Trips and Parking Technical Note

Introduction

1.1 Mayer Brown Limited has been instructed by DPP Planning to provide highways information in support of an application for change of use from A3 to A5 for 194 Kentish Town Road, London.

1.2 The proposal is to redevelop the existing restaurant (A3) for use as a hot food takeaway (A5) that will be open daily from 11am until 11pm. It is noted that the existing restaurant offers an ancillary takeaway operation.

1.3 The site is located on a parade of shops on the eastern side of the A400 Kentish Town Road between the junctions with the residential side roads of Gaisford Street and Patshull Road. Both side roads have one-way restrictions with no access from Kentish Town Road.

1.4 The site location is shown in **Figure 1**.

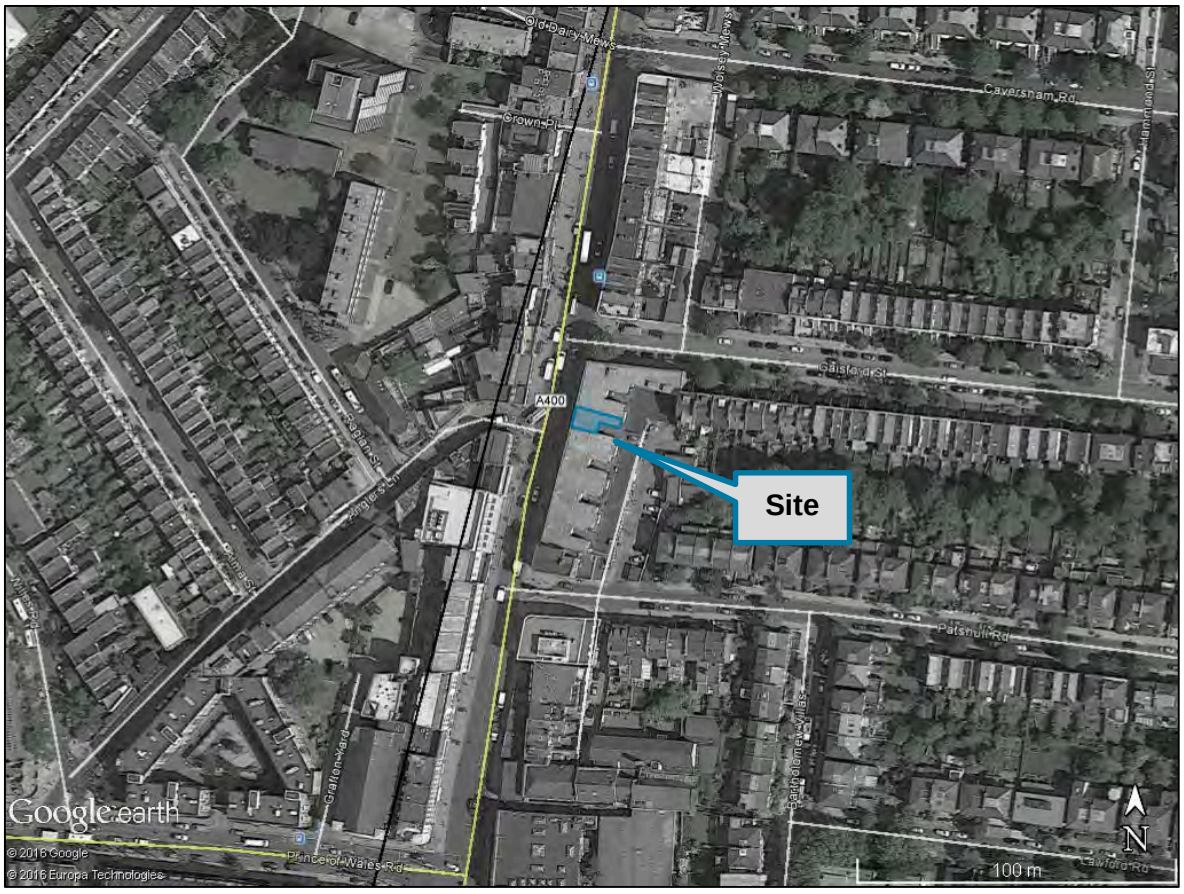


Figure 1: Site Location

1.5 The site is located in the main shopping area in Kentish Town, with a variety of retail and business units on both sides of the road, and is approximately 300m south of the Kentish Town Underground and Overground Stations. To the east of the proposed site and in the surrounding area it is mainly made up of residential properties.

Trips

1.6 The TRICS database has been interrogated to predict the number of arrivals and departures likely to be generated by the proposed takeaway. Specifically, use class 06 – Hotel, Food & Drink, G – Take-away shops have been considered. The resulting TRICS output is included at **Appendix A**.

1.7 The TRICS predicted weekday peak hour for the proposed takeaway has been identified as between 7pm and 8pm. **Table 1** shows the predicted trip rates and **Table 2** shows the predicted development trips during the peak hour and also the daily totals, based on the Gross Internal Area of the unit of 105.5 sqm.

Time	Arrivals	Departures	Total
19:00-20:00	17.472	17.472	34.944
10:00-00:00	131.357	130.2	261.557

Table 1: TRICS Predicted Vehicular Trip Rates (per 100 sqm)

Time	Arrivals	Departures	Total
19:00-20:00	18	18	37
10:00-00:00	139	137	276

Table 2: TRICS Predicted Development Vehicular Trips

1.8 It should be noted that the trip rates obtained from the TRICS database are derived from sites located throughout England. A site in Greater London can expect to generate fewer customer car trips than in other parts of the country due to higher levels of accessibility. The site at 194 Kentish Town Road is located in a highly accessible location with a Public Transport Accessibility Level (PTAL) rating of 6a (the second highest level achievable) and is in close proximity to residential properties. The predicted vehicular trips in **Table 2** can therefore be considered to be worse case with the actual vehicular trips anticipated to be lower.

1.9 Furthermore, the existing restaurant (A3 use) currently offers an ancillary takeaway operation and it is therefore considered that the predicted trips for the proposed A5 unit are likely to be similar to those currently generated by the A3 unit.

1.10 A predicted daily trips profile for the proposed takeaway based on the TRICS data is shown at **Figure 2**.

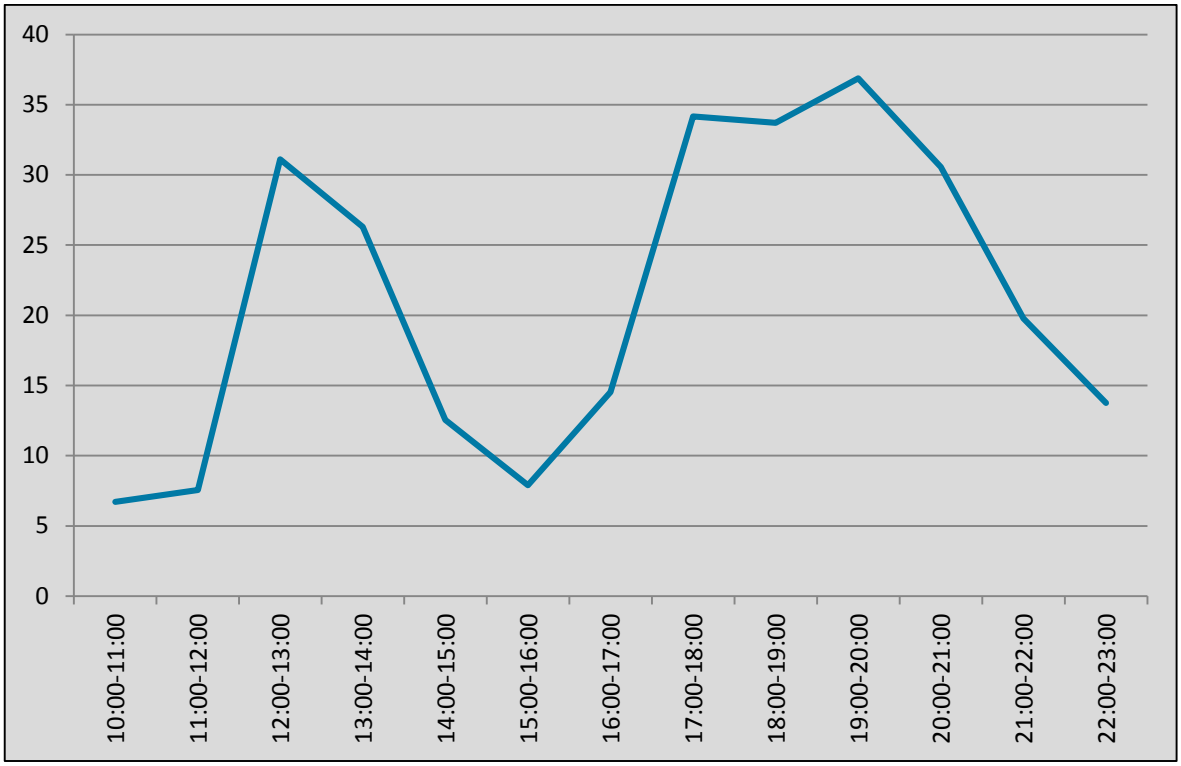


Figure 2: TRICS Predicted Total Daily Trips Profile

1.11 Annual Average Daily Flow (AADF) data has been obtained from the Department for Transport (DfT) for the A400 Kentish Town Road taken from a counter located at the junction with Holmes Road approximately 160m north of the site. The DfT AADF data revealed an average of 20,171 daily vehicle movements (in both directions) in 2014 (the most recent data available). Based on the predicted 276 total daily trips (arrivals and departures) for the proposed takeaway, this would result in an increase in daily vehicle movements of only 1.3%. In addition, it should be noted that the DfT data demonstrates that traffic numbers on the A400 Kentish Town Road have decreased considerably from 2006 with a total reduction of 17.4%. Therefore, it can be considered that the proposed development will have a negligible impact on the surrounding road network.

1.12 The average daily vehicle movements on the A400 Kentish Town Road are illustrated in **Figure 3**, and the AADF data obtained from the DfT is attached to this report at **Appendix B**.

