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TRANSPORT POLICY CONTEXT

National Transport Policy

- i. The Government's long term strategy for transport is set out in "The Future of Transport – a Network for 2030" (DfT White Paper, 2004). An underlying objective of the strategy set out in the White Paper is to deal with the pressures of increasing demand for travel by striking the right balance between environmental, economic and social objectives, now and into the future. In terms of the road network, this means:
 - New capacity, where it is needed and justified, on environmental and social grounds;
 - Locking in the benefits of new capacity through measures such as high occupancy vehicle lanes and tolling, where appropriate;
 - The Government leading the debate on road pricing and the opportunity this gives to motorists to make better choices;
 - Better management of the network; and
 - Using new technology, so the travelling public can make smarter journey choices.
- ii. In terms of enhancing local travel this means:
 - Freer-flowing local roads delivered through measures such as congestion charging;
 - More, and more reliable buses enjoying more road space;
 - Demand-responsive bus services that provide accessibility in areas that cannot support conventional services;
 - Looking at ways to make services more accessible, so that people have a real choice about how and when they travel;
 - Tackling the environmental impacts of travel by encouraging more sustainable travel choices through promoting the use of construction travel plans, workplace travel plans and personalised journey planning, and encouraging people to consider alternatives to using their cars, and
 - Creating a culture and improved quality of local environment, so that cycling and walking are seen as an alternative to car travel for short journeys, particularly for children.
- iii. The Local Transport White Paper, 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' (January 2011) reiterates the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the Government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas. The White Paper also underlines the Government's direct support to local authorities, including through the Local Sustainable Transport Fund.
- iv. The five National Transport Goals are:

- Goal 1: To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- Goal 2: To support economic competitiveness and growth, by delivering reliable and efficient transport networks;
- Goal 3: To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;
- Goal 4: To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health; and
- Goal 5: To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

PLANNING PRACTICE GUIDANCE (PPG) 2014

- v. PPG 2014 stipulates that the scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:
- "Information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)
 - Information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
 - Data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;
 - A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;
 - An assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);
 - Data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;
 - An analysis of the injury collision records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high collision area;

- An assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
- Measures to improve the accessibility of the location (such as provision/ enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;
- A description of parking facilities in the area and the parking strategy of the development;
- Ways of encouraging environmental sustainability by reducing the need to travel; and
- Measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.”

vi. The PPG also states:

- “in general, assessments should be based on normal traffic flow and usage conditions (e.g. non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data.”

National Planning Policy Framework [NPPF] – para numbering reflects that in the NPPF

Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a. the potential impacts of development on transport networks can be addressed;
 - b. opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c. opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d. the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e. patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions,

and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

104. Planning policies should:

- a. support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b. be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c. identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d. provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
- e. provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
- f. recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

105. If setting local parking standards for residential and non-residential development, policies should take into account:

- a. the accessibility of the development;
- b. the type, mix and use of development;
- c. the availability of and opportunities for public transport;
- d. local car ownership levels; and
- e. the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

107. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b. safe and suitable access to the site can be achieved for all users; and
 - c. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
110. Within this context, applications for development should:
- a. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c. create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

- vii. The National Planning Policy Framework (NPPF) introduced the presumption in favour of sustainable development. There are three dimensions to sustainable development: economic, social and environmental and

the policies in paragraphs 18 to 219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

- viii. The presumption in favour of sustainable development should be seen as a golden thread running through both plan-making and decision-taking.
- ix. For plan-making this means that:
- local planning authorities should positively seek opportunities to meet the development needs of their area;
 - Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
 - specific policies in the NPPF indicate development should be restricted.
- x. For decision-taking this means:
- approving development proposals that accord with the development plan without delay; and
 - where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
 - specific policies in the NPPF indicate development should be restricted.

