



Uplift Capital II

**Jasmin House,
160-162 High Street, Bushey**

Transport Statement

November 2018

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1 INTRODUCTION

- 1.1 Vectos have been retained by Uplift Capital II to provide traffic and transport advice for a change of use proposal at Jasmin House, 160-162 High Street, Bushey, in Hertfordshire (WD23 3HF). The location of the site in a strategic context is shown in **Figure 1**.
- 1.2 The site is located in Hertsmere Borough and the local road network is the responsibility of Hertfordshire County Council.
- 1.3 The building's current use is D1 on the ground floor and B1(a) office at floor 1 and floor 2. Approximately 170sqm of B1(a) office floorspace is provided at first floor level and approximately 119sqm at second floor level.
- 1.4 The applicant is seeking a change of use of the first and second floor office premises to provide 9 residential units across the two floors. 9 car parking spaces will be provided for the residential units within an existing shared car park.
- 1.5 This Transport Statement sets out the likely effect of proposed development on the surrounding local highway network and local parking conditions. It has been prepared in accordance with National Planning Practice Guidance.
- 1.6 The remainder of this report is set out as follows:
- **Section 2** - Describes the existing conditions at the site;
 - **Section 3** - Sets out the development proposals of the scheme;
 - **Section 4** - Considers the proposed development in the context of relevant national and local policy guidance;
 - **Section 5** - Assesses the impact of the development proposals; and
 - **Section 6** - Provides a summary and conclusion.

2 EXISTING CONDITIONS

- 2.1 This section summarises the existing characteristics of the site and the surrounding area, including details of the existing operation of the site and its accessibility by non-car modes of transport.

Site Location & Existing Use

- 2.2 The site is located on the A411 High Street, in the town of Bushey, Hertfordshire. It lies to the east of Bushey Rail Station and town centre, in a predominantly residential area.
- 2.3 It is bound by an adjacent office building (156-158 High Street) to the north, the A411 High Street to the west, a shared car park to the east and a neighbouring residential building to the south.
- 2.4 The site provides approximately 289sqm B1a Office floorspace, as well as a small amount of ancillary space, set over first and second floor level. The existing floor layouts and site plan are included in **Appendix A**.
- 2.5 Parking spaces are located in a shared car park with 156-158 High Street, to the east of the site. The car park is accessed via Melbourne Road.

Accessibility by Non-Car Modes

Walking and Cycling

- 2.6 Pedestrian access to the site is via the A411 High Street or Melbourne Road.
- 2.7 Facilities within the vicinity of the site are considered to be adequate, with footways provided along both sides of Melbourne Road. A signalised Puffin crossing is provided on the High Street, adjacent to the site. Tactile paving and dropped kerbs are provided, enabling safer movement by those with mobility or sensory impairments. These are also provided on Melbourne Road at the junction with the A411 High Street.
- 2.8 The site is within comfortable walking distance (up to 600m) to a range of amenities located on the High Street including:
- St Hilda's School
 - Ashfield Junior School

- Bushey Country Club
- Barclays Bank
- Small supermarket & newsagents
- Dental Surgery
- Cafes
- Post Office
- Hair and Beauty Salon
- Pharmacy
- Dry Cleaners
- Bakery
- Veterinary Surgery
- Pub

2.9 In addition, The Bushey Academy is located just off the A411 London Road, approximately 800m (11 minutes' walk) from the site.

2.10 No formal cycle facilities, such as cycle lanes, are provided within the vicinity of the site, although a short section of off-road cycle lane is provided along the A411 between Bushey Academy and Falconer Road.

Local Bus Services

2.11 Two bus stops are located within close proximity to the site on the A411 High Street. The northbound stop is located approximately 70m walking distance from the site, and the southbound stop approximately 30m.