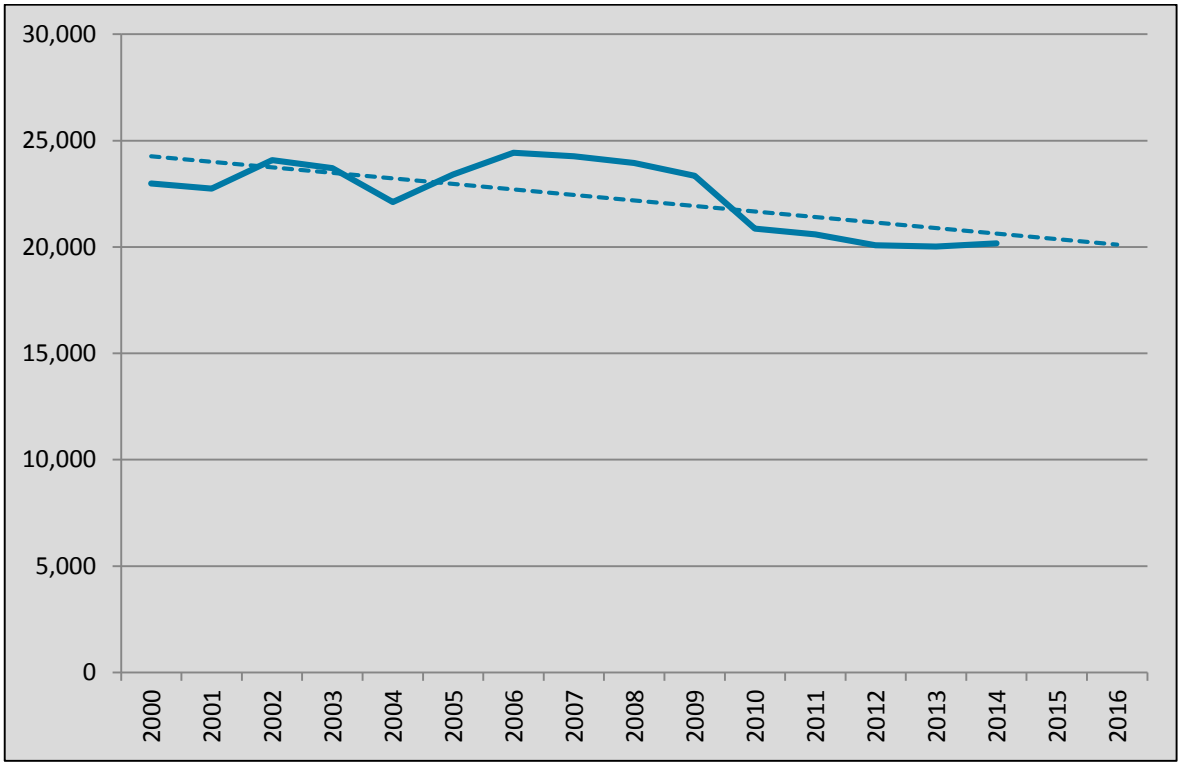


Figure 3: Average Daily Traffic Movements on Kentish Town Road (Based on DfT AADF Data)

Servicing

1.13 The proposed takeaway will be serviced approximately three times a week. Service vehicles will deliver to the site after the highway network PM peak, and before the AM peak. Once at the site the vehicle would be parked for the shortest time required to unload a single pallet, typically 15 minutes but no more than 20 minutes, and only one vehicle would be on site at any one time.

1.14 Deliveries are therefore made at a time and in a manner so as to cause minimum disruption to other road users whilst also keeping noise to a minimum to avoid disturbance to nearby residential properties.

Parking

On-Street Parking

1.15 On Kentish Town Road immediately adjacent the front of the site there is a parking bay for two vehicles with up to 2 hours parking charged at £1.60 per hour between 10am and 4pm from Monday to Friday. There is a further bay on the opposite side of the road just north of the site for approximately seven vehicles with up to 2 hours parking charged at £1.60 per hour between 7am and 7pm from Monday to Friday.

1.16 Just south of the site on Kentish Town Road is a signalised pedestrian crossing with zig-zag markings to both sides, thereby restricting parking. Further south, just beyond the junction with Patshull Road, there is a parking bay for four vehicles with up to 2 hours parking charged at £1.60 per hour between 7am and 7pm from Monday to Friday.

1.17 There are further parking bays on the side roads to the north and south of the site. There is parking for 10 vehicles on Gaisford Street to the north and for two vehicles on Patshull Road to the south, with up to 2 hours parking charged at £1.60 per hour between 8:30am and 6:30pm from Monday to Friday.

1.18 The demand from the takeaway will be for short term parking – for a few customers collecting orders. Furthermore, the greatest demand for parking from a takeaway would be after the restricted parking hours, during the evening. It should be noted that the existing A3 use of the site would have generated a demand for parking from restaurant customers, both those having a meal and those collecting takeaway orders, that will no longer exist.

1.19 It can therefore be stated that the parking available in the vicinity of the site offers adequate capacity for the likely demand of the takeaway, especially when considering that the greatest demand for parking will be in the evening when the demand from neighbouring shops will be less as they will have closed.

1.20 The nearby residential properties and local knowledge of the parking restrictions in the vicinity of the site mean that the number of customers collecting orders by car is expected to be minimal. It is also noted that there are a number of M-hoop bicycle parking stands located along both sides of Kentish Town Road that will further encourage non-car use. In addition to the excellent public transport links, with frequent bus services serving stops on both sides of Kentish Town Road approximately 50m north of the site, members of staff will therefore be encouraged not to drive to the site.

Summary and Conclusion

1.21 This Trips and Parking Technical Note has been produced on behalf of DPP Planning to provide highways information in support of an application for change of use from A3 to A5 for 194 Kentish Town Road, London.

1.22 Through interrogation of the TRICS database, it is predicted that the proposed takeaway would generate a maximum of just one additional vehicle movement every 97 seconds during the operational peak hour which is outside of the network peak.

1.23 Deliveries to the takeaway will take place three times a week using a single delivery vehicle and will be made at a time and in a manner so as to cause minimum disruption to other road users and minimise disturbance to nearby residential properties.

1.24 There is on-street parking available in close proximity to the site which offers adequate parking for the low demand of the takeaway store.

1.25 Based on the evidence produced in this note, it is concluded that the proposed development would not have a material traffic impact and would not have a detrimental impact on local parking. It is therefore recommended that the application is approved on these grounds.

Author: RDG

Date: 26th May 2016

APPENDIX A: TRICS Output

Calculation Reference: AUDIT-807401-150305-0339

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : G - TAKE-AWAY SHOPS (eg. fish bars etc)
VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	LB	LAMBETH	1 days
02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 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: 45 to 229 (units: sqm)
Range Selected by User: 45 to 500 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 23/11/09

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Friday	5 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	4

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	4
Retail Zone	1
Built-Up Zone	1
Village	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:

A5	7 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:

1,001 to 5,000	1 days
15,001 to 20,000	4 days
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:

25,001 to 50,000	1 days
100,001 to 125,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	4 days
1.6 to 2.0	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:

No	7 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	CH-06-G-01	FISH AND CHIPS		CHESHIRE
	EARLE STREET			
	CREWE			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:		45 sqm	
	Survey date: FRIDAY		17/10/08	Survey Type: MANUAL
2	CH-06-G-02	CHINESE		CHESHIRE
	CREWE ROAD			
	WINTERLEY			
	NEAR CREWE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Gross floor area:		90 sqm	
	Survey date: FRIDAY		28/11/08	Survey Type: MANUAL
3	HF-06-G-01	CHIP SHOP		HERTFORDSHIRE
	COURTLANDS DRIVE			
	WATFORD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		100 sqm	
	Survey date: MONDAY		14/07/08	Survey Type: MANUAL
4	LB-06-G-01	NOODLE BAR		LAMBETH
	BELVEDERE ROAD			
	WATERLOO			
	WATERLOO			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		229 sqm	
	Survey date: FRIDAY		21/11/08	Survey Type: MANUAL
5	LE-06-G-01	FISH BAR		LEICESTERSHIRE
	HIGHCROFT AVENUE			
	OADBY			
	LEICESTER			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		75 sqm	
	Survey date: FRIDAY		19/06/09	Survey Type: MANUAL
6	NR-06-G-01	CHIP SHOP		NORTHAMPTONSHIRE
	OCCUPATION ROAD			
	CORBY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		100 sqm	
	Survey date: WEDNESDAY		19/11/08	Survey Type: MANUAL
7	WM-06-G-01	FISH SALOON		WEST MIDLANDS
	HOLYHEAD ROAD			
	COVENTRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		65 sqm	
	Survey date: FRIDAY		28/09/07	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 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	55	3.636	2	55	2.727	2	55	6.363
11:00 - 12:00	6	102	3.746	6	102	3.420	6	102	7.166
12:00 - 13:00	6	102	15.309	6	102	14.169	6	102	29.478
13:00 - 14:00	6	102	12.866	6	102	12.052	6	102	24.918
14:00 - 15:00	6	102	5.700	6	102	6.189	6	102	11.889
15:00 - 16:00	6	102	3.420	6	102	4.072	6	102	7.492
16:00 - 17:00	7	101	7.244	7	101	6.534	7	101	13.778
17:00 - 18:00	7	101	15.909	7	101	16.477	7	101	32.386
18:00 - 19:00	7	101	16.193	7	101	15.767	7	101	31.960
19:00 - 20:00	7	101	17.472	7	101	17.472	7	101	34.944
20:00 - 21:00	7	101	14.347	7	101	14.631	7	101	28.978
21:00 - 22:00	7	101	9.091	7	101	9.659	7	101	18.750
22:00 - 23:00	6	110	6.222	6	110	6.829	6	110	13.051
23:00 - 24:00	4	124	0.202	4	124	0.202	4	124	0.404
Total Rates:			131.357			130.200			261.557

