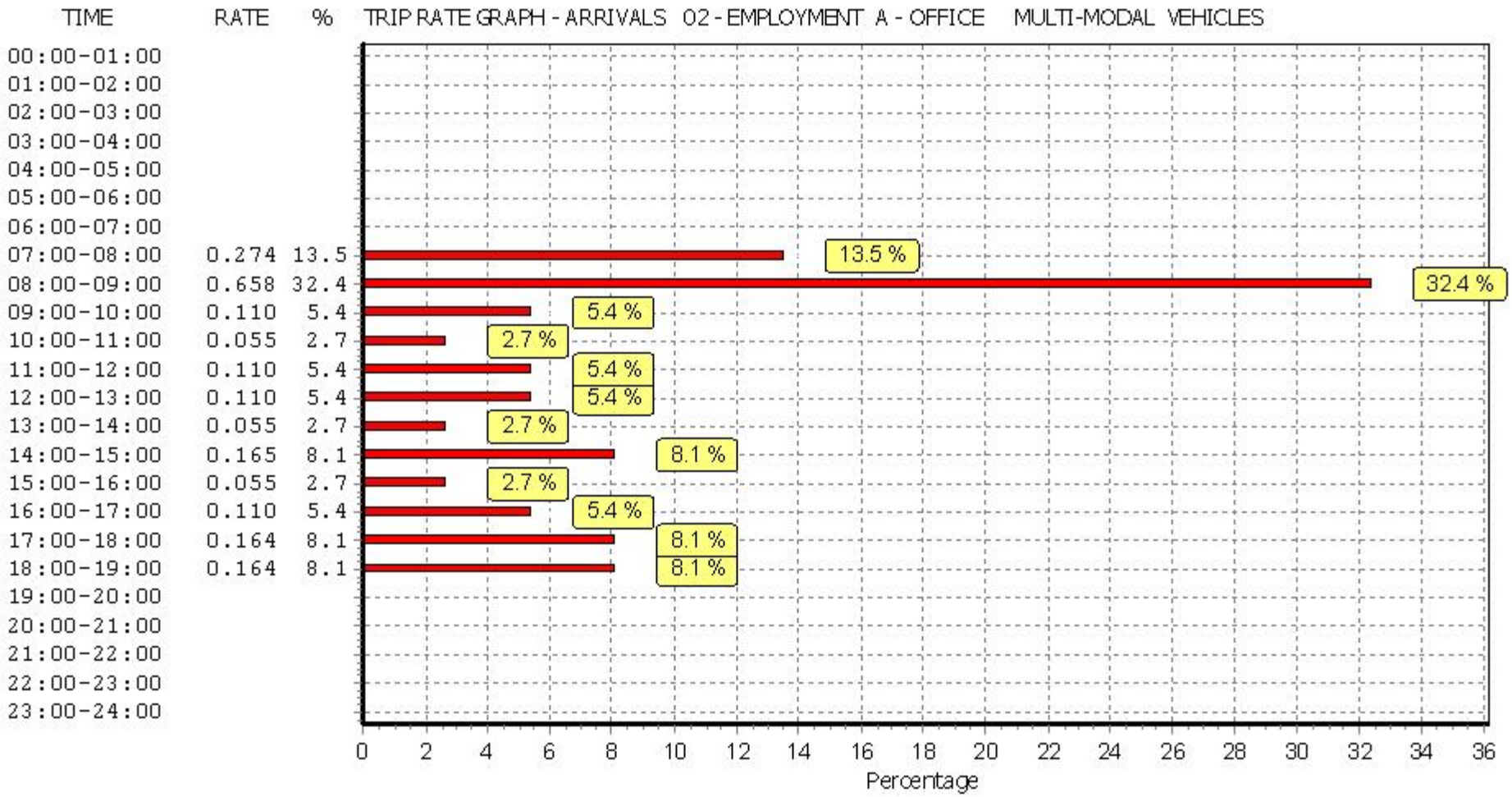
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

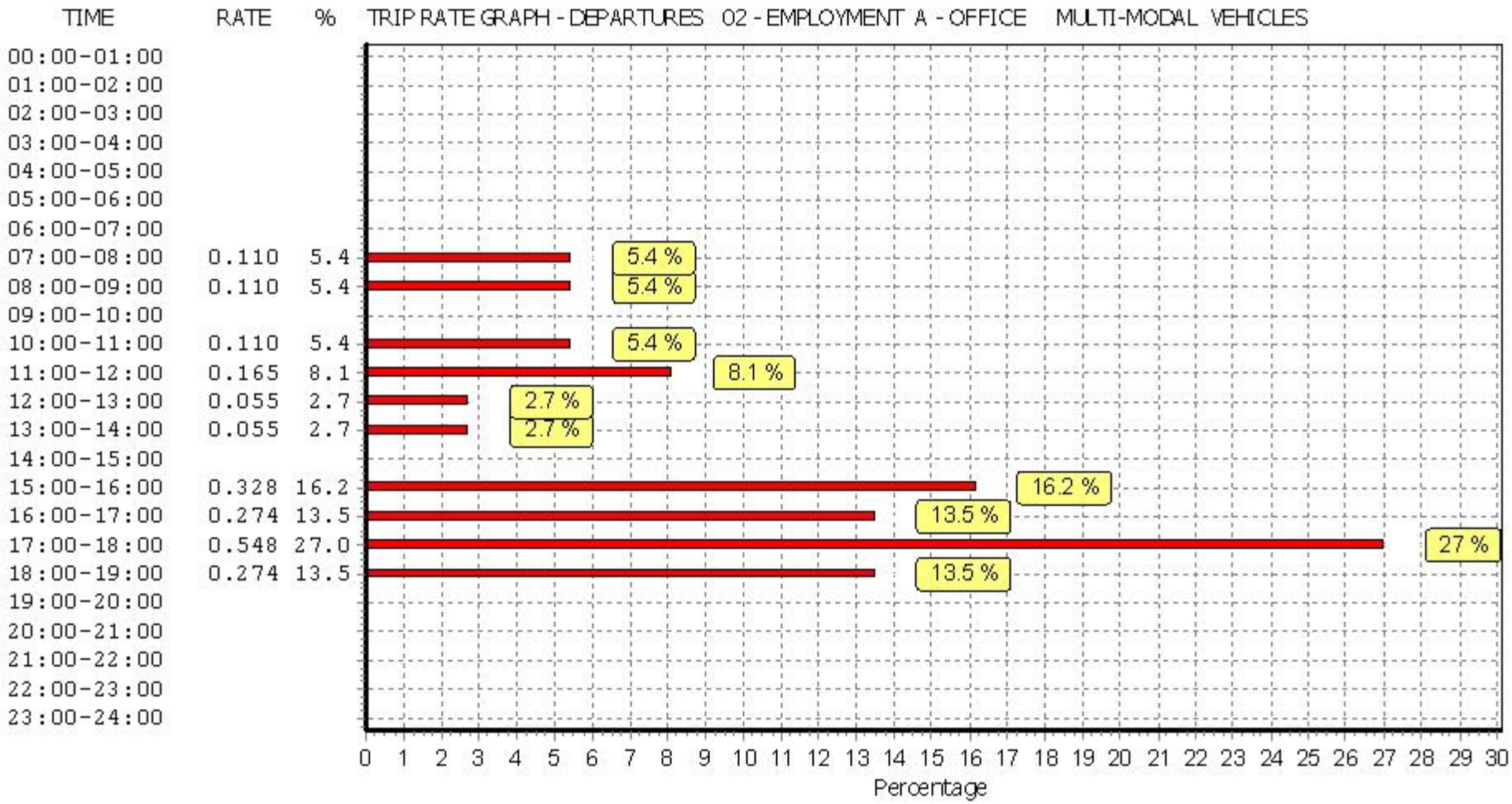
Parameter summary

Trip rate parameter range selected:	610 - 1215 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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



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



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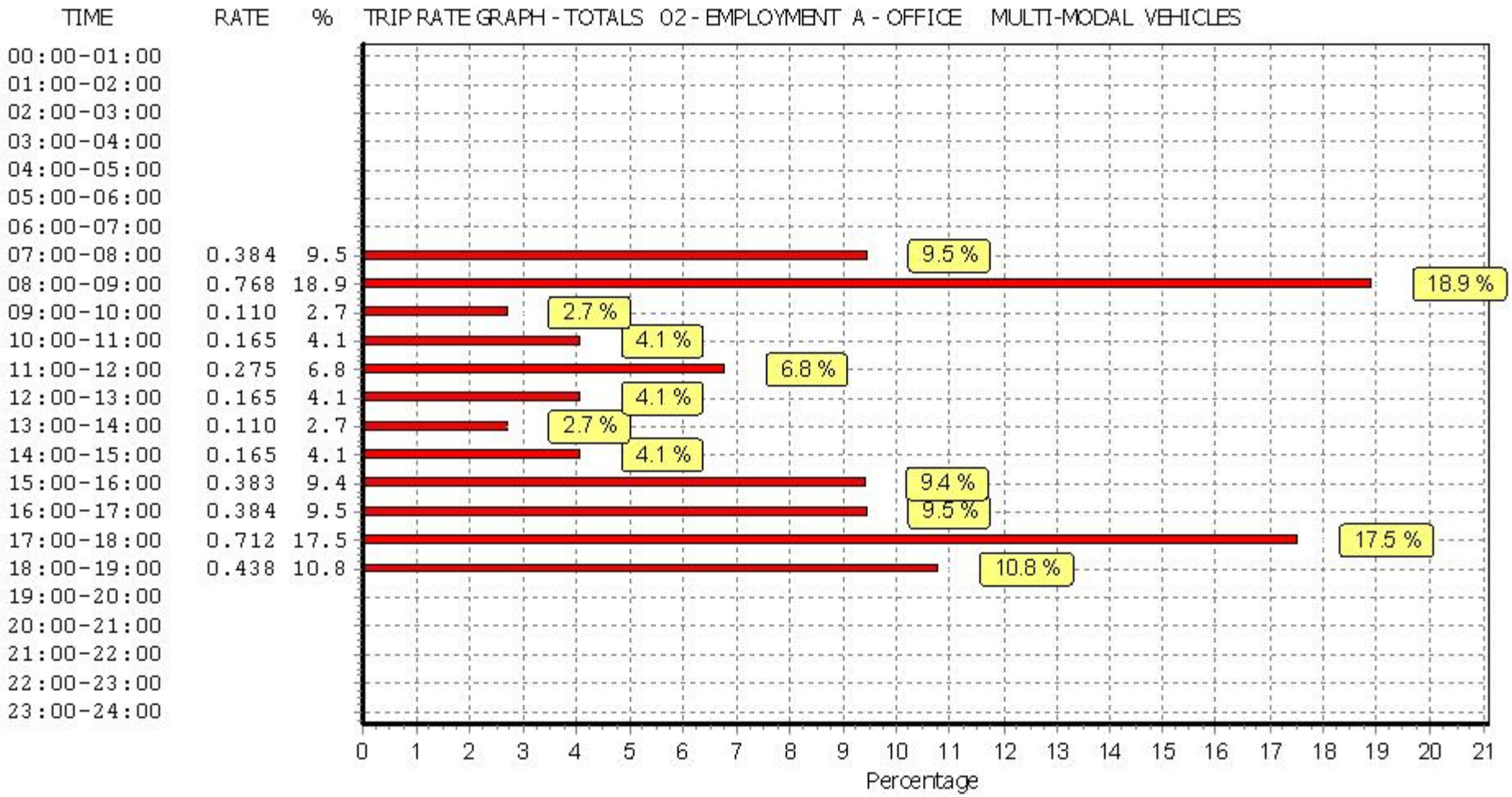

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	913	0.000	2	913	0.000	2	913	0.000
07:30 - 08:00	2	913	0.110	2	913	0.055	2	913	0.165
08:00 - 08:30	2	913	0.055	2	913	0.110	2	913	0.165
08:30 - 09:00	2	913	0.000	2	913	0.000	2	913	0.000
09:00 - 09:30	2	913	0.000	2	913	0.000	2	913	0.000
09:30 - 10:00	2	913	0.000	2	913	0.000	2	913	0.000
10:00 - 10:30	2	913	0.000	2	913	0.000	2	913	0.000
10:30 - 11:00	2	913	0.000	2	913	0.000	2	913	0.000
11:00 - 11:30	2	913	0.000	2	913	0.000	2	913	0.000
11:30 - 12:00	2	913	0.000	2	913	0.000	2	913	0.000
12:00 - 12:30	2	913	0.000	2	913	0.000	2	913	0.000
12:30 - 13:00	2	913	0.000	2	913	0.000	2	913	0.000
13:00 - 13:30	2	913	0.000	2	913	0.000	2	913	0.000
13:30 - 14:00	2	913	0.000	2	913	0.000	2	913	0.000
14:00 - 14:30	2	913	0.000	2	913	0.000	2	913	0.000
14:30 - 15:00	2	913	0.000	2	913	0.000	2	913	0.000
15:00 - 15:30	2	913	0.000	2	913	0.000	2	913	0.000
15:30 - 16:00	2	913	0.000	2	913	0.000	2	913	0.000
16:00 - 16:30	2	913	0.000	2	913	0.000	2	913	0.000
16:30 - 17:00	2	913	0.000	2	913	0.000	2	913	0.000
17:00 - 17:30	2	913	0.000	2	913	0.000	2	913	0.000
17:30 - 18:00	2	913	0.110	2	913	0.055	2	913	0.165
18:00 - 18:30	2	913	0.110	2	913	0.164	2	913	0.274
18:30 - 19:00	2	913	0.000	2	913	0.000	2	913	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.385			0.384			0.769

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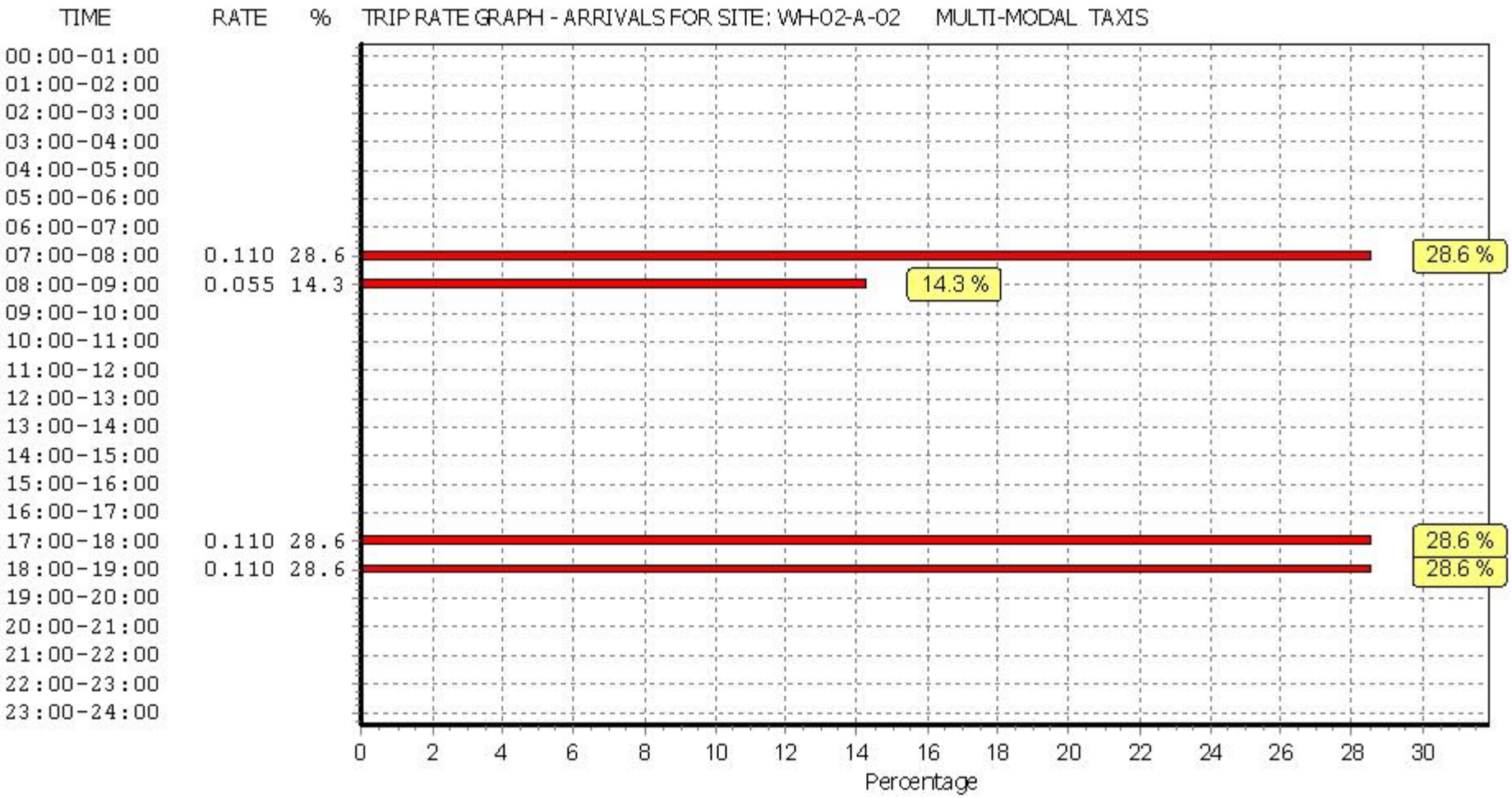
Parameter summary

Trip rate parameter range selected:	610 - 1215 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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



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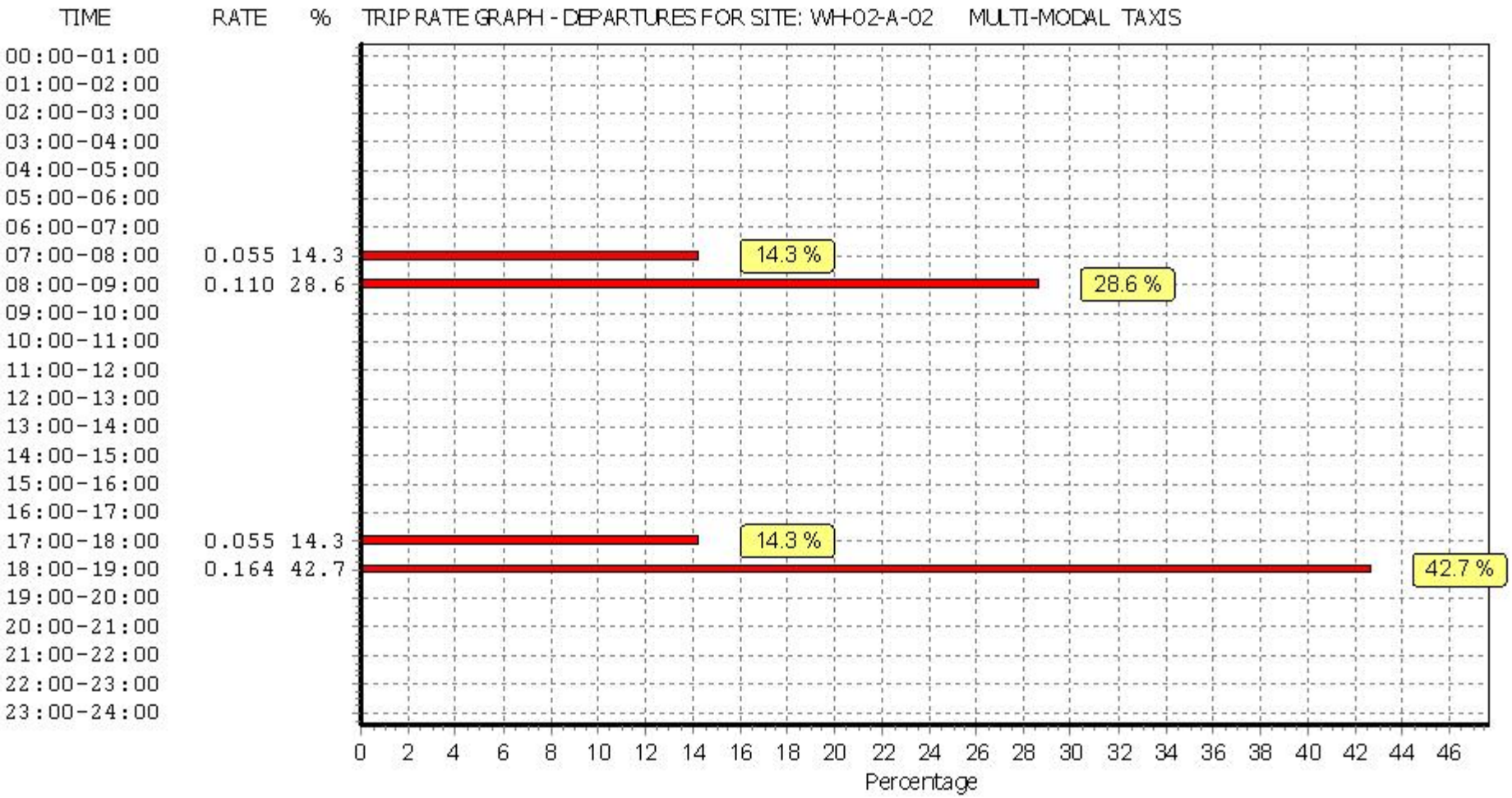

