MAGNA TRANSPORT PLANNING LTD

TRANSPORT STATEMENT
PROPOSED CONVERSION OF EXISTING BUILDING
INTO TWO DWELLINGS
10 ORLEANS ROAD, TWICKENHAM, TW1 3BL
MAGNA REF: 23/307/08A, JANUARY 2024

1.0 Introduction

1.1 Magna Transport Planning Ltd has been appointed by Jacqui Vincent to prepare this Transport Statement (TS) to support a planning application to convert an existing building into two residential dwellings at 10 Orleans Road, Twickenham, London, TW1 3BL.

1.2 As such, the proposal comprises change of use from Storage or Distribution building (Class B8) to dwelling houses (Class C3).

1.3 This TS has been prepared in accordance with the Department for Transport's (DfT) Overarching principles on Travel Plans, the National Planning Policy Framework (2023), the London Plan (2021) and the London Borough of Richmond upon Thames (LBRuT) Local Plan (2018).

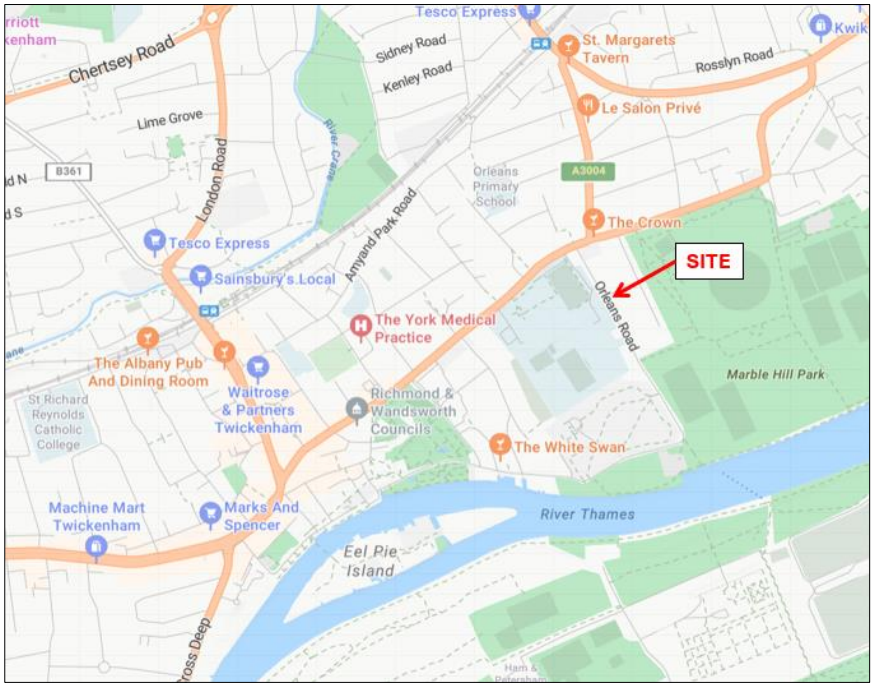
1.4 The purpose of this report is to describe the proposed scheme in terms of traffic impact. The report concludes that the proposed development will not have any adverse traffic or parking impact on the local highway network.

2.0 The Site

2.1 The application site is located at the corner of Orleans Road and Chapel Road, at approximately one kilometre east of Twickenham town centre.

2.2 The site location in its wider context is shown in Figure 2A.

Figure 2A Site Location in Wider Context



2.3 It comprises a two storey warehouse dating from the 19th century. It is constructed from stock brick, green painted timber casement windows and pantile roof. It has a single entrance door and is accessed from Orleans Road. The building sits directly on the pavement edge.

2.4 The entrance into the building is via Orleans Road. The building has a total floor area of approximately 195 sqm.

2.5 The streets around the site, including Orleans Road and Chapel Road are part of Controlled Parking Zone, where the marked on-street parking spaces are restricted to resident permit holders only all year from Monday to Friday (10am – 4:30pm); and from April to October from Saturday and Sunday (10am – 04:30pm).

3.0 Accessibility

3.1 The streets surrounding the site are subject to a 20 mph speed limit, and are therefore relatively safe for pedestrians and cyclists.

3.2 The site is located in a mature suburban environment with good pedestrian infrastructure. This provides a links to bus stops on Richmond Road (located within 300 metres north of the site), local shops on Crown Road (located within 500 metres north of the site), St Margarets Railway Station (located at a distance of 600 metres north of the site) and a number of schools and nurseries within one kilometre walking distance from the site.

3.3 The site therefore has very good links to local services and amenities, all located within a comfortable walking distance from the site.