MANUAL FOR STREETS (MfS1)


- xi. Guidance for the design of residential roads set out in Design Bulletin 32 and its companion guide Places Streets and Movement was superseded in March 2007 by the publication of the Departments for Transport and Communities and Local Government publication 'Manual for Streets' (MfS). The document sets out that:
- "It is therefore strongly recommended that local authorities review their standards and guidance to embrace the principles of MfS."
- xii. The aims of the document are to bring about a transformation in the quality of streets and represent a fundamental culture change in the way streets are designed and adopted. MfS provides guidance in order that streets can be designed to:
- Help to build and strengthen the communities they serve;

- Meet the needs of all users, by embodying the principles of inclusive design;
- Form part of a well-connected network;
- Be attractive and have their own distinctive identity;
- Be cost-effective to construct and maintain; and
- Be safe.

xiii. Manual for Streets advocates inclusive design and its principles which are to:

- Place people at the heart of the design process;
- Acknowledge diversity and difference;
- Offer choice where a single solution cannot accommodate all users;
- Provide for flexibility in use; and
- Provide buildings and environments that are convenient and enjoyable to use for everyone.

xiv. Manual for Streets defines a 'street' as ...

 a highway that has important public realm functions beyond the movement of traffic. *Streets have a sense of place and are distinctive and are lined with and provide direct access to buildings and public spaces. Most highways in built-up areas can be considered as streets. The Manual does not define an upper limit in terms of traffic flow to define a 'street' as that was considered to be too prescriptive but as a general guide suggests a threshold of about 10,000 vehicles per day or about 1,000 vehicles per hour at peak times.*

Manual for Streets 2 (MfS2)

xv. The Chartered Institution of Highways and Transportation (CIHT) publication 'Manual for Streets 2: Wider Application of the Principles' (MfS2) was published in September 2010 and forms a companion guide to "Manual for Streets" (MfS). MfS2 fills the perceived gap in design guidance between MfS and Design Manual for Roads and Bridges (DMRB) and has been endorsed by the Department for Transport (DfT).

xvi. The "Status and Application" section of MfS2 States:

"DMRB is the design standard for Trunk Roads and Motorways in England, Scotland, Wales and Northern Ireland. *The strict application of DMRB to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume.*"

xvii. MfS2 paragraph 1.3.3 states that:

"Where designers do refer to DMRB for detailed technical guidance on specific aspects, for example on strategic inter-urban non-trunk roads, it is recommended that they bear in mind the key principles of MfS, and apply DMRB in a way that respects local context. It is further recommended that DMRB or other standards and guidance is only

used where the guidance contained in MfS is not sufficient or where particular evidence leads a designer to conclude that MfS is not applicable."

xviii. MfS2 paragraph 1.3.4 goes on to state:

"The application of MfS advice to all 30mph speed limits as a starting point is in keeping with MfS1"

xix. Most importantly, MfS2 states in 1.3.5 - 1.3.7:

Much of the research behind MfS1 for stopping sight distance (SSD) is limited to locations with traffic speeds of less than 40mph and there is some concern that driver behaviour may change above this level as the character of the highway changes. *However, 40mph speed limits in builtup areas cover a wide range of contexts, from simple urban streets with on-street parking and direct frontage access to 2/3 lane dual carriageways. Furthermore, local context varies not only from street to street but also along the length of a street.*

Where a single carriageway street with on-street parking and direct frontage access is subject to a 40mph speed limit, its place characteristics are more of a residential street or high street, with higher traffic flows, and may result in actual speeds below the limit. It is only where actual speeds are above 40mph for significant periods of the day that DMRB parameters for SSD are recommended. Where speeds are lower, MfS parameters are recommended. Where there may be some doubt as to which guidance to adopt, actual speed measurements should be undertaken to determine which is most appropriate.

Similarly, in rural areas many parts of the highway network are subject to the national speed limit but have traffic speeds significantly below 60mph. Again in these situations where speeds are lower than 40mph, MfS SSD parameters are recommended.

xx. Scope of MfS:

Speed Limit	20mph	30mph	40mph	50+mph
User Hierarchy	●	●	●	●
Team Working	●	●	●	●
Community Function	●	●	●	●
Inclusive Design	●	●	●	●
Ped/Cycle Support	●	●	●	●
Master Plans/Design Codes	●	●	●	●
Stopping Sight Distance	●	●	●	●
Frontage Access	●	●	●	●
Minimise Signs and Street Furniture	●	●	●	●
Quality Audits	●	●	●	●
Connectivity/Permeability	●	●	●	●