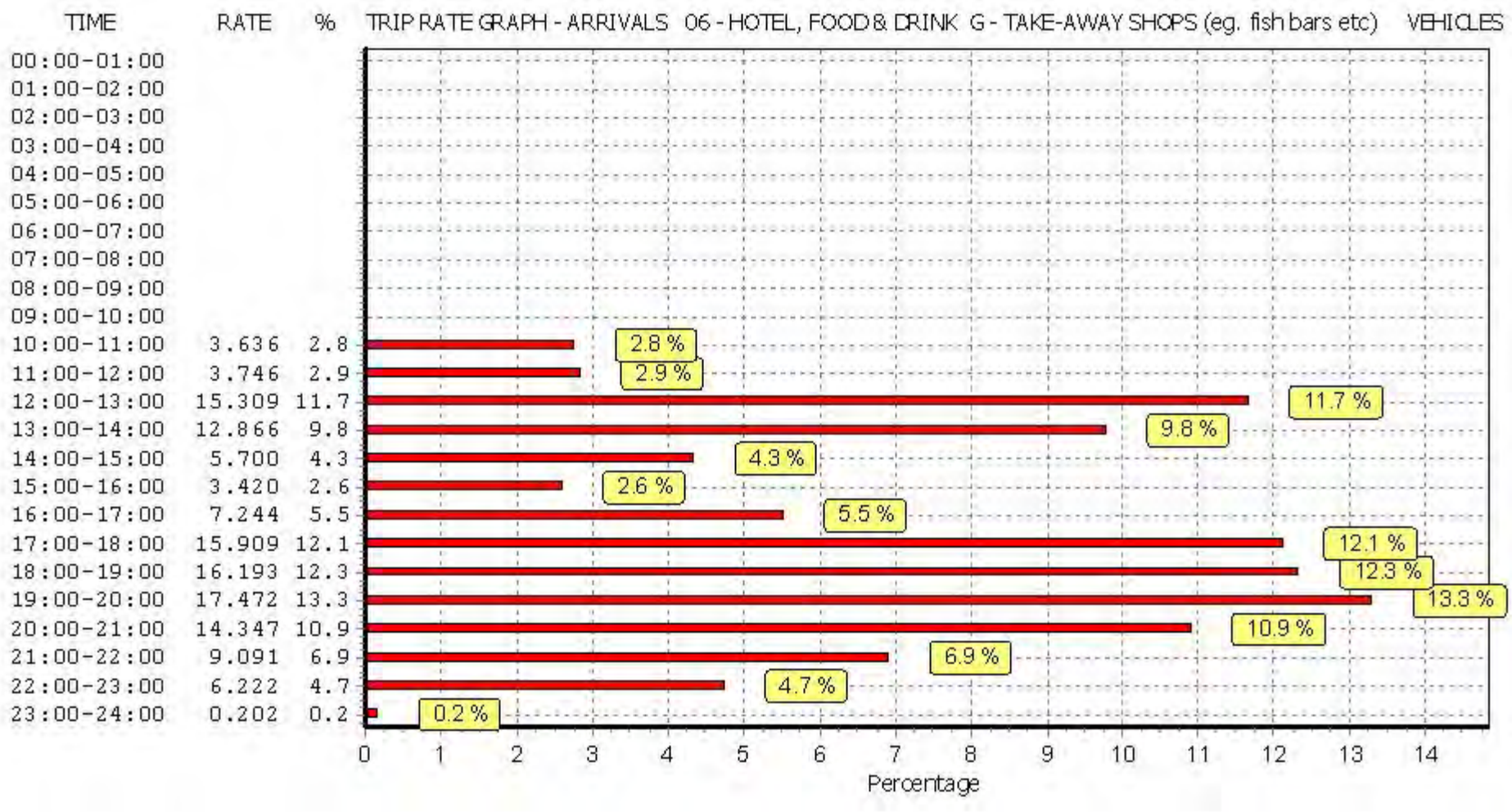
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

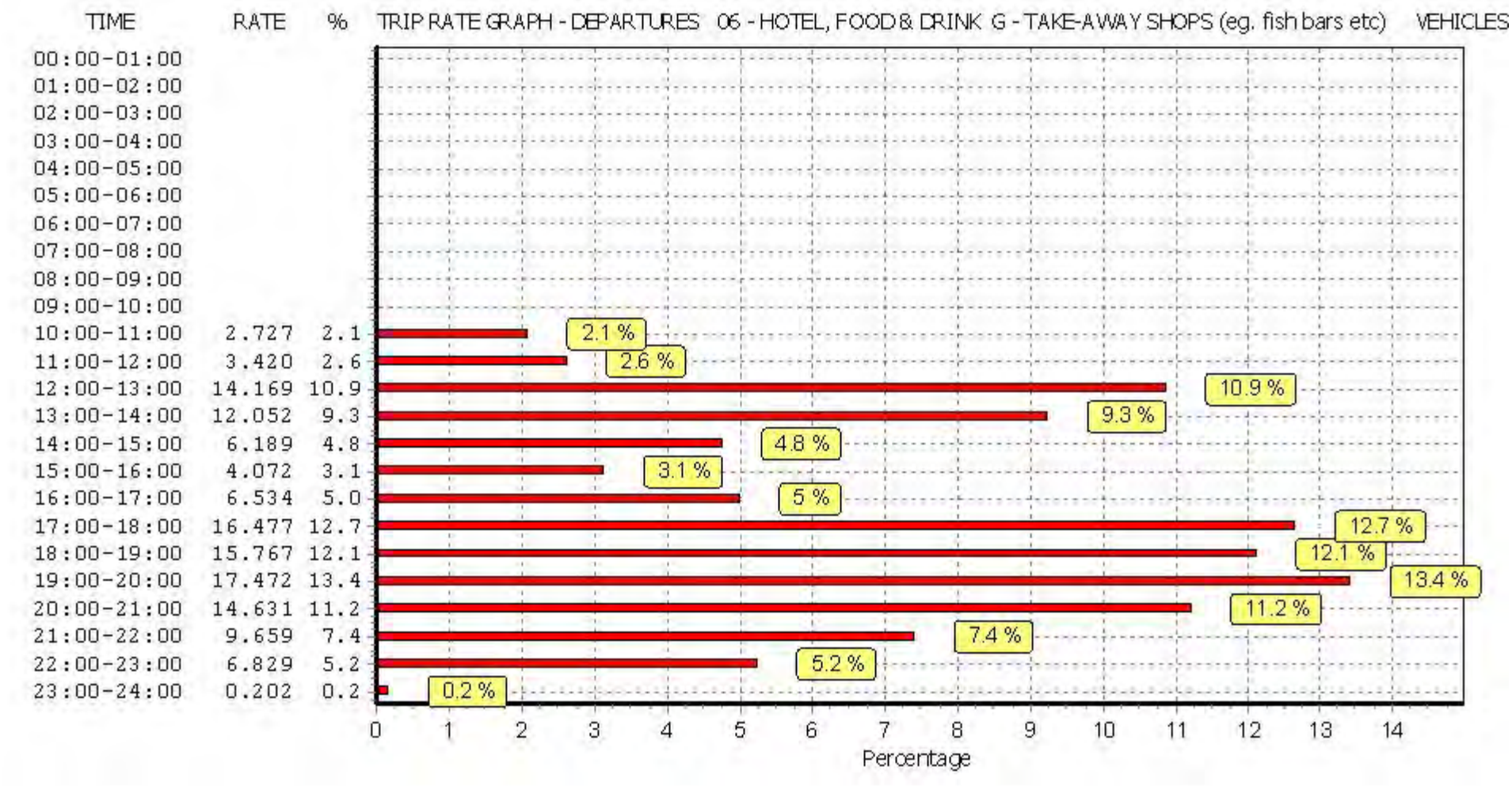
Parameter summary

Trip rate parameter range selected:	45 - 229 (units: sqm)
Survey date date range:	01/01/06 - 23/11/09
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

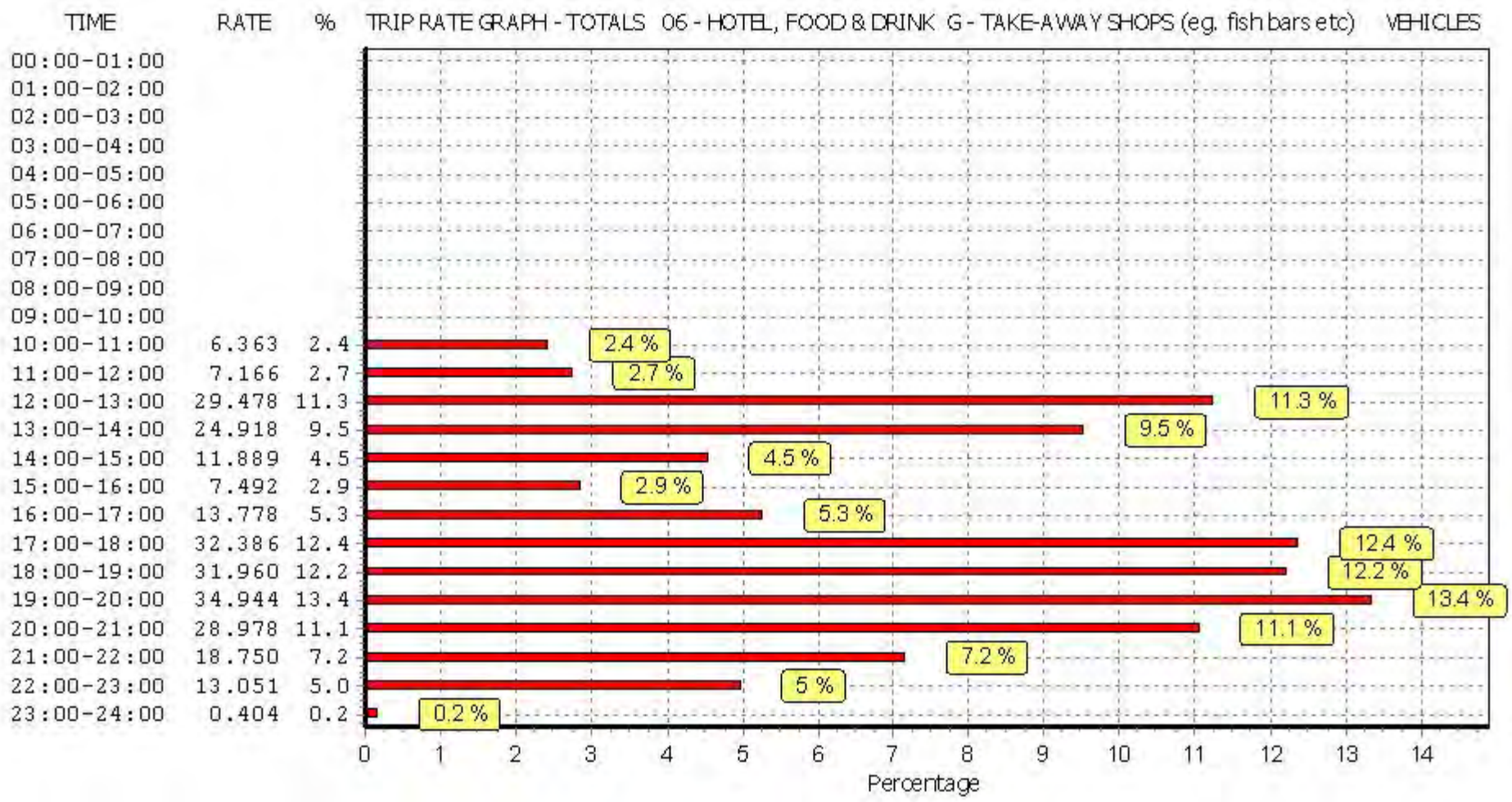
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	55	0.000	2	55	0.000	2	55	0.000
11:00 - 12:00	6	102	0.000	6	102	0.000	6	102	0.000
12:00 - 13:00	6	102	0.326	6	102	0.326	6	102	0.652
13:00 - 14:00	6	102	0.163	6	102	0.163	6	102	0.326
14:00 - 15:00	6	102	0.000	6	102	0.000	6	102	0.000
15:00 - 16:00	6	102	0.163	6	102	0.163	6	102	0.326
16:00 - 17:00	7	101	0.284	7	101	0.284	7	101	0.568
17:00 - 18:00	7	101	0.426	7	101	0.426	7	101	0.852
18:00 - 19:00	7	101	0.284	7	101	0.284	7	101	0.568
19:00 - 20:00	7	101	0.284	7	101	0.284	7	101	0.568
20:00 - 21:00	7	101	0.000	7	101	0.000	7	101	0.000
21:00 - 22:00	7	101	0.142	7	101	0.142	7	101	0.284
22:00 - 23:00	6	110	0.000	6	110	0.000	6	110	0.000
23:00 - 24:00	4	124	0.000	4	124	0.000	4	124	0.000
Total Rates:			2.072			2.072			4.144