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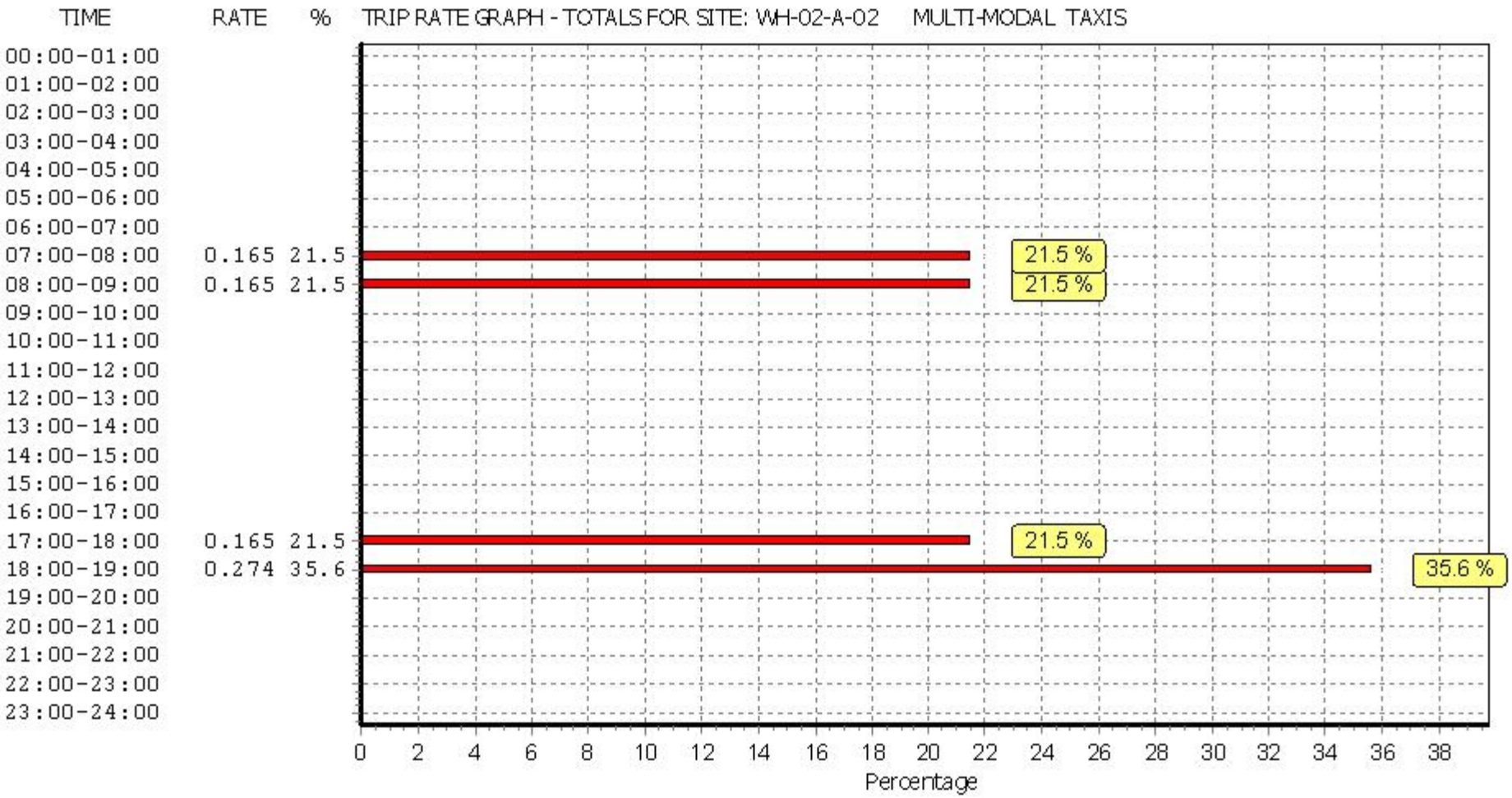

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	913	0.000	2	913	0.000	2	913	0.000
07:30 - 08:00	2	913	0.000	2	913	0.000	2	913	0.000
08:00 - 08:30	2	913	0.000	2	913	0.000	2	913	0.000
08:30 - 09:00	2	913	0.000	2	913	0.000	2	913	0.000
09:00 - 09:30	2	913	0.000	2	913	0.000	2	913	0.000
09:30 - 10:00	2	913	0.000	2	913	0.000	2	913	0.000
10:00 - 10:30	2	913	0.000	2	913	0.000	2	913	0.000
10:30 - 11:00	2	913	0.000	2	913	0.000	2	913	0.000
11:00 - 11:30	2	913	0.000	2	913	0.000	2	913	0.000
11:30 - 12:00	2	913	0.000	2	913	0.000	2	913	0.000
12:00 - 12:30	2	913	0.000	2	913	0.000	2	913	0.000
12:30 - 13:00	2	913	0.000	2	913	0.000	2	913	0.000
13:00 - 13:30	2	913	0.000	2	913	0.000	2	913	0.000
13:30 - 14:00	2	913	0.000	2	913	0.000	2	913	0.000
14:00 - 14:30	2	913	0.000	2	913	0.000	2	913	0.000
14:30 - 15:00	2	913	0.000	2	913	0.000	2	913	0.000
15:00 - 15:30	2	913	0.000	2	913	0.000	2	913	0.000
15:30 - 16:00	2	913	0.055	2	913	0.055	2	913	0.110
16:00 - 16:30	2	913	0.000	2	913	0.000	2	913	0.000
16:30 - 17:00	2	913	0.000	2	913	0.000	2	913	0.000
17:00 - 17:30	2	913	0.000	2	913	0.000	2	913	0.000
17:30 - 18:00	2	913	0.000	2	913	0.000	2	913	0.000
18:00 - 18:30	2	913	0.000	2	913	0.000	2	913	0.000
18:30 - 19:00	2	913	0.000	2	913	0.000	2	913	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.055			0.055			0.110

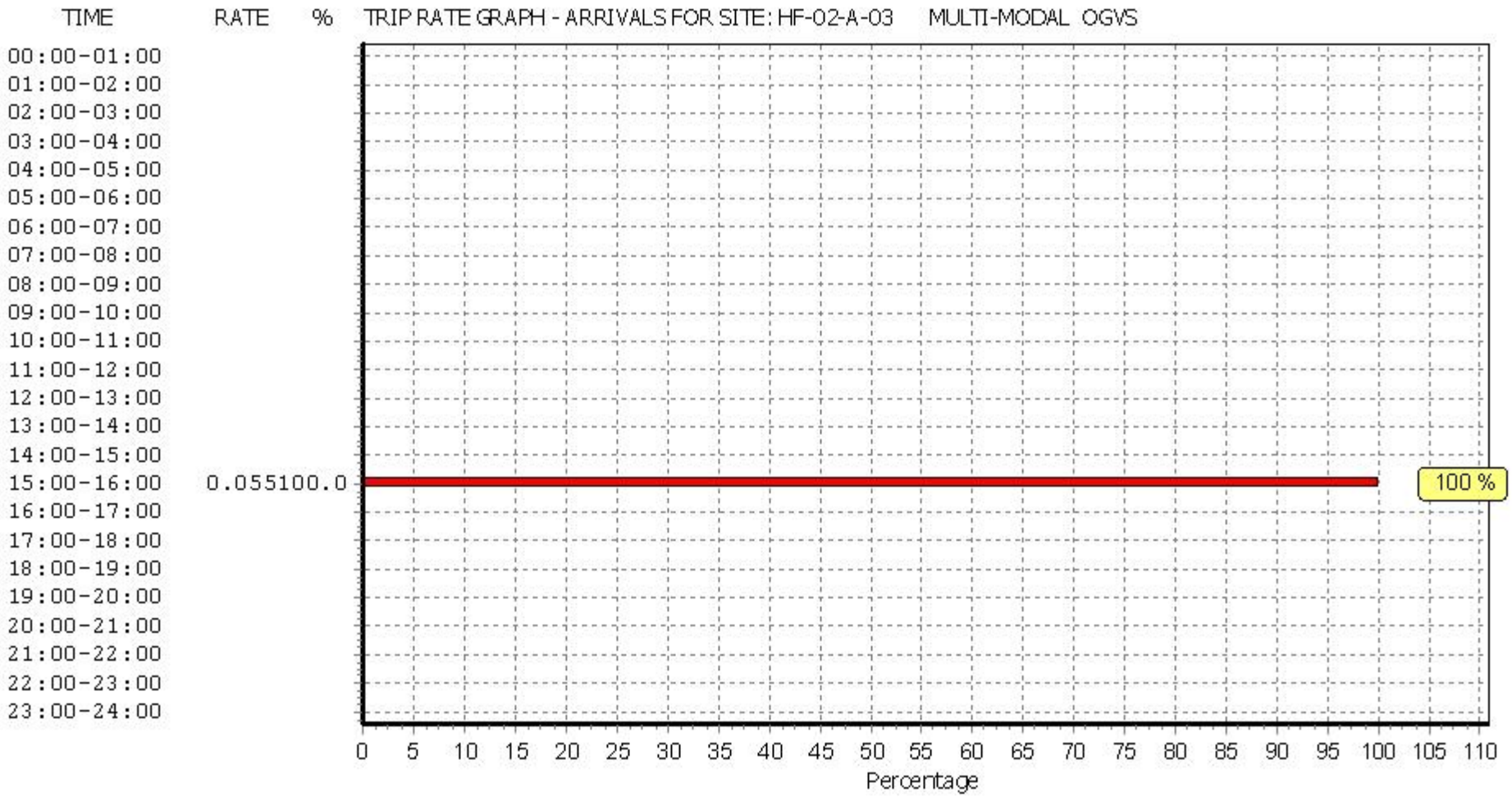
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

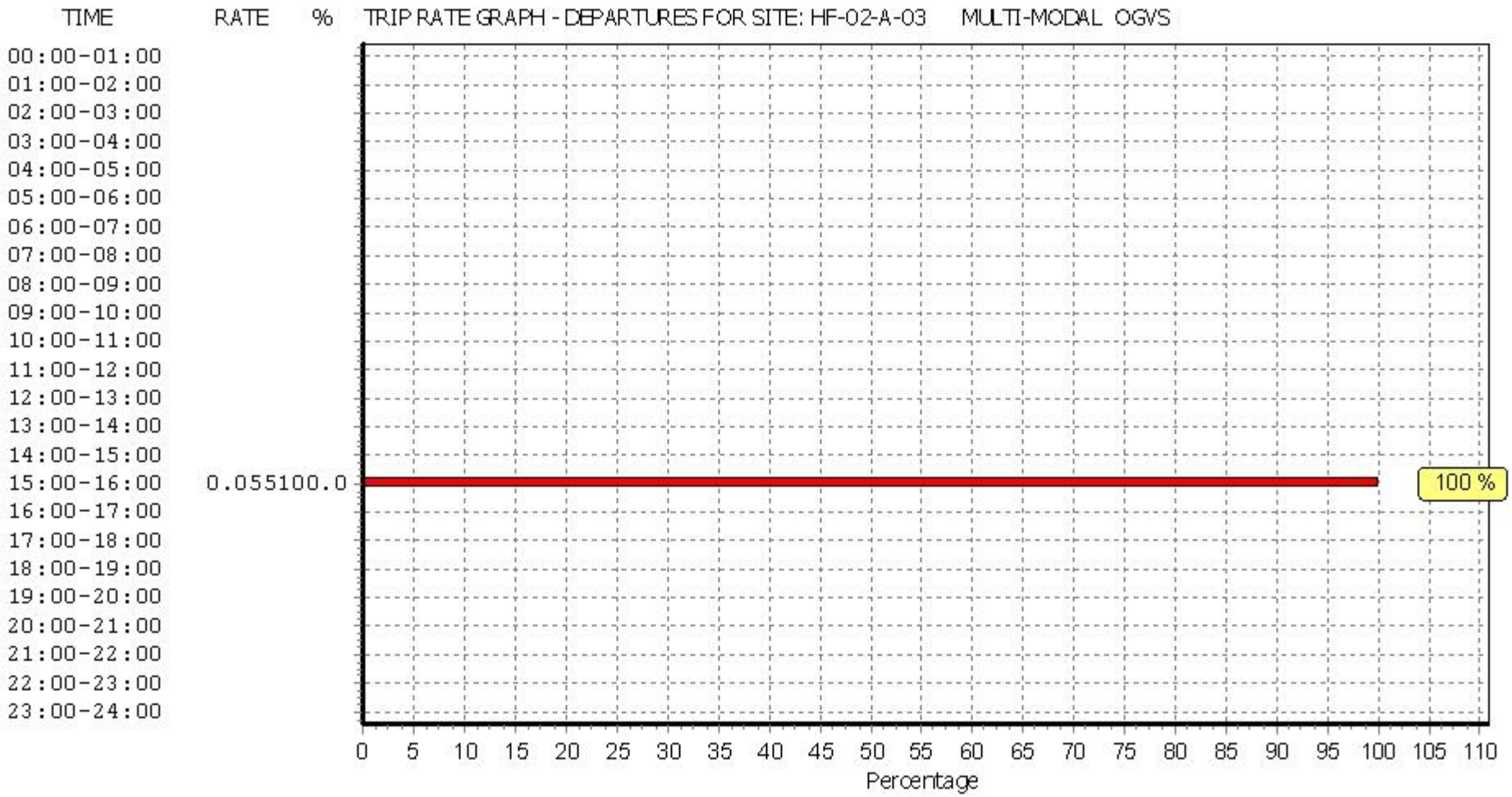
Parameter summary

Trip rate parameter range selected:	610 - 1215 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

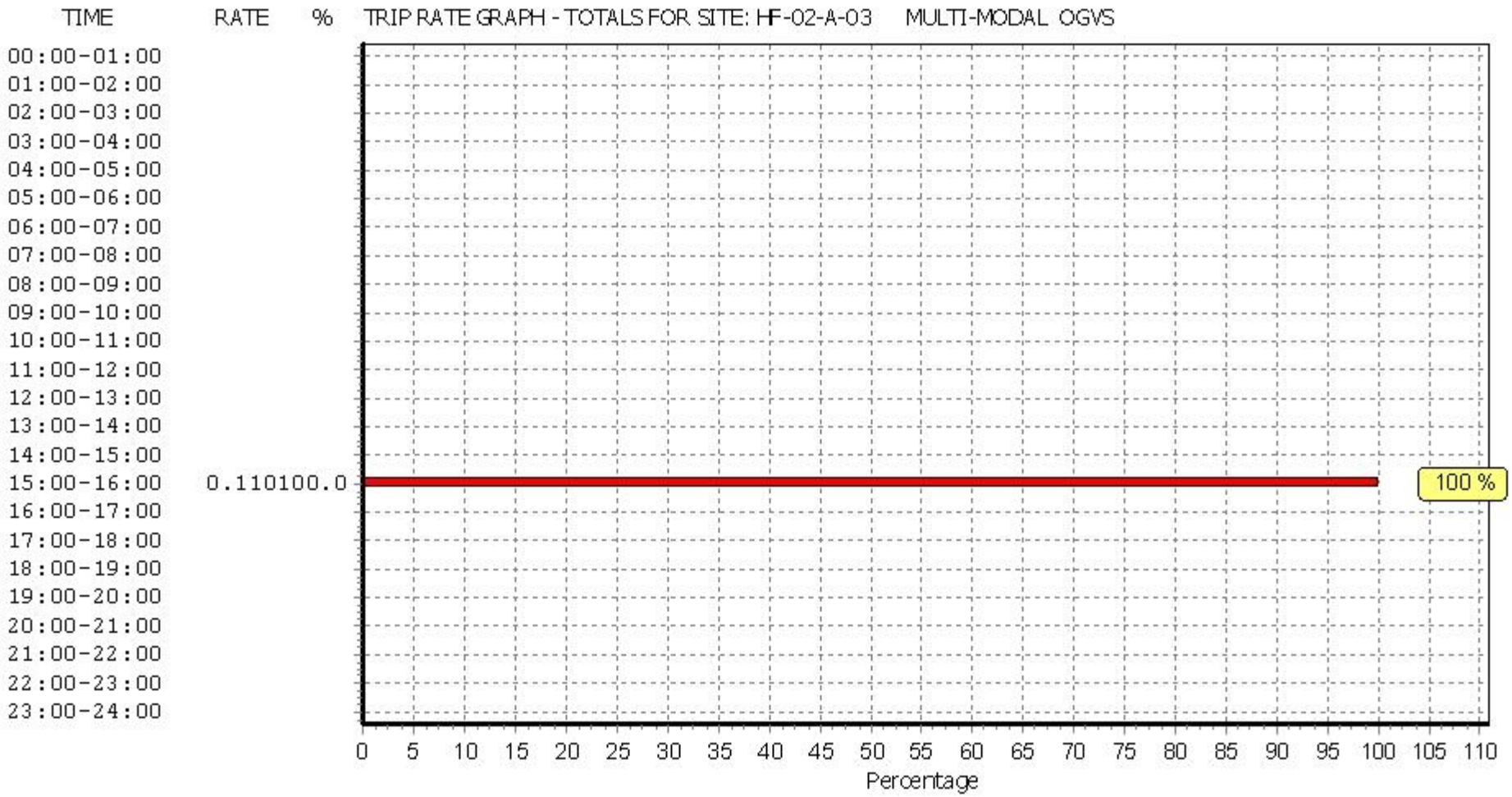
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PSVS
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	913	0.000	2	913	0.000	2	913	0.000
07:30 - 08:00	2	913	0.000	2	913	0.000	2	913	0.000
08:00 - 08:30	2	913	0.000	2	913	0.000	2	913	0.000
08:30 - 09:00	2	913	0.000	2	913	0.000	2	913	0.000
09:00 - 09:30	2	913	0.000	2	913	0.000	2	913	0.000
09:30 - 10:00	2	913	0.000	2	913	0.000	2	913	0.000
10:00 - 10:30	2	913	0.000	2	913	0.000	2	913	0.000
10:30 - 11:00	2	913	0.000	2	913	0.000	2	913	0.000
11:00 - 11:30	2	913	0.000	2	913	0.000	2	913	0.000
11:30 - 12:00	2	913	0.000	2	913	0.000	2	913	0.000
12:00 - 12:30	2	913	0.000	2	913	0.000	2	913	0.000
12:30 - 13:00	2	913	0.000	2	913	0.000	2	913	0.000
13:00 - 13:30	2	913	0.000	2	913	0.000	2	913	0.000
13:30 - 14:00	2	913	0.000	2	913	0.000	2	913	0.000
14:00 - 14:30	2	913	0.000	2	913	0.000	2	913	0.000
14:30 - 15:00	2	913	0.000	2	913	0.000	2	913	0.000
15:00 - 15:30	2	913	0.000	2	913	0.000	2	913	0.000
15:30 - 16:00	2	913	0.000	2	913	0.000	2	913	0.000
16:00 - 16:30	2	913	0.000	2	913	0.000	2	913	0.000
16:30 - 17:00	2	913	0.000	2	913	0.000	2	913	0.000
17:00 - 17:30	2	913	0.000	2	913	0.000	2	913	0.000
17:30 - 18:00	2	913	0.000	2	913	0.000	2	913	0.000
18:00 - 18:30	2	913	0.000	2	913	0.000	2	913	0.000
18:30 - 19:00	2	913	0.000	2	913	0.000	2	913	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

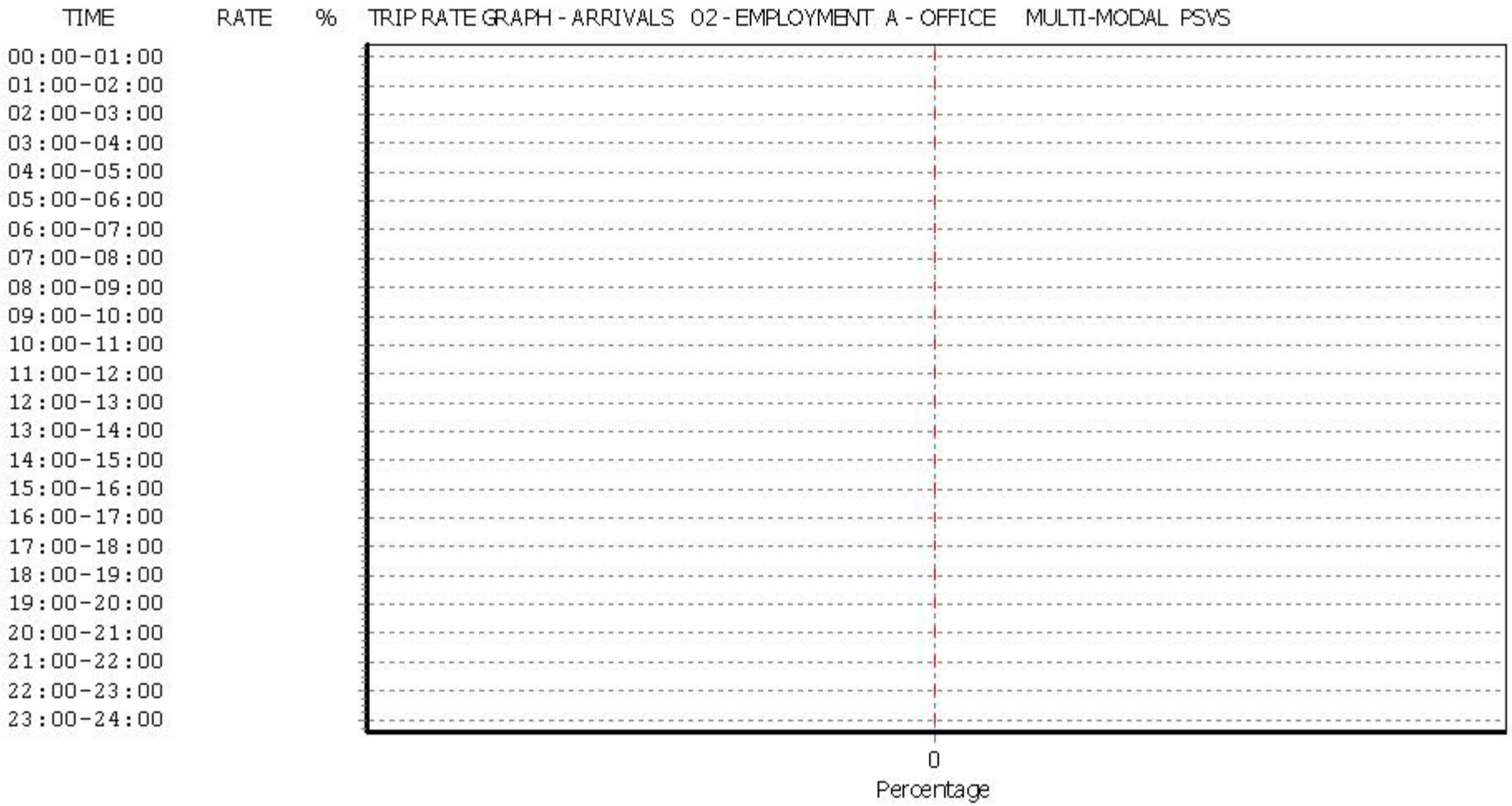
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Parameter summary