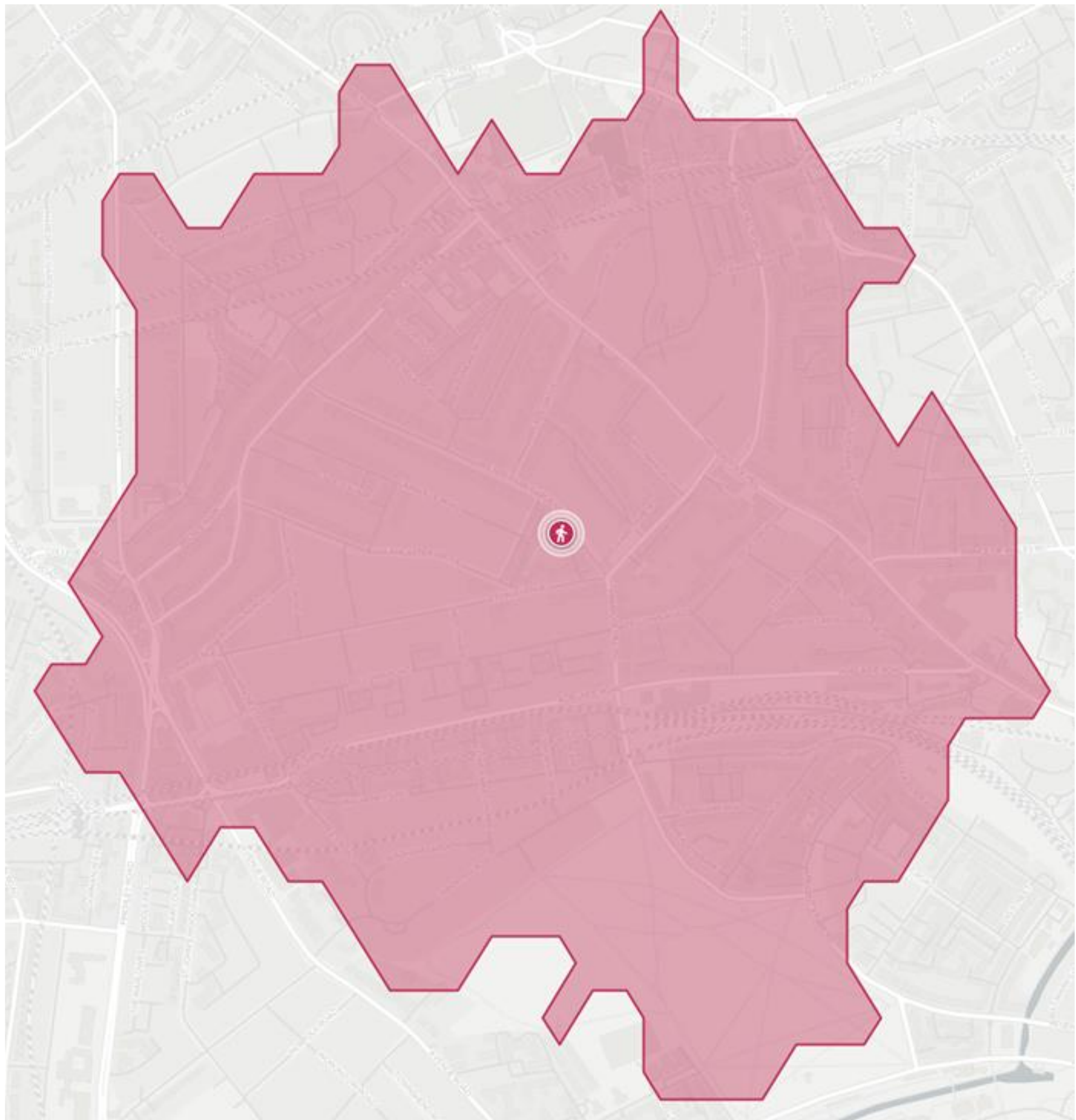
Table 1.1 Application of key areas of MfS advice