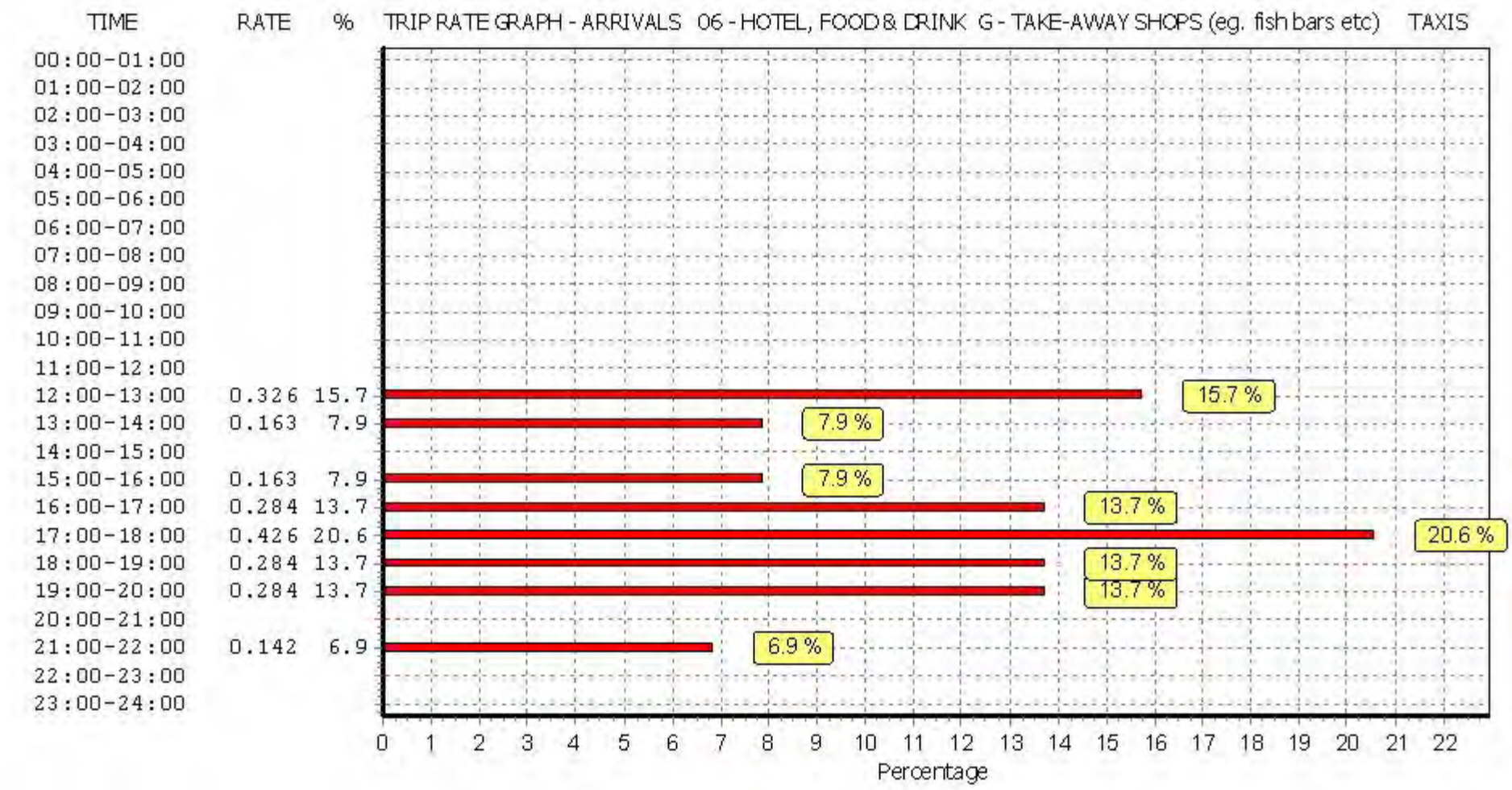
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

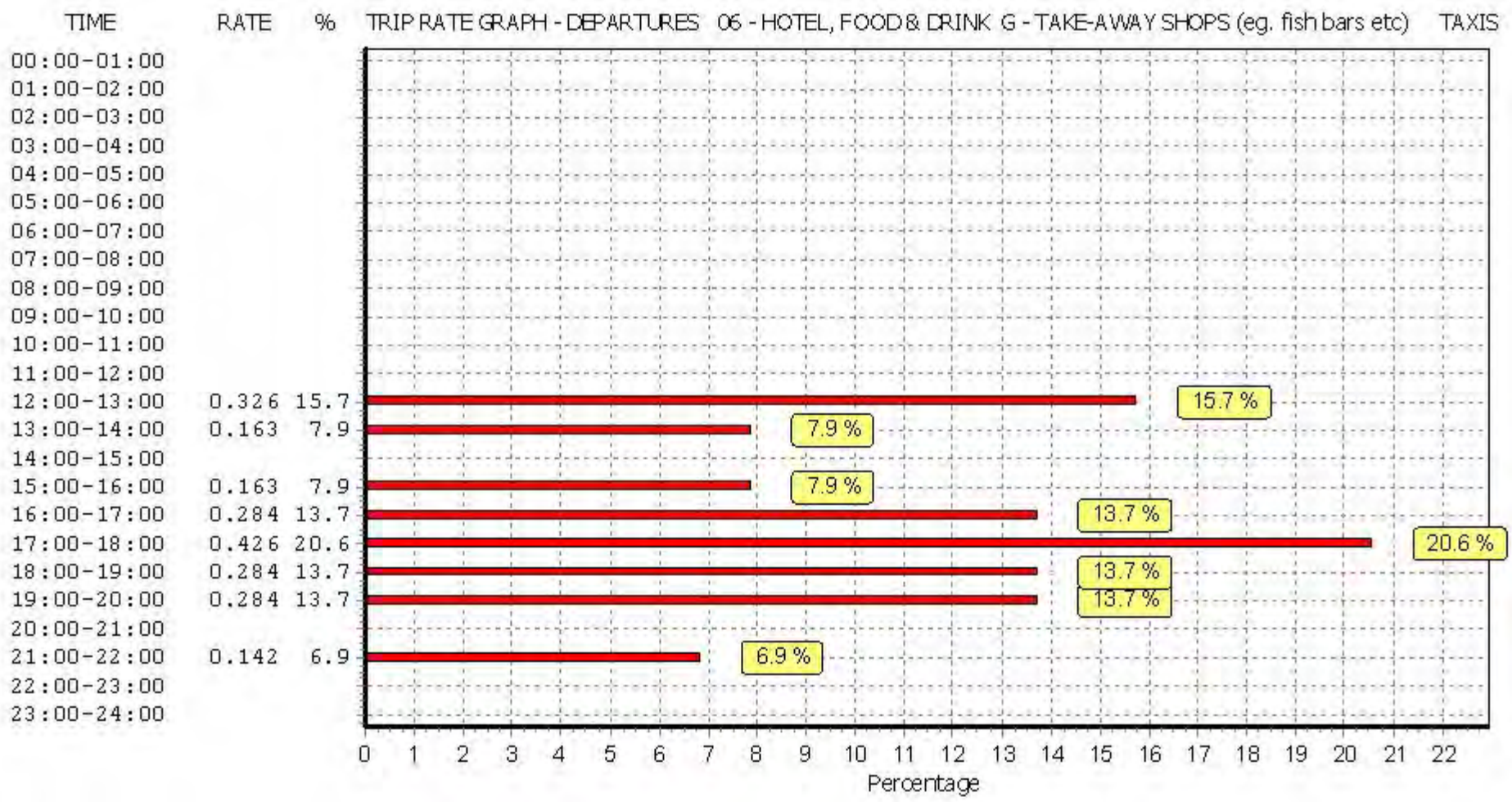
Parameter summary

Trip rate parameter range selected:	45 - 229 (units: sqm)
Survey date date range:	01/01/06 - 23/11/09
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