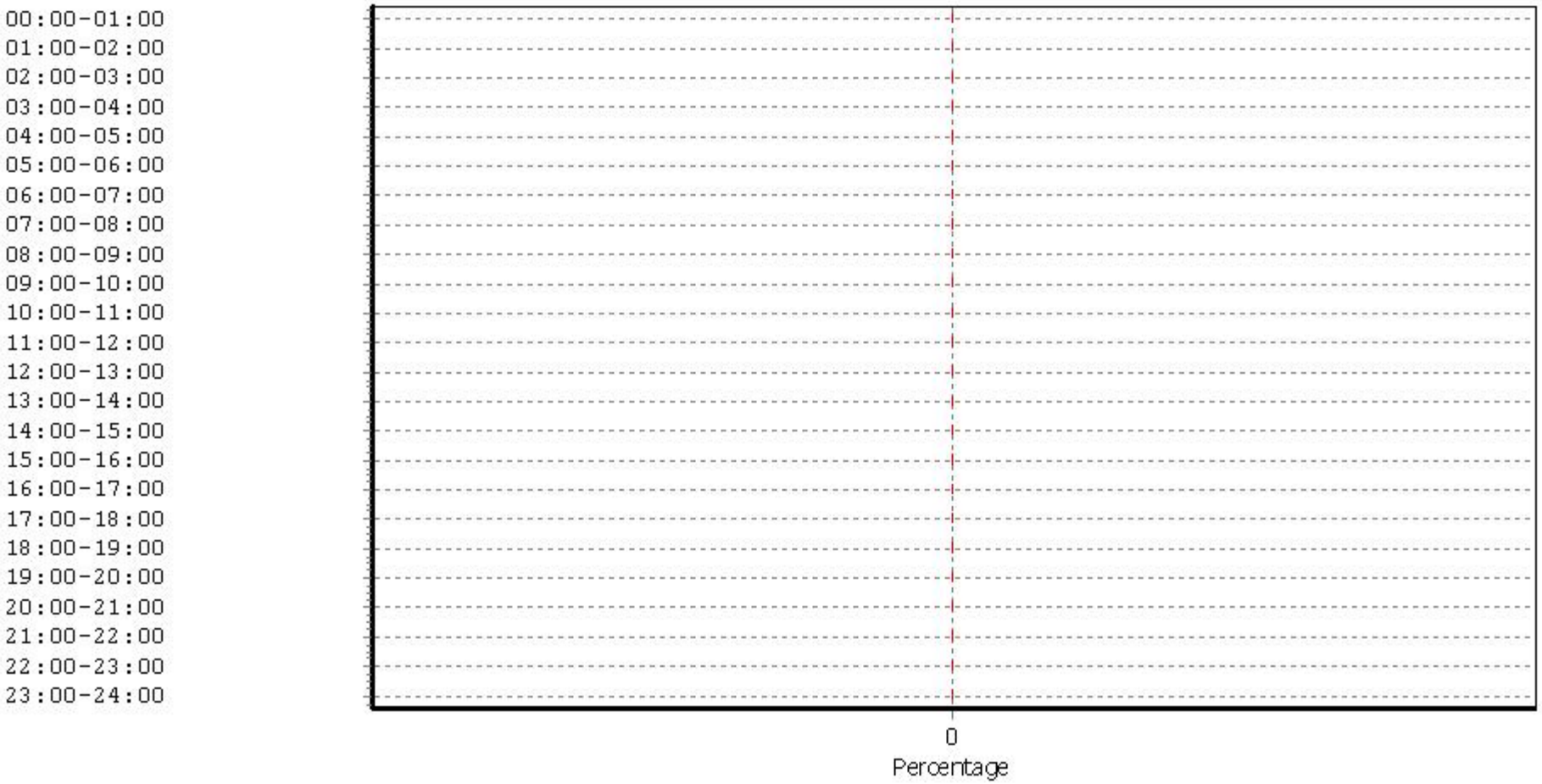
Trip rate parameter range selected:	610 - 1215 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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

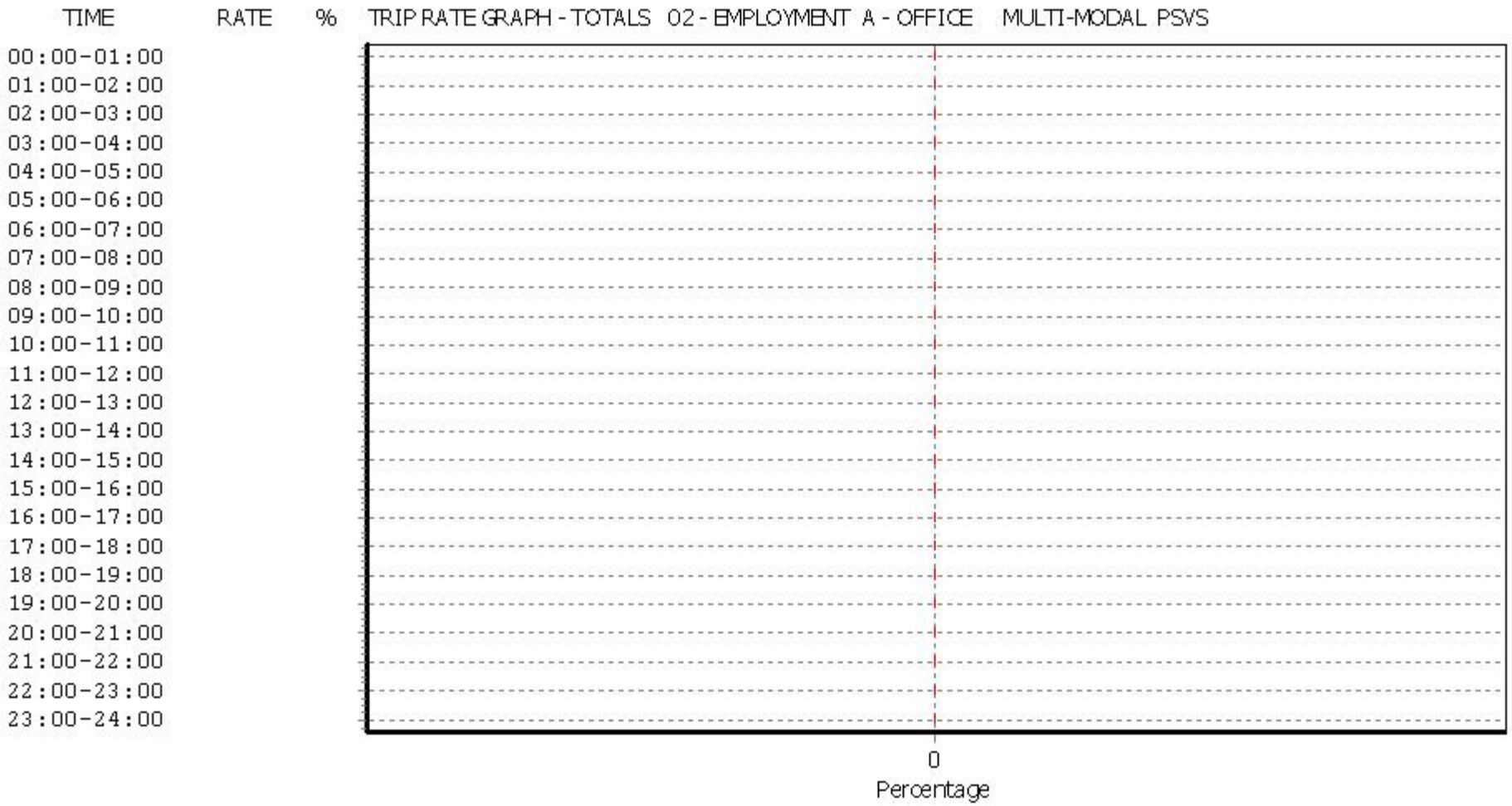


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TIME RATE % TRIP RATE GRAPH - DEPARTURES 02 - EMPLOYMENT A - OFFICE MULTI-MODAL PSVS



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



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

TRIP RATE for Land Use 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	913	0.055	2	913	0.000	2	913	0.055
07:30 - 08:00	2	913	0.055	2	913	0.000	2	913	0.055
08:00 - 08:30	2	913	0.110	2	913	0.000	2	913	0.110
08:30 - 09:00	2	913	0.000	2	913	0.000	2	913	0.000
09:00 - 09:30	2	913	0.000	2	913	0.000	2	913	0.000
09:30 - 10:00	2	913	0.000	2	913	0.000	2	913	0.000
10:00 - 10:30	2	913	0.000	2	913	0.000	2	913	0.000
10:30 - 11:00	2	913	0.000	2	913	0.000	2	913	0.000
11:00 - 11:30	2	913	0.000	2	913	0.000	2	913	0.000
11:30 - 12:00	2	913	0.000	2	913	0.000	2	913	0.000
12:00 - 12:30	2	913	0.000	2	913	0.000	2	913	0.000
12:30 - 13:00	2	913	0.000	2	913	0.000	2	913	0.000
13:00 - 13:30	2	913	0.000	2	913	0.000	2	913	0.000
13:30 - 14:00	2	913	0.000	2	913	0.000	2	913	0.000
14:00 - 14:30	2	913	0.000	2	913	0.000	2	913	0.000
14:30 - 15:00	2	913	0.000	2	913	0.000	2	913	0.000
15:00 - 15:30	2	913	0.000	2	913	0.000	2	913	0.000
15:30 - 16:00	2	913	0.000	2	913	0.000	2	913	0.000
16:00 - 16:30	2	913	0.000	2	913	0.000	2	913	0.000
16:30 - 17:00	2	913	0.000	2	913	0.000	2	913	0.000
17:00 - 17:30	2	913	0.000	2	913	0.055	2	913	0.055
17:30 - 18:00	2	913	0.000	2	913	0.110	2	913	0.110
18:00 - 18:30	2	913	0.000	2	913	0.000	2	913	0.000
18:30 - 19:00	2	913	0.000	2	913	0.055	2	913	0.055
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.220			0.220			0.440

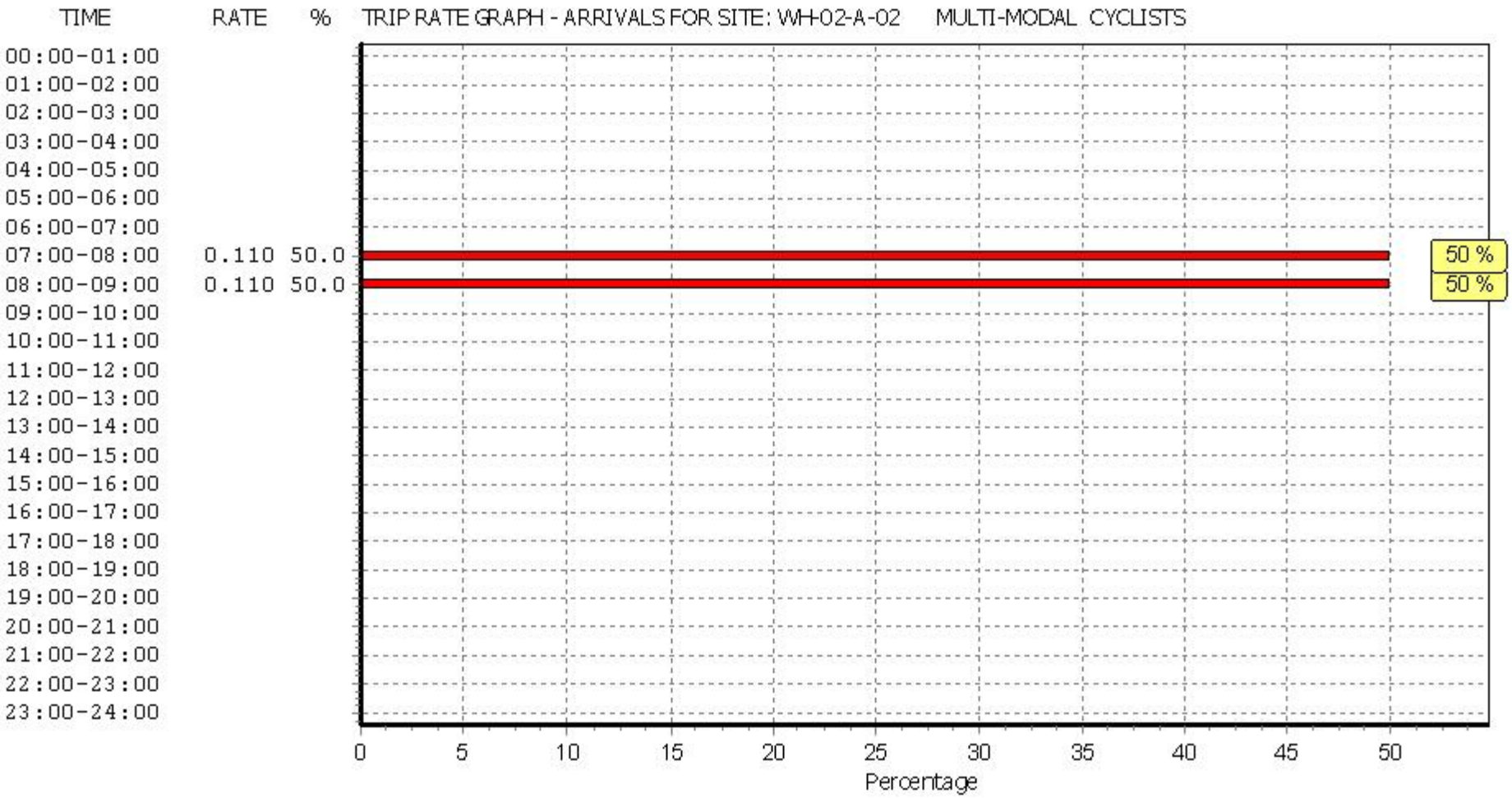
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

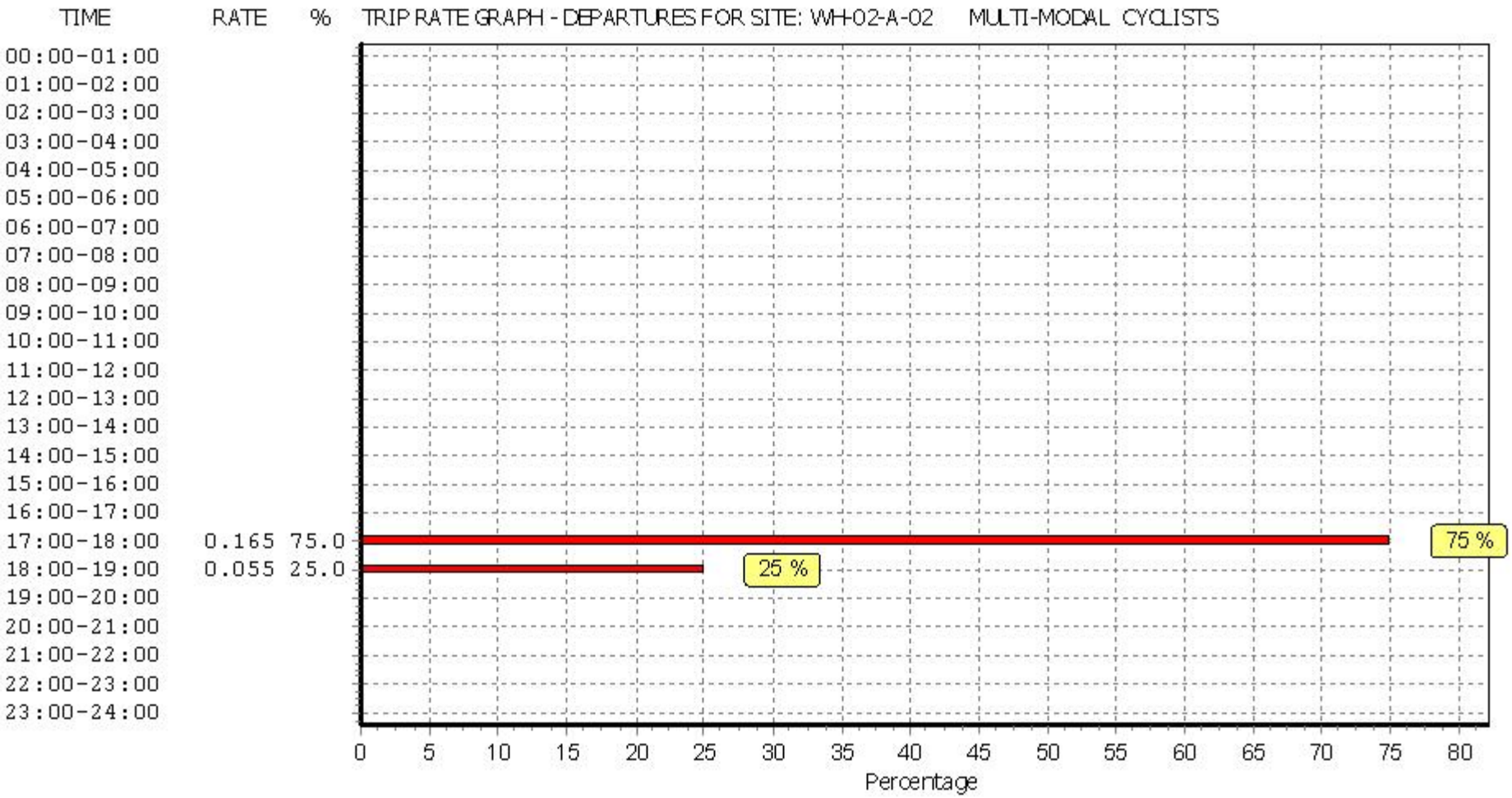
Parameter summary

Trip rate parameter range selected:	610 - 1215 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

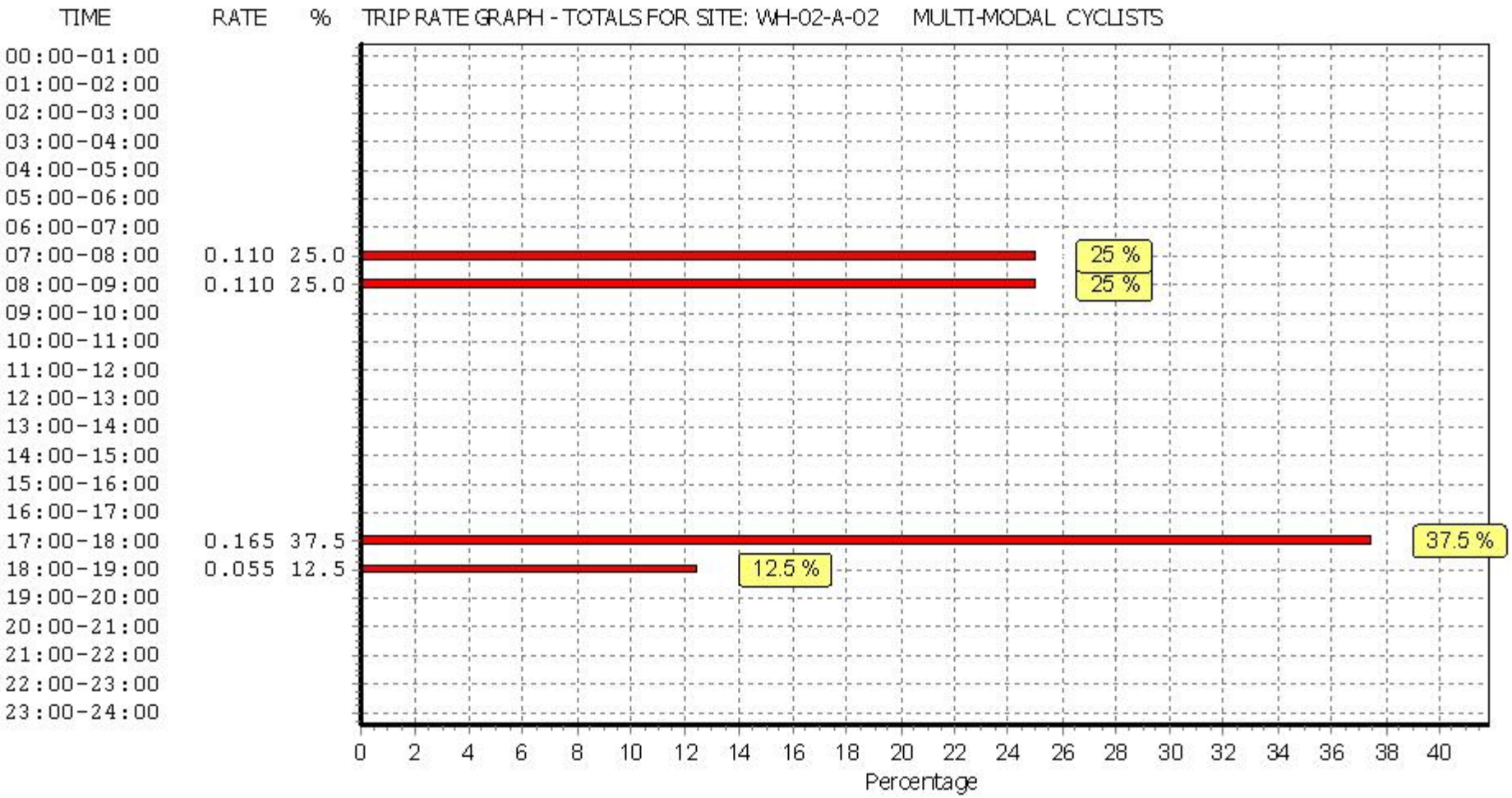
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	913	0.110	2	913	0.000	2	913	0.110
07:30 - 08:00	2	913	0.329	2	913	0.110	2	913	0.439
08:00 - 08:30	2	913	0.329	2	913	0.110	2	913	0.439
08:30 - 09:00	2	913	0.384	2	913	0.000	2	913	0.384
09:00 - 09:30	2	913	0.055	2	913	0.000	2	913	0.055
09:30 - 10:00	2	913	0.055	2	913	0.000	2	913	0.055
10:00 - 10:30	2	913	0.055	2	913	0.055	2	913	0.110
10:30 - 11:00	2	913	0.000	2	913	0.055	2	913	0.055
11:00 - 11:30	2	913	0.110	2	913	0.110	2	913	0.220
11:30 - 12:00	2	913	0.000	2	913	0.055	2	913	0.055
12:00 - 12:30	2	913	0.110	2	913	0.000	2	913	0.110
12:30 - 13:00	2	913	0.000	2	913	0.055	2	913	0.055
13:00 - 13:30	2	913	0.055	2	913	0.055	2	913	0.110
13:30 - 14:00	2	913	0.000	2	913	0.000	2	913	0.000
14:00 - 14:30	2	913	0.110	2	913	0.000	2	913	0.110
14:30 - 15:00	2	913	0.164	2	913	0.000	2	913	0.164
15:00 - 15:30	2	913	0.000	2	913	0.164	2	913	0.164
15:30 - 16:00	2	913	0.055	2	913	0.219	2	913	0.274
16:00 - 16:30	2	913	0.110	2	913	0.274	2	913	0.384
16:30 - 17:00	2	913	0.110	2	913	0.000	2	913	0.110
17:00 - 17:30	2	913	0.055	2	913	0.110	2	913	0.165
17:30 - 18:00	2	913	0.164	2	913	0.548	2	913	0.712
18:00 - 18:30	2	913	0.164	2	913	0.438	2	913	0.602
18:30 - 19:00	2	913	0.000	2	913	0.055	2	913	0.055
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.524			2.413			4.937

