Georgiana Street, London NW1 0QS

Bangor Wharf

Report to accompany planning application:

Transport Statement
Vectos

February 2016

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1 INTRODUCTION

1.1 Vectos has been commissioned by One Housing Group to provide transport and highways advice in relation to the development of the site at Bangor Wharf, Georgiana Street, London, NW1 0QS. The Local Planning and Highway Authority is the London Borough of Camden (LBC).

1.2 The site is currently vacant. However, the site was occupied by EDF Energy as a depot for storage of materials with ancillary workshop and offices. The site accommodates low level office and storage buildings and vehicle parking. The existing site contains 774 sqm of B1a floorspace, 193 sqm of B8 floorspace, 4 sqm of Sui Generis floor area (total Gross Internal Area of 971 sqm) plus approximately nine vehicular parking spaces.

1.3 The redevelopment of the site will:

create a residential-led mixed-use development comprising 46 residential units (Use Class C3) (18 x 1 bed, 19 x 2 bed and 9 x 3 bed), new office floorspace (Use Class B1a) (686 sq.m) with associated works to highways and landscaping following demolition of existing buildings.

1.4 As part of the proposals, no car parking is provided on site and this has been discussed and agreed with the London Borough of Camden (LBC).

1.5 This Transport Statement has been prepared in accordance with the scope agreed by LBC.

Report Structure

1.6 Following this introductory section, the report is structured as follows:

- **Section 2: Existing Transport Context** – A review of accessibility by walking, cycling and public transport plus an analysis of road collision data.
- **Section 3: Policy Context** – A review of the key policy documents informing the proposed residential schemes.
- **Section 4: The Proposed Development** – A description of the scheme with a focus on transport infrastructure.
- **Section 5: Trip Generation** – An estimate of anticipated person trips to and from the developments.

- **Section 6: Summary & Conclusions** – The report is summarised with brief details of the key issues and conclusions reached.

2 EXISTING TRANSPORT CONTEXT

2.1 This section sets out the prevailing transport conditions at the site and surrounding area.

Site Location

2.2 The site is located at Bangor Wharf, Georgiana Street, London, NW1 0QS.

2.3 The site is bound by established residential units to the north and west, Georgiana Street to the south and the Grand Union (Regents) Canal to the east. The local area is characterised predominantly by residential dwellings although the site is located opposite a commercial centre, 'The Camden Studio' and close to public houses, such as The Prince Albert (60m west of the site) and The Constitution (45m east of the site).

2.4 Existing pedestrian and vehicular access is attained via Georgiana Street, which acts as the site frontage. The site has three crossovers on Georgiana Street, of which the middle crossover is blocked by a wall.

2.5 A site location plan is contained at **Figure 1** for reference.

Site Accessibility

Walking & Cycling

2.6 **Figure 2** shows a two kilometre walk catchment from the site.

2.7 The footways on Georgiana Street are of satisfactory width and condition. At the Georgiana Street junction with Royal College Street, there are flush kerbs and tactile paving to assist the mobility and visually impaired. At this junction, a zebra crossing with a pedestrian island which separates the main carriageway from the cycle way is also located across Royal College Street. There is also a zebra crossing located on the northern arm of St Pancras Way at the St Pancras Way / Georgiana Street junction.

2.8 There is stepped access to the Grand Union Tow Path to rear of site from St Pancras Way. Ramped access to the tow path is provided from Baynes Street close to its junction with Royal College Street.

2.9 **Figure 3** shows a five kilometre cycle catchment from the site.

2.10 According to the TfL London Cycle Guide 7 (2012/13), the stretch of Georgiana Street between Royal College Road and St Pancras Way is part of a network signed or marked for use by cyclists on a mixture of quieter or busier roads.

2.11 The local area more generally has very good provision for cyclists which include segregated cycle ways (on-carriageway, but segregated by fixed infrastructure) on Royal College Street and St Pancras Way. There is signage available for cyclists (e.g. on Georgiana Street, west of its junction with Royal College Street and also on Georgiana Street, west of its junction with St Pancras Way). The Grand Union Tow Path is also a cycle route.

2.12 The closest TfL cycle hire docking station is located on Camden Street at the junction with St Martins Close, 270m west of the site. This docking station has capacity for a maximum of 18 cycles. There is also another docking station at the junction of Camden Road and Bonny Street, located approximately 350m north of the site. This docking station has capacity for a maximum of 45 cycles.

Public Transport

2.13 According to TfL, the site has a Public Transport Accessibility Level (PTAL) rating of 6a on a scale of 1a ('very poor') to 6b ('excellent'). This excellent local PTAL rating is met through a combination of bus, London Underground and Overground services for which further information is provided below.

Bus

2.14 The closest bus stops are located on Camden Street ('Pratt Street' stop located approximately 230m west of the site) and Royal College Street ('Camden Road' stop located approximately 260m north of the site). Information on accessible bus services are shown in **Table 2.1**.

Table 2.1: Accessible Bus Services: Approximate Peak Frequencies (Mins)

No.	Destinations	Week	Sat	Sun
C2	Parliament Hill Fields – Royal College Street – Oxford Circus – Victoria Station	6 – 10	7 – 10	9 – 12
24	Hampstead Heath – Pratt Street – Westminster Station – Victoria Station – Grosvenor Road	4 – 8	5 – 8	6 – 10
27	Chalk Farm – Pratt Street – Baker Street – Notting Hill Gate – Kensington Olympia – Chiswick Business Park	6 – 10	7 – 10	11 – 13
29	Wood Green – Finsbury Park – Pratt Street – Trafalgar Square	3 – 7	4 – 8	4 – 8
31	Bayham Street – Swiss Cottage – Westbourne Park – White City Bus Station	4 – 8	5 – 8	5 – 8
46	Lancaster Gate – St John's Wood – Royal Free Hospital – Royal College Street – St Bartholomew's Hospital	6 – 10	10 - 14	15
88	Camden Gardens – Pratt Street – Piccadilly Circus – Vauxhall Park – Omnibus Clapham	6 – 8	6 – 10	10 - 13
134	Tottenham Court Road – Camden Town – Friern Barnet – Tally Ho Corner	3 – 7	6 – 10	6 – 9
168	Hampstead Heath – Euston Station – Elephant & Castle – Old Kent Road	7 – 8	6 – 7	10
214	Highgate School – Kentish Town – Royal College Street – Angel – Finsbury Square	6 – 10	6 – 10	10 - 12
253	Euston – St Pancras Way – Hornsey Road – Stamford Hill – Clapton Station – Hackney Central	4 – 8	5 – 8	6 – 10
274	Angel – Camden Town – Pratt Street – Baker Street – Lancaster Gate	7 – 10	7 – 10	5 – 8

London Underground

2.15 The closest London Underground station is Camden Town Station located 500m west of the site. This station is located in Zone 2 of the London public transport network. Camden Town Station is served by the Northern Line which provides direct access across London to destinations such as High Barnet; Archway; Edgware; Hendon Central; Bank; Waterloo; Balham and Morden.

Overground

2.16 The closest Overground station is located at Camden Road, approximately 260m north of the site. Overground services from this station provide direct access to a range of destinations inclusive of Stratford, Highbury & Islington, West Hampstead, Gunnersbury and Richmond.

Car Club

2.17 There are two car club bays in the vicinity of the site. City Car Club has a vehicle located 250m away from the site on Lyme Street. Alternatively, Zipcar has two car club spaces on Pratt Street at a location 350m south west of the site.

Highway Network

2.18 Georgiana Street at the site's frontage is a single carriageway which accommodates traffic in both directions. From the eastern end of Georgiana Street, vehicles are only permitted to turn right and travel southbound on St Pancras Way. At the junction with Royal College Street, vehicles are only permitted to turn right from Georgiana Street for northbound travel on Royal College Street. Vehicles are guided by road markings and signage.

2.19 The A5202 St Pancras Way and Royal College Street are both single carriageways which run between St Pancras to the south and Kentish Town to the north. The closest TfL managed route is the A400 Camden Street located 170m west of the site.

On Street Parking

2.20 Georgiana Street is single yellow lined on both sides between Royal College Street and St Pancras Way with no kerb blips on either side. This restriction is located within a Controlled Parking Zone (CPZ) that in operation on weekdays, 08:30 to 18:30. A copy of the LBC Controlled Parking Zone Map is contained at **Appendix A**.

2.21 The Royal College Street carriageway in the vicinity of the site (north of Georgiana Street) has resident permit parking on its eastern side. The St Pancras Way carriageway in the vicinity of the site (north of Georgiana Street) has zig-zag markings on the approach to the zebra crossing and single yellow lines (with double yellow lines at the junction of Barker Drive. South of Georgiana Street, there are some pay and display bays close to the junction with Pratt Street.

3 POLICY CONTEXT

3.1 This section of the report provides a summary of relevant policy guidance at national and local levels.

National Policy

3.2 The National Planning Policy Framework (NPPF) set out the Government's planning policies for England and how these are expected to be applied.

3.3 One of the 12 core land-use principles within the NPPF includes:

"[to] actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

3.4 Section 4 of the NPPF deals with 'Promoting sustainable transport.' Paragraph 29 states that:

"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."

3.5 Paragraph 30 says that "in preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport".

3.6 Paragraph 32 sets out the transport issues which should be addressed within Development Plans and decisions. These are:

- "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.

3.7 Paragraph 32 also states:

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

Regional Policy

The London Plan 2015

3.8 The London Plan, Spatial Development Strategy for Greater London (March 2015) sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

3.9 One of the Mayor's six objectives for London is (para. 1.53):

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

3.10 The transport aspects of the London Plan, relevant to the proposed development, are discussed in the following paragraphs.

3.11 Policy 6.1 establishes the Mayor's strategic approach to transport. Of relevance it states that the mayor will encourage the closer integration of transport and development by:

"a. encouraging patterns and nodes of development that reduce the need to travel, especially by car;

b. seeking to improve the capacity and accessibility of public transport, walking and cycling;

g. supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and

i. promoting walking by ensuring an improved urban realm."

3.12 In relation to walking, Policy 6.10B states that in respect of planning decisions:

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

Local Policy

3.13 Local policy is contained within the Camden Local Development Framework (LDF) which was adopted in November 2010 and superseded the 2006 Camden Unitary Development Plan. The LDF documents consist of the London Borough of Camden Core Strategy 2010-2025 and Development Policies.

Core Strategy

3.14 The Camden Core Strategy 2010-2025 is part of the Camden Local Development Framework, which sets out the Council's planning strategy and policies.

3.15 Policy CS3 states that the Council will promote appropriate development in the "highly accessible areas".

3.16 In order to support growth, the Council will promote key transport infrastructure proposals a to improve facilities 'at Camden's London Underground and Overground stations, including at Camden Town...[as well as support]…improvements to encourage walking and cycling as part of transport infrastructure works' (Policy CS11).