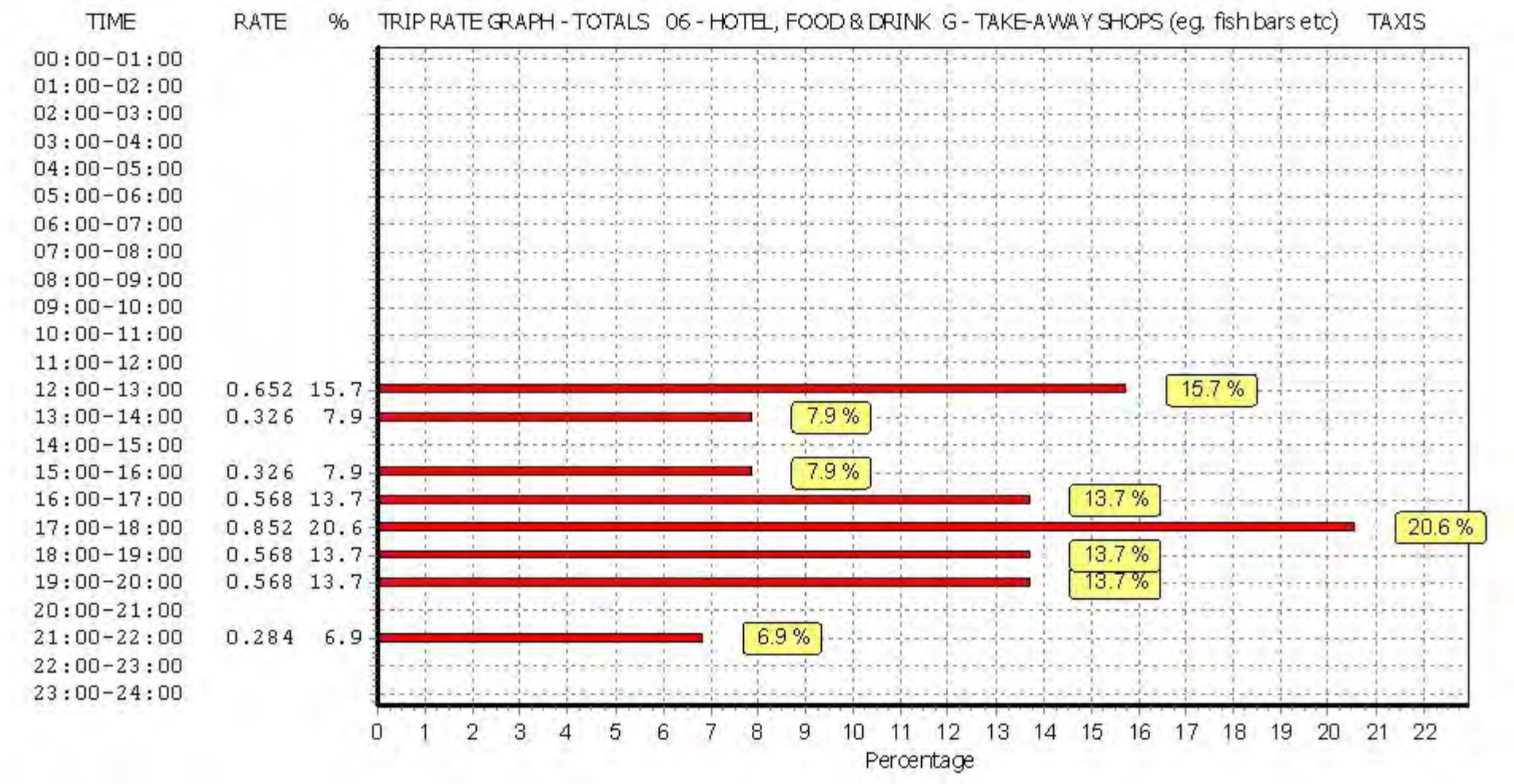
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	55	1.818	2	55	1.818	2	55	3.636
11:00 - 12:00	6	102	0.326	6	102	0.163	6	102	0.489
12:00 - 13:00	6	102	0.326	6	102	0.326	6	102	0.652
13:00 - 14:00	6	102	0.489	6	102	0.651	6	102	1.140
14:00 - 15:00	6	102	0.000	6	102	0.000	6	102	0.000
15:00 - 16:00	6	102	0.000	6	102	0.000	6	102	0.000
16:00 - 17:00	7	101	0.284	7	101	0.284	7	101	0.568
17:00 - 18:00	7	101	0.000	7	101	0.000	7	101	0.000
18:00 - 19:00	7	101	0.000	7	101	0.000	7	101	0.000
19:00 - 20:00	7	101	0.000	7	101	0.000	7	101	0.000
20:00 - 21:00	7	101	0.000	7	101	0.000	7	101	0.000
21:00 - 22:00	7	101	0.142	7	101	0.142	7	101	0.284
22:00 - 23:00	6	110	0.000	6	110	0.000	6	110	0.000
23:00 - 24:00	4	124	0.000	4	124	0.000	4	124	0.000
Total Rates:			3.385			3.384			6.769

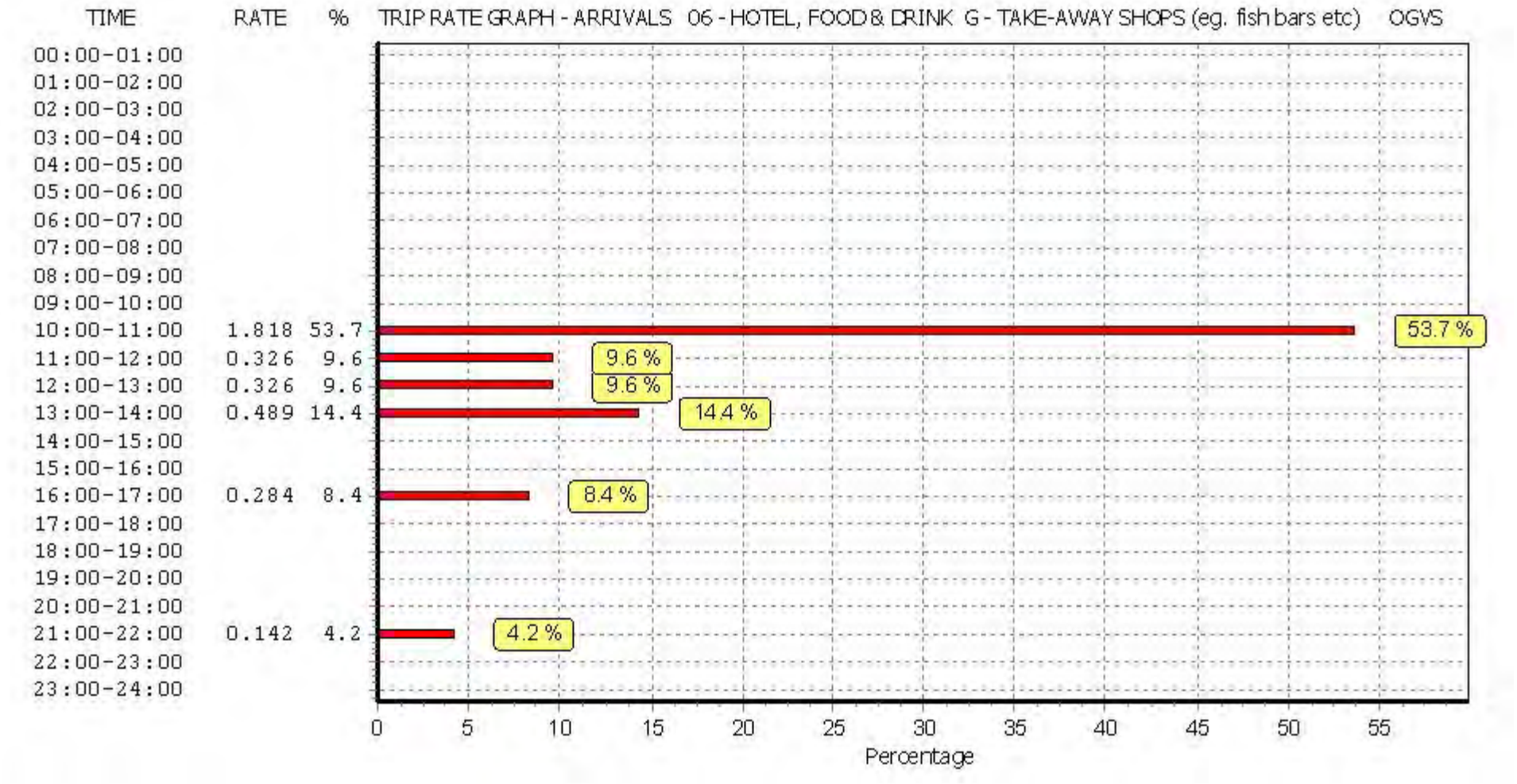
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

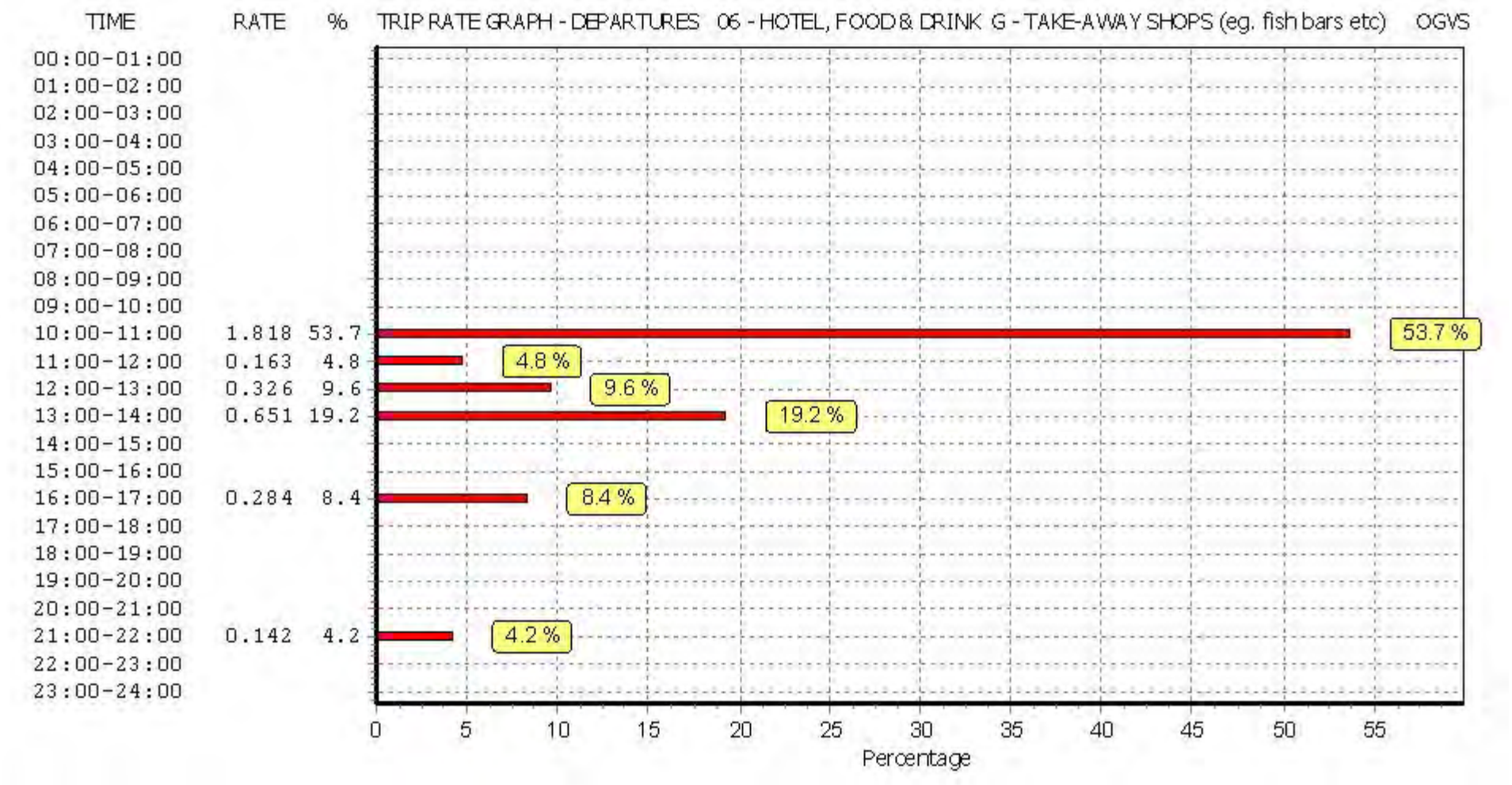
Parameter summary

Trip rate parameter range selected:	45 - 229 (units: sqm)
Survey date date range:	01/01/06 - 23/11/09
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