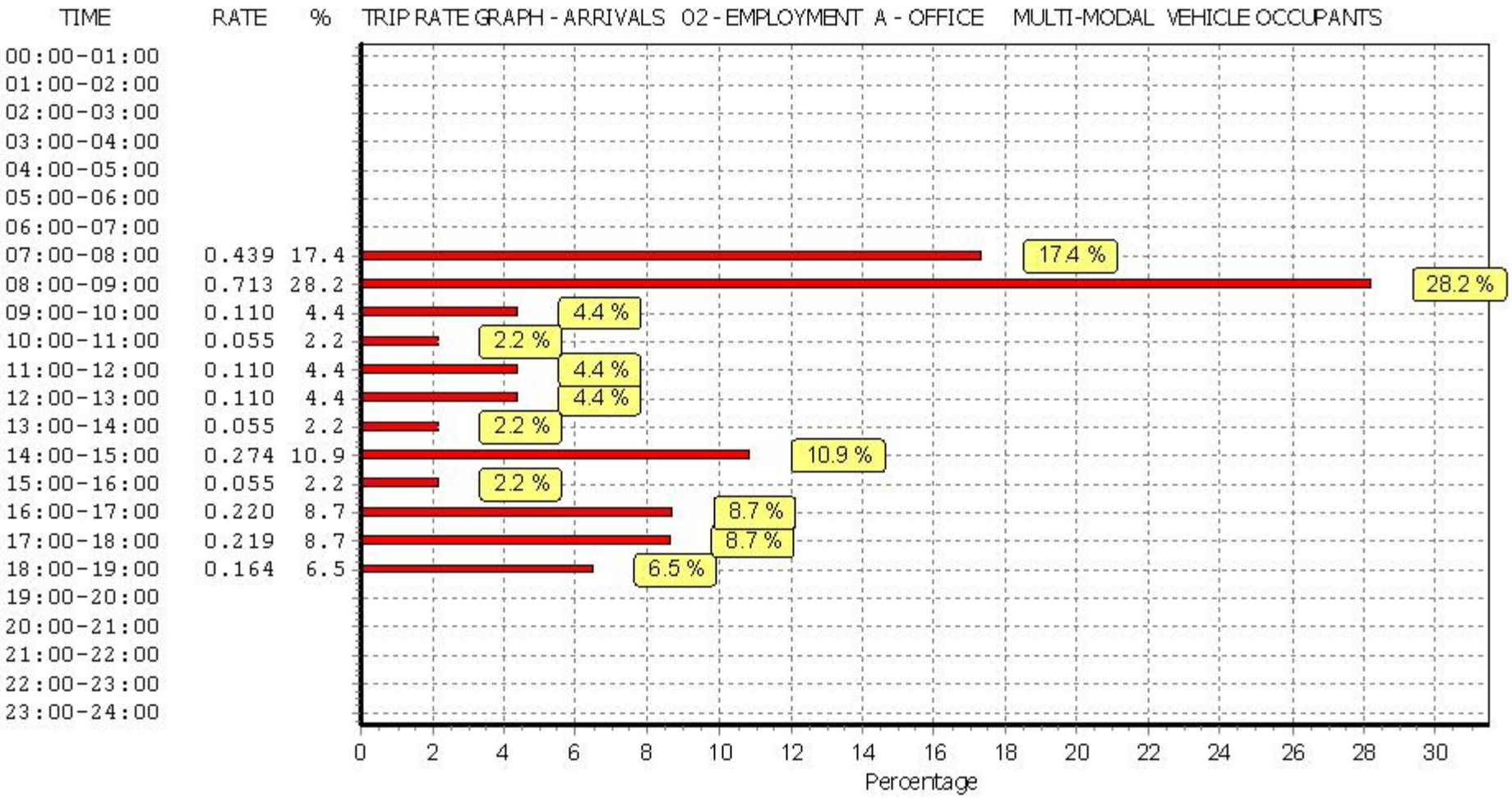
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

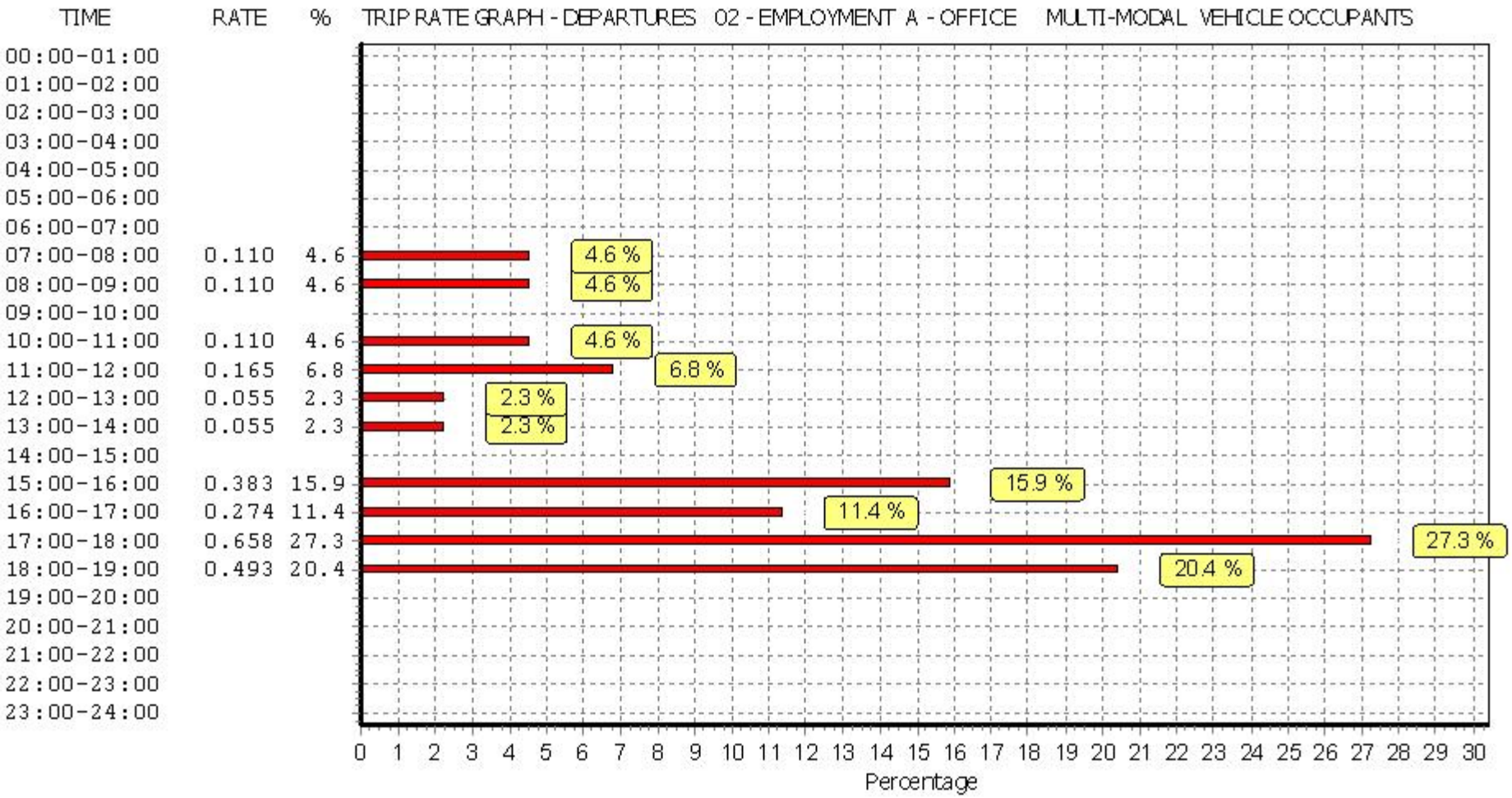
Parameter summary

Trip rate parameter range selected:	610 - 1215 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

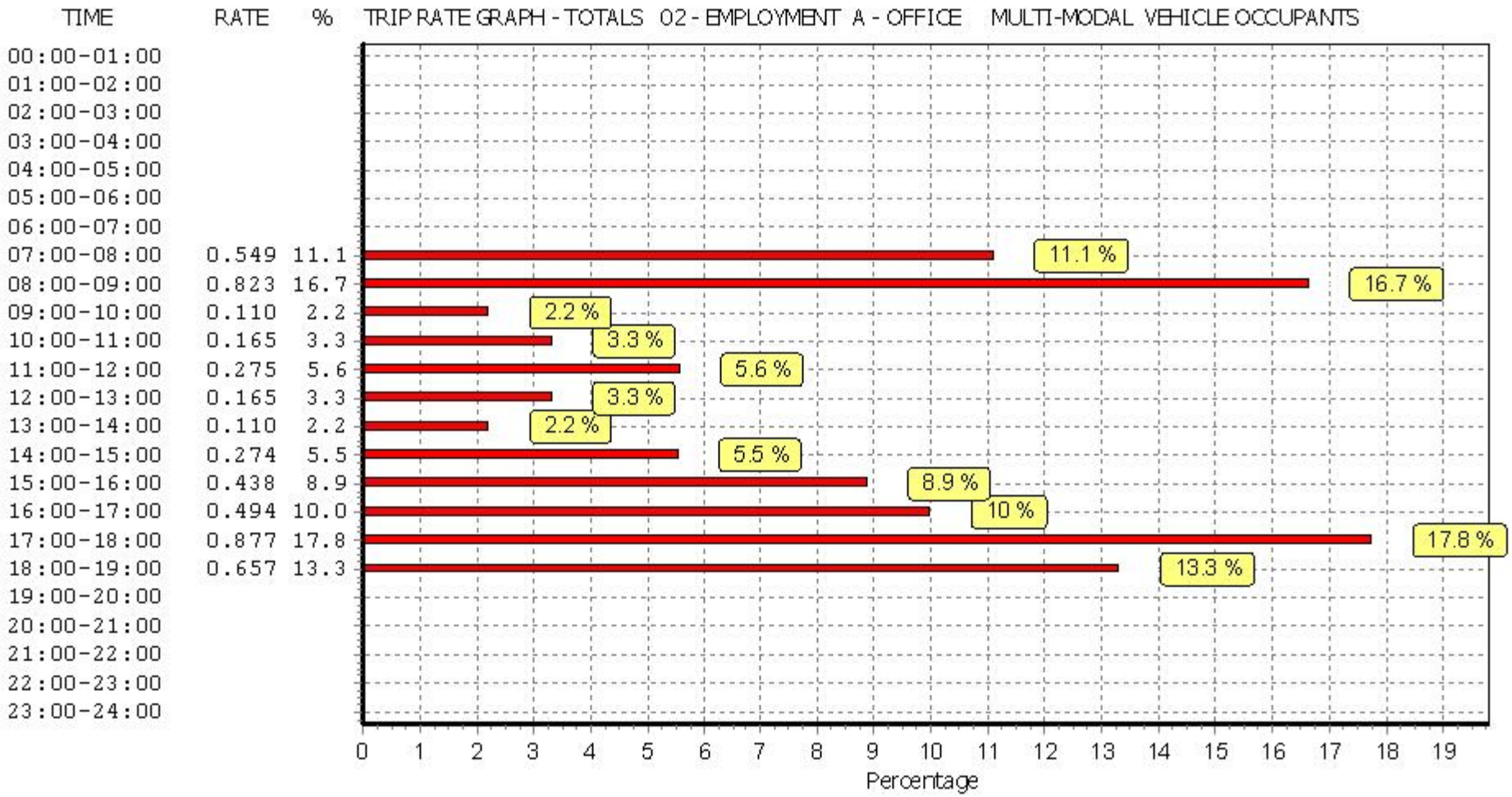
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	913	0.219	2	913	0.000	2	913	0.219
07:30 - 08:00	2	913	0.110	2	913	0.000	2	913	0.110
08:00 - 08:30	2	913	0.658	2	913	0.000	2	913	0.658
08:30 - 09:00	2	913	0.164	2	913	0.110	2	913	0.274
09:00 - 09:30	2	913	0.110	2	913	0.000	2	913	0.110
09:30 - 10:00	2	913	0.110	2	913	0.055	2	913	0.165
10:00 - 10:30	2	913	0.110	2	913	0.110	2	913	0.220
10:30 - 11:00	2	913	0.055	2	913	0.110	2	913	0.165
11:00 - 11:30	2	913	0.055	2	913	0.000	2	913	0.055
11:30 - 12:00	2	913	0.000	2	913	0.164	2	913	0.164
12:00 - 12:30	2	913	0.000	2	913	0.384	2	913	0.384
12:30 - 13:00	2	913	0.274	2	913	0.603	2	913	0.877
13:00 - 13:30	2	913	0.329	2	913	0.329	2	913	0.658
13:30 - 14:00	2	913	0.712	2	913	0.055	2	913	0.767
14:00 - 14:30	2	913	0.274	2	913	0.110	2	913	0.384
14:30 - 15:00	2	913	0.329	2	913	0.000	2	913	0.329
15:00 - 15:30	2	913	0.055	2	913	0.110	2	913	0.165
15:30 - 16:00	2	913	0.055	2	913	0.164	2	913	0.219
16:00 - 16:30	2	913	0.110	2	913	0.329	2	913	0.439
16:30 - 17:00	2	913	0.000	2	913	0.219	2	913	0.219
17:00 - 17:30	2	913	0.000	2	913	0.438	2	913	0.438
17:30 - 18:00	2	913	0.164	2	913	0.274	2	913	0.438
18:00 - 18:30	2	913	0.000	2	913	0.164	2	913	0.164
18:30 - 19:00	2	913	0.000	2	913	0.219	2	913	0.219
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.893			3.947			7.840

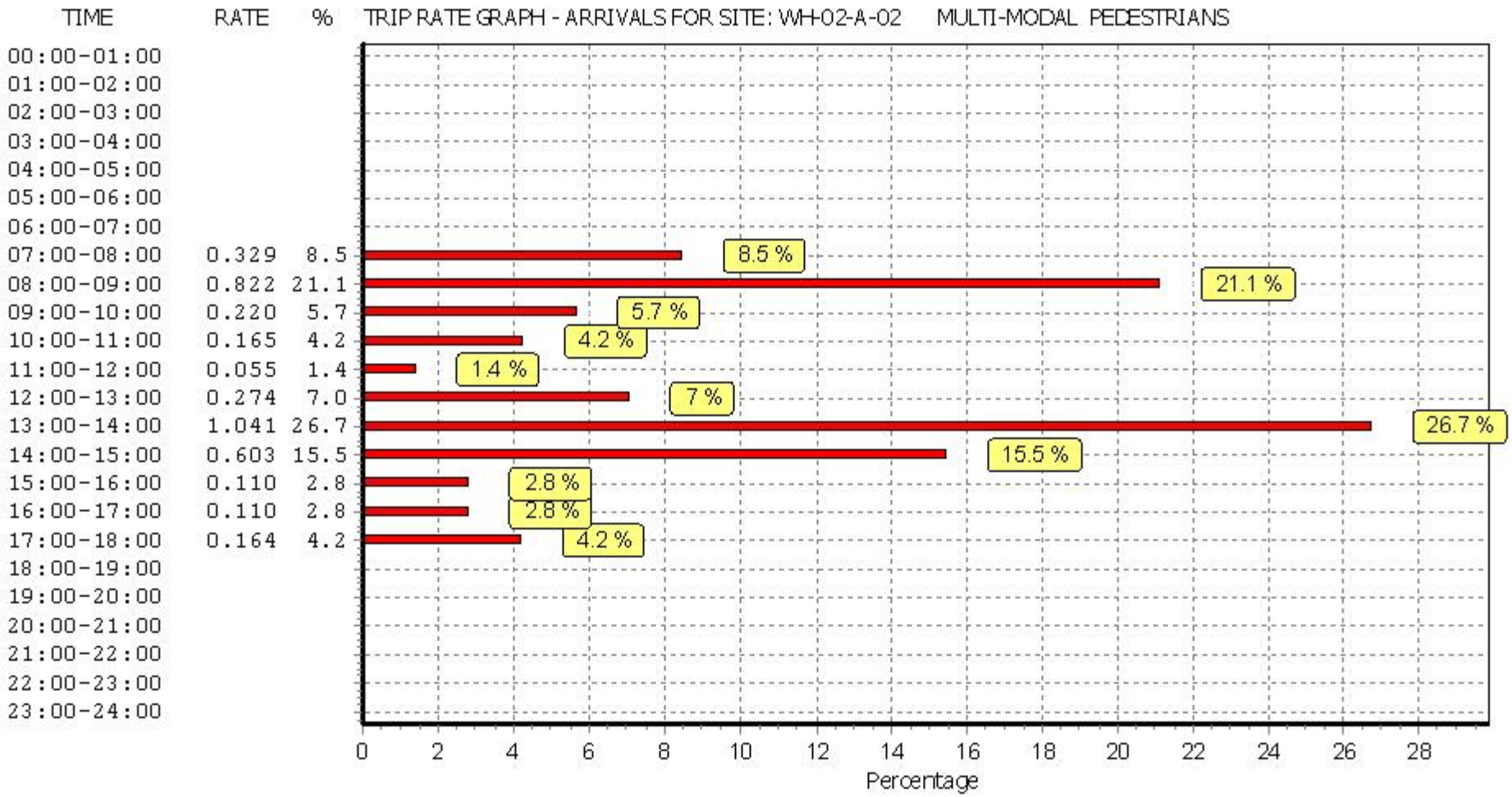
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

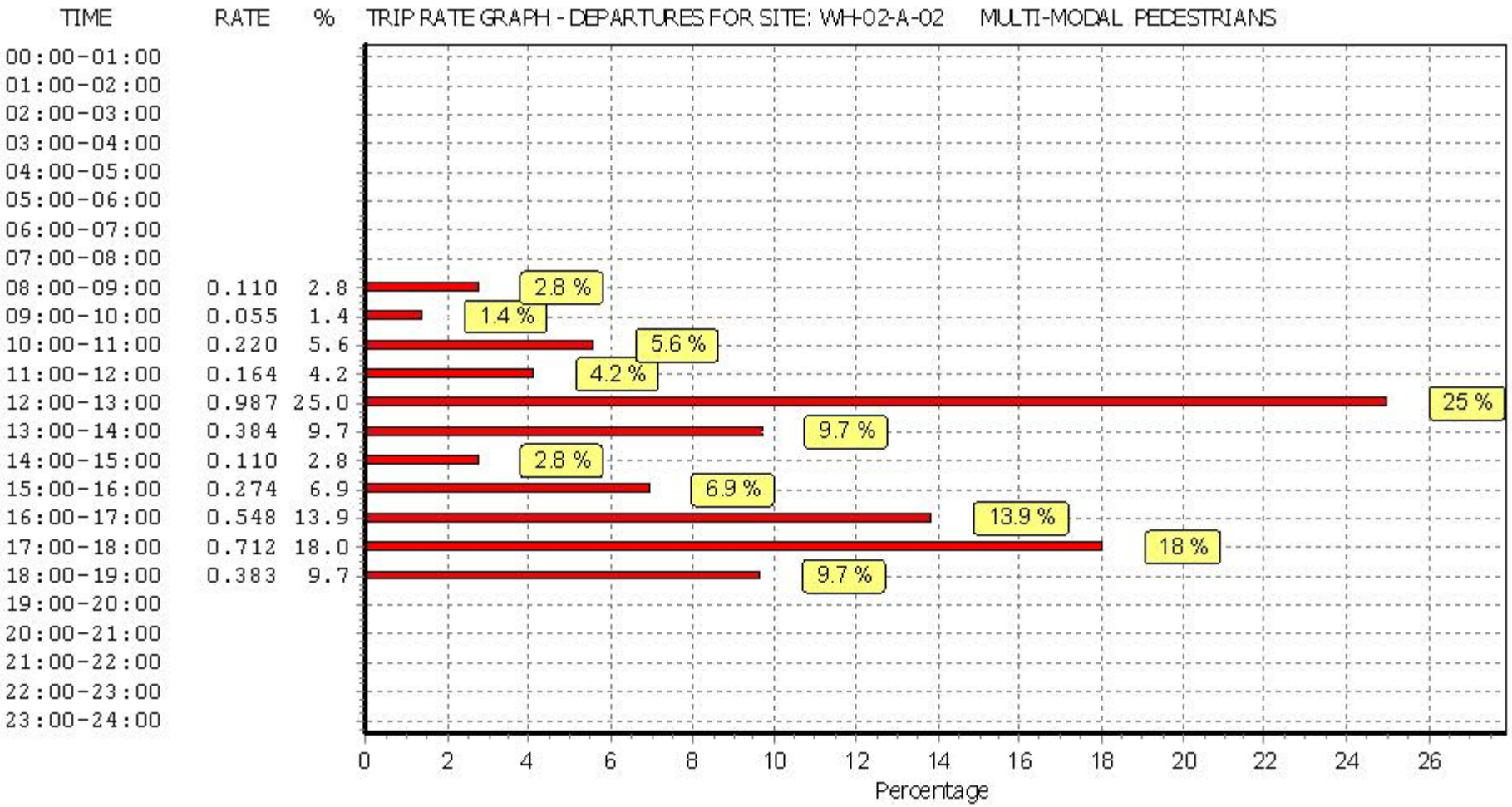
Parameter summary

Trip rate parameter range selected:	610 - 1215 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