3.4 The bus stops on Richmond Road are served by a number of regular bus services to Fulwell, Hampton, Heathrow Airport Terminal 5, Barnes, Kew and Richmond.

3.5 St Margarets Railway Station located at approximately 600 metres north of the site has following typical off-peak services:

- 4 direct via Richmond and Clapham Junction
- 2 circuitously via Kingston and Wimbledon
- 2 circuitously via Hounslow.

3.6 The accessibility of the site to public transport can be measured through TfL's Public Transport Accessibility Level (PTAL) calculation tool. The site has a PTAL rating of 3 (i.e., moderate), on a scale of 1a to 6b, where 1a represents very poor and 6b represents the excellent public transport accessibility.

4.0 Previous B8 Use Trip Generation

4.1 It is understood that the current lawful use of the building is B8 open storage. Therefore, the building could technically be occupied by a B8 operator without requiring a planning permission. In order to estimate vehicular trip generation associated with this permitted B8 use, TRICS v7.10.3 database has been interrogated.

4.2 TRICS report is provided in Appendix 1, and the trip generation is provided in Table 4A.

Table 4A Permitted B8 Use – Trip Generation [Average Weekday]

Modes	Trip Rates		Trips (195 sqm)		
	In	Out	In	Out	Two-way
Pedestrians	0.151	0.129	0	0	0
Cyclists	0.186	0.163	0	0	0
Public Transport	0.751	0.855	1	2	3
Vehicles	3.322	3.448	6	7	13

4.3 Table 4A shows than the existing building with a permitted B8 use could generate three two-way public transport trips and 13 two-way vehicular trips on an average weekday.

4.4 Given that there are no on-site car parking spaces, the vehicles associated with the permitted use would have had to park on streets.

5.0 The Proposal

5.1 It is proposed to convert the existing building into two residential dwellings. Each dwelling will comprise two bedrooms.

5.2 The development does not provide any on-site car parking spaces; no different to the existing building.

5.3 There will a total of four cycle parking spaces provided, i.e., two spaces per dwelling.

6.0 Proposed Development Trip Generation

6.1 In order to estimate trip generation associated with these people, TRICS v10.7.3 database has been interrogated. Following site selection criteria has been used:

- Main Land Use – Residential
- Sub Land Use – Houses Privately Owned
- Regions – Greater London
- Sites with PTAL rating of 2 or 3.

6.2 The TRICS report is provided in Appendix 2, and the trip generation is provided in Table 6A.

Table 6A Proposed Residential Use – Trip Generation [Average Weekday]

Modes	Trip Rates		Trips (2 Units)		
	In	Out	In	Out	Two-way
Pedestrians	2.138	2.108	4	4	8
Cyclists	0.104	0.091	0	0	0
Public Transport	0.695	0.617	1	1	2
Vehicles	1.808	1.849	4	4	8

6.3 Table 6A shows than the proposed two dwellings could generate eight two-way pedestrians trips, two two-way public transport trips and eight two-way vehicular trips on an average weekday.

7.0 Traffic Impact Assessment

7.1 The net change in trip generation associated with the proposed development when compared to the permitted B8 use of the site is provided in Table 7A.

Table 7A Net Change in Traffic

Modes	Permitted B8 Use		Proposed Development		Net Change in Traffic		
	In	Out	In	Out	In	Out	Two-way
Pedestrians	0	0	4	4	4	4	8
Cyclists	0	0	0	0	0	0	0
Public Transport	1	2	1	1	0	-1	-1
Vehicles	6	7	4	4	-2	-3	-5

7.2 Table 7A shows that there will be a reduction in vehicular trip generation across the entire weekday. Furthermore, the permitted B8 use has a potential to generate more light goods vehicle (LGV) trip than the proposed two dwellings; and this can be classed as a highway gain.

7.3 The table also shows that there could be a small increase in pedestrians trips as a result of the proposed development when compared to the permitted use. Given the site and surrounding area, an increase of eight two-way pedestrian trips on a daily basis equates to an average of no more than one trip per hour, which is imperceptible and hence unlikely to put any pressure on pedestrian infrastructure.

7.4 An Outline Construction Management Plan has been submitted under separate cover. This Plan provides brief information on

8.0 Preclusion of Parking Permit

8.1 The Applicant would be willing to enter into a S106 Agreement which would preclude the residents of the proposed development to obtain parking permits. This will be known to the potential buyers/renters of the dwellings and therefore should they need an on-site car parking space or parking permit or be able to park on streets without unrestricted, it is highly likely that they will not choose to purchase/rent the dwellings.