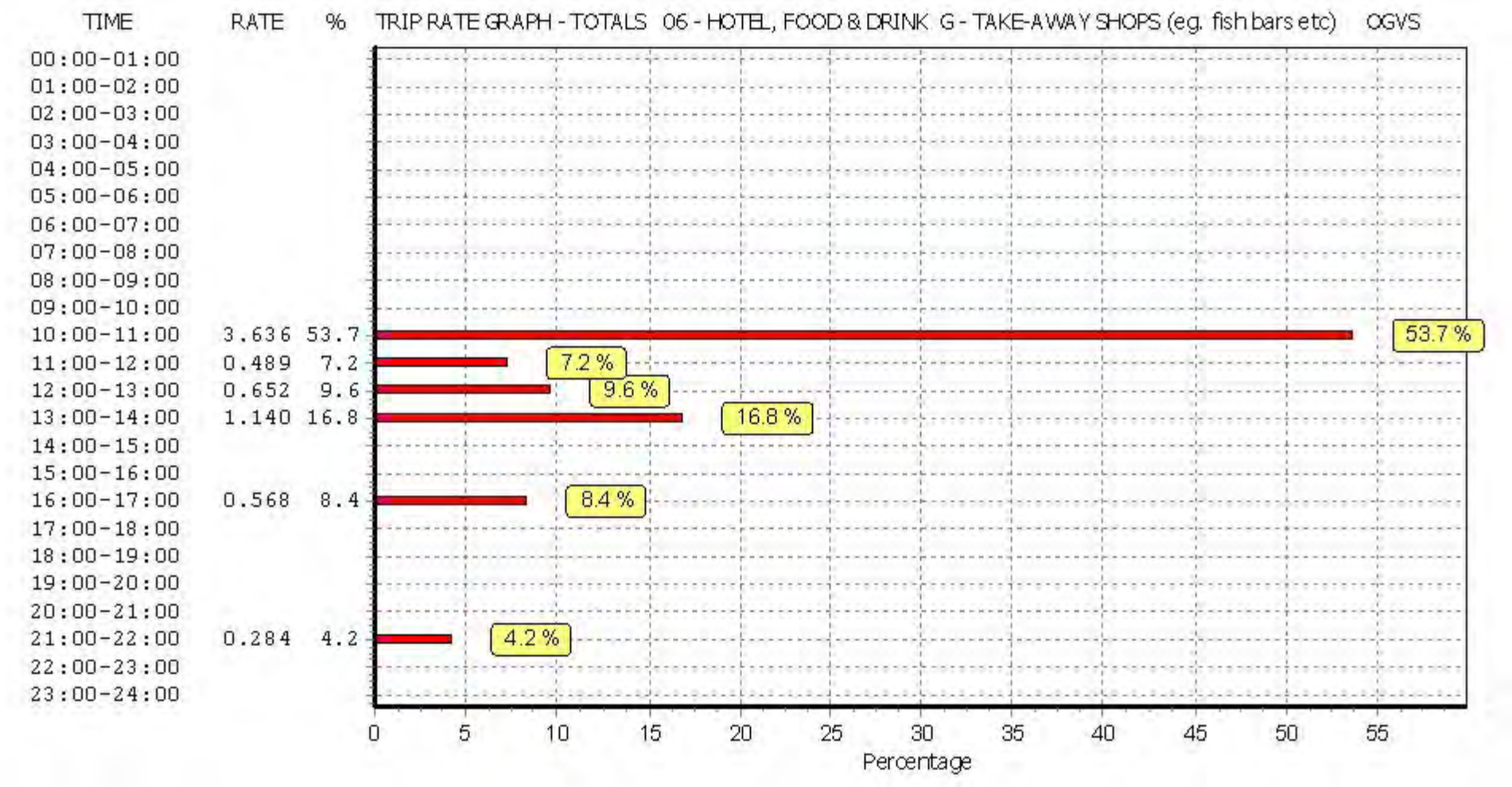
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	55	0.000	2	55	0.000	2	55	0.000
11:00 - 12:00	6	102	0.000	6	102	0.000	6	102	0.000
12:00 - 13:00	6	102	0.163	6	102	0.163	6	102	0.326
13:00 - 14:00	6	102	0.000	6	102	0.000	6	102	0.000
14:00 - 15:00	6	102	0.000	6	102	0.000	6	102	0.000
15:00 - 16:00	6	102	0.000	6	102	0.000	6	102	0.000
16:00 - 17:00	7	101	0.000	7	101	0.000	7	101	0.000
17:00 - 18:00	7	101	0.000	7	101	0.000	7	101	0.000
18:00 - 19:00	7	101	0.000	7	101	0.000	7	101	0.000
19:00 - 20:00	7	101	0.000	7	101	0.000	7	101	0.000
20:00 - 21:00	7	101	0.000	7	101	0.000	7	101	0.000
21:00 - 22:00	7	101	0.000	7	101	0.000	7	101	0.000
22:00 - 23:00	6	110	0.000	6	110	0.000	6	110	0.000
23:00 - 24:00	4	124	0.000	4	124	0.000	4	124	0.000
Total Rates:			0.163			0.163			0.326

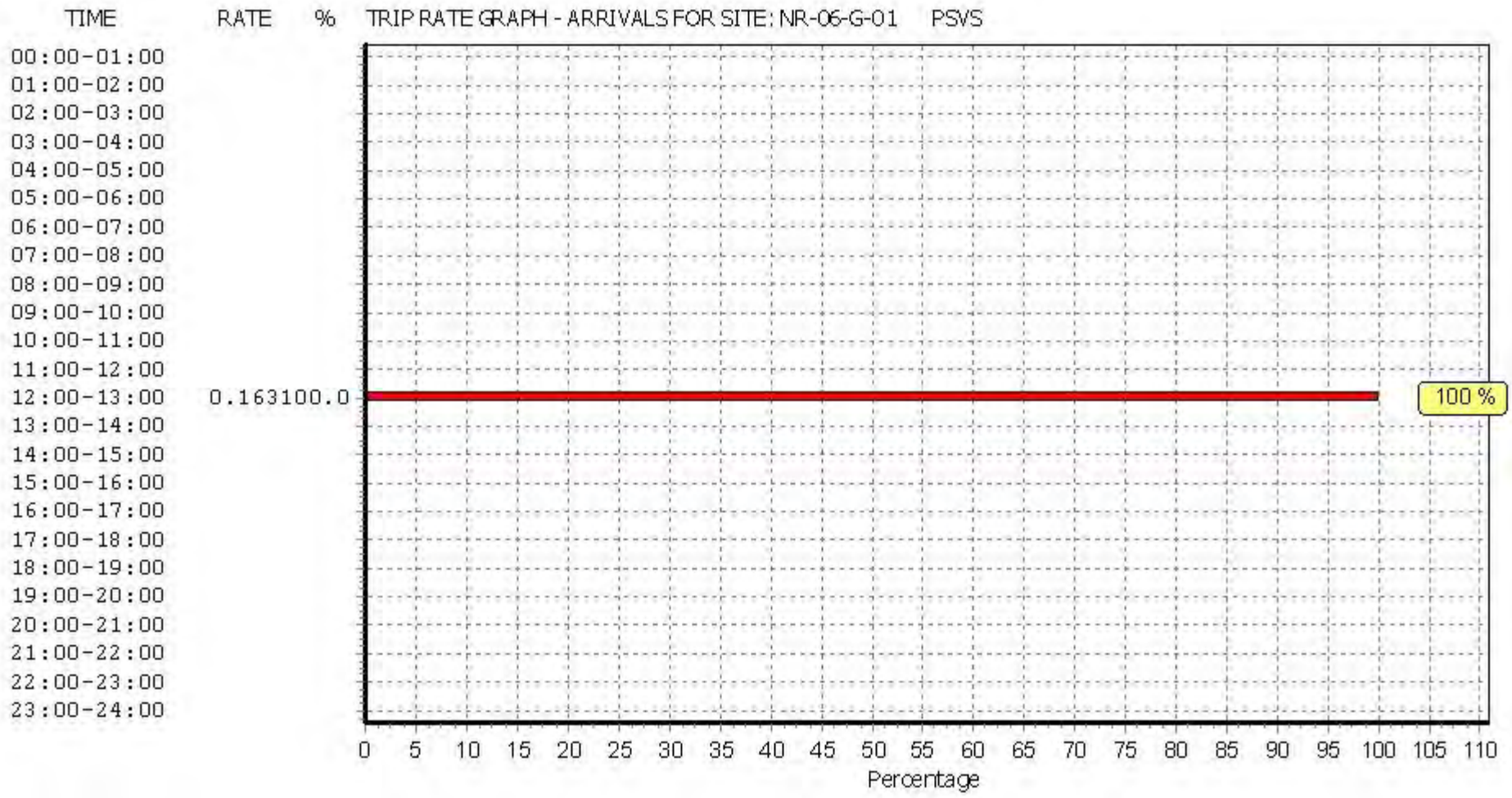
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