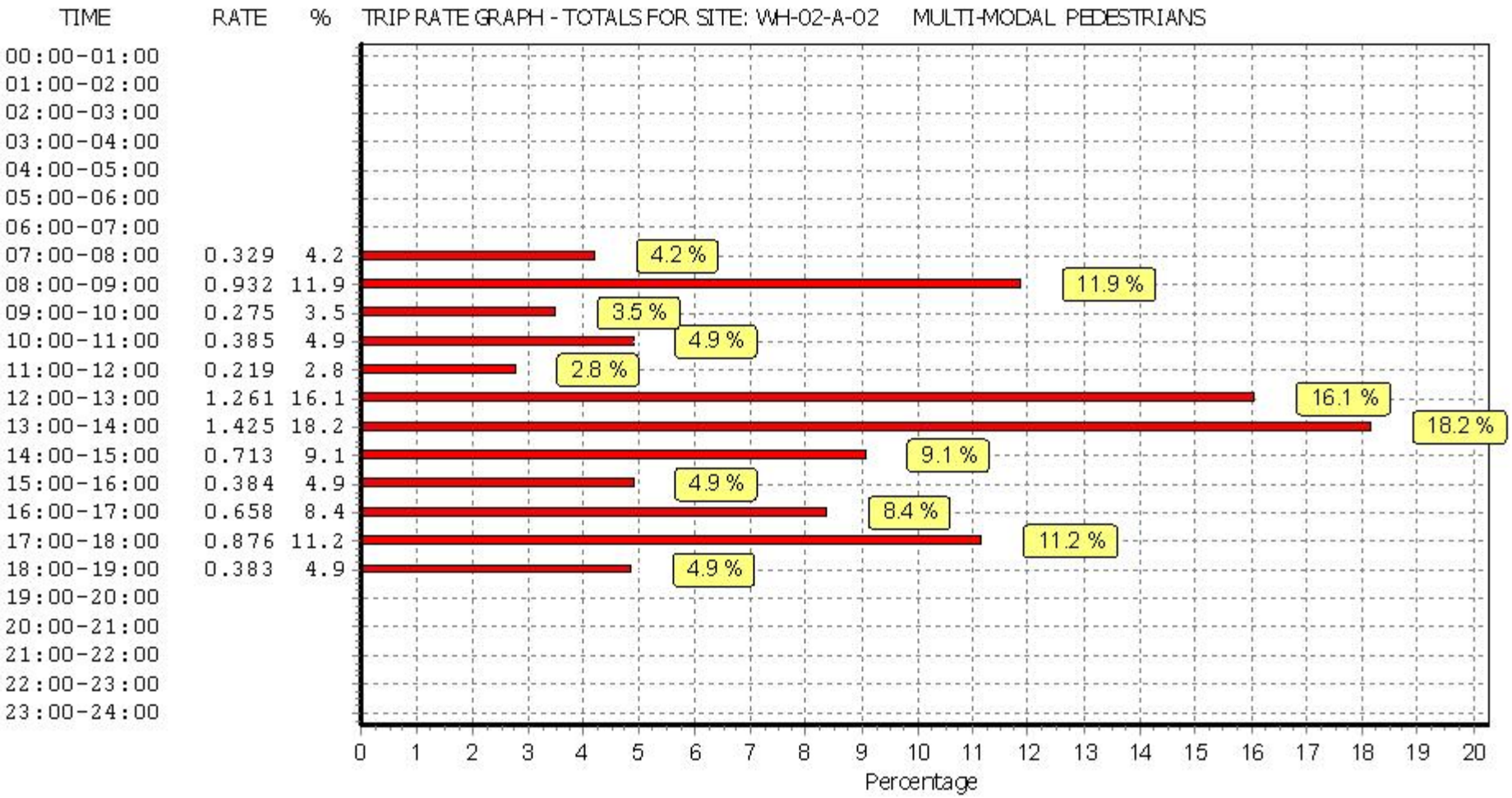
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	913	0.164	2	913	0.000	2	913	0.164
07:30 - 08:00	2	913	0.384	2	913	0.000	2	913	0.384
08:00 - 08:30	2	913	0.548	2	913	0.000	2	913	0.548
08:30 - 09:00	2	913	0.438	2	913	0.000	2	913	0.438
09:00 - 09:30	2	913	0.219	2	913	0.000	2	913	0.219
09:30 - 10:00	2	913	0.055	2	913	0.000	2	913	0.055
10:00 - 10:30	2	913	0.110	2	913	0.055	2	913	0.165
10:30 - 11:00	2	913	0.055	2	913	0.000	2	913	0.055
11:00 - 11:30	2	913	0.000	2	913	0.000	2	913	0.000
11:30 - 12:00	2	913	0.000	2	913	0.000	2	913	0.000
12:00 - 12:30	2	913	0.055	2	913	0.000	2	913	0.055
12:30 - 13:00	2	913	0.000	2	913	0.055	2	913	0.055
13:00 - 13:30	2	913	0.110	2	913	0.000	2	913	0.110
13:30 - 14:00	2	913	0.055	2	913	0.055	2	913	0.110
14:00 - 14:30	2	913	0.164	2	913	0.110	2	913	0.274
14:30 - 15:00	2	913	0.000	2	913	0.000	2	913	0.000
15:00 - 15:30	2	913	0.000	2	913	0.110	2	913	0.110
15:30 - 16:00	2	913	0.000	2	913	0.219	2	913	0.219
16:00 - 16:30	2	913	0.000	2	913	0.384	2	913	0.384
16:30 - 17:00	2	913	0.000	2	913	0.055	2	913	0.055
17:00 - 17:30	2	913	0.000	2	913	0.493	2	913	0.493
17:30 - 18:00	2	913	0.000	2	913	0.548	2	913	0.548
18:00 - 18:30	2	913	0.000	2	913	0.164	2	913	0.164
18:30 - 19:00	2	913	0.000	2	913	0.164	2	913	0.164
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.357			2.412			4.769

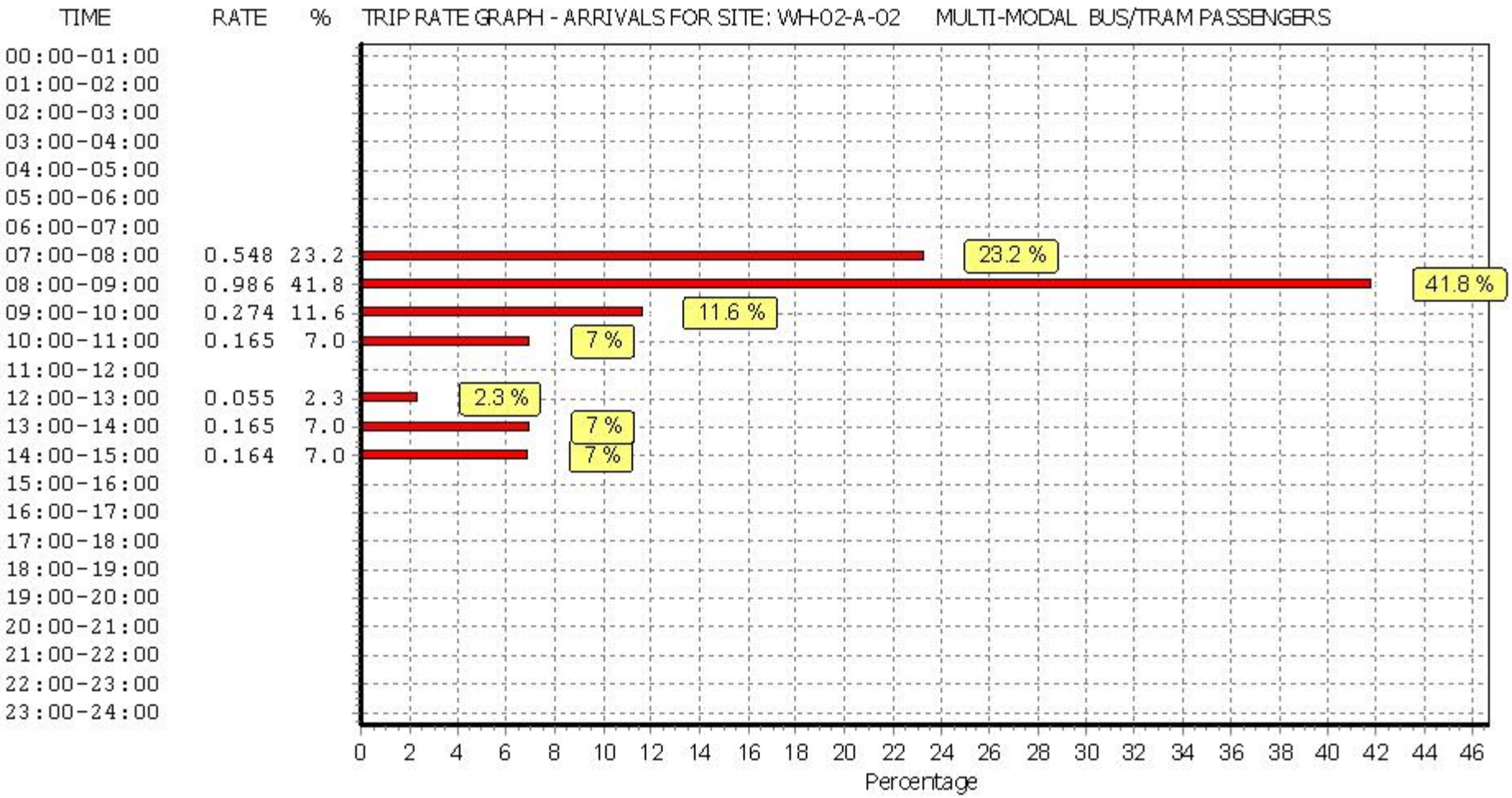
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

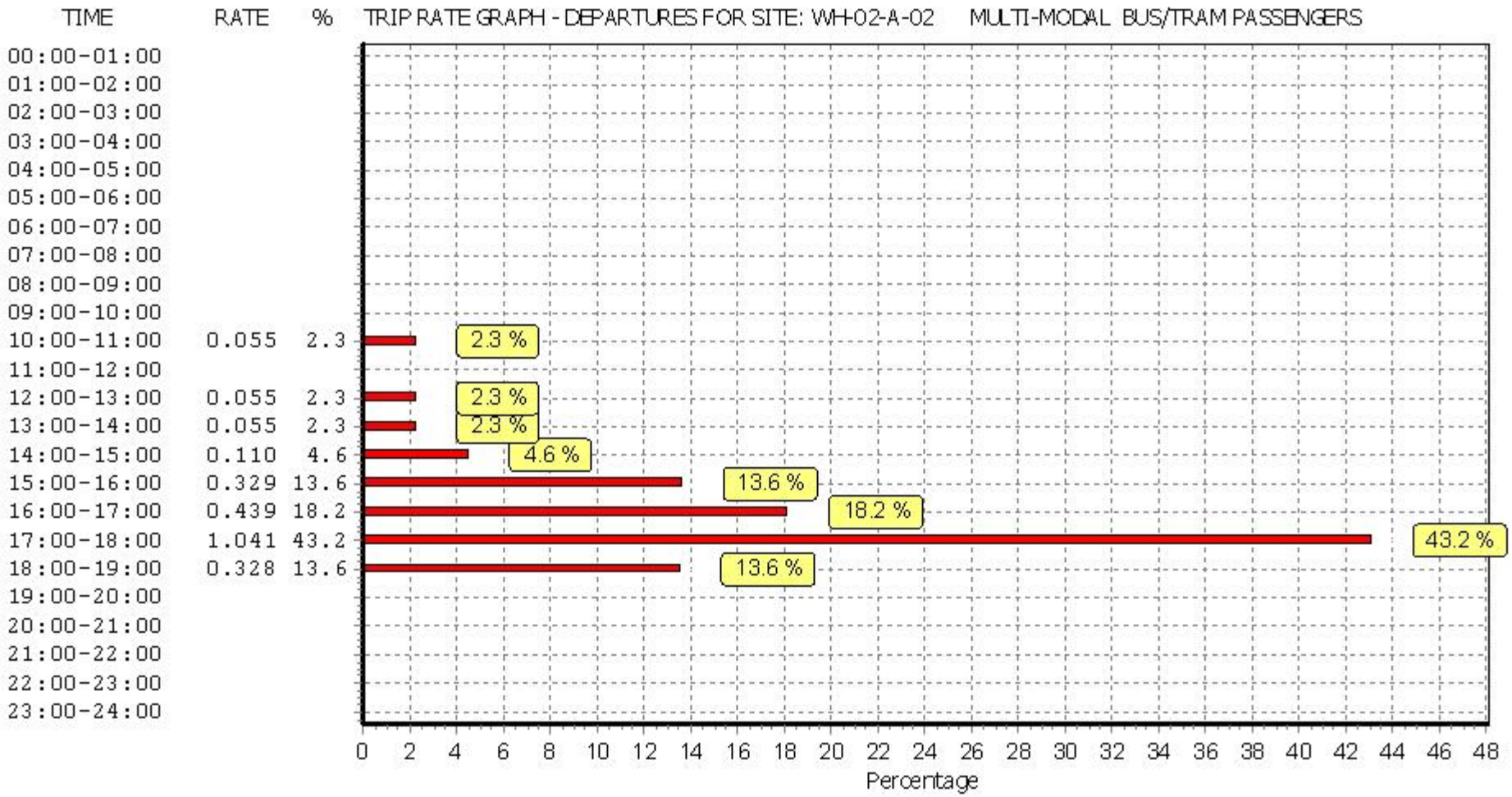
Parameter summary

Trip rate parameter range selected:	610 - 1215 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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



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



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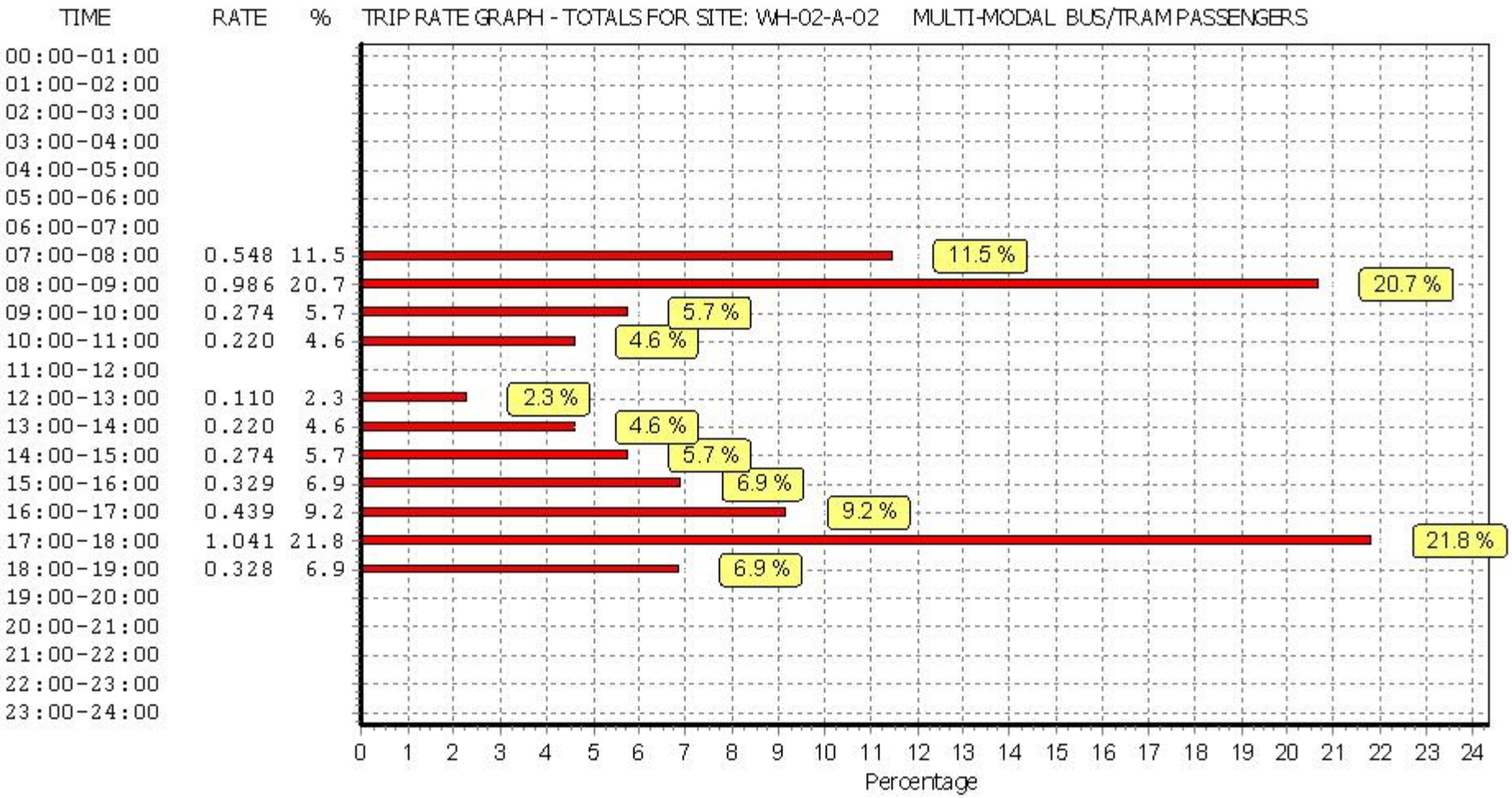


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	913	0.329	2	913	0.000	2	913	0.329
07:30 - 08:00	2	913	0.219	2	913	0.000	2	913	0.219
08:00 - 08:30	2	913	0.603	2	913	0.000	2	913	0.603
08:30 - 09:00	2	913	0.658	2	913	0.000	2	913	0.658
09:00 - 09:30	2	913	0.164	2	913	0.000	2	913	0.164
09:30 - 10:00	2	913	0.110	2	913	0.000	2	913	0.110
10:00 - 10:30	2	913	0.110	2	913	0.055	2	913	0.165
10:30 - 11:00	2	913	0.110	2	913	0.000	2	913	0.110
11:00 - 11:30	2	913	0.000	2	913	0.000	2	913	0.000
11:30 - 12:00	2	913	0.000	2	913	0.000	2	913	0.000
12:00 - 12:30	2	913	0.000	2	913	0.000	2	913	0.000
12:30 - 13:00	2	913	0.000	2	913	0.055	2	913	0.055
13:00 - 13:30	2	913	0.000	2	913	0.000	2	913	0.000
13:30 - 14:00	2	913	0.000	2	913	0.055	2	913	0.055
14:00 - 14:30	2	913	0.000	2	913	0.000	2	913	0.000
14:30 - 15:00	2	913	0.000	2	913	0.110	2	913	0.110
15:00 - 15:30	2	913	0.000	2	913	0.055	2	913	0.055
15:30 - 16:00	2	913	0.000	2	913	0.055	2	913	0.055
16:00 - 16:30	2	913	0.000	2	913	0.164	2	913	0.164
16:30 - 17:00	2	913	0.000	2	913	0.164	2	913	0.164
17:00 - 17:30	2	913	0.000	2	913	0.329	2	913	0.329
17:30 - 18:00	2	913	0.000	2	913	0.603	2	913	0.603
18:00 - 18:30	2	913	0.000	2	913	0.438	2	913	0.438
18:30 - 19:00	2	913	0.000	2	913	0.219	2	913	0.219
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.303			2.302			4.605

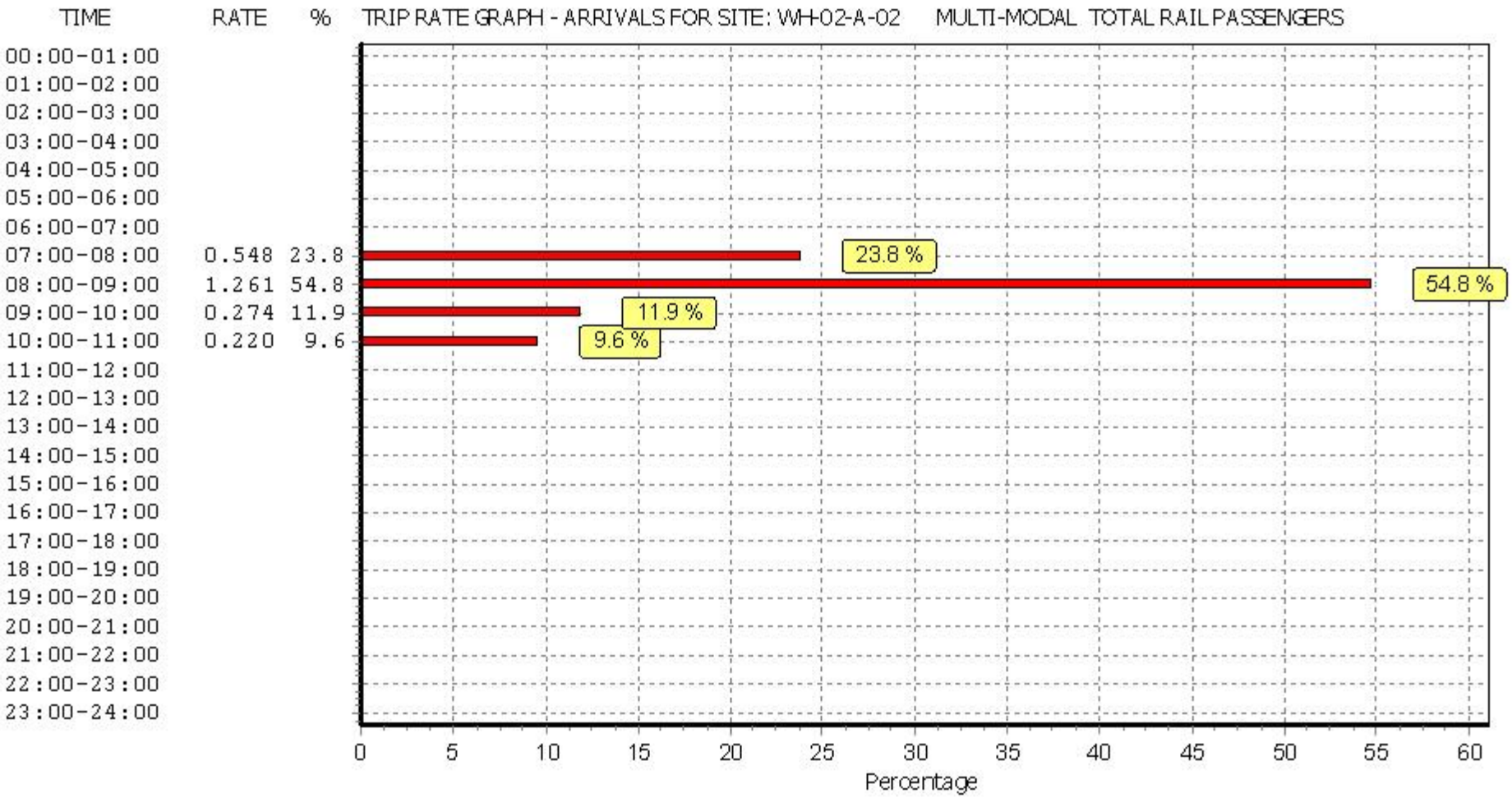
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