3.17 In addition, 'as part of its approach to minimising congestion and addressing the environmental impacts of travel, the Council will…minimise provision for private parking in new developments, in particular through car free developments in the borough's most accessible locations' (Policy CS11).

Camden Development Policies, 2010

3.18 Policy DP16 looks at the transport implications of development, and expects development proposals to ensure that there are sufficient walking, cycling and public transport links. Developers are expected to assess and address the need for:

"a) movements to, from and within the site, including links to existing transport networks. The Council will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks..

3.19 Policy DP17 relates to the development's requirement to provide suitable walking, cycling and public transport facilities, and also provision for interchanging between different modes of transport. This provision may include:

"a) convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;

b) other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage and high quality cycle parking;

c) safe road crossings where needed;

d) bus stops, shelters, passenger seating and waiting areas, signage and timetable information"

3.20 Policy DP17 states that the Council will resist development that would be dependent on travel by private motor vehicles.

3.21 Policy DP18 relating to car parking standards states that development should comply with the Council's parking standards, and areas easily accessible by public transport are expected to be 'car free'. The Council will:

"a) limit on-site car parking to:

- *spaces designated for disabled people,*
- *any operational or servicing needs*

b) not issue on-street parking permits

c) use a legal agreement to ensure that future occupants are aware they are no entitled to on-street parking permits"

Cycle Parking Standards

3.22 The cycle parking standards as set by the London Plan are shown in **Table 3.1**.

Table 3.1 Cycle Parking Standards

Land Use	Development Quantum	London Plan Standards	
		Long-Stay	Short-Stay
B1 Office	686 sqm	1 space per 90 sqm	1 space per 500 sqm
C3 Residential	46 Units	1 bedroom: 1 space per unit 2+ bedrooms: 2 spaces per unit	1 space per 40 units
Total	N/A	82 spaces	2 spaces

4 THE PROPOSED DEVELOPMENT

4.1 This section provides information on the development proposals with a focus on the transport infrastructure to be implemented at the site. **Appendix B** shows the proposed development's ground floor layout.

Development Proposals

4.2 The redevelopment of the site will:

create a residential-led mixed-use development comprising 46 residential units (Use Class C3) (18 x 1 bed, 19 x 2 bed and 9 x 3 bed), new office floorspace (Use Class B1a) (686 sq.m) with associated works to highways and landscaping following demolition of existing buildings.

4.3 The proposed development is car-free.

Pedestrian Access

4.4 Access to the site will be secured for all pedestrians including the mobility impaired.

4.5 The primary access will be from Georgiana Street. This access will lead directly to respective entrance points for the uses on site. Residential plot A can be accessed directly from Georgiana Street. This access is at grade to assist the mobility impaired.

4.6 The remaining plots will access their respective pedestrian points via the site access gates (leading from Georgiana Street) which provide direct access the undercroft and courtyard areas. The B1 uses will have separate entrances to the C3 residential units. There will be direct access to two of the B1 units (at blocks A and B) from Georgiana Street.

Vehicular Access

4.7 The proposed development is car free and therefore, the development will be accessed by vehicles on-street (Georgiana Street).

4.8 In case of emergency, the site has a large gate (directly from Georgiana Street) to allow emergency access to access the site. This access has been designed into the scheme following consultation with the London Fire and Emergency Planning Authority. The gate will not be open for general vehicular access by the public or residents of the development. In

addition, there will be rising bollards behind the gates within the courtyards which will also serve to prevent ad hoc access by non-emergency vehicles.

4.9 Emergency vehicles will access the site via a dropped kerb access via Georgiana Street. However, this will be significantly smaller than the existing crossover and as such the level of single yellow line on Georgiana Street will be greater than existing.

4.10 The site access proposals for emergency vehicles is shown on **Appendix C.** Swept path output showing vehicle movement by a fire tender is contained at **Appendix D.**

Service Vehicle

4.11 The proposed development is expected to be serviced directly from Georgiana Street. Occasional deliveries will be made to site by postal / courier deliveries, food home delivery vehicles, waste and recyclables vehicles and infrequent maintenance vehicles. Waste storage has been designed to be located within local minimum trundle distances. Swept path analysis is included at **Appendix D** which shows that a vehicle can pass when a delivery vehicle is in situ**.**

4.12 Waste / recyclables storage will be located on the ground floor to the west of the undercroft. Swept path analysis is included at **Appendix D** which shows that a vehicle can pass when a refuse vehicle is in situ.

Parking

Car Parking

4.13 The proposed development has been design to be car free and this has been agreed with LBC. As a result, no car parking has been provided on site. During the discussions LBC has confirmed that Georgiana Street has capacity for disabled parking and servicing from the street as it is lined with a single yellow line, which means that when the existing crossovers are removed, disabled users would be able to park directly outside the site and other than reinstating the footway no further works to Georgian Street are required.

Cycle Parking

4.14 The residential element of the scheme will have 75 cycle parking spaces which adheres to cycle parking requirements. These will be located in secure and covered storage areas which

are accessed either via the building plot A pedestrian entrance which provides an onward route through to its own cycle storage or through the courtyard to storage for building plots B and C.

4.15 In addition, B1 office cycle parking will provided according to standards in the courtyard.

5 TRIP GENERATION & TRIP IMPACT

5.1 This section forecasts the trip impact of the proposed development in traffic and transport terms.

Trip Generation

Existing Site

5.2 Reference was made to the TRICS database (v. 7.2.3) to identify trip rates for the existing site. However, there were limitations in data availability for London based sites. On that basis, reference was made to the TRAVL extraction tool instead. The site was used as an EDF Depot and as such is mixed between B1 and B8 uses (with a minor Sui Generis use).

5.3 The search criteria used is shown below:

- Land Use: General Industry;
- PTAL Rating: 4 or above;
- Days: Weekdays only; and
- Date: 2008 onwards.

5.4 There are three sites on the database that meet the criteria. However, one was discounted because the TRAVL extraction tool does not hold information on its Gross Floor Area and therefore the trip rates could not be ascertained. The TRAVL outputs are contained in **Appendix E**.

5.5 Information on the sites used to inform the trip rates are provided in **Table 5.1**.

Table 5.1: TRAVL Sites for Existing Site Trip Rates

TRAVL Survey Code	Name	Borough	Survey Date	PTAL	Area	GFA
641	Stratford Workshops	Newham	09/07/08	6	Inner	5109
1121	Powerday	Brent	20/01/14	5	Outer	36421

5.6 The trip rates were identified per 100 sqm. These and the resulting trip generation are shown in **Table 5.2**. It is noted that the trip rates have been applied to the full quantum of the existing site (971 sqm).

Table 5.2: Existing Use: Trip Rates &Trip Generation (971 sqm)

Mode		08:00 – 09:00			17:00 – 18:00		
		In	Out	Total	In	Out	Total
All Modes	Rates	0.104	0.041	0.144	0.065	0.190	0.255
	Trips	1	0	1	1	2	2
Car Driver	Rates	0.053	0.022	0.075	0.014	0.079	0.094
	Trips	1	0	1	0	1	1

5.7 The existing site generates few trips between 08:00 to 09:00 and 17:00 to 18:00 although this site may have been slightly more intensively used when EDF used it as a depot however this would be primarily throughout a working day.

Proposed Development

Residential

5.8 Reference has been made to the TRICS database for residential trip rates using the following search criteria:

- Residential – Flats Privately Owned;
- Region - London;
- Days - Weekdays;
- Location Types - Town Centre or Edge of Town Centre; and
- Dates - 2010 onwards.

5.9 The TRICS database had eight sites which met the above criteria and were used to inform the trip rates. The TRICS output is contained in **Appendix F**. The criteria privately owned flats has been selected as this is the most robust

5.10 The trip rates and trip generation for the 46 residential units is shown in **Table 5.3**.

Table 5.3 All Modes Trip Rates (Per Unit) & Trip Generation (46 Residential Units)

Period	In	Out	Total	In	Out	Total
08:00 – 09:00	0.114	0.575	0.689	5	26	32
17:00 – 18:00	0.336	0.196	0.532	15	9	24

5.11 As the residential units will be car free, there will be no opportunity for residents to drive to/from the development. The site is located in a CPZ and residents will be ineligible for on-street parking permits by condition. Potential occupants will be aware of this and their ineligibility for on-street parking permits from the outset and therefore they will make an active choice not to drive if they choose to reside at the proposed development. However, residents can be car passengers, taxi passengers or users of other modes of transport. On that basis, the car driver mode split has been reassigned to the other modes according to existing proportions.

Table 5.4 Residential Mode Split (Census 2011)

Mode	Percentage	Readjusted Percentage	AM Peak		PM Peak	
			Arrivals	Departures	Arrivals	Departures
Underground	26%	28%	1	7	4	3
Train	6%	7%	0	2	1	1
Bus	30%	32%	2	8	5	3
Taxi	0%	0%	0	0	0	0
Motorcycle	1%	1%	0	0	0	0
Car Driver	8%	0%	0	0	0	0
Car Passenger	1%	1%	0	0	0	0
Cycle	7%	8%	0	2	1	1
Pedestrian	21%	22%	1	6	3	2
Other	0%	0%	0	0	0	0
Total	**100%**	**100%**	**5**	**26**	**15**	**9**

B1 Office

5.12 The TRICS database was used to ascertain B1 office trips using the following search criteria:

- Employment – Office
- Region: London;
- Days: Weekdays;
- Location Types: Town Centre or Edge of Town Centre; and
- Dates: 2010 onwards.

5.13 The TRICS output is contained at **Appendix G**.

5.14 The TRICS database had four sites that met the above criteria and were used to inform the trip rates. The trip rates and trip generation are shown in **Table 5.5**.

Table 5.5 All Modes Trip Rates (Per 100 sqm) & Trip Generation (686 sqm)

Period	AM			PM		
	In	Out	Total	In	Out	Total
08:00 – 09:00	3.46	0.07	3.53	23	0	24
17:00 – 18:00	0.171	2.978	3.149	1	20	21

5.15 Census 2011 Method of Travel to Work data for people working in the in Camden 019 middle super output area is provided in **Table 5.6**. The splits have been readjusted proportionately to account for the car free nature of the employment scheme.

Table 5.6 Employment Mode Split (Census 2011)

Mode	Percentage	Readjusted Percentage	AM Peak Hour		PM Peak Hour	
			Arrivals	Departures	Arrivals	Departures
Underground	31%	36%	8	0	0	7
Train	27%	31%	7	0	0	6
Bus	12%	13%	3	0	0	3
Taxi	0%	0%	0	0	0	0
Motorcycle	2%	2%	0	0	0	0
Car Driver	14%	0%	0	0	0	0
Car Passenger	1%	1%	0	0	0	0
Cycle	5%	6%	1	0	0	1
Pedestrian	8%	9%	2	0	0	2
Other	0%	0%	0	0	0	0
Total	**100%**	**100%**	**23**	**0**	**1**	**20**

5.16 As shown above, the majority of employees at the site are anticipated to make use of public transport to access the site.