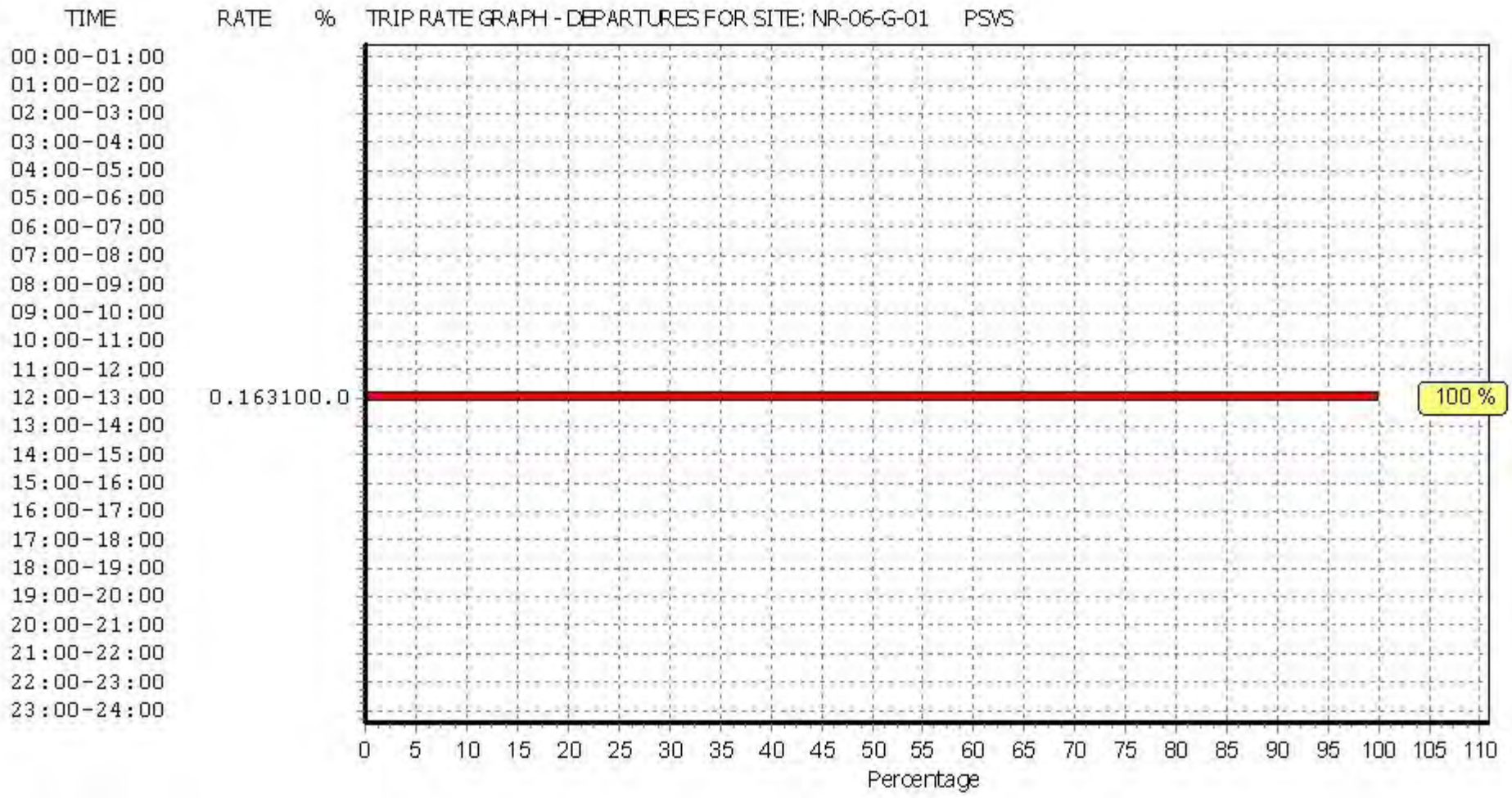
Parameter summary

Trip rate parameter range selected:	45 - 229 (units: sqm)
Survey date date range:	01/01/06 - 23/11/09
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

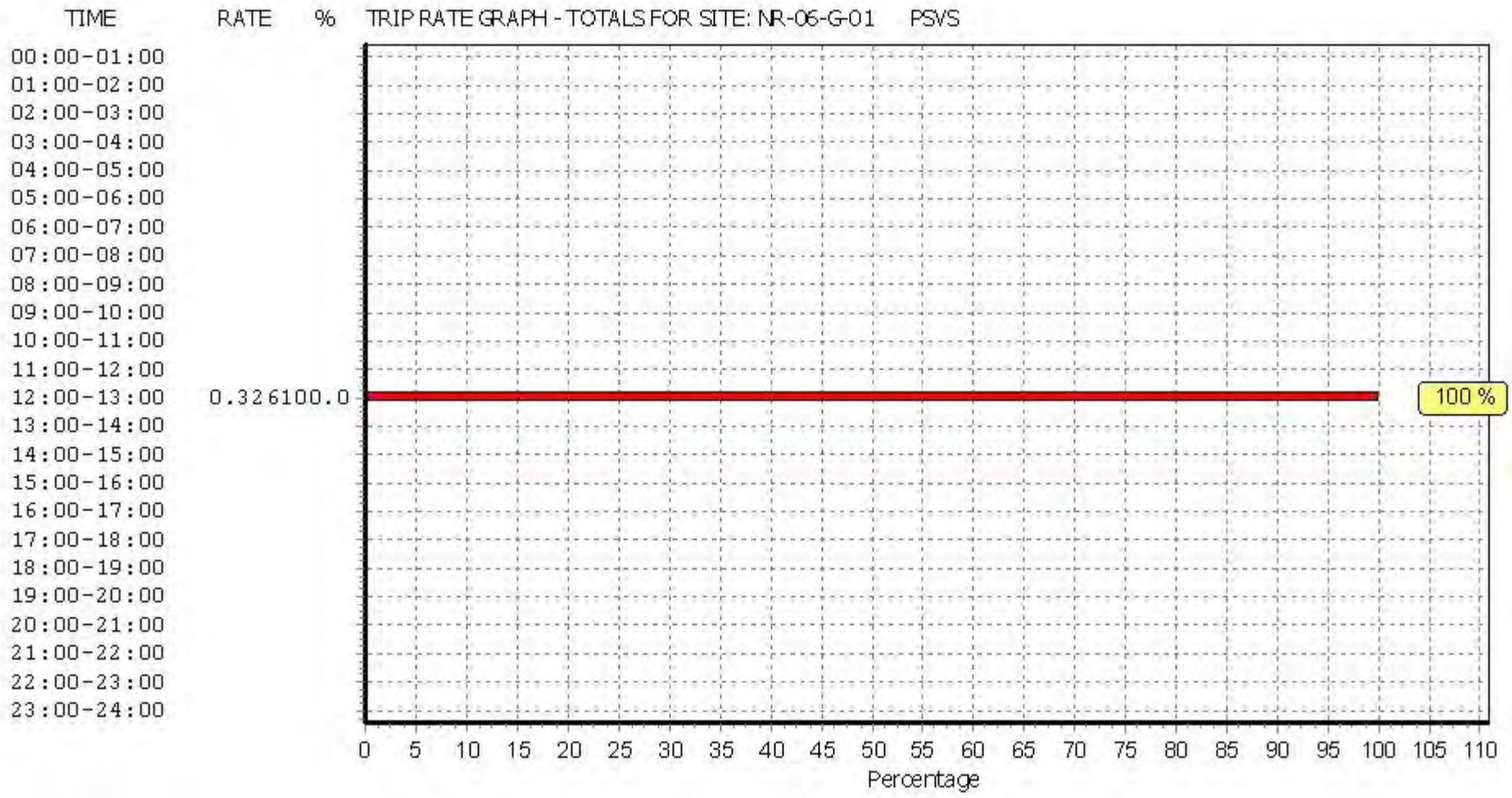
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	55	0.000	2	55	0.000	2	55	0.000
11:00 - 12:00	6	102	0.489	6	102	0.000	6	102	0.489
12:00 - 13:00	6	102	0.163	6	102	0.651	6	102	0.814
13:00 - 14:00	6	102	0.000	6	102	0.000	6	102	0.000
14:00 - 15:00	6	102	0.000	6	102	0.000	6	102	0.000
15:00 - 16:00	6	102	0.163	6	102	0.163	6	102	0.326
16:00 - 17:00	7	101	0.852	7	101	0.568	7	101	1.420
17:00 - 18:00	7	101	1.847	7	101	2.131	7	101	3.978
18:00 - 19:00	7	101	0.994	7	101	0.994	7	101	1.988
19:00 - 20:00	7	101	0.142	7	101	0.142	7	101	0.284
20:00 - 21:00	7	101	0.426	7	101	0.142	7	101	0.568
21:00 - 22:00	7	101	0.426	7	101	0.710	7	101	1.136
22:00 - 23:00	6	110	0.000	6	110	0.000	6	110	0.000
23:00 - 24:00	4	124	0.000	4	124	0.000	4	124	0.000
Total Rates:			5.502			5.501			11.003

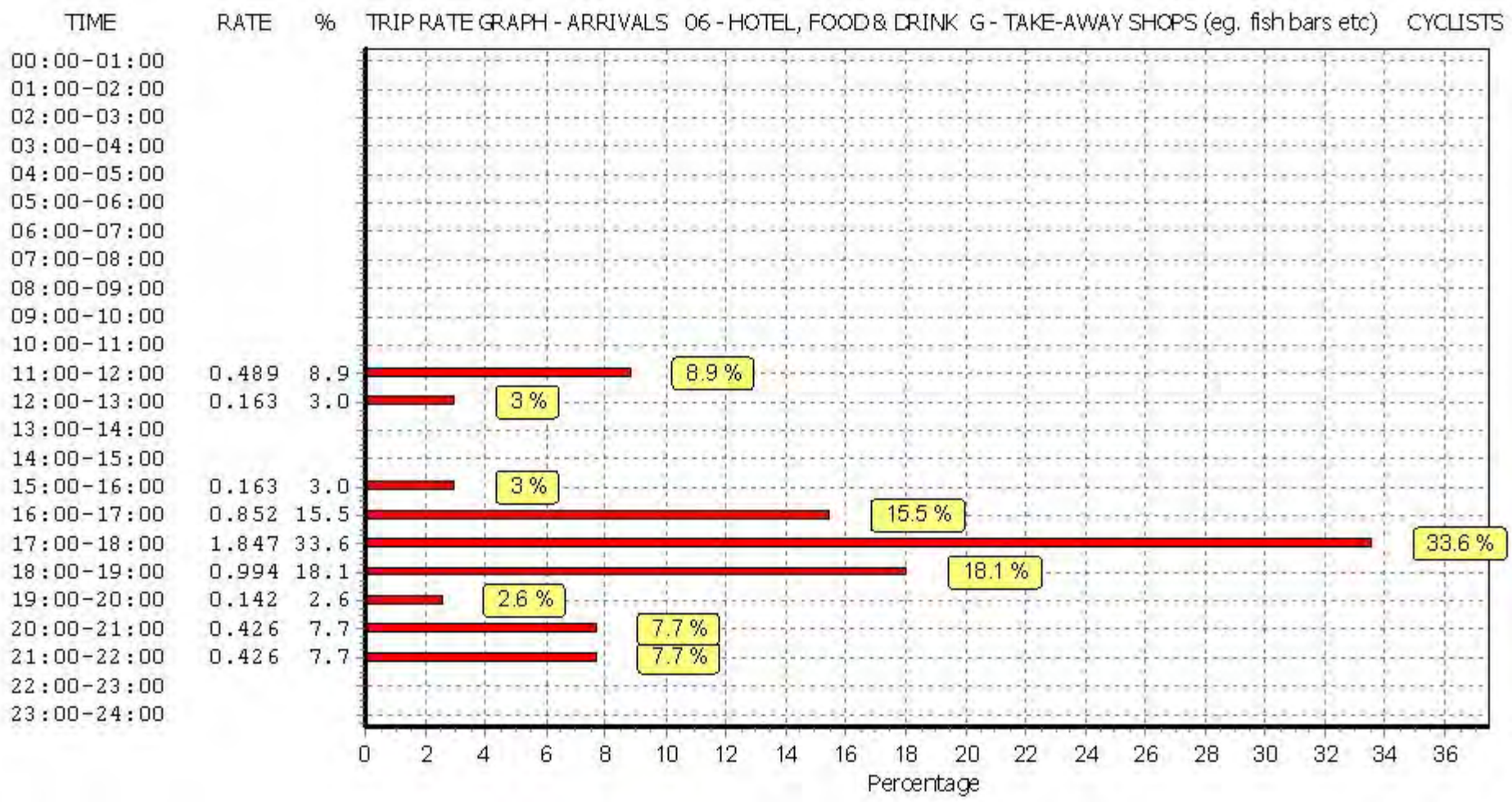
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