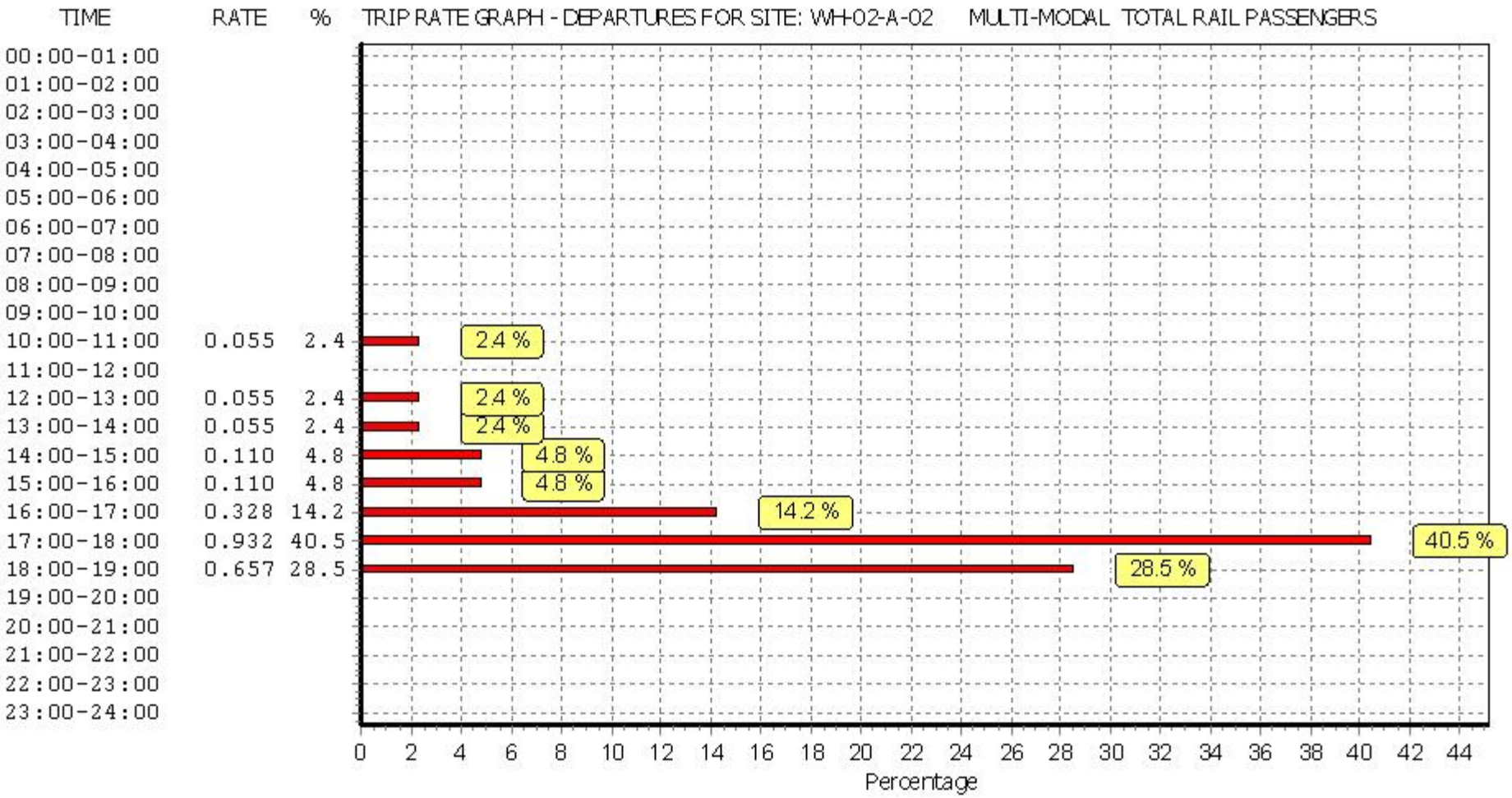
Parameter summary

Trip rate parameter range selected:	610 - 1215 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

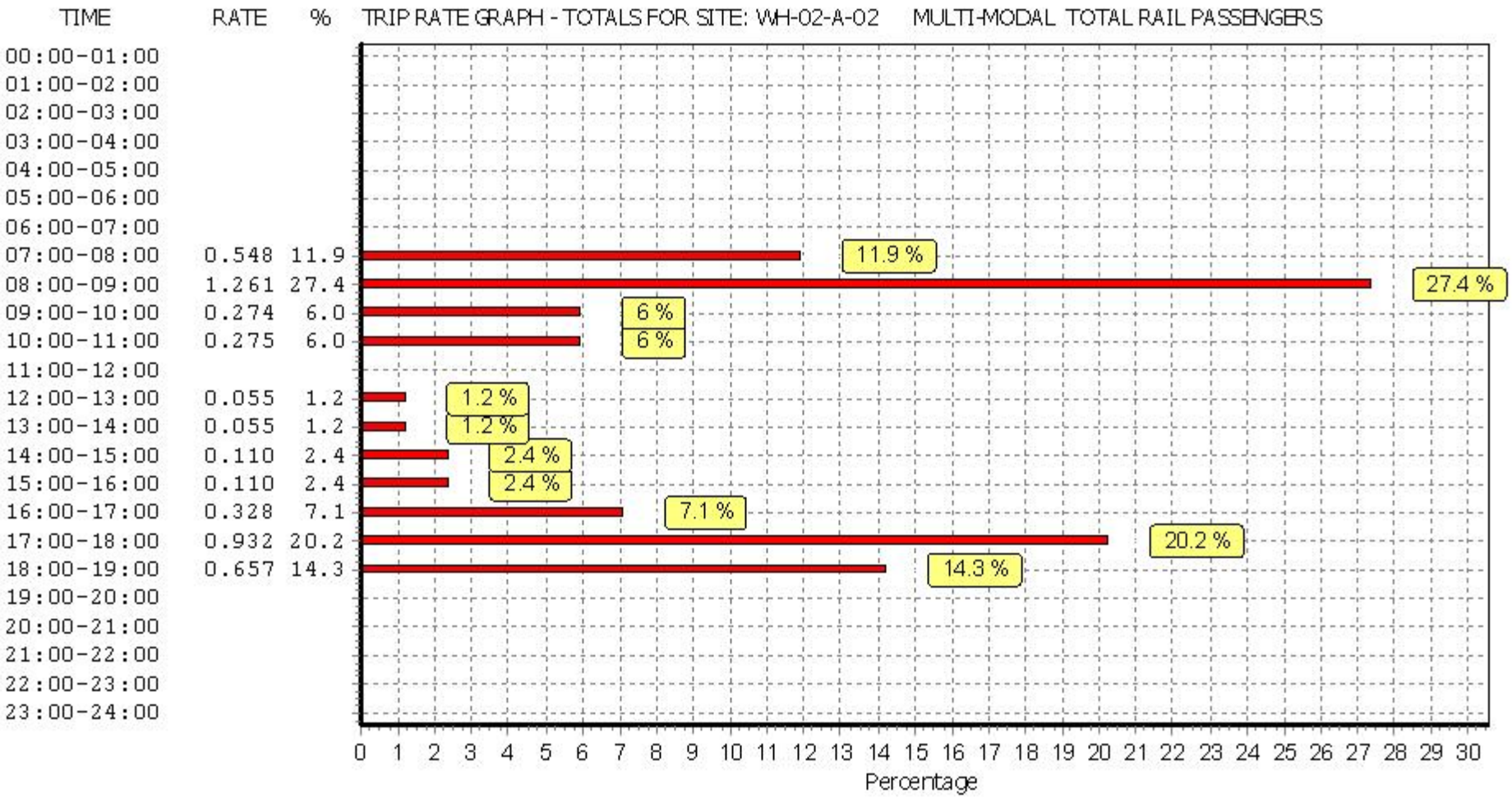
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	913	0.000	2	913	0.000	2	913	0.000
07:30 - 08:00	2	913	0.000	2	913	0.000	2	913	0.000
08:00 - 08:30	2	913	0.000	2	913	0.000	2	913	0.000
08:30 - 09:00	2	913	0.000	2	913	0.000	2	913	0.000
09:00 - 09:30	2	913	0.000	2	913	0.000	2	913	0.000
09:30 - 10:00	2	913	0.000	2	913	0.000	2	913	0.000
10:00 - 10:30	2	913	0.000	2	913	0.000	2	913	0.000
10:30 - 11:00	2	913	0.000	2	913	0.000	2	913	0.000
11:00 - 11:30	2	913	0.000	2	913	0.000	2	913	0.000
11:30 - 12:00	2	913	0.000	2	913	0.000	2	913	0.000
12:00 - 12:30	2	913	0.000	2	913	0.000	2	913	0.000
12:30 - 13:00	2	913	0.000	2	913	0.000	2	913	0.000
13:00 - 13:30	2	913	0.000	2	913	0.000	2	913	0.000
13:30 - 14:00	2	913	0.000	2	913	0.000	2	913	0.000
14:00 - 14:30	2	913	0.000	2	913	0.000	2	913	0.000
14:30 - 15:00	2	913	0.000	2	913	0.000	2	913	0.000
15:00 - 15:30	2	913	0.000	2	913	0.000	2	913	0.000
15:30 - 16:00	2	913	0.000	2	913	0.000	2	913	0.000
16:00 - 16:30	2	913	0.000	2	913	0.000	2	913	0.000
16:30 - 17:00	2	913	0.000	2	913	0.000	2	913	0.000
17:00 - 17:30	2	913	0.000	2	913	0.000	2	913	0.000
17:30 - 18:00	2	913	0.000	2	913	0.000	2	913	0.000
18:00 - 18:30	2	913	0.000	2	913	0.000	2	913	0.000
18:30 - 19:00	2	913	0.000	2	913	0.000	2	913	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

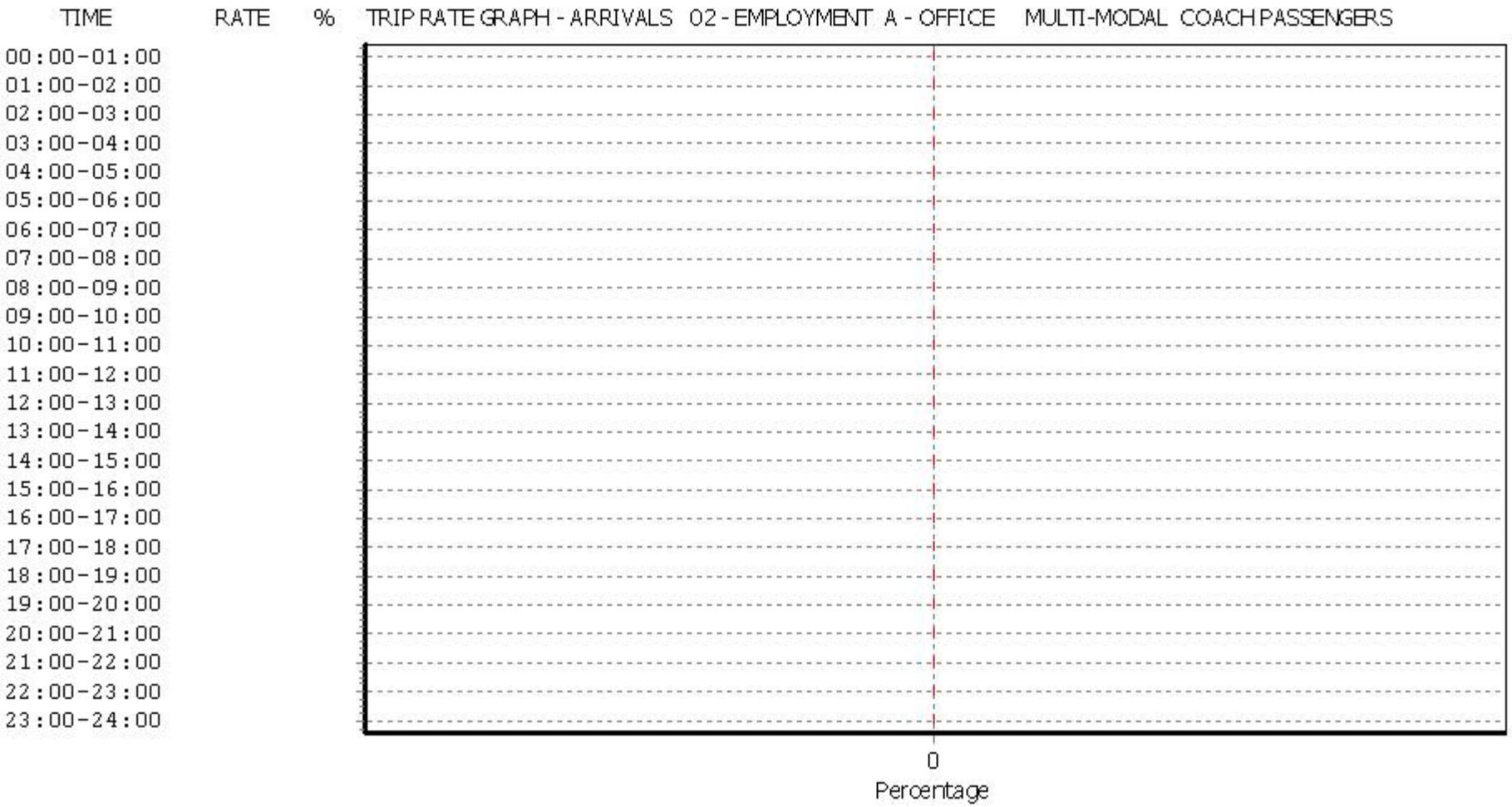
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Parameter summary

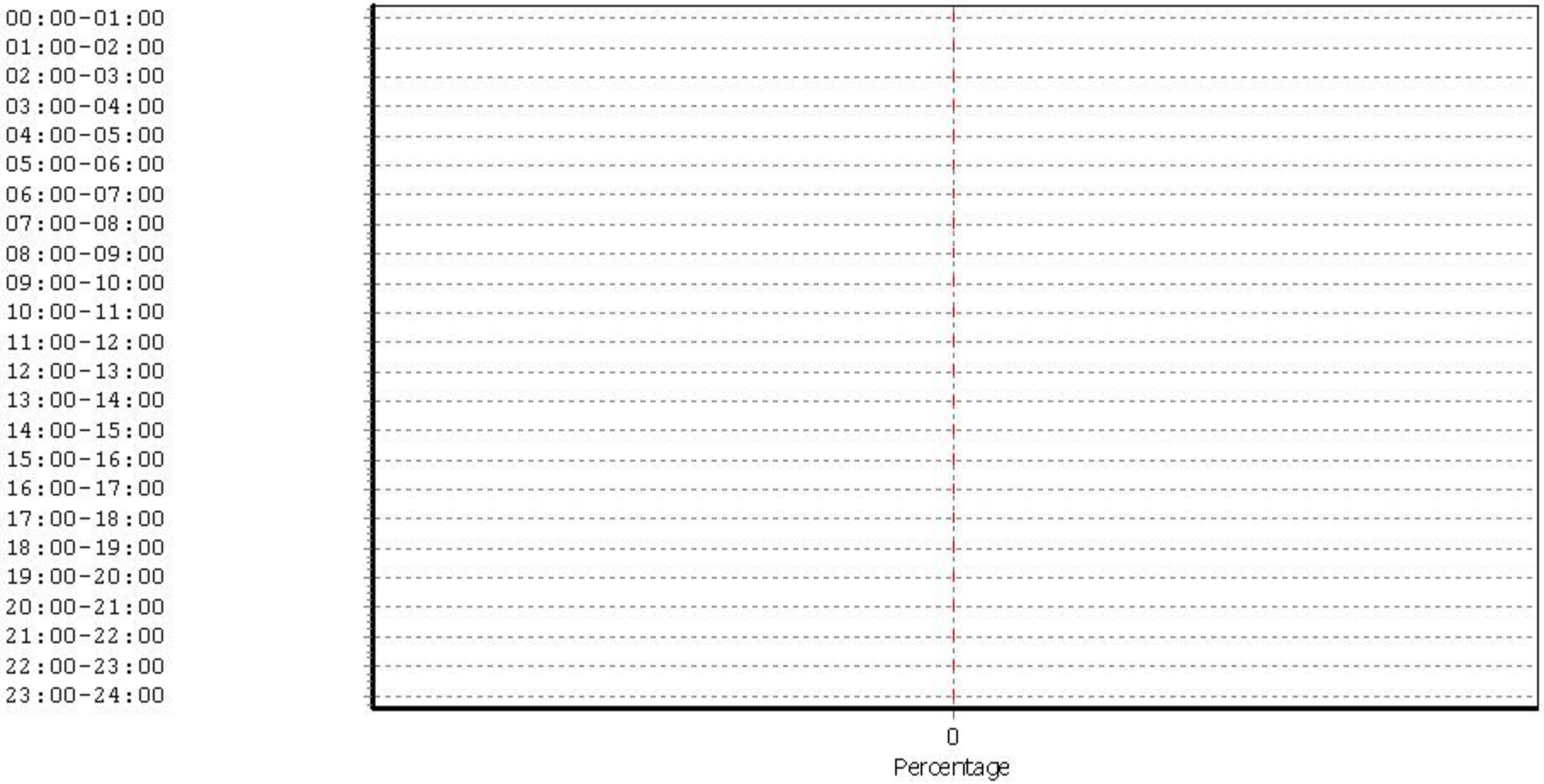
Trip rate parameter range selected:	610 - 1215 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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



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

TIME RATE % TRIP RATE GRAPH - DEPARTURES 02 - EMPLOYMENT A - OFFICE MULTI-MODAL COACH PASSENGERS



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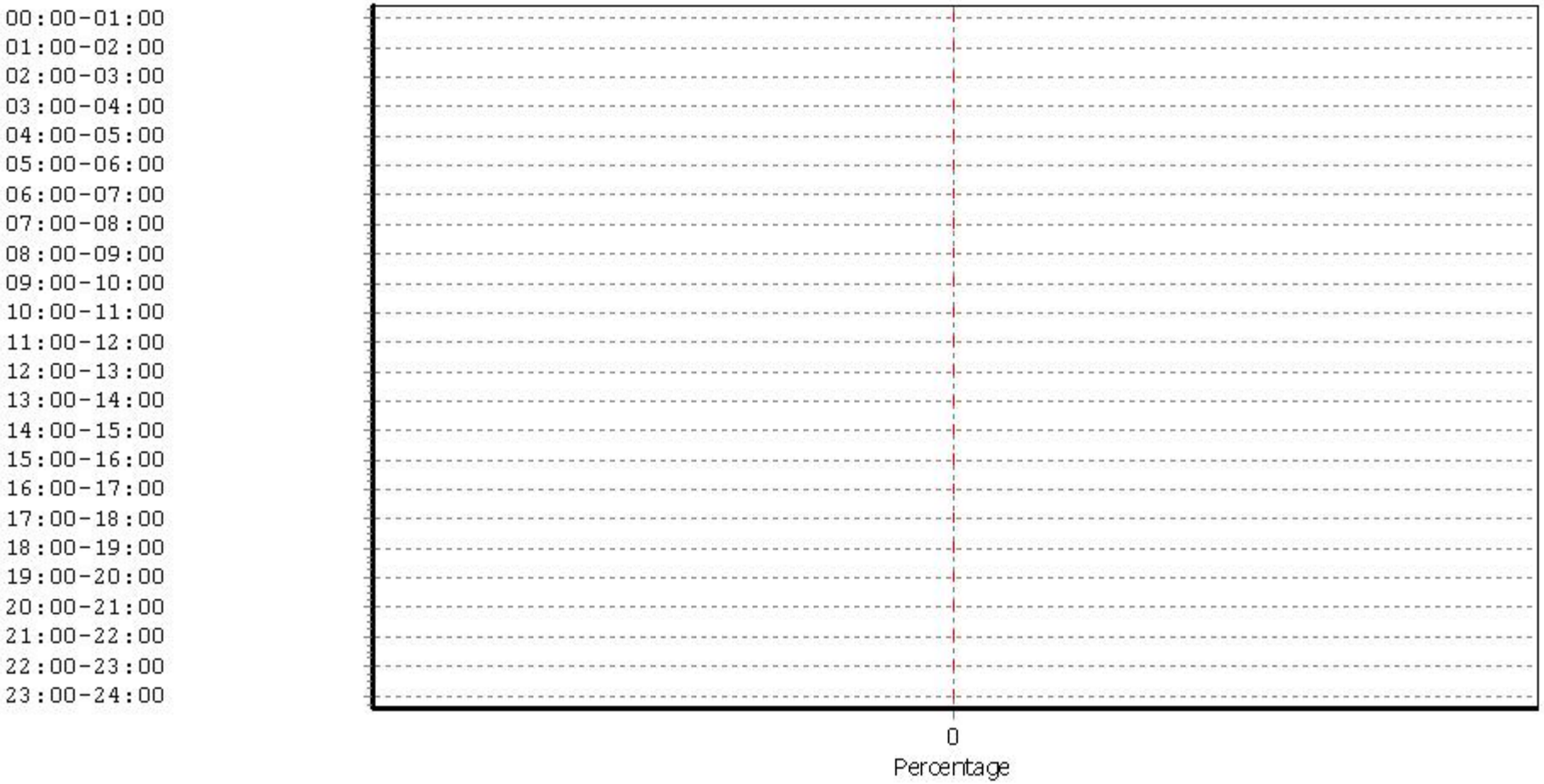
TIME RATE % TRIP RATE GRAPH - TOTALS 02 - EMPLOYMENT A - OFFICE MULTI-MODAL COACH PASSENGERS