Note: ● yes ● subject to local context

LOCAL POLICIES

xxi. Please refer to planning statement

PLEASE REFER TO ARCHITECTS PACK



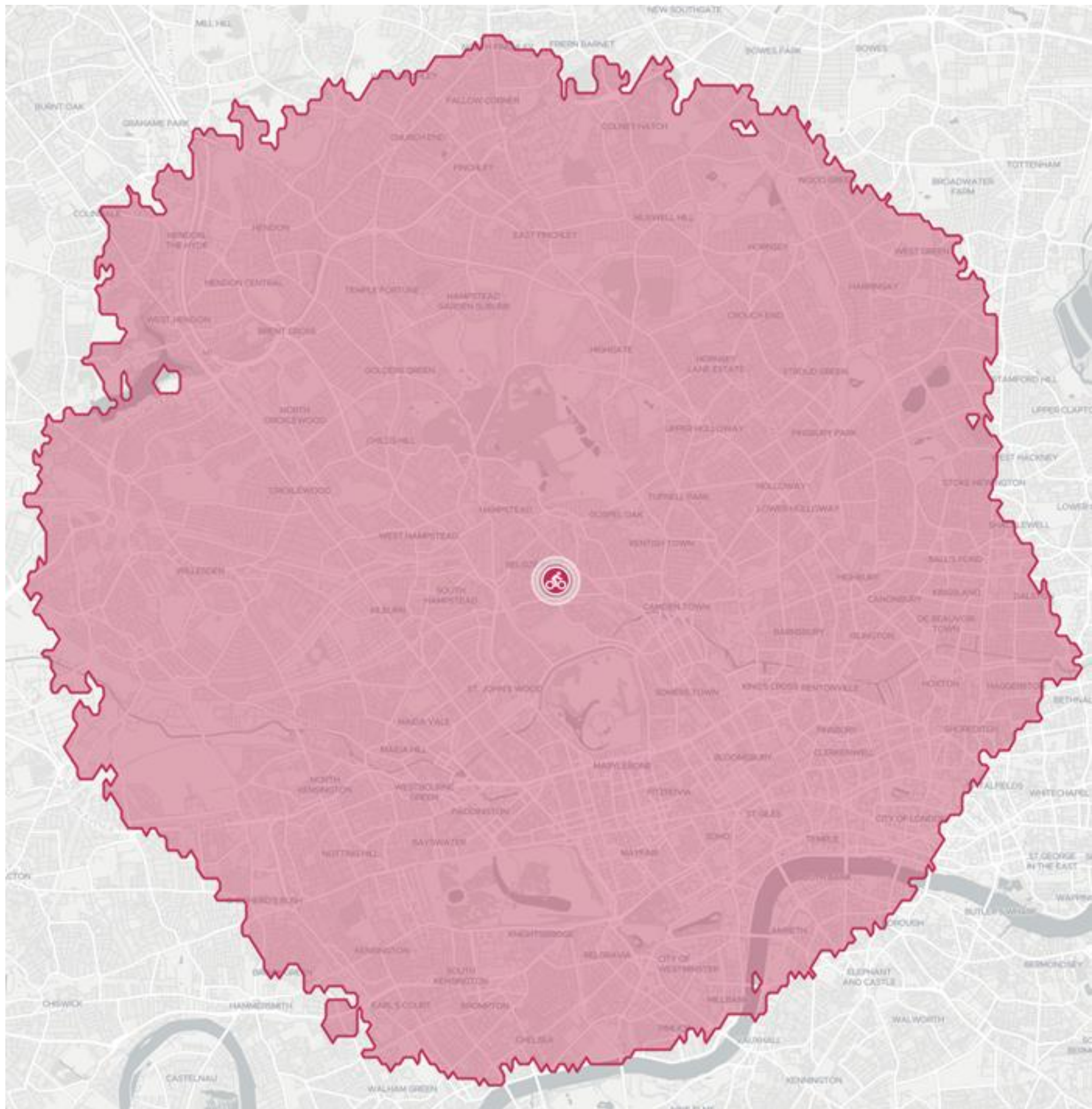
TITLE
Illustrative Walk Isochrones

NOTES: These isochrones are meant to provide an illustration of the potential extent of 400m and 800m isochrones and not intended to be precise distances

DESIGN
RAH

DRAWING No / REF
Illustrative

KEY
1200m isochrone



TITLE
Illustrative Cycle Isochrones

NOTES: These isochrones are meant to provide an illustration of the potential extent of 2km and 5km isochrones and not intended to be precise distances

DESIGN
RAH

DRAWING No / REF
Illustrative

KEY
30 minutes cycling time

Calculation Reference: AUDIT-208601-200426-0422

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
 VEHICLES

Selected regions and areas:

01	GREATER LONDON	
BT	BRENT	1 days
EN	ENFIELD	1 days
HG	HARINGEY	1 days
IS	ISLINGTON	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 550 to 1750 (units: sqm)
 Range Selected by User: 204 to 4057 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/16

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	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 undertaken using machines.