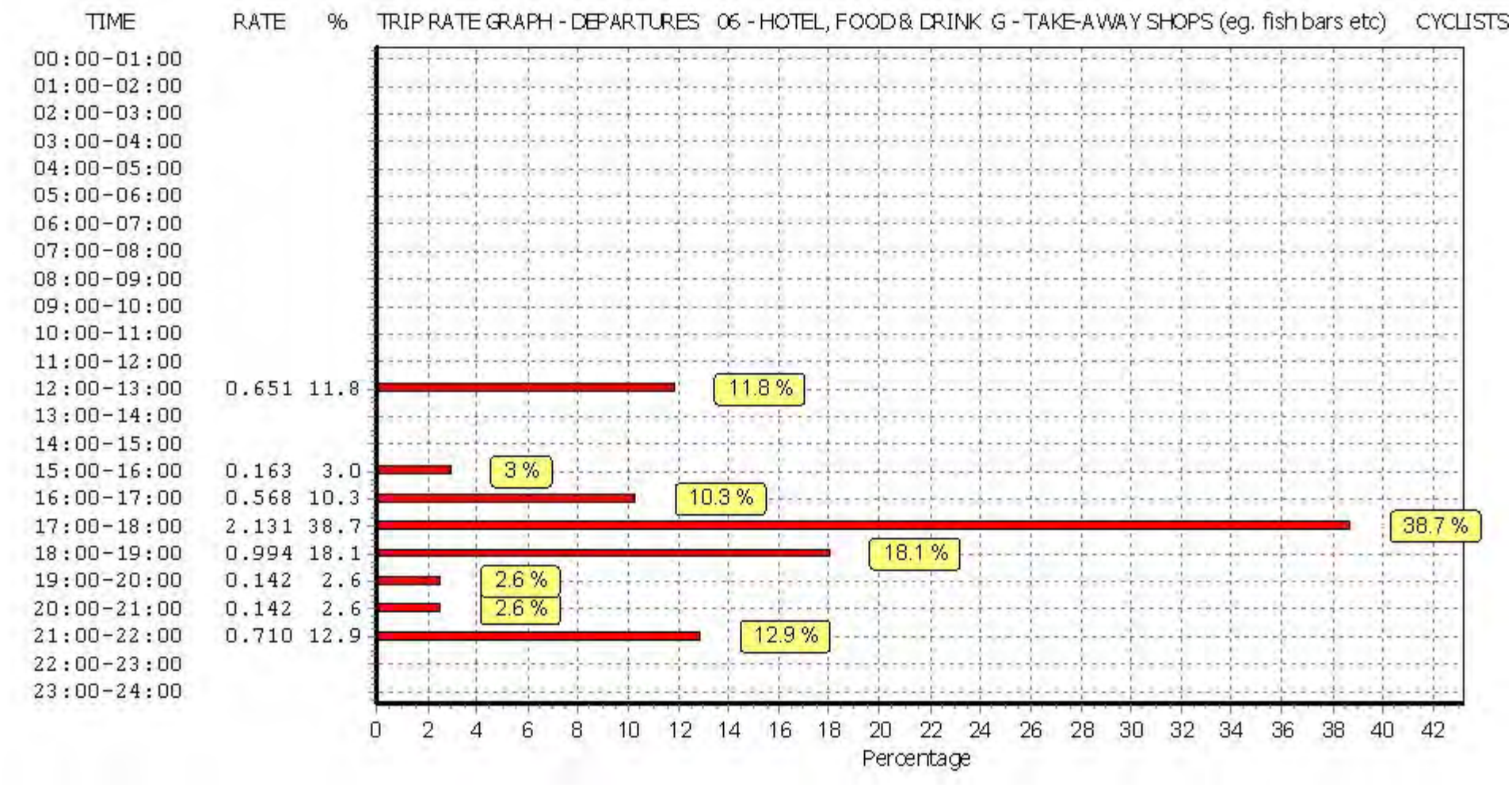
Parameter summary

Trip rate parameter range selected:	45 - 229 (units: sqm)
Survey date date range:	01/01/06 - 23/11/09
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

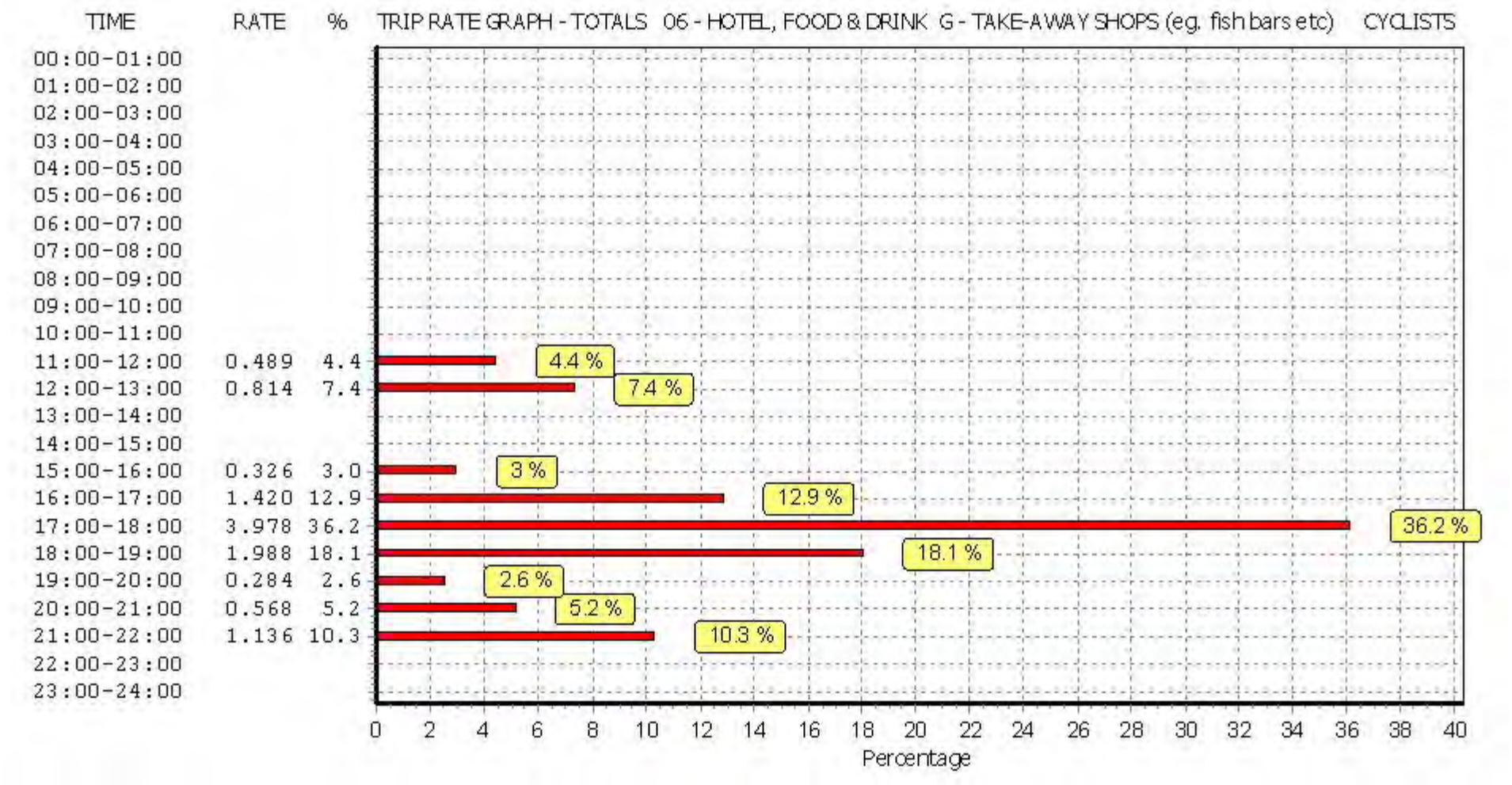
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

APPENDIX B: DfT AADF Data

AADFYear	CP	Region	LocalAuthority	Road	RoadCategory	Easting	Northing	StartJunction	EndJunction	LinkLength_km	LinkLength_miles	PedalCycles	Motorcycles	CarsTaxis	BusesCoaches	LightGoodsVehicles	V2AxleRigidHGV	V3AxleRigidHGV	V4or5AxleRigidHGV	V3or4AxleArticHGV	V5AxleArticHGV	V6orMoreAxleArticHGV	AllHGVs	AllMotorVehicles
2000	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.86	951	1048	17874	940	2457	575	47	13	11	11	1	658	22977
2001	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.86	1083	1166	17463	936	2511	573	55	13	10	9	1	661	22737
2002	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.86	516	475	19531	643	2789	540	39	20	23	22	6	650	24088
2003	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.86	602	495	18867	778	2979	481	37	20	26	22	8	594	23713
2004	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.86	638	521	16961	846	3116	544	44	24	24	20	9	665	22109
2005	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.86	1631	1310	17061	918	3386	632	48	24	10	6	6	726	23401
2006	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.86	2118	1426	17718	1003	3590	602	45	25	10	5	6	693	24430
2007	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.86	2095	1460	17505	987	3672	549	40	25	8	5	6	633	24257
2008	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.86	2149	1485	17138	1003	3668	557	46	26	7	5	6	647	23941
2009	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.86	2130	1443	16675	1028	3554	557	50	27	7	5	6	652	23352
2010	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.86	3713	1321	14218	1122	3343	714	75	22	22	12	18	863	20867
2011	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.86	3650	1298	14019	1136	3286	701	80	25	17	12	19	854	20593
2012	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.86	3750	1235	13561	1197	3180	738	91	30	13	12	20	903	20076
2013	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.9	3573	1137	13471	1265	3206	758	101	34	11	12	23	939	20018
2014	17007	London	Camden	A400	PU	529000	185000	Royal College St	LA Boundary	1.4	0.87	3845	1166	13670	1230	3267	667	96	32	10	10	22	838	20171