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

TRIP RATE for Land Use 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	913	0.493	2	913	0.000	2	913	0.493
07:30 - 08:00	2	913	0.603	2	913	0.000	2	913	0.603
08:00 - 08:30	2	913	1.151	2	913	0.000	2	913	1.151
08:30 - 09:00	2	913	1.096	2	913	0.000	2	913	1.096
09:00 - 09:30	2	913	0.384	2	913	0.000	2	913	0.384
09:30 - 10:00	2	913	0.164	2	913	0.000	2	913	0.164
10:00 - 10:30	2	913	0.219	2	913	0.110	2	913	0.329
10:30 - 11:00	2	913	0.164	2	913	0.000	2	913	0.164
11:00 - 11:30	2	913	0.000	2	913	0.000	2	913	0.000
11:30 - 12:00	2	913	0.000	2	913	0.000	2	913	0.000
12:00 - 12:30	2	913	0.055	2	913	0.000	2	913	0.055
12:30 - 13:00	2	913	0.000	2	913	0.110	2	913	0.110
13:00 - 13:30	2	913	0.110	2	913	0.000	2	913	0.110
13:30 - 14:00	2	913	0.055	2	913	0.110	2	913	0.165
14:00 - 14:30	2	913	0.164	2	913	0.110	2	913	0.274
14:30 - 15:00	2	913	0.000	2	913	0.110	2	913	0.110
15:00 - 15:30	2	913	0.000	2	913	0.164	2	913	0.164
15:30 - 16:00	2	913	0.000	2	913	0.274	2	913	0.274
16:00 - 16:30	2	913	0.000	2	913	0.548	2	913	0.548
16:30 - 17:00	2	913	0.000	2	913	0.219	2	913	0.219
17:00 - 17:30	2	913	0.000	2	913	0.822	2	913	0.822
17:30 - 18:00	2	913	0.000	2	913	1.151	2	913	1.151
18:00 - 18:30	2	913	0.000	2	913	0.603	2	913	0.603
18:30 - 19:00	2	913	0.000	2	913	0.384	2	913	0.384
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.658			4.715			9.373

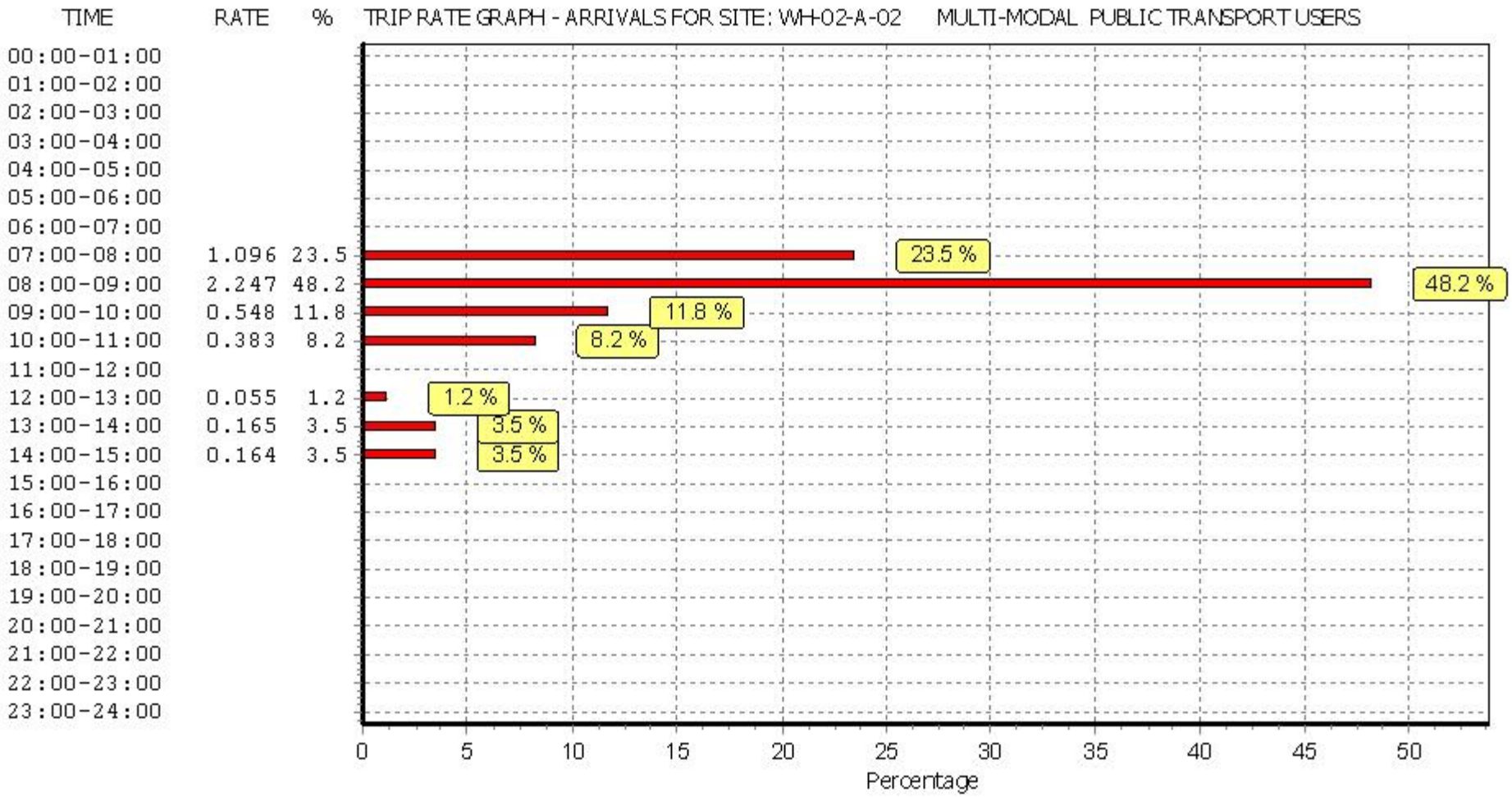
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

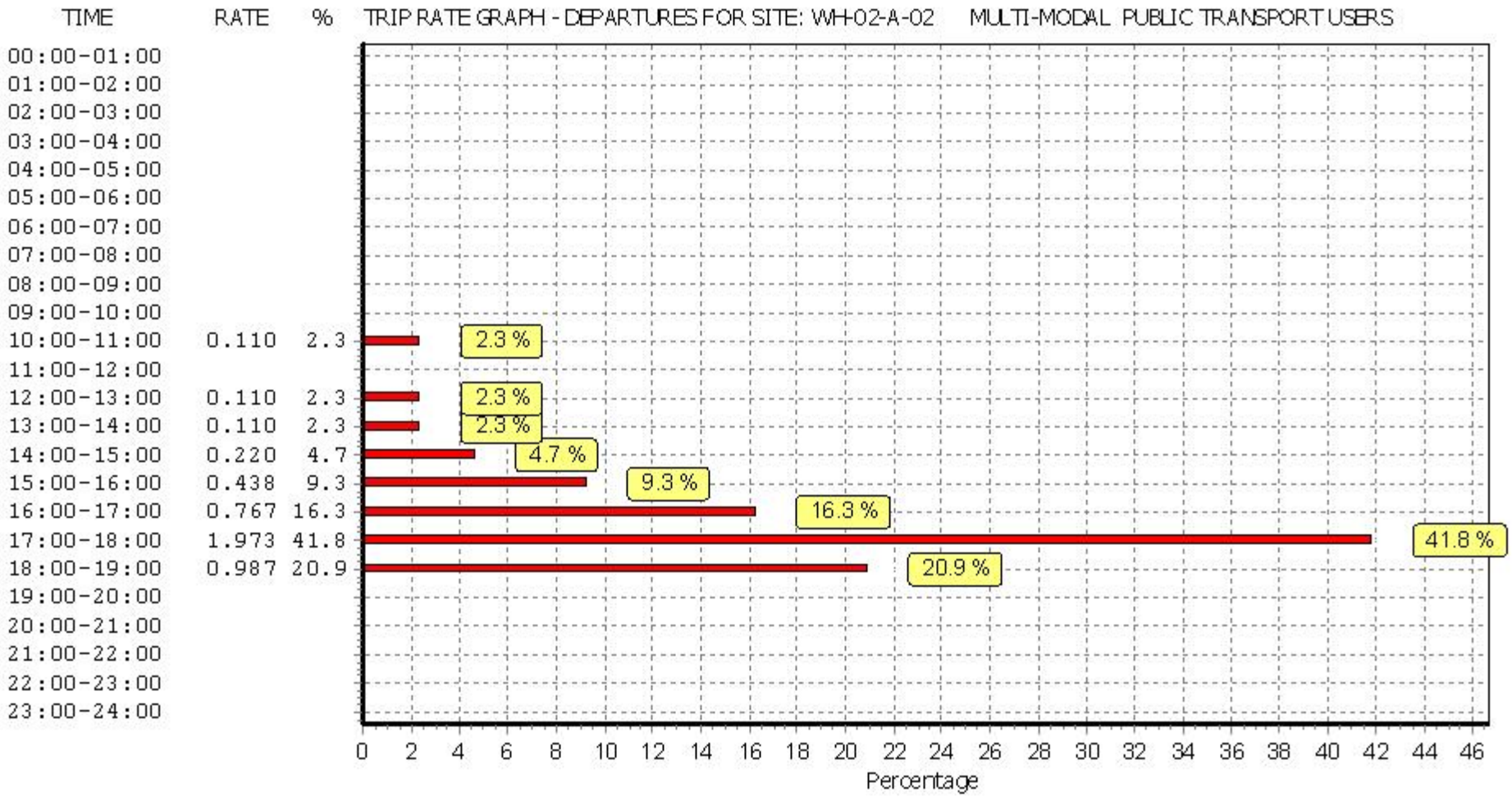
Parameter summary

Trip rate parameter range selected:	610 - 1215 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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



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



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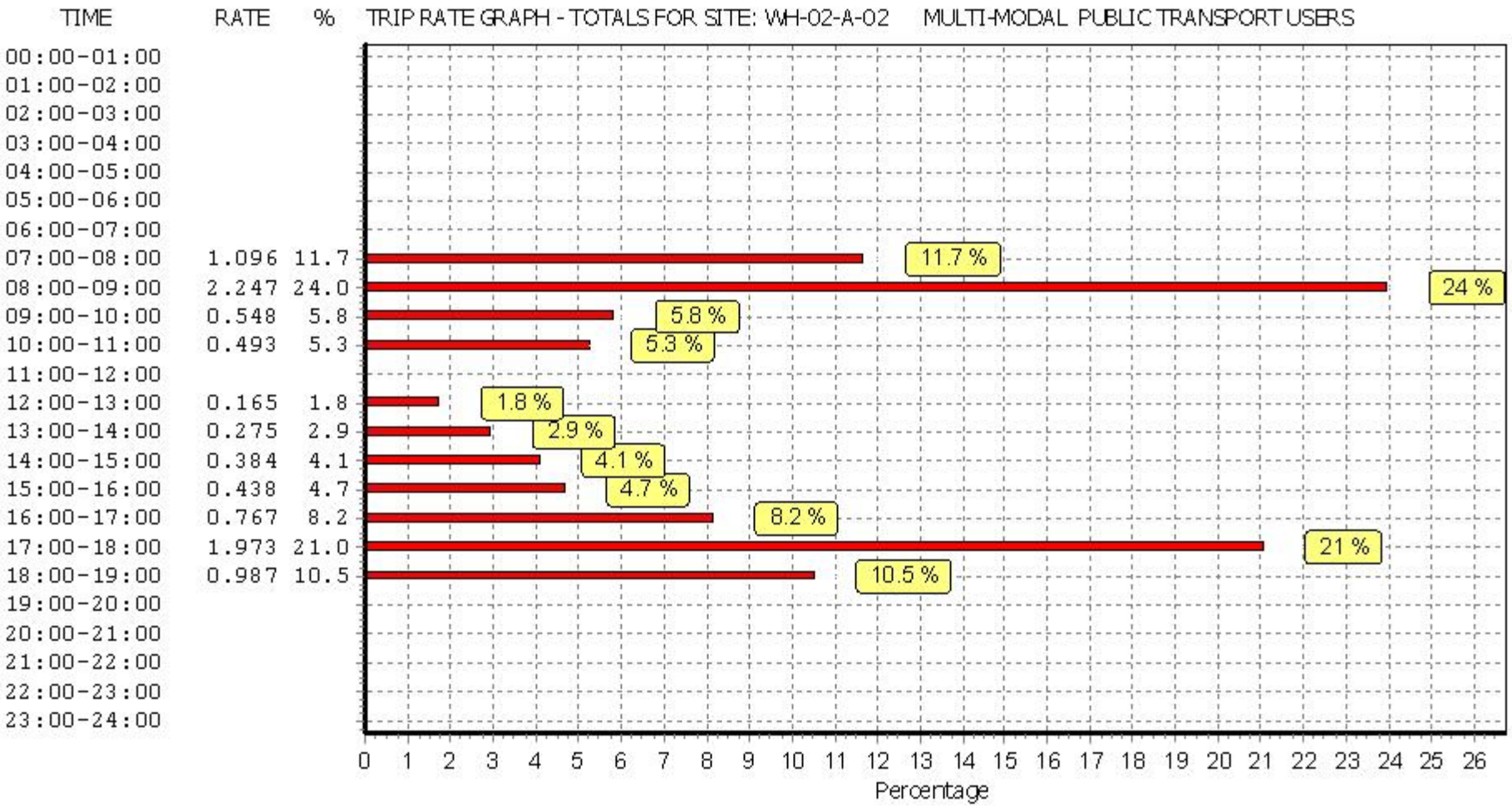

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	913	0.877	2	913	0.000	2	913	0.877
07:30 - 08:00	2	913	1.096	2	913	0.110	2	913	1.206
08:00 - 08:30	2	913	2.247	2	913	0.110	2	913	2.357
08:30 - 09:00	2	913	1.644	2	913	0.110	2	913	1.754
09:00 - 09:30	2	913	0.548	2	913	0.000	2	913	0.548
09:30 - 10:00	2	913	0.329	2	913	0.055	2	913	0.384
10:00 - 10:30	2	913	0.384	2	913	0.274	2	913	0.658
10:30 - 11:00	2	913	0.219	2	913	0.164	2	913	0.383
11:00 - 11:30	2	913	0.164	2	913	0.110	2	913	0.274
11:30 - 12:00	2	913	0.000	2	913	0.219	2	913	0.219
12:00 - 12:30	2	913	0.164	2	913	0.384	2	913	0.548
12:30 - 13:00	2	913	0.274	2	913	0.767	2	913	1.041
13:00 - 13:30	2	913	0.493	2	913	0.384	2	913	0.877
13:30 - 14:00	2	913	0.767	2	913	0.164	2	913	0.931
14:00 - 14:30	2	913	0.548	2	913	0.219	2	913	0.767
14:30 - 15:00	2	913	0.493	2	913	0.110	2	913	0.603
15:00 - 15:30	2	913	0.055	2	913	0.438	2	913	0.493
15:30 - 16:00	2	913	0.110	2	913	0.658	2	913	0.768
16:00 - 16:30	2	913	0.219	2	913	1.151	2	913	1.370
16:30 - 17:00	2	913	0.110	2	913	0.438	2	913	0.548
17:00 - 17:30	2	913	0.055	2	913	1.425	2	913	1.480
17:30 - 18:00	2	913	0.329	2	913	2.082	2	913	2.411
18:00 - 18:30	2	913	0.164	2	913	1.205	2	913	1.369
18:30 - 19:00	2	913	0.000	2	913	0.712	2	913	0.712
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			11.289			11.289			22.578

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

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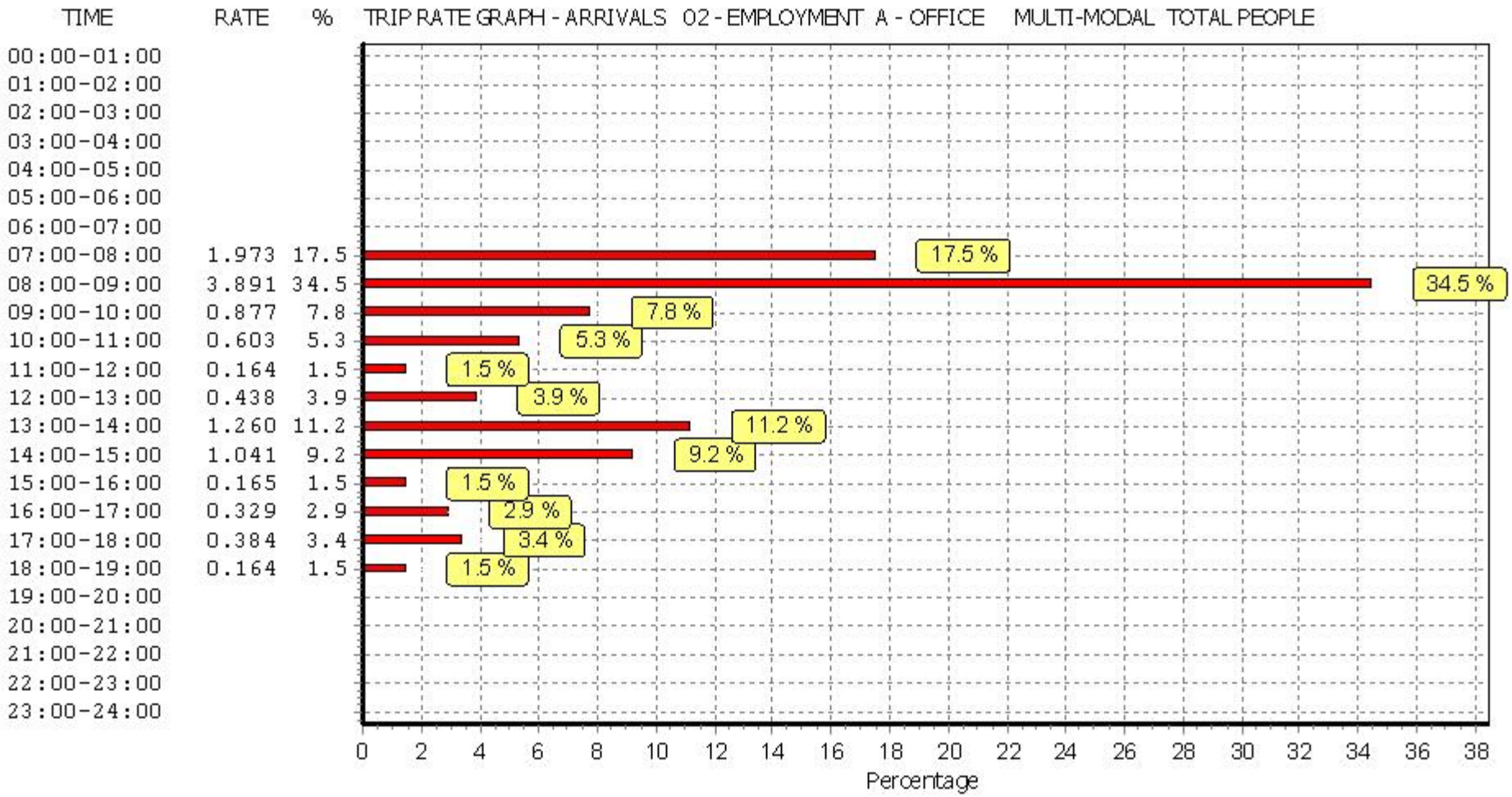
Parameter summary

Trip rate parameter range selected:	610 - 1215 (units: sqm)
Survey date date range:	01/01/09 - 17/11/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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

Peter Brett Associates Caversham Bridge House Reading Licence No: 706701



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

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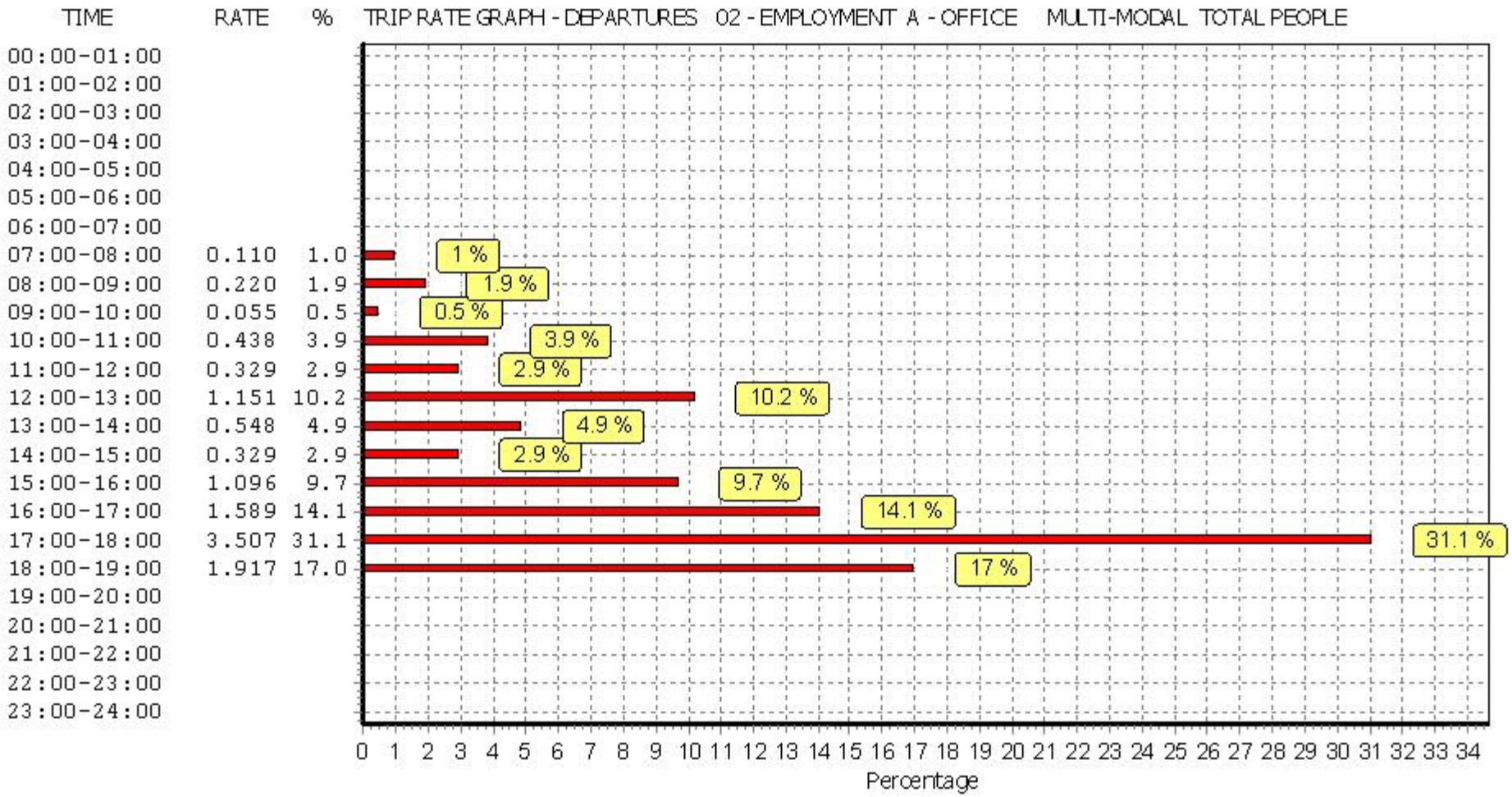