Selected Locations:

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

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Built-Up Zone	2

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

Secondary Filtering selection:

Use Class:

D2	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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	2 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	4 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	3 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.

PTAL Rating:

5 Very Good	1 days
6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-07-K-01 EMPIRE WAY WEMBLEY	LIFESTYLE FITNESS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:	1750 sqm	
	Survey date: WEDNESDAY	03/06/15	Survey Type: MANUAL
2	EN-07-K-01 OLD PARK AVENUE ENFIELD	FIT4LESS	ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	550 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
3	HG-07-K-02 LORDSHIP LANE WOOD GREEN	THE GYM	HARINGEY
	Edge of Town Centre Built-Up Zone Total Gross floor area:	1440 sqm	
	Survey date: THURSDAY	18/09/14	Survey Type: MANUAL
4	IS-07-K-02 GOSWELL ROAD ANGEL	THE GYM	ISLINGTON
	Edge of Town Centre Built-Up Zone Total Gross floor area:	1225 sqm	
	Survey date: TUESDAY	28/06/16	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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	1241	1.027	4	1241	0.342	4	1241	1.369
07:00 - 08:00	4	1241	0.504	4	1241	0.886	4	1241	1.390
08:00 - 09:00	4	1241	0.463	4	1241	0.483	4	1241	0.946
09:00 - 10:00	4	1241	0.604	4	1241	0.423	4	1241	1.027
10:00 - 11:00	4	1241	0.443	4	1241	0.544	4	1241	0.987
11:00 - 12:00	4	1241	0.383	4	1241	0.423	4	1241	0.806
12:00 - 13:00	4	1241	0.463	4	1241	0.443	4	1241	0.906
13:00 - 14:00	4	1241	0.483	4	1241	0.463	4	1241	0.946
14:00 - 15:00	4	1241	0.624	4	1241	0.584	4	1241	1.208
15:00 - 16:00	4	1241	0.423	4	1241	0.524	4	1241	0.947
16:00 - 17:00	4	1241	0.544	4	1241	0.524	4	1241	1.068
17:00 - 18:00	4	1241	0.926	4	1241	0.322	4	1241	1.248
18:00 - 19:00	4	1241	1.289	4	1241	1.229	4	1241	2.518
19:00 - 20:00	4	1241	1.128	4	1241	1.309	4	1241	2.437
20:00 - 21:00	4	1241	0.785	4	1241	1.208	4	1241	1.993
21:00 - 22:00	4	1241	0.282	4	1241	0.806	4	1241	1.088
22:00 - 23:00	1	550	0.182	1	550	0.545	1	550	0.727
23:00 - 24:00									
Total Rates:			10.553			11.058			21.611

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.*

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Parameter summary

Trip rate parameter range selected: 550 - 1750 (units: sqm)
 Survey date range: 01/01/12 - 28/06/16
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-208601-200426-0432

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
KI	KINGSTON	1 days
RB	REDBRIDGE	1 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 39 to 55 (units:)
 Range Selected by User: 39 to 67 (units:)
 Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 22/11/17

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D1	2 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

500,001 or More	2 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	2 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	1 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	KI-04-D-01	NURSERY	KINGSTON
	WINDMILL LANE		
	SURBITON		
	LONG DITTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	55	
	Survey date: WEDNESDAY	22/06/16	Survey Type: MANUAL
2	RB-04-D-01	NURSERY	REDBRIDGE
	CASTLETON ROAD		
	ILFORD		
	CHADWELL HEATH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	39	
	Survey date: TUESDAY	07/10/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	39	0.000	1	39	0.000	1	39	0.000
07:00 - 08:00	2	47	0.117	2	47	0.032	2	47	0.149
08:00 - 09:00	2	47	0.298	2	47	0.181	2	47	0.479
09:00 - 10:00	2	47	0.106	2	47	0.191	2	47	0.297
10:00 - 11:00	2	47	0.032	2	47	0.021	2	47	0.053
11:00 - 12:00	2	47	0.096	2	47	0.021	2	47	0.117
12:00 - 13:00	2	47	0.096	2	47	0.149	2	47	0.245
13:00 - 14:00	2	47	0.043	2	47	0.128	2	47	0.171
14:00 - 15:00	2	47	0.021	2	47	0.032	2	47	0.053
15:00 - 16:00	2	47	0.128	2	47	0.106	2	47	0.234
16:00 - 17:00	2	47	0.043	2	47	0.064	2	47	0.107
17:00 - 18:00	2	47	0.074	2	47	0.128	2	47	0.202
18:00 - 19:00	2	47	0.032	2	47	0.043	2	47	0.075
19:00 - 20:00	1	39	0.000	1	39	0.000	1	39	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.086			1.096			2.182

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.