Total Development Trips (excluding servicing)

5.17 The Proposed Development is expected to generate the trips shown in **Table 5.7**.

Table 5.7 Proposed Development Trips (Excluding Servicing)

Period	Gross: All Modes		
	In	Out	Total
08:00 – 09:00	28	27	55
17:00 – 18:00	17	29	46

Proposed Development Servicing Trips

5.18 In addition to the trip generation provided above it is also expected that servicing movements associated with the proposed development would occur.

5.19 The daily delivery and servicing vehicle trips for the development have been calculated using the servicing trip rates agreed with Transport for London for the redevelopment of BBC Television Centre in White City. The trip rates are provided in **Table 5.8** below.

Table 5.8 Proposed Development Servicing Trips

Land Use	Daily Trip Rate per 100 sqm	08:00 – 09:00		17:00 – 18:00	
		Percentage of Deliveries in Hour	Trip Rate per 100 sqm	Percentage of Deliveries in Hour	Trip Rate per 100 sqm
Residential	0.07	5%	0.0035	6%	0.0042
Office	0.20	8%	0.0160	3%	0.0060

5.20 The estimated numbers of servicing trips required for the site are shown in **Table 5.8** below. It is noted that the proposed development has a floor area of 5,157 sqm (4,471 sqm for the residential units and 686 sqm for the office). The trip rates have been applied to this quantum.

Table 5.8 Proposed Development Gross Servicing Trips

Period	Residential			Office			Total		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
08:00 – 09:00	1	1	2	0	0	0	1	1	2
17:00 – 18:00	1	1	2	0	0	0	1	1	2

Total Trip Generation (including servicing)

5.21 The total trip generation inclusive of non-servicing and servicing trips are shown in **Table 5.9**.

Table 5.9. Proposed Development Total Trips

Period	In	Out	Total
08:00 – 09:00	30	28	58
17:00 – 18:00	18	30	48

5.22 The proposed development is expected to generate a gross of 58 two-way trips during 08:00 to 09:00 and 48 two-way trips during 17:00 to 18:00.

5.23 This is broken down by mode as shown in **Table 5.10** below.

Table 5.10 Total Development Trips by Mode

Mode	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Underground	10	8	5	10
Train	8	2	1	7
Bus	5	9	5	6
Taxi	0	0	0	0
Motorcycle	1	0	0	0
Car Driver	1	1	1	1
Car Passenger	0	0	0	0
Cycle	2	2	1	2
Pedestrian	3	6	4	4
Other	0	0	0	0
Total	30	28	18	30

5.24 As can be seen the majority of trips are made by mode other than car driver which is expected as the site is car free.

Net Trip Generation

5.25 As a result, the net trip generation as a result of the redevelopment of the site is shown below in **Table 5.11** and **Table 5.12**. In order to establish the net trip generation, the existing use was split using the adjusted Census split (for the daytime population) with the exception of the car driver trips.

Table 5.11 Net Trips

Period	In	Out	Total
08:00 – 09:00	29	28	57
17:00 – 18:00	17	29	46

Table 5.12 Net Trips by Mode

Mode	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Underground	+10	+8	+5	+9
Train	+8	+2	+1	+7
Bus	+5	+9	+5	+5
Taxi	0	0	0	0
Motorcycle	0	0	0	0
Car Driver	1	1	1	1
Car Passenger	0	0	0	0
Cycle	+2	+2	+1	+2
Pedestrian	+3	+6	+4	+4
Other	0	0	0	0
Total	**+29**	**+28**	**+17**	**+29**

5.26 As can be seen the net effect of the redevelopment is a negligible impact on car driver trips with a total increase in the number of two-way trips by 57 during the AM peak and 46 two-way trips during the PM peak. These are generated by walking, cycling and public transport and the effect of these trips is explained further in the section below.

Proposed Development Impact

5.27 The proposed development is estimated to generate 56 additional person trips in the AM Peak hour and 46 additional person trips in the PM Peak hour.

5.28 However, as the proposed development is car free, the impact will be negligible on the local highway network with the exception of car driver trips generated by servicing the site and it has been shown that these can be undertaken on the single yellow line in front of the site without restricting the free flow of traffic on Georgiana Street.

5.29 The number of additional trips on bus services will be 13 and 10 during the AM and PM peaks respectively. This equates to one trip every 5-6 minutes which will not result in a material impact on the local bus networks.

5.30 Travel by rail modes (underground and train) will be the most popular mode. The proposed development is expected to generate 27 additional two-way trips by underground/rail between 08:00 - 09:00 and 22 two-way trips by underground / rail between 17:00 - 18:00. Travel by these modes will be split between Camden Town Station and Camden Road

Station. This equates to 1 additional trip every 2-3 minutes which will not have a significant effect on the operation of the underground and rail network surrounding the site.

5.31 The proposed development is expected to generate an additional 13 two-way trips by walking and cycling combined between 08:00 - 09:00 and 10 additional two-way trips by walking and cycling combined between 17:00 - 18:00. This will have a minimal impact on the local walking and cycling network. It is noted that the surrounding area has very good provision for cyclists and the travel plan, which is prepared as a standalone report for this application seeks to encourage more active travel by site users.

5.32 In summary, it can be seen that the proposed development will not have a material impact on the local transport network.

6 SUMMARY & CONCLUSIONS

6.1 Vectos has been commissioned by One Housing Group to prepare a Transport Statement to support the planning application for a car free development consisting of the creation of :

a residential-led mixed-use development comprising 46 residential units (Use Class C3) (18 x 1 bed, 19 x 2 bed and 9 x 3 bed), new office floorspace (Use Class B1a) (686 sq.m) with associated works to highways and landscaping following demolition of existing buildings.

6.2 Servicing will take place from the single yellow lined carriageway (no kerb blips) outside the site. Waste / recyclables storage has been designed to be located within the local minimum trundle distances for convenient collection by waste / recyclables vehicles.

6.3 The trip generation shows that the site will generate a net increase of 57 two-way all modes trips during 08:00 to 09:00 and a net increase of 46 two-way all modes trips during 17:00 to 18:00. It is noted that the site is expected to only generate trips through sustainable modes of travel as the development is car free.

6.4 A separate travel plan has been prepared in order to support sustainable travel to and from the development.

6.5 Given the negligible change in vehicle trips as a result of proposals and the increase in trips by all modes other than car diver, it is considered that the transport impact generated by the proposals would be negligible. As a result this would not have a material impact on the location highway, public transport and walking / cycling network.

Conclusions

6.6 In conclusion, it can be seen that the site is accessible by all modes and that the proposals would not result in a material change to demand on the existing pedestrian, cycling and public transport facilities and services.

6.7 The effect of the proposals has been assessed and it has also been concluded that the transport effects would not be material.

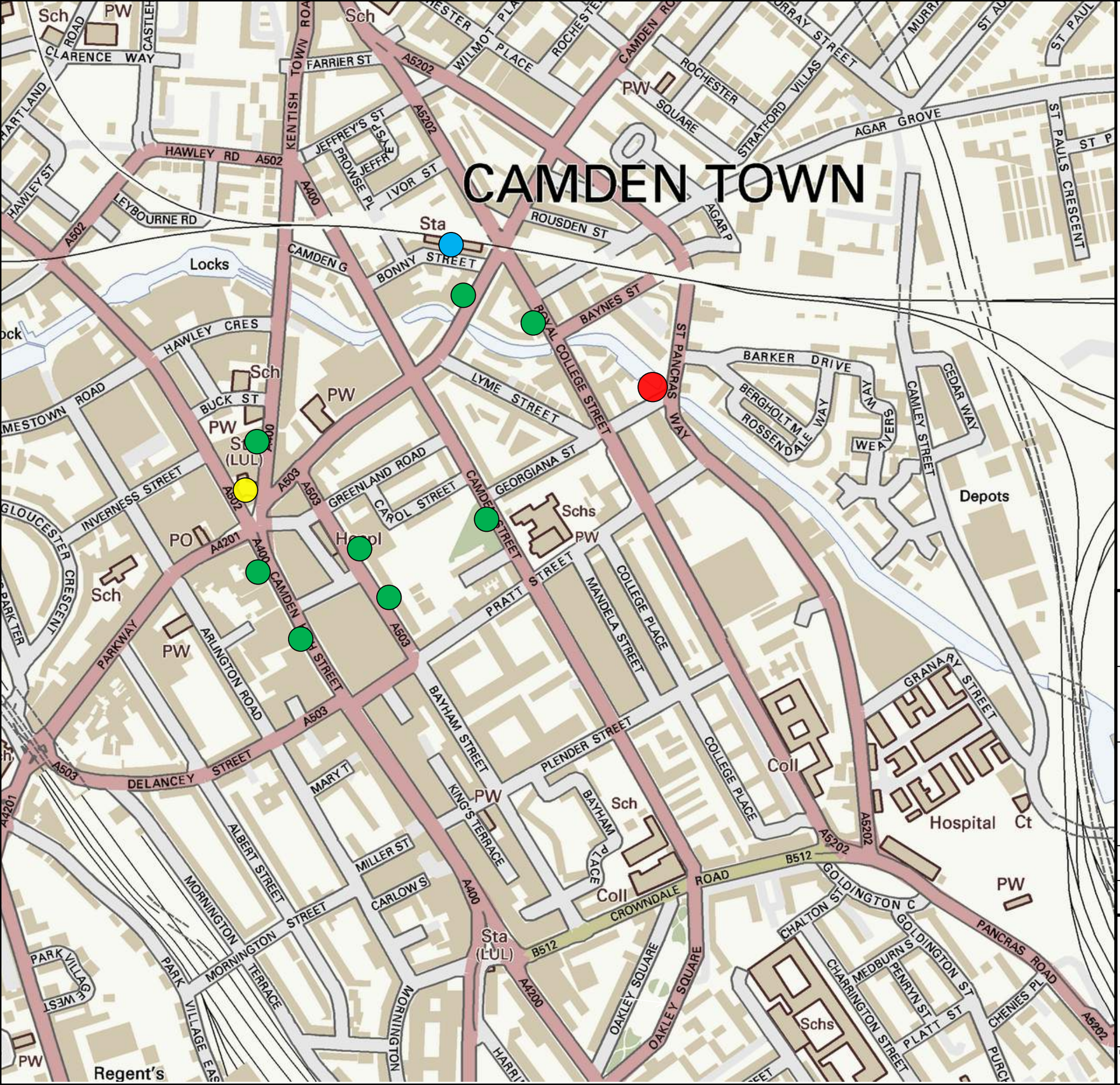
6.8 It is therefore considered that the site complies with the transport tests set out in NPPF i.e.:

- The opportunities for sustainable transport modes have been taken up;

- Safe and suitable access can be achieved for all people; and
- The impacts of the development are not severe.