2.12 A summary of the bus routes accessible from these stops is provided at **Table 2.1** below.

Table 2.1 – Local Bus Services

Service	Route	Average Frequency (Minutes)		
		Weekday	Saturday	Sunday
142	Watford – Bushey – Stanmore – Edgware – Burnt Oak – Colindale – Brent Cross	10 – 14	11 – 14	14 – 15
258	Watford – Bushey – Bushey Heath – Harrow Weald – Wealdstone – Harrow – South Harrow	15	15	30

Rail Services from Bushey Station

- 2.13 Bushey Station is located approximately 1.9km from the site, which is potentially within walking distance and is certainly within comfortable cycling distance. Furthermore, the station is served by bus routes 142 and 258 which are accessible from the northbound bus stop, approximately 70m from the site.
- 2.14 The station is located on the London Overground Line between London Euston and Watford Junction and on the London Midland Line between London and Tring.
- 2.15 London Overground services to Watford Junction via Watford High Street and to London Euston are provided every 20 minutes from Monday to Sunday.
- 2.16 London Northwestern services to Tring are provided approximately every 30 minutes during the week and on Saturdays, and every hour on Sundays. The service calls at Watford Junction, Kings Langley, Aspley, Hemel Hempstead and Berkhamsted.
- 2.17 Services to Euston, via Harrow & Wealdstone, are provided on average every 20 – 30 minutes (approximate) during the week and every 30 minutes on Saturdays and Sundays.

Local Highway Network

- 2.18 As described previously, the site is located on the A411 High Street. This provides a single lane in each direction, and is subject to a 30mph speed limit within the vicinity of the site.
- 2.19 The A411 runs east into Barnet via Borehamwood. It also provides a route northwest through Watford to connect to the A41 at Junction 19. The A41 is a strategic route into Central London (Marylebone) to the southeast and northwest to Bicester via Hemel Hempstead and Aylesbury. Alternatively, the A41 connects to the M25 at Junctions 19 and 20, which forms the Outer London ring road.

3 DEVELOPMENT PROPOSALS

- 3.1 This section of the report describes the development proposals for the site including the proposed schedule, parking provision and servicing / refuse collection arrangements.

Proposed Schedule

- 3.2 It is proposed to redevelop the existing first and second floor of the building from B1a Offices to 9 x 1-bedroom residential flats.
- 3.3 It should be noted that the development proposals require internal alterations only and therefore no change is proposed to the building envelope. The architect's plans for the proposed scheme are shown in **Appendix B**.

Car Parking

- 3.4 A total of 9 car parking spaces will be assigned for future residents. These are existing spaces which are located to the rear of the building within a shared car park. The car park is accessed via Melbourne Road.

Cycle Parking

- 3.5 9 long stay cycle parking spaces will be provided for the residential units, in line with current adopted policy standards.
- 3.6 The cycle parking will be provided in a secure, covered location, which is easily accessible to future residents.

Deliveries and Servicing

- 3.7 Delivery and servicing vehicles will access the site via Melbourne Road, and park within the shared car park. Delivery movements are expected to be less for the residential scheme compared with the existing offices.

Refuse Collection

- 3.8 Refuse bins are currently stored within the car park to the rear of the building and would be wheeled out to the road for collection. It is proposed that the current arrangements remain in place.

4 POLICY CONTEXT

4.1 This section of the report provides a review of relevant national and local policy and assesses the development proposals in relation to this. Notwithstanding that the proposal is submitted as a Prior Approval Notice and is therefore not subject to compliance with adopted policy, a review of relevant transport policy is included in this section to demonstrate that the application appropriately minimises any transport and highways impacts arising from the Change of Use.

4.2 The following policy documents have been included in this review:

- National Planning Policy Framework (NPPF) (2018);
- Hertfordshire Local Transport Plan (LTP4) (2018); and
- Hertsmere Core Strategy (2013).

National Policy

National Planning Policy Framework (NPPF)

4.3 The revised National Planning Policy Framework (NPPF) was published in July 2018 and it sets out the Government's planning policies for England and how these should be applied.

4.4 The aim of the NPPF is to contribute to the achievement of sustainable development. *“At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.”*

4.5 The NPPF has three overarching aims; to *“build a strong, responsive and competitive economy, [...] to support strong, healthy and vibrant communities [...] [and] contribute to protecting and enhancing our natural, built and historic environment.”*

4.6 Therefore, the overall aim of the NPPF is that sustainable development is pursued in a positive way. At its heart the framework has a presumption in favour of sustainable development.