8.2 This will ensure that the proposals put a downward pressure on the car ownership at a very early stage.

8.3 The proposal to preclude parking permit for the residents complements the site's sustainable location with good links on foot by local services and facilities and adequate public transport facilities in close proximity to the site.

9.0 Summary and Conclusion

9.1 The Transport Statement demonstrates that:

- The site is located in a sustainable location, with good access to local services and facilities, as well as public transport facilities. The proposed development by virtue of its location provides genuine alternatives to private car use.
- The site's PTAL rating is 3 i.e., moderate.
- The proposed development comprising two x two-bedroom dwellings will be provided with two cycle parking spaces each. This is in accordance with the London Plan standards.
- The proposed development will not be provided with any on-site car parking spaces. A car-free nature of the development is recommended within the London Plan.
- The Applicant is willing to enter into a S106 Agreement which would preclude the residents of the development from obtaining parking permits. This will put downward pressure on the car ownership of the development from an early stage.
- The proposed development would generate less vehicular trips when compared to the permitted B8 use, this is especially true with regards to LGVs.
- The Contractor will only use compact narrow construction vehicles only. As such, a detailed CTMP will be conditioned.

9.2 As such, there is no evidence to suggest that the proposal would result in demonstrable 'severe' harm to the local highway or sustainable transport network.

9.3 The proposal therefore accords with paragraph 115 of the NPPF:

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

9.4 Hence, the proposal is considered acceptable in transport terms and as such, there are no highways reasons to refuse this planning application.

Appendix 1. TRICS: PERMITTED B8 USE

Calculation Reference: AUDIT-213601-231214-1231

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HD	HILLINGDON	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 8673 to 8673 (units: sqm)
Range Selected by User: 8673 to 20400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 27/09/18

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:
Thursday 1 days

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

Selected survey types:
Manual count 1 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 1

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

Selected Location Sub Categories:
Industrial Zone 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 3 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
B8 1 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
20,001 to 25,000 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 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

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 1 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:
2 Poor 1 days

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

LIST OF SITES relevant to selection parameters

1 HD-02-F-01 FOOD DISTRIBUTOR HILLINGDON
NINE ACRES CLOSE
HAYES

Edge of Town
Industrial Zone
Total Gross floor area: 8673 sqm
Survey date: THURSDAY *27/09/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.52

	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	1	8673	0.219	1	8673	0.104	1	8673	0.323
08:00 - 09:00	1	8673	0.242	1	8673	0.184	1	8673	0.426
09:00 - 10:00	1	8673	0.300	1	8673	0.288	1	8673	0.588
10:00 - 11:00	1	8673	0.323	1	8673	0.404	1	8673	0.727
11:00 - 12:00	1	8673	0.438	1	8673	0.496	1	8673	0.934
12:00 - 13:00	1	8673	0.461	1	8673	0.438	1	8673	0.899
13:00 - 14:00	1	8673	0.231	1	8673	0.219	1	8673	0.450
14:00 - 15:00	1	8673	0.231	1	8673	0.323	1	8673	0.554
15:00 - 16:00	1	8673	0.208	1	8673	0.208	1	8673	0.416
16:00 - 17:00	1	8673	0.277	1	8673	0.196	1	8673	0.473
17:00 - 18:00	1	8673	0.219	1	8673	0.357	1	8673	0.576
18:00 - 19:00	1	8673	0.173	1	8673	0.231	1	8673	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.322			3.448			6.770

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:	8673 - 8673 (units: sqm)
Survey date date range:	01/01/15 - 27/09/18
Number of weekdays (Monday-Friday):	1
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/F - WAREHOUSING (COMMERCIAL)
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	1	8673	0.012	1	8673	0.000	1	8673	0.012
08:00 - 09:00	1	8673	0.000	1	8673	0.000	1	8673	0.000
09:00 - 10:00	1	8673	0.000	1	8673	0.000	1	8673	0.000
10:00 - 11:00	1	8673	0.000	1	8673	0.000	1	8673	0.000
11:00 - 12:00	1	8673	0.023	1	8673	0.000	1	8673	0.023
12:00 - 13:00	1	8673	0.012	1	8673	0.000	1	8673	0.012
13:00 - 14:00	1	8673	0.012	1	8673	0.012	1	8673	0.024
14:00 - 15:00	1	8673	0.046	1	8673	0.000	1	8673	0.046
15:00 - 16:00	1	8673	0.000	1	8673	0.035	1	8673	0.035
16:00 - 17:00	1	8673	0.069	1	8673	0.104	1	8673	0.173
17:00 - 18:00	1	8673	0.012	1	8673	0.000	1	8673	0.012
18:00 - 19:00	1	8673	0.000	1	8673	0.012	1	8673	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.186			0.163			0.349