6.9 As such, it is concluded that the proposals are acceptable from a transport and highways perspective.

FIGURES



Key:

- Site Location
- Camden Underground Station
- Camden Road Station
- Key Local Bus Stops

Bangor Wharf, Camden

One Housing Group

Site Context Plan

SCALES:			
NTS			
DRAWN:	CHECKED:	DATE:	REVISION:
SGH	MDC	18/02/15	

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transport planning specialists

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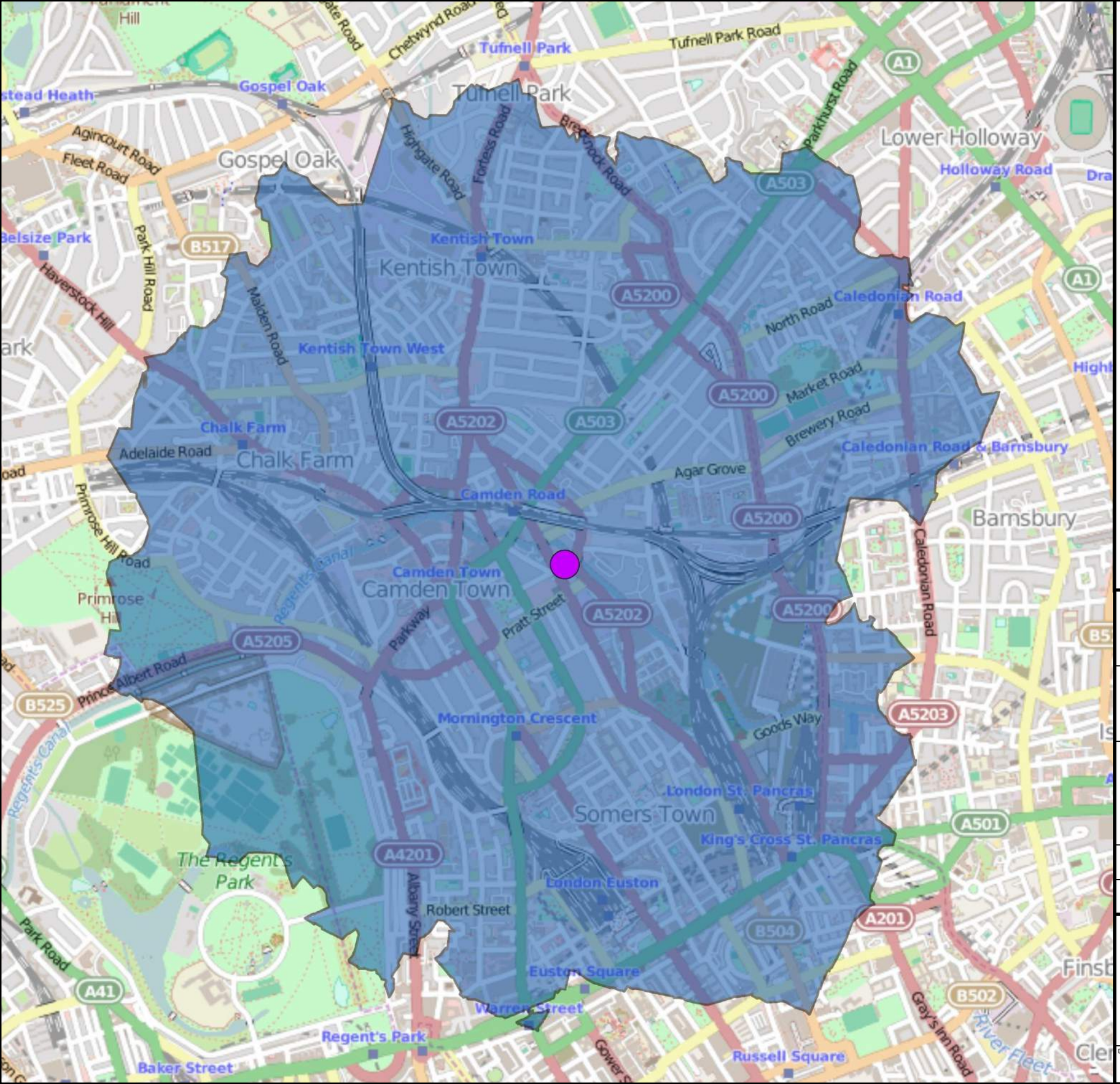
DRAWING REFERENCE:

Figure 1



Key

Site Location

2km Walking Isochrone

One Housing Group

Bangor Wharf, Camden

2km Walking Isochrone

SCALES:	NTS		
DRAWN: LK	CHECKED: SGH	DATE: 08/10/15	REVISION: -

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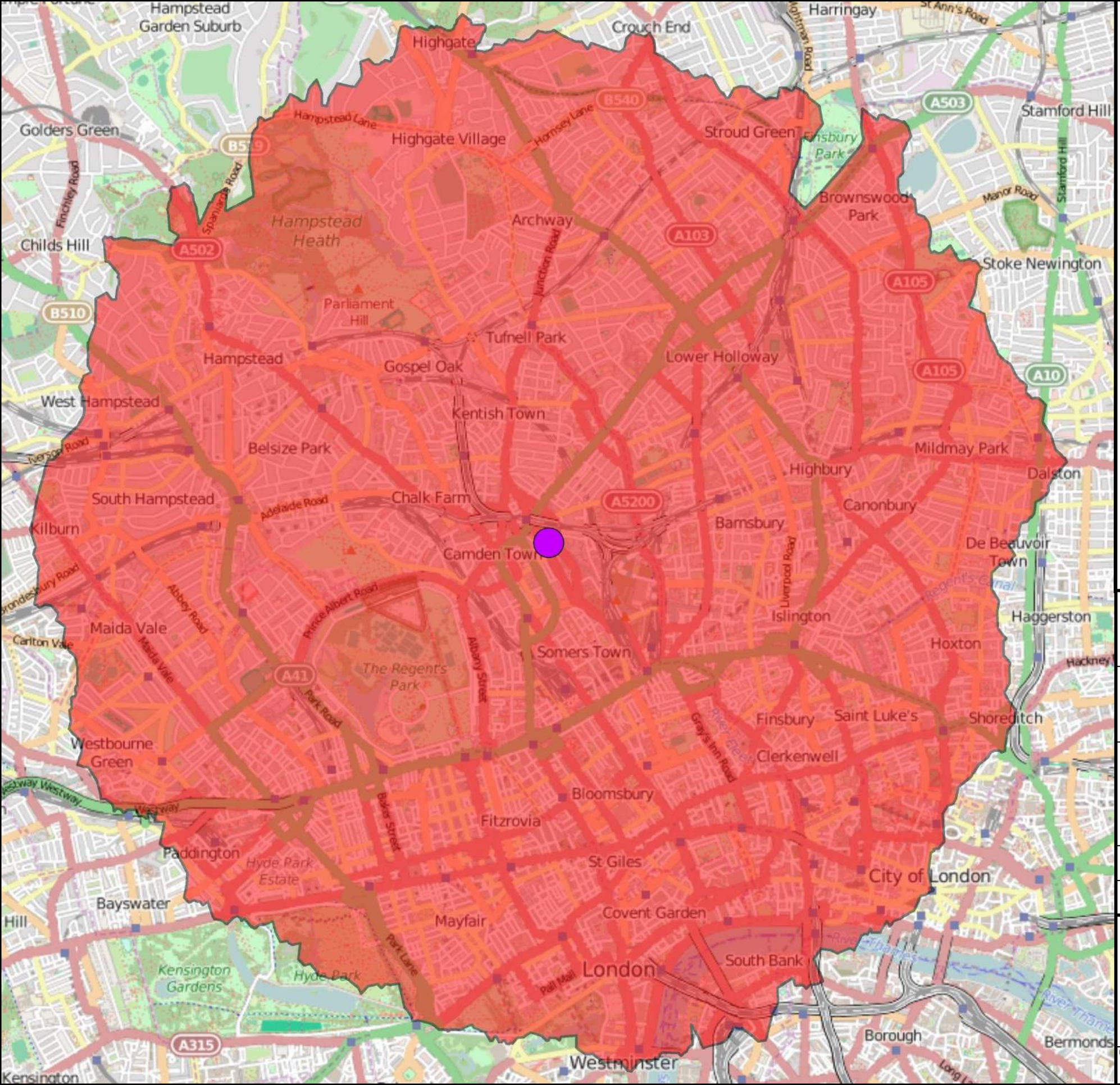
DRAWING REFERENCE:

Figure 2



Key

Site Location

5km Cycling Isochrone

One Housing Group

Bangor Wharf, Camden

5km Cycling Isochrone

SCALES:	NTS		
DRAWN: LK	CHECKED: SGH	DATE: 08/10/15	REVISION: .

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DRAWING REFERENCE:

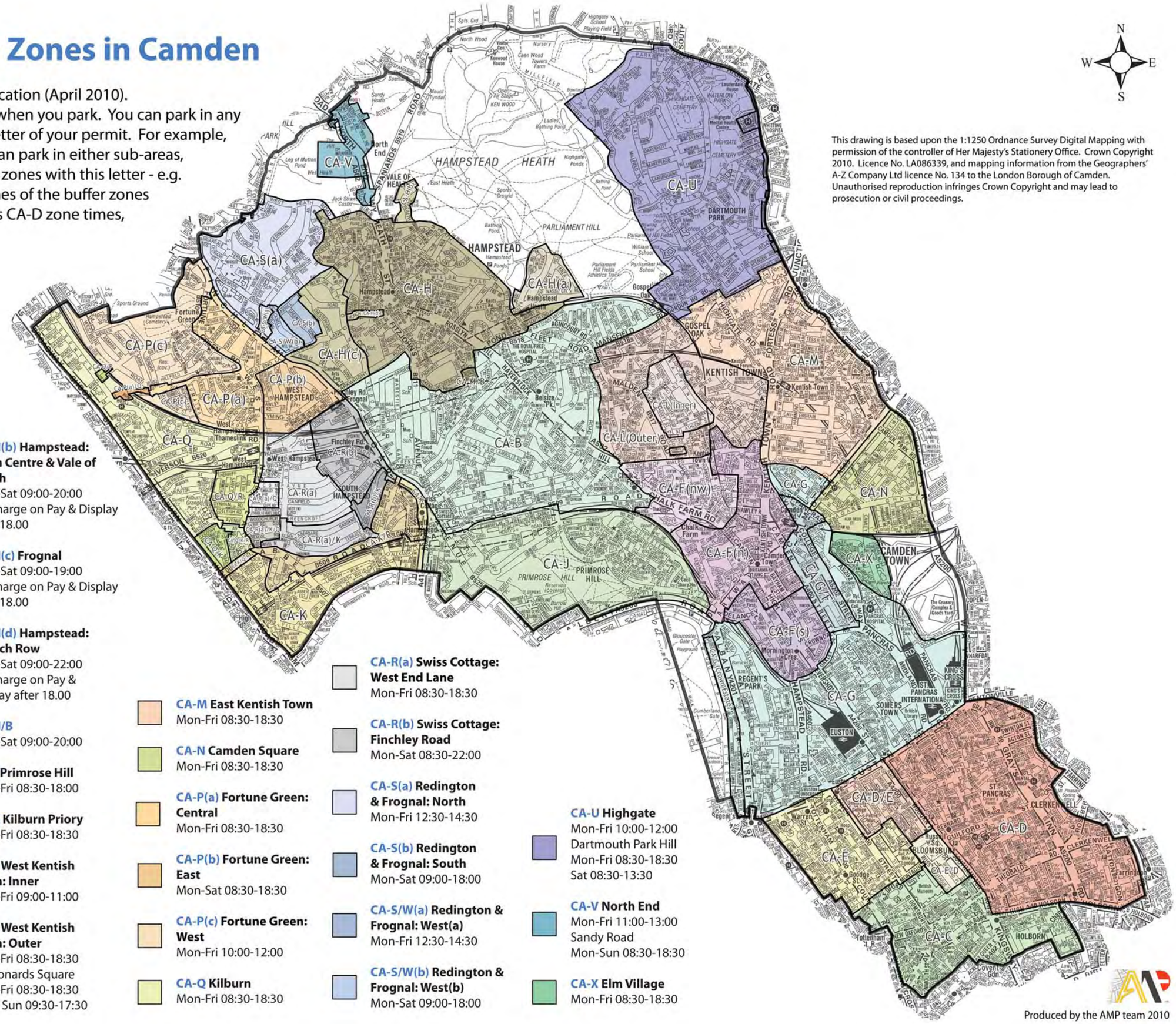
Figure 3

APPENDIX A

Controlled Parking Zone Map

Controlled Parking Zones in Camden

Times shown are correct at time of publication (April 2010).
Please check controlled times on-street when you park. You can park in any sub-area or 'buffer zone' with the main letter of your permit. For example, with a Swiss Cottage permit, CA-R, you can park in either sub-areas, CA-R(a) and CA-R(b), or any of the buffer zones with this letter - e.g. CA-R/Q, CA-Q/R, CA-R/K/Q. The zone times of the buffer zones follow the first letter - e.g. CA-D/E follows CA-D zone times, rather than those of CA-E.



This drawing is based upon the 1:1250 Ordnance Survey Digital Mapping with permission of the controller of Her Majesty's Stationery Office. Crown Copyright 2010. Licence No. LA086339, and mapping information from the Geographers' A-Z Company Ltd licence No. 134 to the London Borough of Camden. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

CA-B Belsize
Mon-Fri 09:00-18:30
Sat 09:30-13:30

CA-C Holborn & Covent Garden
Residents Bays are controlled 24 hrs a day, 7 days a week. Parking controls on single yellow lines/Pay & Display bays are Mon-Sat 8:30-18:30

CA-D Kings Cross Area
Mon-Fri 08:30-18:30
Sat 08:30-13:30

CA-E Bloomsbury & Fitzrovia
Mon-Sat 08:30-18:30

CA-F(n) Camden Town: North
Mon-Fri 08:30-18:30
Sat & Sun 09:30-17:30

CA-F(nw) Camden Town: North West
Mon-Fri 08:30-23:00
Sat & Sun 09:30-23:00

CA-F(s) Camden Town: South
Mon-Fri 08:30-18:30
Sat 09:30-17:30
Sun (resident bays only) 9:30-17:30

CA-G Somers Town
Mon-Fri 08:30-18:30

CA-G Crown Estate
Every day 00:00-23:59
Private Parking Only

CA-H(a) Hampstead: South Hill Park
Mon-Sat 09:00-18:00

CA-H(b) Hampstead: Town Centre & Vale of Heath
Mon-Sat 09:00-20:00
No charge on Pay & Display after 18.00

CA-H(c) Frognal
Mon-Sat 09:00-19:00
No charge on Pay & Display after 18.00

CA-H(d) Hampstead: Church Row
Mon-Sat 09:00-22:00
No charge on Pay & Display after 18.00

CA-H/B
Mon-Sat 09:00-20:00

CA-J Primrose Hill
Mon-Fri 08:30-18:00

CA-K Kilburn Priory
Mon-Fri 08:30-18:30

CA-L West Kentish Town: Inner
Mon-Fri 09:00-11:00

CA-L West Kentish Town: Outer
Mon-Fri 08:30-18:30
St Leonards Square
Mon-Fri 08:30-18:30
Sat & Sun 09:30-17:30

CA-M East Kentish Town
Mon-Fri 08:30-18:30

CA-N Camden Square
Mon-Fri 08:30-18:30

CA-P(a) Fortune Green: Central
Mon-Fri 08:30-18:30

CA-P(b) Fortune Green: East
Mon-Sat 08:30-18:30

CA-P(c) Fortune Green: West
Mon-Fri 10:00-12:00

CA-Q Kilburn
Mon-Fri 08:30-18:30

CA-R(a) Swiss Cottage: West End Lane
Mon-Fri 08:30-18:30

CA-R(b) Swiss Cottage: Finchley Road
Mon-Sat 08:30-22:00

CA-S(a) Redington & Frognal: North
Mon-Fri 12:30-14:30

CA-S(b) Redington & Frognal: South
Mon-Sat 09:00-18:00

CA-S/W(a) Redington & Frognal: West(a)
Mon-Fri 12:30-14:30

CA-S/W(b) Redington & Frognal: West(b)
Mon-Sat 09:00-18:00

CA-U Highgate
Mon-Fri 10:00-12:00
Dartmouth Park Hill
Mon-Fri 08:30-18:30
Sat 08:30-13:30

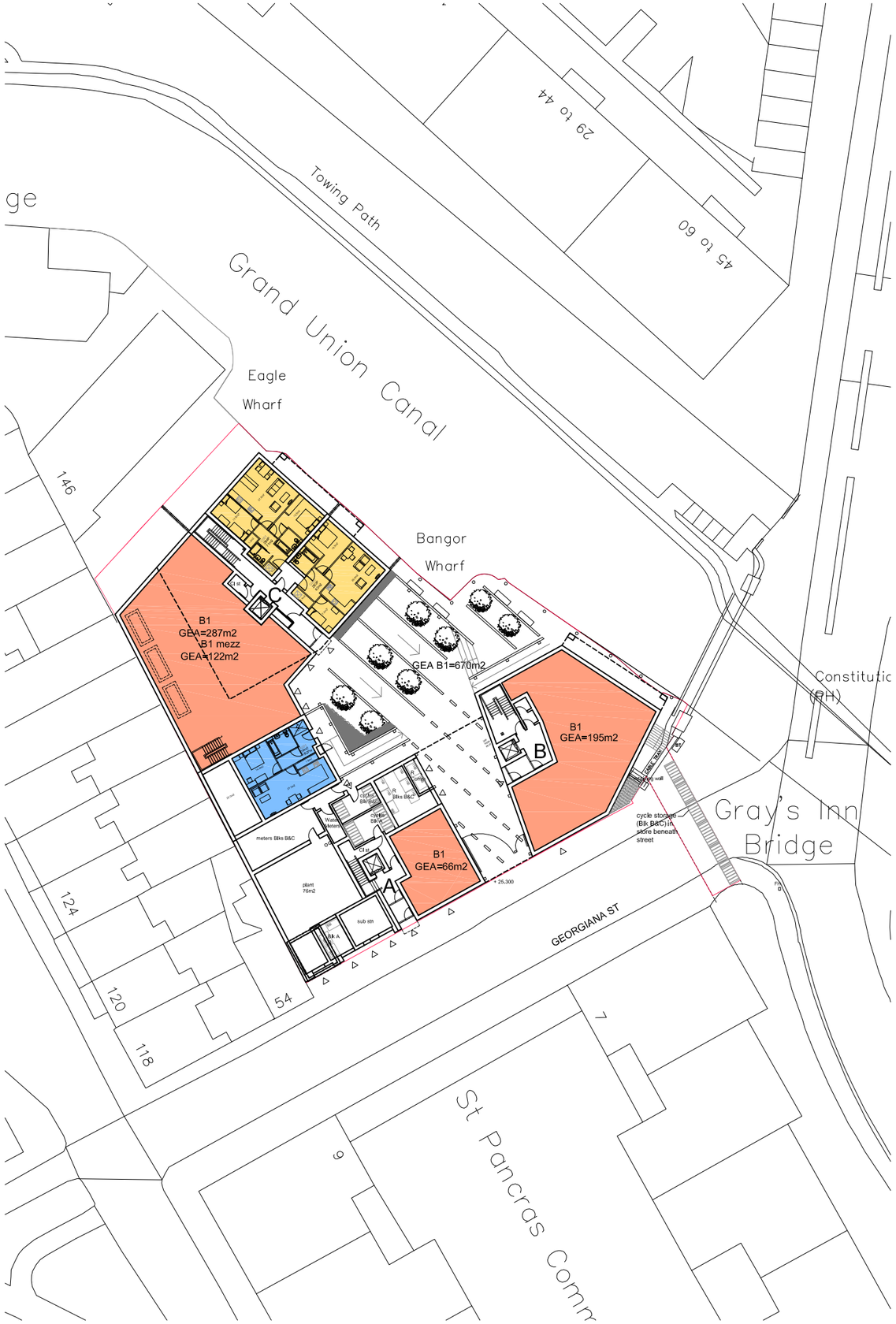
CA-V North End
Mon-Fri 11:00-13:00
Sandy Road
Mon-Sun 08:30-18:30

CA-X Elm Village
Mon-Fri 08:30-18:30

Produced by the AMP team 2010

APPENDIX B

Site Layout Plan



Ground Floor Plan (in OS context)

2nd Floor Plan

1st Floor Plan

Notes

General:

1. Do not scale from this drawing. All dimensions are millimeters unless otherwise stated.
2. This drawing is for information purposes only. Any dimensions and levels data are indicative only and subject to detailed structural and architectural design.
3. Copyright Tranter McManus Architects Ltd. This drawing not to be re-produced without the permission of the architect.
4. All areas and sizes are approximate only. Based on Ordnance Survey data only and subject to measured survey.