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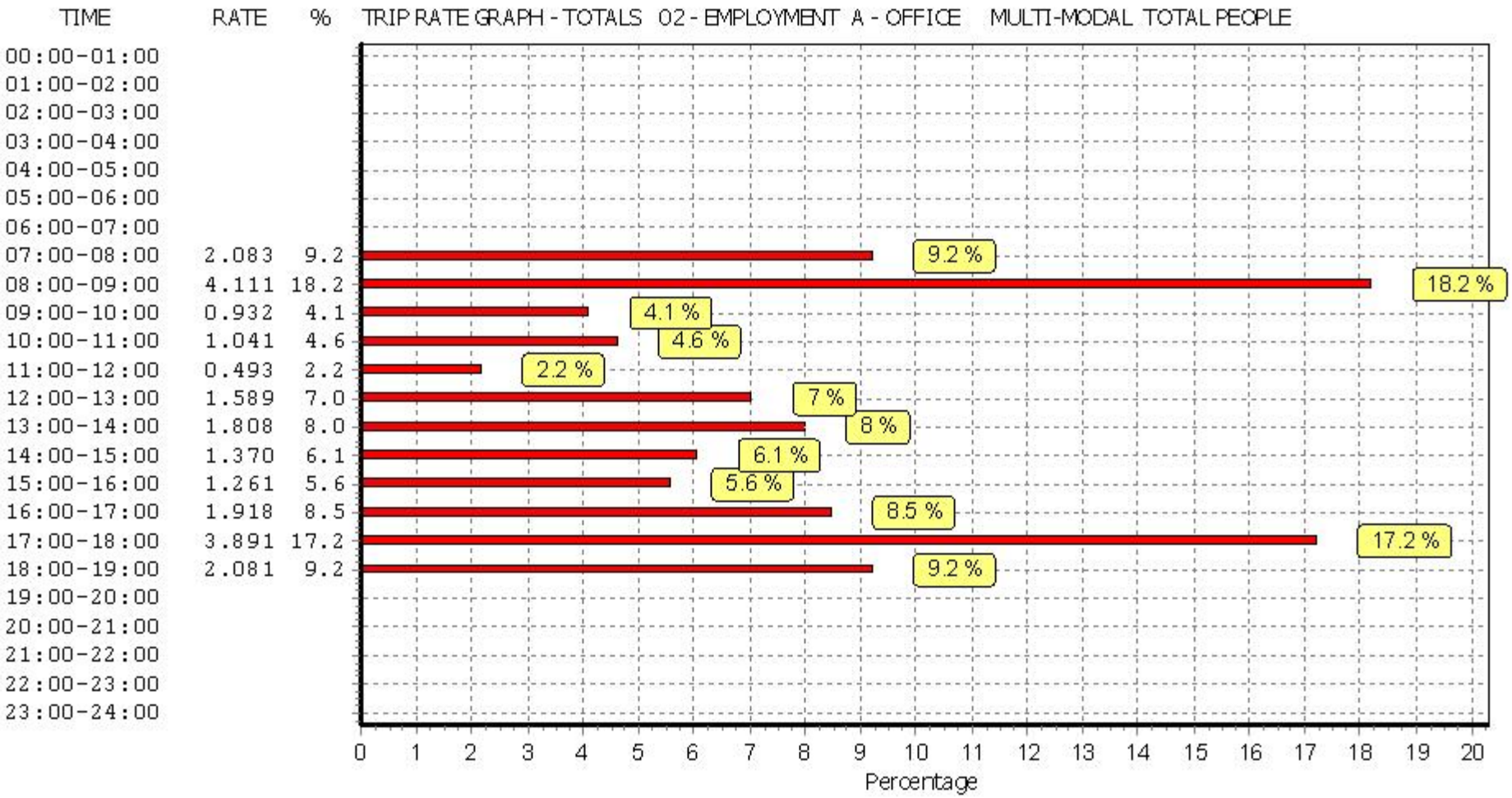

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Filtering Summary

Land Use	01/O	RETAIL/CONVENIENCE STORE
Selected Trip Rate Calculation Parameter Range	120-550 sqm GFA	
Actual Trip Rate Calculation Parameter Range	120-550 sqm GFA	
Date Range	Minimum: 01/01/09	Maximum: 29/06/16
Days of the week selected	Monday	1
	Tuesday	2
Main Location Types selected	Town Centre	2
	Edge of Town Centre	1
Population <1 Mile ranges selected	25,001 to 50,000	1
	50,001 to 100,000	1
	100,001 or More	1
Population <5 Mile ranges selected	125,001 to 250,000	1
	500,001 or More	2
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	2
PTAL Rating	6a Excellent	1
	6b (High) Excellent	2

Calculation Reference: AUDIT-706701-170928-0917

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HK	HACKNEY	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	WE	WESTMINSTER	1 days

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

Secondary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	120 to 550 (units: sqm)
Range Selected by User:	120 to 550 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 29/06/16

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

Selected survey days:

Monday	1 days
Tuesday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town 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:

Built-Up Zone	3

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

Secondary Filtering selection:

Use Class:

A1	3 days

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

Population within 1 mile:

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

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	1 days
No	2 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:

6a Excellent	1 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

Site(1):	HK-01-O-01	Gross floor area:	120 sqm
Development Name:	SAINSBURY'S LOCAL	Retail floor area:	90 sqm
Location:	SOUTH HACKNEY		
Postcode:	E8 4RP	Number of Employees:	22
Main Location Type:	Edge of Town Centre	Survey Date:	11/12/12
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	6a Excellent	Parking Spaces:	

Site(2):	KN-01-O-01	Gross floor area:	300 sqm
Development Name:	SAINSBURY'S LOCAL	Retail floor area:	200 sqm
Location:	BAYSWATER		
Postcode:	W2 4SB	Number of Employees:	25
Main Location Type:	Town Centre	Survey Date:	22/06/15
Sub-Location Type:	Built-Up Zone	Survey Day:	Monday
PTAL:	6b (High) Excellent	Parking Spaces:	

Site(3):	WE-01-O-01	Gross floor area:	550 sqm
Development Name:	SAINSBURY'S LOCAL	Retail floor area:	360 sqm
Location:	FITZROVIA		
Postcode:	W1T 3JG	Number of Employees:	36
Main Location Type:	Town Centre	Survey Date:	23/06/15
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	6b (High) Excellent	Parking Spaces:	0

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	323	1.031	3	323	0.619	3	323	1.650
08:00 - 09:00	3	323	1.237	3	323	1.031	3	323	2.268
09:00 - 10:00	3	323	1.546	3	323	1.546	3	323	3.092
10:00 - 11:00	3	323	1.753	3	323	1.134	3	323	2.887
11:00 - 12:00	3	323	1.237	3	323	0.928	3	323	2.165
12:00 - 13:00	3	323	1.134	3	323	1.649	3	323	2.783
13:00 - 14:00	3	323	0.722	3	323	1.134	3	323	1.856
14:00 - 15:00	3	323	0.515	3	323	0.722	3	323	1.237
15:00 - 16:00	3	323	0.825	3	323	0.619	3	323	1.444
16:00 - 17:00	3	323	1.856	3	323	1.134	3	323	2.990
17:00 - 18:00	3	323	1.340	3	323	1.753	3	323	3.093
18:00 - 19:00	3	323	1.753	3	323	2.062	3	323	3.815
19:00 - 20:00	3	323	0.825	3	323	0.825	3	323	1.650
20:00 - 21:00	3	323	2.371	3	323	2.784	3	323	5.155
21:00 - 22:00	3	323	0.825	3	323	0.722	3	323	1.547
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			18.970			18.662			37.632

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:	120 - 550 (units: sqm)
Survey date date range:	01/01/09 - 29/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 01 - RETAIL/O - CONVENIENCE STORE
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	3	323	0.000	3	323	0.000	3	323	0.000
08:00 - 09:00	3	323	0.000	3	323	0.000	3	323	0.000
09:00 - 10:00	3	323	0.103	3	323	0.103	3	323	0.206
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.103	3	323	0.103	3	323	0.206
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.103	3	323	0.103	3	323	0.206
17:00 - 18:00	3	323	0.000	3	323	0.000	3	323	0.000
18:00 - 19:00	3	323	0.103	3	323	0.103	3	323	0.206
19:00 - 20:00	3	323	0.309	3	323	0.309	3	323	0.618
20:00 - 21:00	3	323	0.412	3	323	0.412	3	323	0.824
21:00 - 22:00	3	323	0.206	3	323	0.206	3	323	0.412
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.339			1.339			2.678

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:	120 - 550 (units: sqm)
Survey date date range:	01/01/09 - 29/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	323	0.103	3	323	0.103	3	323	0.206
08:00 - 09:00	3	323	0.000	3	323	0.000	3	323	0.000
09:00 - 10:00	3	323	0.103	3	323	0.103	3	323	0.206
10:00 - 11:00	3	323	0.206	3	323	0.206	3	323	0.412
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.103	3	323	0.103	3	323	0.206
17:00 - 18:00	3	323	0.103	3	323	0.103	3	323	0.206
18:00 - 19:00	3	323	0.103	3	323	0.103	3	323	0.206
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.000	3	323	0.000	3	323	0.000
21:00 - 22:00	3	323	0.000	3	323	0.000	3	323	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.721			0.721			1.442

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:	120 - 550 (units: sqm)
Survey date date range:	01/01/09 - 29/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	323	0.000	3	323	0.000	3	323	0.000
08:00 - 09:00	3	323	0.000	3	323	0.000	3	323	0.000
09:00 - 10:00	3	323	0.000	3	323	0.000	3	323	0.000
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.000	3	323	0.000	3	323	0.000
17:00 - 18:00	3	323	0.000	3	323	0.000	3	323	0.000
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.000	3	323	0.000	3	323	0.000
21:00 - 22:00	3	323	0.000	3	323	0.000	3	323	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	120 - 550 (units: sqm)
Survey date date range:	01/01/09 - 29/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 01 - RETAIL/O - CONVENIENCE STORE
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	3	323	0.206	3	323	0.206	3	323	0.412
08:00 - 09:00	3	323	0.722	3	323	0.722	3	323	1.444
09:00 - 10:00	3	323	0.825	3	323	0.722	3	323	1.547
10:00 - 11:00	3	323	0.619	3	323	0.412	3	323	1.031
11:00 - 12:00	3	323	0.515	3	323	0.412	3	323	0.927
12:00 - 13:00	3	323	0.825	3	323	0.825	3	323	1.650
13:00 - 14:00	3	323	0.722	3	323	0.722	3	323	1.444
14:00 - 15:00	3	323	0.515	3	323	0.515	3	323	1.030
15:00 - 16:00	3	323	0.825	3	323	0.619	3	323	1.444
16:00 - 17:00	3	323	0.722	3	323	0.722	3	323	1.444
17:00 - 18:00	3	323	0.928	3	323	0.928	3	323	1.856
18:00 - 19:00	3	323	1.134	3	323	1.753	3	323	2.887
19:00 - 20:00	3	323	1.443	3	323	0.928	3	323	2.371
20:00 - 21:00	3	323	0.928	3	323	1.031	3	323	1.959
21:00 - 22:00	3	323	0.206	3	323	0.309	3	323	0.515
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.135			10.826			21.961

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:	120 - 550 (units: sqm)
Survey date date range:	01/01/09 - 29/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 01 - RETAIL/O - CONVENIENCE STORE
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	3	323	1.031	3	323	0.412	3	323	1.443
08:00 - 09:00	3	323	1.237	3	323	1.134	3	323	2.371
09:00 - 10:00	3	323	1.753	3	323	1.546	3	323	3.299
10:00 - 11:00	3	323	1.856	3	323	1.031	3	323	2.887
11:00 - 12:00	3	323	1.340	3	323	1.031	3	323	2.371
12:00 - 13:00	3	323	1.340	3	323	1.649	3	323	2.989
13:00 - 14:00	3	323	0.928	3	323	1.237	3	323	2.165
14:00 - 15:00	3	323	0.825	3	323	0.722	3	323	1.547
15:00 - 16:00	3	323	0.825	3	323	0.928	3	323	1.753
16:00 - 17:00	3	323	1.649	3	323	1.031	3	323	2.680
17:00 - 18:00	3	323	1.649	3	323	2.062	3	323	3.711
18:00 - 19:00	3	323	1.959	3	323	2.577	3	323	4.536
19:00 - 20:00	3	323	0.722	3	323	0.722	3	323	1.444
20:00 - 21:00	3	323	2.680	3	323	3.196	3	323	5.876
21:00 - 22:00	3	323	0.619	3	323	0.825	3	323	1.444
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.413			20.103			40.516

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:	120 - 550 (units: sqm)
Survey date date range:	01/01/09 - 29/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 01 - RETAIL/O - CONVENIENCE STORE
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	3	323	12.062	3	323	23.918	3	323	35.980
08:00 - 09:00	3	323	17.629	3	323	34.639	3	323	52.268
09:00 - 10:00	3	323	26.907	3	323	38.763	3	323	65.670
10:00 - 11:00	3	323	30.412	3	323	32.887	3	323	63.299
11:00 - 12:00	3	323	31.134	3	323	32.990	3	323	64.124
12:00 - 13:00	3	323	74.845	3	323	73.505	3	323	148.350
13:00 - 14:00	3	323	90.309	3	323	92.268	3	323	182.577
14:00 - 15:00	3	323	54.330	3	323	54.021	3	323	108.351
15:00 - 16:00	3	323	42.474	3	323	42.165	3	323	84.639
16:00 - 17:00	3	323	36.598	3	323	33.608	3	323	70.206
17:00 - 18:00	3	323	41.959	3	323	40.206	3	323	82.165
18:00 - 19:00	3	323	46.495	3	323	43.608	3	323	90.103
19:00 - 20:00	3	323	38.144	3	323	34.845	3	323	72.989
20:00 - 21:00	3	323	28.041	3	323	30.515	3	323	58.556
21:00 - 22:00	3	323	25.155	3	323	26.082	3	323	51.237
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			596.494			634.020			1230.514

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:	120 - 550 (units: sqm)
Survey date date range:	01/01/09 - 29/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 01 - RETAIL/O - CONVENIENCE STORE
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	3	323	6.392	3	323	2.371	3	323	8.763
08:00 - 09:00	3	323	7.010	3	323	2.474	3	323	9.484
09:00 - 10:00	3	323	4.433	3	323	2.577	3	323	7.010
10:00 - 11:00	3	323	2.990	3	323	2.680	3	323	5.670
11:00 - 12:00	3	323	3.505	3	323	2.680	3	323	6.185
12:00 - 13:00	3	323	4.536	3	323	3.711	3	323	8.247
13:00 - 14:00	3	323	5.361	3	323	5.361	3	323	10.722
14:00 - 15:00	3	323	3.196	3	323	3.402	3	323	6.598
15:00 - 16:00	3	323	5.670	3	323	6.186	3	323	11.856
16:00 - 17:00	3	323	5.876	3	323	8.144	3	323	14.020
17:00 - 18:00	3	323	6.701	3	323	5.670	3	323	12.371
18:00 - 19:00	3	323	11.753	3	323	7.835	3	323	19.588
19:00 - 20:00	3	323	7.423	3	323	6.804	3	323	14.227
20:00 - 21:00	3	323	5.876	3	323	5.979	3	323	11.855
21:00 - 22:00	3	323	3.093	3	323	2.990	3	323	6.083
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			83.815			68.864			152.679

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:	120 - 550 (units: sqm)
Survey date date range:	01/01/09 - 29/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 01 - RETAIL/O - CONVENIENCE STORE
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	3	323	11.649	3	323	2.165	3	323	13.814
08:00 - 09:00	3	323	15.361	3	323	2.474	3	323	17.835
09:00 - 10:00	3	323	10.206	3	323	1.753	3	323	11.959
10:00 - 11:00	3	323	4.227	3	323	2.062	3	323	6.289
11:00 - 12:00	3	323	3.711	3	323	1.649	3	323	5.360
12:00 - 13:00	3	323	2.062	3	323	2.062	3	323	4.124
13:00 - 14:00	3	323	2.165	3	323	2.474	3	323	4.639
14:00 - 15:00	3	323	1.546	3	323	1.237	3	323	2.783
15:00 - 16:00	3	323	2.990	3	323	3.093	3	323	6.083
16:00 - 17:00	3	323	2.887	3	323	4.124	3	323	7.011
17:00 - 18:00	3	323	5.876	3	323	7.423	3	323	13.299
18:00 - 19:00	3	323	5.464	3	323	12.062	3	323	17.526
19:00 - 20:00	3	323	6.082	3	323	8.763	3	323	14.845
20:00 - 21:00	3	323	4.433	3	323	3.711	3	323	8.144
21:00 - 22:00	3	323	1.649	3	323	1.856	3	323	3.505
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			80.308			56.908			137.216

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:	120 - 550 (units: sqm)
Survey date date range:	01/01/09 - 29/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL COACH 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	3	323	0.000	3	323	0.000	3	323	0.000
08:00 - 09:00	3	323	0.000	3	323	0.000	3	323	0.000
09:00 - 10:00	3	323	0.000	3	323	0.000	3	323	0.000
10:00 - 11:00	3	323	0.000	3	323	0.000	3	323	0.000
11:00 - 12:00	3	323	0.000	3	323	0.000	3	323	0.000
12:00 - 13:00	3	323	0.000	3	323	0.000	3	323	0.000
13:00 - 14:00	3	323	0.000	3	323	0.000	3	323	0.000
14:00 - 15:00	3	323	0.000	3	323	0.000	3	323	0.000
15:00 - 16:00	3	323	0.000	3	323	0.000	3	323	0.000
16:00 - 17:00	3	323	0.000	3	323	0.000	3	323	0.000
17:00 - 18:00	3	323	0.000	3	323	0.000	3	323	0.000
18:00 - 19:00	3	323	0.000	3	323	0.000	3	323	0.000
19:00 - 20:00	3	323	0.000	3	323	0.000	3	323	0.000
20:00 - 21:00	3	323	0.000	3	323	0.000	3	323	0.000
21:00 - 22:00	3	323	0.000	3	323	0.000	3	323	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	120 - 550 (units: sqm)
Survey date date range:	01/01/09 - 29/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 01 - RETAIL/O - CONVENIENCE STORE
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	3	323	18.041	3	323	4.536	3	323	22.577
08:00 - 09:00	3	323	22.371	3	323	4.948	3	323	27.319
09:00 - 10:00	3	323	14.639	3	323	4.330	3	323	18.969
10:00 - 11:00	3	323	7.216	3	323	4.742	3	323	11.958
11:00 - 12:00	3	323	7.216	3	323	4.330	3	323	11.546
12:00 - 13:00	3	323	6.598	3	323	5.773	3	323	12.371
13:00 - 14:00	3	323	7.526	3	323	7.835	3	323	15.361
14:00 - 15:00	3	323	4.742	3	323	4.639	3	323	9.381
15:00 - 16:00	3	323	8.660	3	323	9.278	3	323	17.938
16:00 - 17:00	3	323	8.763	3	323	12.268	3	323	21.031
17:00 - 18:00	3	323	12.577	3	323	13.093	3	323	25.670
18:00 - 19:00	3	323	17.216	3	323	19.897	3	323	37.113
19:00 - 20:00	3	323	13.505	3	323	15.567	3	323	29.072
20:00 - 21:00	3	323	10.309	3	323	9.691	3	323	20.000
21:00 - 22:00	3	323	4.742	3	323	4.845	3	323	9.587
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			164.121			125.772			289.893

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:	120 - 550 (units: sqm)
Survey date date range:	01/01/09 - 29/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	323	31.340	3	323	29.072	3	323	60.412
08:00 - 09:00	3	323	41.959	3	323	41.443	3	323	83.402
09:00 - 10:00	3	323	44.124	3	323	45.361	3	323	89.485
10:00 - 11:00	3	323	40.103	3	323	39.072	3	323	79.175
11:00 - 12:00	3	323	40.206	3	323	38.763	3	323	78.969
12:00 - 13:00	3	323	83.608	3	323	81.753	3	323	165.361
13:00 - 14:00	3	323	99.485	3	323	102.062	3	323	201.547
14:00 - 15:00	3	323	60.412	3	323	59.897	3	323	120.309
15:00 - 16:00	3	323	52.784	3	323	52.990	3	323	105.774
16:00 - 17:00	3	323	47.732	3	323	47.629	3	323	95.361
17:00 - 18:00	3	323	57.113	3	323	56.289	3	323	113.402
18:00 - 19:00	3	323	66.804	3	323	67.835	3	323	134.639
19:00 - 20:00	3	323	53.814	3	323	52.062	3	323	105.876
20:00 - 21:00	3	323	41.959	3	323	44.433	3	323	86.392
21:00 - 22:00	3	323	30.722	3	323	32.062	3	323	62.784
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			792.165			790.723			1582.888

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:	120 - 550 (units: sqm)
Survey date date range:	01/01/09 - 29/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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.