4.7 In terms of transport the NPPF states:

- *“Transport issues should be considered from the earliest stages of plan making and development proposals, so that:*
 - *the potential impacts of development on transport networks can be addressed;*
 - *opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised;*
 - *opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - *the environmental impacts of the traffic and transport infrastructure can be identified, assessed and taken into account [...].”*

4.8 The NPPF promotes the design of mixed developments to reduce the need to travel; the incorporation of high-quality walking and cycling with supporting facilities such as cycle parking; and the inclusion of larger scale transport infrastructure to ensure the success of developments and the wider economy.

4.9 When considering development proposals, the NPPF states:

- *“Appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location.*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from development on the transport network (in terms of capacity and congestion) or on highway safety can be cost effectively mitigated to an acceptable degree.”*

4.10 Therefore, *“development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

4.11 *“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.”*

Local Policy

Hertfordshire Local Transport Plan 4

4.12 One of the core features of the LTP4 is to do more to improve conditions for sustainable modes of transport including walking, cycling and public transport. It will include a more prominent consideration of their needs in all transport schemes, strategies and new developments as well as improvements to cycling infrastructure, walking environments and multi modal interchanges. The attractiveness of bus travel will also be enhanced through the implementation of more bus priority measures.

4.13 A summary of the transport related policies set out within LTP4 is provided below.

Policy 1: Transport User Hierarchy

4.14 To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the County Council will consider the following in the design of any new scheme and development:

- *“opportunities to reduce travel demand and the need to travel;*
- *vulnerable road user needs (such as pedestrians and cyclists);*
- *passenger transport user needs;*
- *powered two-wheeler (mopeds and motorbikes) user needs;*
- *other motor vehicle user needs”*

Policy 2: Influencing Land use planning

4.15 The County Council will encourage the location of new development in areas served by, or with the potential to be served by, high quality passenger transport facilities in order to form a real alternative to the private car.

Policy 5: Development Management

4.16 The County Council will work with development promoters and district councils to:

- *“ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand;*
- *Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the Council’s Highway Design Standards;*

- *Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public;*
- *Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe;*
- *Require a travel plan for developments according to the requirements of ‘Hertfordshire’s Travel Plan Guidance’;*
- *Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals;*
- *Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users; and,*
- *Ensure new developments provide facilities for charging plug-in as well as shared mobility solutions such as car clubs.”*

Policy 6: Accessibility

4.17 In order to increase ease with which people can access key services, the Council will:

- “work in partnership with key stakeholders such as bus and rail operators, community transport operators, the voluntary sector and public service providers;
- Support transport services which could include providing resource for bus and other transport services;
- Address the barriers to accessibility particularly regarding active modes and for people with impair mobility;
- Promote travel options and facilitating accessible transport information provision, including open data initiatives;
- Improve travel choices and options including support for the provision of shared mobility initiatives.”

Policy 7: Active Travel – Walking

4.18 The County Council will encourage and promote walking by:

- implementing measures to increase the priority of pedestrians and creating walking friendly town and neighbourhood centres;

- provide infrastructure to provide safer access to key services and pedestrian facilities;
- identifying and promoting networks of pedestrian priority routes;
- promoting walking as a mode of travel and for recreational enjoyment; and
- supporting the implementation of the Rights of Way Improvement Plan.

Policy 8: Active Travel – Cycling

4.19 The County Council will encourage and promote cycling through:

- Infrastructure improvements, especially within major urban areas to enable and encourage more cycling;
- Implementing measures to increase the priority of cyclists relative to motor vehicles;
- Improved safety for users including delivery of formal and informal cycle training schemes;
- Supporting promotion campaigns to inform, educate and encourage cycling such as Bikeability; and
- Facilitating provision of secure cycle parking.

Policy 9: Buses

4.20 The County Council will promote and support bus services to encourage reduced car use by supporting bus priority measures, maintaining bus stops and other bus related highway infrastructure, supporting cost effective bus services, and working with partners to develop appropriate passenger fares and promote bus services as an option for work and school journeys.

Policy 12: Network Management

4.21 The County Council will seek to manage and where feasible reduce traffic congestion via:

- *“use of Intelligent Transport Systems;*
- *Maintaining a Network Management Strategy which will include the council council’s road network hierarchy;*
- *Reducing levels of single occupancy car use and encouraging travel by walking, cycling and passenger transport;*
- *Control of on-street vehicle parking in line with the Network Management Strategy; and*
- *Managing street works and minimising network disruption.”*

Hertsmere Core Strategy (2013)

4.22 The Core Strategy was adopted in January 2013 and was developed to influence how and where land is allocated for development. It is used to assist in the determination of planning applications.