Tenure

- Affordable
- Private / Intermediate
- Commercial

N

PRELIMINARY

0m 5 10 15 20

SCALE BAR

Notes	Chkd	Date	Rev
Plans updated	ml	22/01/16	P7
Plans updated	ml	18/01/16	P6
Plans updated	ml	12/11/15	P5
Plans updated	ml	27/10/15	P4
Plans updated	ml	16/10/15	P3
Plans updated	kb	13/10/15	P2
Preliminary Issue for Comment	kb	29/09/15	P1

TM Architects
102 Screenworks 522 Highbury Grove
London N5 2EF / T: 020 35671508

Bangor Wharf
London NW1 0QS

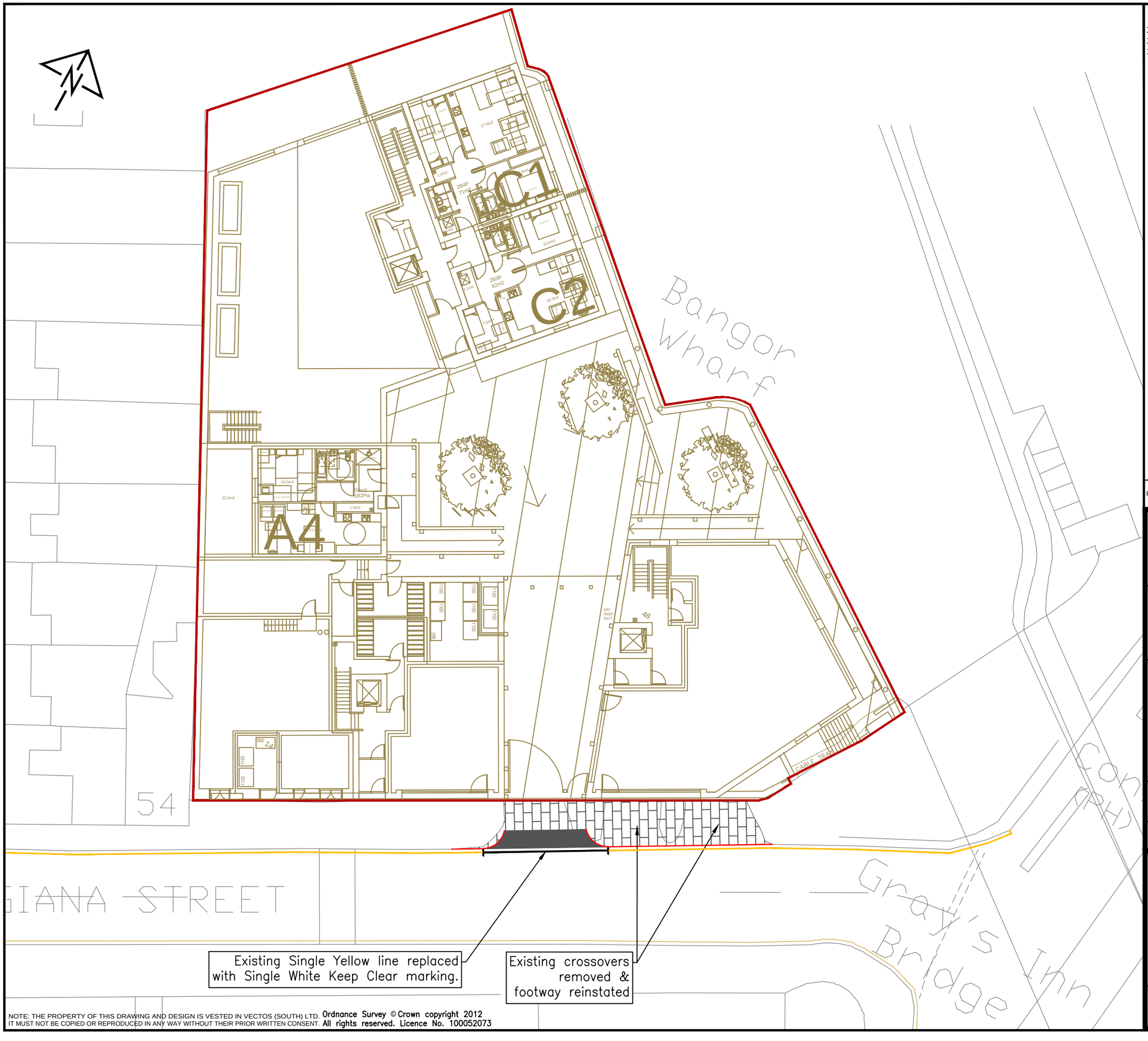
Preliminary Floor Plans
Sheet 1

Scale : 1:500 @ A3

Job Ref	Dwg No	Rev
194 /	SK 35	/ P7

APPENDIX C

Site Access Proposals for Emergency Vehicles



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Site Plan is 194-Bangor Wharf_00-Plan_160215_WIP_BOUND by TMA.

Key

New Kerbline - as per existing

Crossovers removed, footway reinstated - as per existing paving

New Crossover, as per example below

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT: One Housing Group

PROJECT: Bangor Wharf Camden

DRAWING TITLE: Site Access Proposals

SCALES: 1:250 at A3

DRAWN:	CHECKED:	DATE:
JM	MdC	18/02/2016

vectos transport planning specialists

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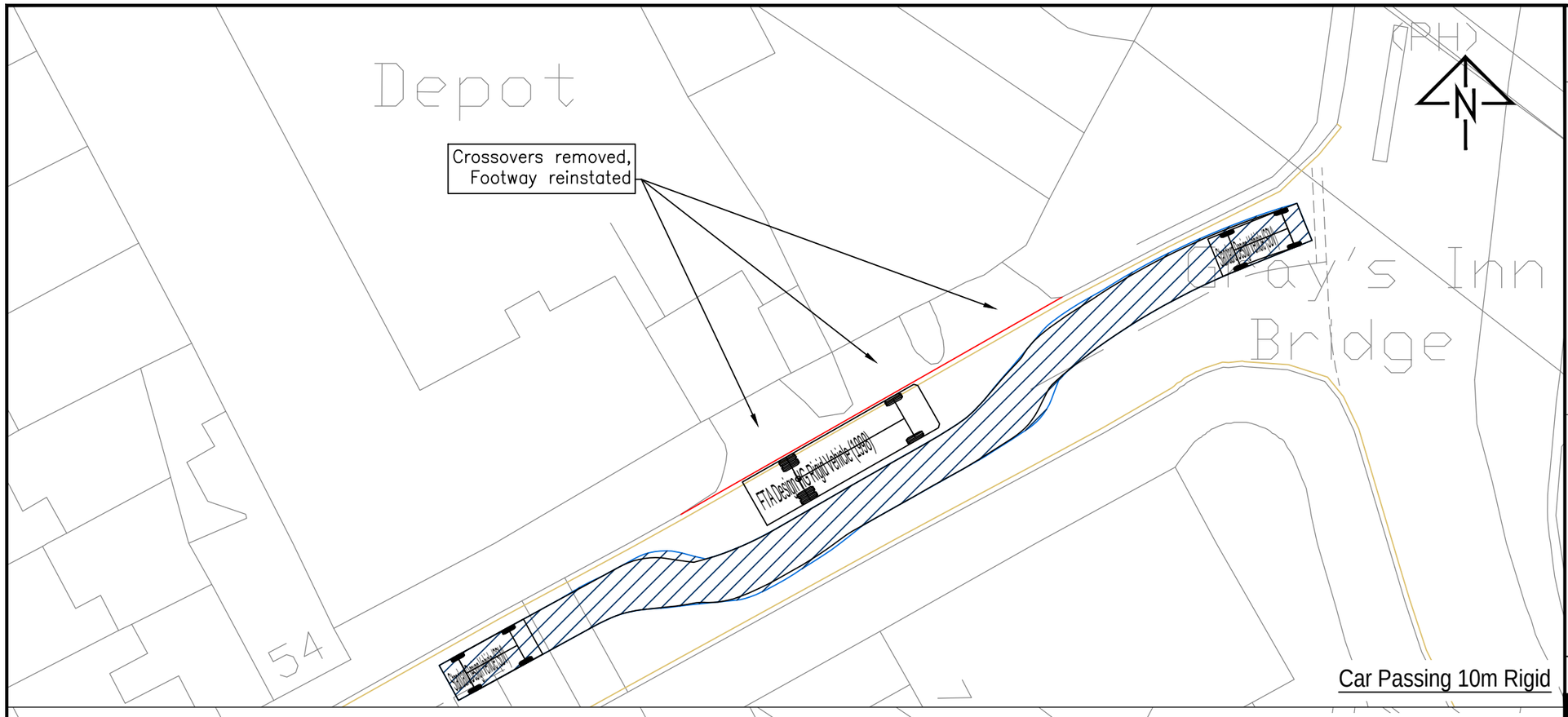
t: 020 7580 7373 e: enquiries@vectos.co.uk

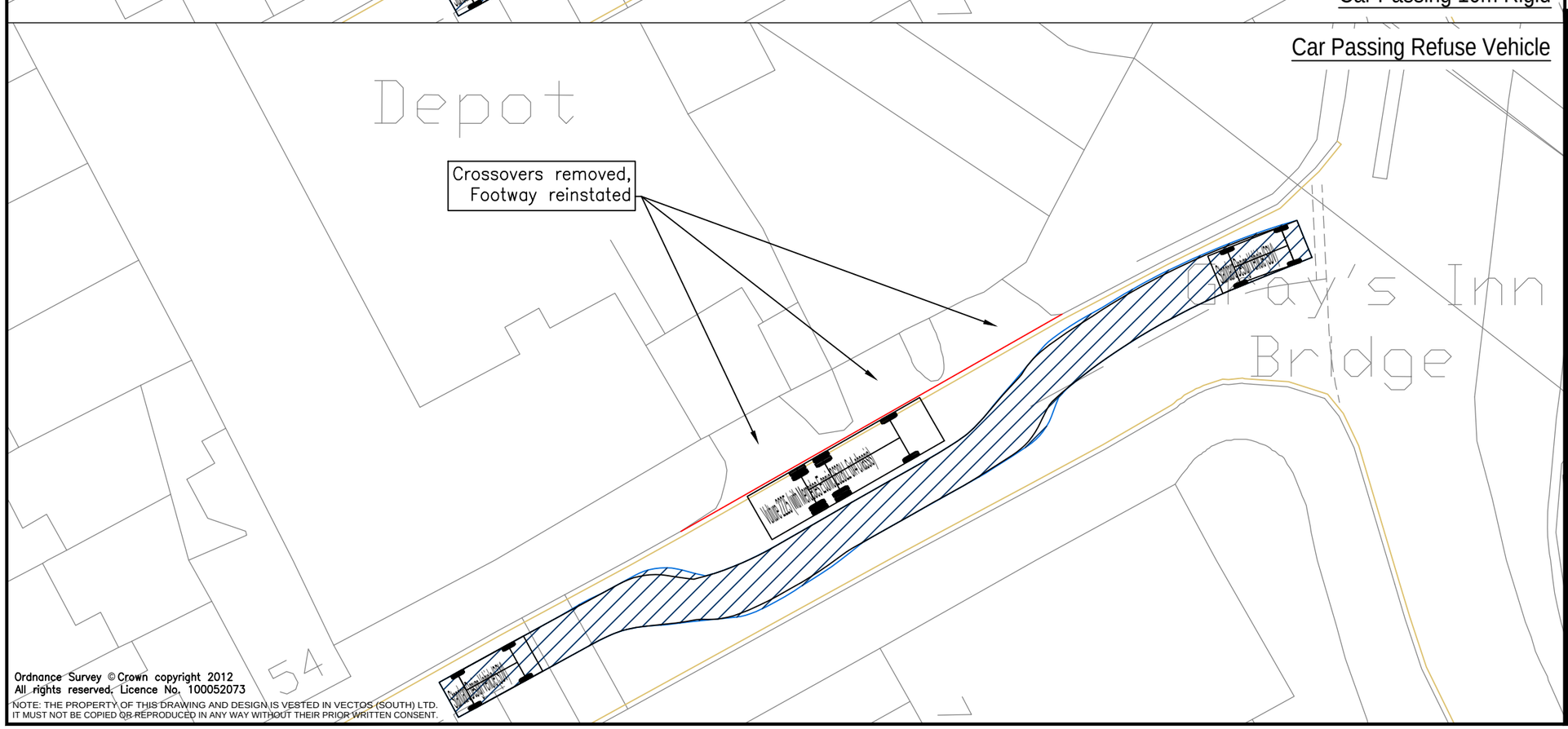
DRAWING NUMBER: 151955/A/06

REVISION: .