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	1	8673	0.012	1	8673	0.000	1	8673	0.012
08:00 - 09:00	1	8673	0.012	1	8673	0.012	1	8673	0.024
09:00 - 10:00	1	8673	0.000	1	8673	0.000	1	8673	0.000
10:00 - 11:00	1	8673	0.000	1	8673	0.000	1	8673	0.000
11:00 - 12:00	1	8673	0.000	1	8673	0.012	1	8673	0.012
12:00 - 13:00	1	8673	0.046	1	8673	0.023	1	8673	0.069
13:00 - 14:00	1	8673	0.023	1	8673	0.012	1	8673	0.035
14:00 - 15:00	1	8673	0.000	1	8673	0.000	1	8673	0.000
15:00 - 16:00	1	8673	0.000	1	8673	0.000	1	8673	0.000
16:00 - 17:00	1	8673	0.058	1	8673	0.058	1	8673	0.116
17:00 - 18:00	1	8673	0.000	1	8673	0.012	1	8673	0.012
18:00 - 19:00	1	8673	0.000	1	8673	0.000	1	8673	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.151			0.129			0.280

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	1	8673	0.023	1	8673	0.000	1	8673	0.023
08:00 - 09:00	1	8673	0.012	1	8673	0.000	1	8673	0.012
09:00 - 10:00	1	8673	0.000	1	8673	0.000	1	8673	0.000
10:00 - 11:00	1	8673	0.000	1	8673	0.000	1	8673	0.000
11:00 - 12:00	1	8673	0.035	1	8673	0.000	1	8673	0.035
12:00 - 13:00	1	8673	0.265	1	8673	0.208	1	8673	0.473
13:00 - 14:00	1	8673	0.035	1	8673	0.012	1	8673	0.047
14:00 - 15:00	1	8673	0.069	1	8673	0.173	1	8673	0.242
15:00 - 16:00	1	8673	0.046	1	8673	0.104	1	8673	0.150
16:00 - 17:00	1	8673	0.104	1	8673	0.219	1	8673	0.323
17:00 - 18:00	1	8673	0.150	1	8673	0.127	1	8673	0.277
18:00 - 19:00	1	8673	0.012	1	8673	0.012	1	8673	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.751			0.855			1.606

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.*

Appendix 2. TRICS: HOUSES

Calculation Reference: AUDIT-213601-231214-1255

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	HO	HOUNSLOW	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 50 to 231 (units:)
Range Selected by User: 9 to 231 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 14/09/22

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

Selected survey days:

Monday	1 days
Tuesday	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:

Edge of Town Centre	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	2 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 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:

500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	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:

Yes	1 days
No	1 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:

2 Poor	1 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1	BN-03-A-04 SWEETS WAY WHETSTONE	MIXED HOUSES & FLATS	BARNET
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	231	
	Survey date: TUESDAY	*21/09/21*	*Survey Type: MANUAL*
2	HO-03-A-02 HIBERNIAN ROAD HOUNSLOW	MIXED HOUSES	HOUNSLOW
	Edge of Town Centre Residential Zone Total No of Dwellings:	50	
	Survey date: MONDAY	*29/06/15*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.93

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	141	0.036	2	141	0.135	2	141	0.171
08:00 - 09:00	2	141	0.178	2	141	0.263	2	141	0.441
09:00 - 10:00	2	141	0.103	2	141	0.103	2	141	0.206
10:00 - 11:00	2	141	0.085	2	141	0.107	2	141	0.192
11:00 - 12:00	2	141	0.103	2	141	0.082	2	141	0.185
12:00 - 13:00	2	141	0.146	2	141	0.139	2	141	0.285
13:00 - 14:00	2	141	0.107	2	141	0.132	2	141	0.239
14:00 - 15:00	2	141	0.093	2	141	0.078	2	141	0.171
15:00 - 16:00	2	141	0.171	2	141	0.167	2	141	0.338
16:00 - 17:00	2	141	0.149	2	141	0.121	2	141	0.270
17:00 - 18:00	2	141	0.181	2	141	0.167	2	141	0.348
18:00 - 19:00	2	141	0.185	2	141	0.149	2	141	0.334
19:00 - 20:00	2	141	0.125	2	141	0.110	2	141	0.235
20:00 - 21:00	2	141	0.146	2	141	0.096	2	141	0.242
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.808			1.849			3.657