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Parameter summary

Trip rate parameter range selected: 39 - 55 (units:)
 Survey date range: 01/01/12 - 22/11/17
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Creative Minds, *Intelligent Thinking*

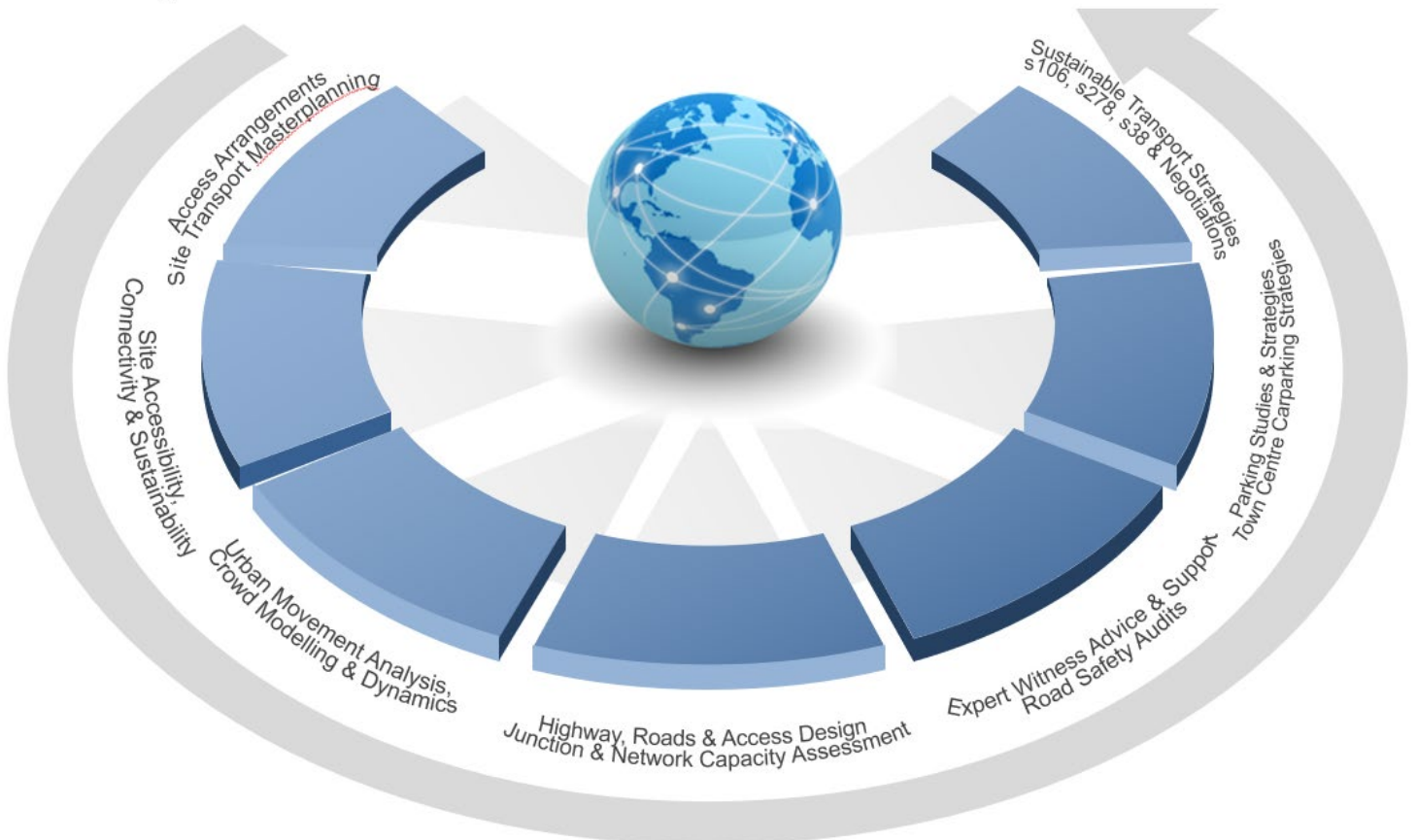
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