APPENDIX D

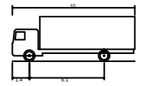
Swept Path Output





Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

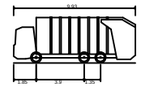


FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	11.000m

Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	6.000m



Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)

Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	9.100m

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:
One Housing Group

PROJECT:
Bangor Wharf
Camden

DRAWING TITLE:
Proposed Loading Arrangement

SCALES:
1:250 at A3

DRAWN:	CHECKED:	DATE:
JM	SG-H	11/02/2016

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DRAWING NUMBER: 151955/A/02

REVISION: .

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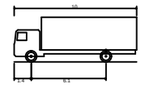
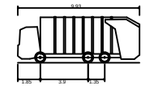


FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	11.000m

Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	6.000m



Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)	
Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	9.100m

Crossover as per example.
Existing Single Yellow replaced with Single White Keep Clear marking.

Existing Crossovers removed, Footway reinstated

Car Passing 10m Rigid

Crossover as per example.
Existing Single Yellow replaced with Single White Keep Clear marking.

Existing Crossovers removed, Footway reinstated

Car Passing Refuse Vehicle

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:
One Housing Group

PROJECT:
Bangor Wharf
Camden

DRAWING TITLE:
Proposed Loading Arrangement

SCALES:
1:250 at A3

DRAWN:	CHECKED:	DATE:
JM	MdC	15/02/2016

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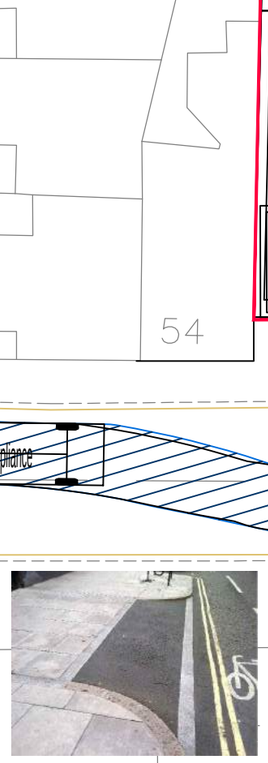
DRAWING NUMBER: 151955/A/03

REVISION: .



Crossover as per example.
Existing Single Yellow replaced with
Single White Keep Clear marking.

Existing Crossovers removed,
Footway reinstated

ENTRY

EXIT

Crossover as per example.
Existing Single Yellow replaced with
Single White Keep Clear marking.

Existing Crossovers removed,
Footway reinstated

Notes:

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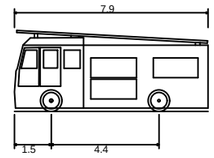
2. White lining is indicative only.
3. Site Plan is 194-Bangor Wharf_00-Plan_160215_WIP_BOUND by TMA.



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.750m

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:
One Housing Group

PROJECT:
Bangor Wharf
Camden

DRAWING TITLE:
Fire Tender Accessibility

SCALES:
1:250 at A3

DRAWN:	CHECKED:	DATE:
JM	MdC	16/02/2016

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DRAWING NUMBER: 151955/A/05

REVISION: .

APPENDIX E

TRAVL Output - Existing Site

Survey Cod	Name	Borough	Survey Date	PTAL	Area	Total Parking	Survey Hrs1	GFA	Employ
641	Stratford Workshops	NEWHAM	09/07/2008	6	Inner	6	07:00-19:00	5109	550
1121	Powerday	BRENT	20/01/2014	5	Outer	0	0600-1900	36421	100

ARRIVALS

Ref No	GFA	Survey Date	Start Time	End Time	Car Driver	Car Driver (	Car Passen	HGV	Motor Cycl	Pedal Cycle	Rail	Unknown	Walk	All Modes
1121	36421	20/01/2014	0	2400	23			194	0				15	232
641	5109	09/07/2008	0	2400	140	4	15			6	17	1	165	348
Total	**41530**				**163**	**4**	**15**	**194**	**0**	**6**	**17**	**1**	**180**	580
Trip Rate per 100 sqm					**0.392**	**0.010**	**0.036**	**0.467**	**0.000**	**0.014**	**0.041**	**0.002**	**0.433**	1.397

DEPARTURES

Ref No	GFA	Survey Date	Start Time	End Time	Car Driver	Car Driver (	Car Passen	HGV	Motor Cycl	Pedal Cycle	Rail	Unknown	Walk	
1121	36421	20/01/2014	0	2400	30			186	1				16	233
641	5109	09/07/2008	0	2400	135	3	16			6	13	0	159	332
Total	**41530**				**165**	**3**	**16**	**186**	**1**	**6**	**13**	**0**	**175**	565
Trip Rate per 100 sqm					**0.397**	**0.007**	**0.039**	**0.448**	**0.002**	**0.014**	**0.031**	**0.000**	**0.421**	1.360

TOTALS

Ref No	GFA	Survey Date	Start Time	End Time	Car Driver	Car Driver (	Car Passen	HGV	Motor Cycl	Pedal Cycle	Rail	Unknown	Walk	
1121	36421	20/01/2014	0	2400	53			380	1				31	465
641	5109	09/07/2008	0	2400	275	7	31			12	30	1	324	680
Total	**41530**				**328**	**7**	**31**	**380**	**1**	**12**	**30**	**1**	**355**	1145
Trip Rate per 100 sqm					**0.790**	**0.017**	**0.075**	**0.915**	**0.002**	**0.029**	**0.072**	**0.002**	**0.855**	2.757

ARRIVALS

Ref No	GFA	Survey Date	Start Time	End Time	Car Driver (alone)	Car Driver (with pass)	Car Passen	HGV	Motor Cycl	Pedal Cycle	Rail	Unknown	Walk	All Modes
1121	36421	20/01/2014	800	900	6			7					2	15
641	5109	09/07/2008	800	900	16		0				3		9	28
Total	**41530**				**22**	**0**	**0**	**7**	**0**	**0**	**3**	**0**	**11**	43
Trip Rate per 100 sqm					**0.053**	**0.000**	**0.000**	**0.017**	**0.000**	**0.000**	**0.007**	**0.000**	**0.026**	0.104

DEPARTURES

Ref No	GFA	Survey Date	Start Time	End Time	Car Driver (alone)	Car Driver (with pass)	Car Passen	HGV	Motor Cycl	Pedal Cycle	Rail	Unknown	Walk	
1121	36421	20/01/2014	800	900	0			5					0	5
641	5109	09/07/2008	800	900	9		0				0		3	12
Total	**41530**				**9**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**3**	17
Trip Rate per 100 sqm					**0.022**	**0.000**	**0.000**	**0.012**	**0.000**	**0.000**	**0.000**	**0.000**	**0.007**	0.041

TOTALS

Ref No	GFA	Survey Date	Start Time	End Time	Car Driver (alone)	Car Driver (with pass)	Car Passen	HGV	Motor Cycl	Pedal Cycle	Rail	Unknown	Walk	
1121	36421	20/01/2014	800	900	6			12					2	20
641	5109	09/07/2008	800	900	25		0				3		12	40
Total	**41530**				**31**	**0**	**0**	**12**	**0**	**0**	**3**	**0**	**14**	60
Trip Rate per 100 sqm					**0.075**	**0.000**	**0.000**	**0.029**	**0.000**	**0.000**	**0.007**	**0.000**	**0.034**	0.144

ARRIVALS

Ref No	GFA	Survey Date	Start Time	End Time	Car Driver (	Car Driver (	Car Passen	HGV	Motor Cycl	Pedal Cycle	Rail	Unknown	Walk	All Modes
1121	36421	20/01/2014	1700	1800	0			5					0	5
641	5109	09/07/2008	1700	1800	6		1				1	1	13	22
Total	**41530**				**6**	**0**	**1**	**5**	**0**	**0**	**1**	**1**	**13**	27
Trip Rate per 100 sqm					**0.014**	**0.000**	**0.002**	**0.012**	**0.000**	**0.000**	**0.002**	**0.002**	**0.031**	0.065

DEPARTURES

Ref No	GFA	Survey Date	Start Time	End Time	Car Driver (	Car Driver (	Car Passen	HGV	Motor Cycl	Pedal Cycle	Rail	Unknown	Walk	
1121	36421	20/01/2014	1700	1800	11			1					6	18
641	5109	09/07/2008	1700	1800	22		4				7	0	28	61
Total	**41530**				**33**	**0**	**4**	**1**	**0**	**0**	**7**	**0**	**34**	79
Trip Rate per 100 sqm					**0.079**	**0.000**	**0.010**	**0.002**	**0.000**	**0.000**	**0.017**	**0.000**	**0.082**	0.190

TOTALS

Ref No	GFA	Survey Date	Start Time	End Time	Car Driver (	Car Driver (	Car Passen	HGV	Motor Cycl	Pedal Cycle	Rail	Unknown	Walk	
1121	36421	20/01/2014	1700	1800	11			6					6	23
641	5109	09/07/2008	1700	1800	28		5				8	1	41	83
Total	**41530**				**39**	**0**	**5**	**6**	**0**	**0**	**8**	**1**	**47**	106
Trip Rate per 100 sqm					**0.094**	**0.000**	**0.012**	**0.014**	**0.000**	**0.000**	**0.019**	**0.002**	**0.113**	0.255

APPENDIX F

TRICS Output – Residential Land Use

Calculation Reference: AUDIT-152301-151006-1014

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	HO	HOUNSLOW	1 days
	KI	KINGSTON	1 days
	KN	KENSINGTON AND CHELSEA	2 days
	SK	SOUTHWARK	2 days
	WH	WANDSWORTH	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 29 to 294 (units:)
Range Selected by User: 9 to 530 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 23/04/15

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

Selected survey days:

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

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

Selected survey types:

Manual count	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	2
Edge of Town Centre	6

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
Built-Up Zone	3
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.