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:	50 - 231 (units:)
Survey date date range:	01/01/15 - 14/09/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	141	0.000	2	141	0.000	2	141	0.000
08:00 - 09:00	2	141	0.000	2	141	0.000	2	141	0.000
09:00 - 10:00	2	141	0.004	2	141	0.004	2	141	0.008
10:00 - 11:00	2	141	0.000	2	141	0.000	2	141	0.000
11:00 - 12:00	2	141	0.004	2	141	0.000	2	141	0.004
12:00 - 13:00	2	141	0.007	2	141	0.011	2	141	0.018
13:00 - 14:00	2	141	0.004	2	141	0.004	2	141	0.008
14:00 - 15:00	2	141	0.000	2	141	0.000	2	141	0.000
15:00 - 16:00	2	141	0.004	2	141	0.004	2	141	0.008
16:00 - 17:00	2	141	0.000	2	141	0.000	2	141	0.000
17:00 - 18:00	2	141	0.000	2	141	0.000	2	141	0.000
18:00 - 19:00	2	141	0.000	2	141	0.000	2	141	0.000
19:00 - 20:00	2	141	0.000	2	141	0.000	2	141	0.000
20:00 - 21:00	2	141	0.000	2	141	0.000	2	141	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	141	0.004	2	141	0.021	2	141	0.025
08:00 - 09:00	2	141	0.014	2	141	0.025	2	141	0.039
09:00 - 10:00	2	141	0.007	2	141	0.004	2	141	0.011
10:00 - 11:00	2	141	0.000	2	141	0.004	2	141	0.004
11:00 - 12:00	2	141	0.004	2	141	0.000	2	141	0.004
12:00 - 13:00	2	141	0.000	2	141	0.007	2	141	0.007
13:00 - 14:00	2	141	0.007	2	141	0.000	2	141	0.007
14:00 - 15:00	2	141	0.000	2	141	0.004	2	141	0.004
15:00 - 16:00	2	141	0.007	2	141	0.004	2	141	0.011
16:00 - 17:00	2	141	0.021	2	141	0.011	2	141	0.032
17:00 - 18:00	2	141	0.011	2	141	0.000	2	141	0.011
18:00 - 19:00	2	141	0.021	2	141	0.011	2	141	0.032
19:00 - 20:00	2	141	0.004	2	141	0.000	2	141	0.004
20:00 - 21:00	2	141	0.004	2	141	0.000	2	141	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.104			0.091			0.195

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	141	0.057	2	141	0.171	2	141	0.228
08:00 - 09:00	2	141	0.214	2	141	0.388	2	141	0.602
09:00 - 10:00	2	141	0.203	2	141	0.132	2	141	0.335
10:00 - 11:00	2	141	0.071	2	141	0.060	2	141	0.131
11:00 - 12:00	2	141	0.121	2	141	0.100	2	141	0.221
12:00 - 13:00	2	141	0.121	2	141	0.089	2	141	0.210
13:00 - 14:00	2	141	0.128	2	141	0.128	2	141	0.256
14:00 - 15:00	2	141	0.142	2	141	0.139	2	141	0.281
15:00 - 16:00	2	141	0.352	2	141	0.324	2	141	0.676
16:00 - 17:00	2	141	0.231	2	141	0.164	2	141	0.395
17:00 - 18:00	2	141	0.167	2	141	0.128	2	141	0.295
18:00 - 19:00	2	141	0.178	2	141	0.164	2	141	0.342
19:00 - 20:00	2	141	0.100	2	141	0.082	2	141	0.182
20:00 - 21:00	2	141	0.053	2	141	0.039	2	141	0.092
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.138			2.108			4.246

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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	141	0.000	2	141	0.157	2	141	0.157
08:00 - 09:00	2	141	0.043	2	141	0.153	2	141	0.196
09:00 - 10:00	2	141	0.018	2	141	0.039	2	141	0.057
10:00 - 11:00	2	141	0.014	2	141	0.021	2	141	0.035
11:00 - 12:00	2	141	0.039	2	141	0.036	2	141	0.075
12:00 - 13:00	2	141	0.021	2	141	0.021	2	141	0.042
13:00 - 14:00	2	141	0.043	2	141	0.050	2	141	0.093
14:00 - 15:00	2	141	0.043	2	141	0.032	2	141	0.075
15:00 - 16:00	2	141	0.117	2	141	0.043	2	141	0.160
16:00 - 17:00	2	141	0.100	2	141	0.036	2	141	0.136
17:00 - 18:00	2	141	0.093	2	141	0.011	2	141	0.104
18:00 - 19:00	2	141	0.064	2	141	0.007	2	141	0.071
19:00 - 20:00	2	141	0.068	2	141	0.011	2	141	0.079
20:00 - 21:00	2	141	0.032	2	141	0.000	2	141	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.695			0.617			1.312

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.*