Filtering Stage 3 selection:

Use Class:

C3	8 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	2 days
101,000 or More	2 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
500,001 or More	6 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	6 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	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.

LIST OF SITES relevant to selection parameters

1 HM-03-C-01 BLOCK OF FLATS HAMMERSMITH AND FULHAM
VANSTON PLACE

FULHAM
Town Centre
High Street
Total Number of dwellings: 42
Survey date: WEDNESDAY 16/07/14 Survey Type: MANUAL

2 HO-03-C-02 BLOCK OF FLATS HOUNSLOW
HIGH STREET

BRENTFORD
Town Centre
Built-Up Zone
Total Number of dwellings: 86
Survey date: WEDNESDAY 03/09/14 Survey Type: MANUAL

3 KI-03-C-02 BLOCK OF FLATS KINGSTON
SOPWITH WAY

KINGSTON UPON THAMES
Edge of Town Centre
No Sub Category
Total Number of dwellings: 132
Survey date: MONDAY 14/06/10 Survey Type: MANUAL

4 KN-03-C-02 BLOCK OF FLATS KENSINGTON AND CHELSEA
BECKFORD CLOSE

SOUTH KENSINGTON
Edge of Town Centre
Residential Zone
Total Number of dwellings: 294
Survey date: TUESDAY 15/06/10 Survey Type: MANUAL

5 KN-03-C-03 BLOCK OF FLATS KENSINGTON AND CHELSEA
ALLEN STREET

KENSINGTON
Edge of Town Centre
Residential Zone
Total Number of dwellings: 72
Survey date: FRIDAY 11/05/12 Survey Type: MANUAL

6 SK-03-C-01 BLOCK OF FLATS SOUTHWARK
PARK STREET

SOUTHWARK
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 53
Survey date: FRIDAY 19/09/14 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7 SK-03-C-02 BLOCK OF FLATS SOUTHWARK
LAMB WALK

BERMONDSEY
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 29
Survey date: THURSDAY 23/04/15 Survey Type: MANUAL

8 WH-03-C-01 BLOCKS OF FLATS WANDSWORTH
AMIES STREET

CLAPHAM JUNCTION
Edge of Town Centre
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY 09/05/12 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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.015	8	92	0.077	8	92	0.092
08:00 - 09:00	8	92	0.051	8	92	0.131	8	92	0.182
09:00 - 10:00	8	92	0.058	8	92	0.057	8	92	0.115
10:00 - 11:00	8	92	0.031	8	92	0.042	8	92	0.073
11:00 - 12:00	8	92	0.049	8	92	0.037	8	92	0.086
12:00 - 13:00	8	92	0.041	8	92	0.041	8	92	0.082
13:00 - 14:00	8	92	0.038	8	92	0.034	8	92	0.072
14:00 - 15:00	8	92	0.035	8	92	0.053	8	92	0.088
15:00 - 16:00	8	92	0.066	8	92	0.045	8	92	0.111
16:00 - 17:00	8	92	0.058	8	92	0.046	8	92	0.104
17:00 - 18:00	8	92	0.077	8	92	0.049	8	92	0.126
18:00 - 19:00	8	92	0.076	8	92	0.066	8	92	0.142
19:00 - 20:00	2	162	0.065	2	162	0.053	2	162	0.118
20:00 - 21:00	2	162	0.050	2	162	0.031	2	162	0.081
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.710			0.762			1.472

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:	29 - 294 (units:)
Survey date date range:	01/01/10 - 23/04/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.049	8	92	0.294	8	92	0.343
08:00 - 09:00	8	92	0.114	8	92	0.575	8	92	0.689
09:00 - 10:00	8	92	0.125	8	92	0.215	8	92	0.340
10:00 - 11:00	8	92	0.080	8	92	0.172	8	92	0.252
11:00 - 12:00	8	92	0.130	8	92	0.125	8	92	0.255
12:00 - 13:00	8	92	0.153	8	92	0.141	8	92	0.294
13:00 - 14:00	8	92	0.165	8	92	0.152	8	92	0.317
14:00 - 15:00	8	92	0.138	8	92	0.164	8	92	0.302
15:00 - 16:00	8	92	0.279	8	92	0.123	8	92	0.402
16:00 - 17:00	8	92	0.243	8	92	0.148	8	92	0.391
17:00 - 18:00	8	92	0.336	8	92	0.196	8	92	0.532
18:00 - 19:00	8	92	0.324	8	92	0.145	8	92	0.469
19:00 - 20:00	2	162	0.294	2	162	0.108	2	162	0.402
20:00 - 21:00	2	162	0.180	2	162	0.105	2	162	0.285
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.610			2.663			5.273

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:	29 - 294 (units:)
Survey date date range:	01/01/10 - 23/04/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	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 G

TRICS Output – B1 Office

Calculation Reference: AUDIT-152301-151006-1010

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
	HD	HILLINGDON	1 days
	WH	WANDSWORTH	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	1215 to 12100 (units: sqm)
Range Selected by User:	408 to 17187 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 19/05/15

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:

Tuesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	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:

Town Centre	3
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:

Commercial Zone	3
Built-Up 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.

Filtering Stage 3 selection:

Use Class:

B1	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	1 days
50,001 to 100,000	2 days

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

Population within 5 miles:

250,001 to 500,000	1 days
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	2 days
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	3 days

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

LIST OF SITES relevant to selection parameters

1	CI-02-A-02	OFFICES		CITY OF LONDON
	GRACECHURCH STREET			
	MONUMENT			
	CITY OF LONDON			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:		9803 sqm	
	Survey date: FRIDAY		29/11/13	Survey Type: MANUAL
2	CI-02-A-03	OFFICES		CITY OF LONDON
	MONUMENT STREET			
	MONUMENT			
	CITY OF LONDON			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:		1951 sqm	
	Survey date: FRIDAY		29/11/13	Survey Type: MANUAL
3	HD-02-A-07	DATA CENTRE		HILLINGDON
	MILLINGTON ROAD			
	HYDE PARK			
	HAYES			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:		12100 sqm	
	Survey date: TUESDAY		19/05/15	Survey Type: MANUAL
4	WH-02-A-02	OFFICES		WANDSWORTH
	BATTERSEA PARK ROAD			
	BATTERSEA			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1215 sqm	
	Survey date: THURSDAY		10/05/12	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 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	4	5708	0.236	4	5708	0.009	4	5708	0.245
07:30 - 08:00	4	5708	0.364	4	5708	0.048	4	5708	0.412
08:00 - 08:30	4	5708	0.832	4	5708	0.048	4	5708	0.880
08:30 - 09:00	4	5708	0.666	4	5708	0.013	4	5708	0.679
09:00 - 09:30	4	5708	0.241	4	5708	0.018	4	5708	0.259
09:30 - 10:00	4	5708	0.079	4	5708	0.022	4	5708	0.101
10:00 - 10:30	4	5708	0.070	4	5708	0.035	4	5708	0.105
10:30 - 11:00	4	5708	0.083	4	5708	0.039	4	5708	0.122
11:00 - 11:30	4	5708	0.039	4	5708	0.022	4	5708	0.061
11:30 - 12:00	4	5708	0.048	4	5708	0.057	4	5708	0.105
12:00 - 12:30	4	5708	0.053	4	5708	0.118	4	5708	0.171
12:30 - 13:00	4	5708	0.066	4	5708	0.061	4	5708	0.127
13:00 - 13:30	4	5708	0.066	4	5708	0.039	4	5708	0.105
13:30 - 14:00	4	5708	0.074	4	5708	0.044	4	5708	0.118
14:00 - 14:30	4	5708	0.035	4	5708	0.048	4	5708	0.083
14:30 - 15:00	4	5708	0.026	4	5708	0.035	4	5708	0.061
15:00 - 15:30	4	5708	0.048	4	5708	0.044	4	5708	0.092
15:30 - 16:00	4	5708	0.009	4	5708	0.118	4	5708	0.127
16:00 - 16:30	4	5708	0.026	4	5708	0.285	4	5708	0.311
16:30 - 17:00	4	5708	0.026	4	5708	0.280	4	5708	0.306
17:00 - 17:30	4	5708	0.035	4	5708	0.425	4	5708	0.460
17:30 - 18:00	4	5708	0.039	4	5708	0.766	4	5708	0.805
18:00 - 18:30	4	5708	0.013	4	5708	0.372	4	5708	0.385
18:30 - 19:00	4	5708	0.004	4	5708	0.162	4	5708	0.166
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:			3.178			3.108			6.286

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:	1215 - 12100 (units: sqm)
Survey date date range:	01/01/10 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	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	4	5708	0.385	4	5708	0.018	4	5708	0.403
07:30 - 08:00	4	5708	0.745	4	5708	0.057	4	5708	0.802
08:00 - 08:30	4	5708	1.721	4	5708	0.048	4	5708	1.769
08:30 - 09:00	4	5708	1.739	4	5708	0.022	4	5708	1.761
09:00 - 09:30	4	5708	0.762	4	5708	0.022	4	5708	0.784
09:30 - 10:00	4	5708	0.311	4	5708	0.109	4	5708	0.420
10:00 - 10:30	4	5708	0.201	4	5708	0.145	4	5708	0.346
10:30 - 11:00	4	5708	0.223	4	5708	0.096	4	5708	0.319
11:00 - 11:30	4	5708	0.166	4	5708	0.210	4	5708	0.376
11:30 - 12:00	4	5708	0.145	4	5708	0.276	4	5708	0.421
12:00 - 12:30	4	5708	0.250	4	5708	0.565	4	5708	0.815
12:30 - 13:00	4	5708	0.508	4	5708	0.701	4	5708	1.209
13:00 - 13:30	4	5708	0.578	4	5708	0.473	4	5708	1.051
13:30 - 14:00	4	5708	0.491	4	5708	0.188	4	5708	0.679
14:00 - 14:30	4	5708	0.267	4	5708	0.188	4	5708	0.455
14:30 - 15:00	4	5708	0.241	4	5708	0.210	4	5708	0.451
15:00 - 15:30	4	5708	0.171	4	5708	0.206	4	5708	0.377
15:30 - 16:00	4	5708	0.105	4	5708	0.399	4	5708	0.504
16:00 - 16:30	4	5708	0.166	4	5708	0.762	4	5708	0.928
16:30 - 17:00	4	5708	0.131	4	5708	0.666	4	5708	0.797
17:00 - 17:30	4	5708	0.083	4	5708	1.406	4	5708	1.489
17:30 - 18:00	4	5708	0.088	4	5708	1.572	4	5708	1.660
18:00 - 18:30	4	5708	0.044	4	5708	0.736	4	5708	0.780
18:30 - 19:00	4	5708	0.018	4	5708	0.320	4	5708	0.338
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:			9.539			9.395			18.934

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:	1215 - 12100 (units: sqm)
Survey date date range:	01/01/10 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	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.