4.23 With regards to transport, Core Strategy Objective 8 is:

“To raise levels of access by seeking development in locations not dependent on access by car and by requiring the provision of physically accessible transport interchanges and other buildings.”

4.24 With regards to new development, the Core Strategy states that *“planning is the key tool through which the most sustainable patterns of land use can be achieved.”* It also notes the importance of producing Travel Plans for new development, as these assist in changing attitudes and travel behaviour.

4.25 The transport policies contained within the Core Strategy relevant to the site are discussed below.

4.26 Policy CS25 ‘Accessibility and Parking’ states that the *“quantity of off-street parking for all modes of transport, to be provided at new development, will be based on an assessment of:*

- *A site’s location*
- *Local car ownership*
- *The proposed land use*
- *Housing tenure*
- *Local on-street parking conditions and controls*
- *Highway and pedestrian safety considerations*
- *Incentives to reduce dependency on the car*
- *The Accessibility Zones for the Borough, together with the extent of compliance with requirements set out in the Parking Supplementary Planning Document.”*

4.27 Policy CS26 ‘Promoting Alternatives to the Car’ states that *“new development will be assessed in terms of their accessibility by a range of transport modes and where appropriate, measures to promote alternatives to the car will need to be provided as part of the proposed scheme.”*

Summary

- 4.28 The site is located within an area of good accessibility to local bus services, which provide access to Bushey Rail Station and is located within walking distance of a number of key services and facilities along the High Street. Secure cycle parking will be provided on-site, therefore encouraging future residents to cycle. It is therefore considered that the site proposed provides a sustainable location for residential development.

5 DEVELOPMENT IMPACT

5.1 This section of the report provides an assessment of the predicted number of vehicle trips to and from the site. This will be used to assess the effect of the proposals on the transport network.

Existing Site Trip Generation

5.2 TRICS, the industry standards database, was used to obtain a vehicle trip rate for the existing B1a Office land use. The following criteria was used, in order to obtain a representative trip rate:

- Unit size: 100 – 1,000 sqm
- Date range: 01/01/10 – present
- Survey days: weekdays only
- Location: exclude town centre sites

5.3 The resultant trip rates and trips generated, based on the existing floor area is presented below in **Table 5.1**. The full TRICS output is presented at **Appendix C**.

Table 5.1 – B1a Office Trip Rates and Trip Generation (289 sqm)

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
Vehicle Trip Rate	3.067	0.472	3.539	0.613	2.643	3.256
Trip Generation	9	1	10	2	8	9

5.4 It can be observed from the results presented in **Table 5.1** that the site is predicted to generate 10 two-way trips in the AM peak period and 9 in the PM peak periods.

Proposed Site Trip Generation

5.5 TRICS was also used to obtain a vehicle trip rate for the proposed C3 Residential (flats) land use. The following criteria was used, in order to obtain a representative trip rate:

- Land Use Category: Flats Privately Owned
- Development size: 5 – 25 units
- Date range: 01/01/10 – present
- Survey days: weekdays only

- Location: exclude town centre sites

5.6 The resultant trip rates and trips generated, based on the proposed number of units is presented below in **Table 5.2**. The full TRICS output is presented at **Appendix D**.

Table 5.2 – C3 Residential Trip Rates and Trip Generation (9 units)

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
Vehicle Trip Rate	0.100	0.362	0.462	0.350	0.075	0.425
Trip Generation	1	3	4	3	1	4

5.7 It can be observed from the results presented in **Table 5.2** that the proposed development is predicted to generate 4 two-way vehicle movements in the AM and PM peak hour.

Net Change

5.8 The net change in trips between the existing and proposed site uses is presented in **Table 5.3** below.

Table 5.3 – Net Change in Vehicle Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
B1a Office (Existing)	9	1	10	2	8	9
C3 Residential (Proposed)	1	3	4	3	1	4
Net Change	-8	+2	-6	+1	-7	-6

**note errors due to rounding*

5.9 The results in **Table 5.3** show that the proposed development is likely to generate 6 fewer two-way vehicle movements in the AM peak hour, and 6 fewer in the PM peak hour. It is therefore considered that the development will result in a net benefit in terms of vehicle trip generation.

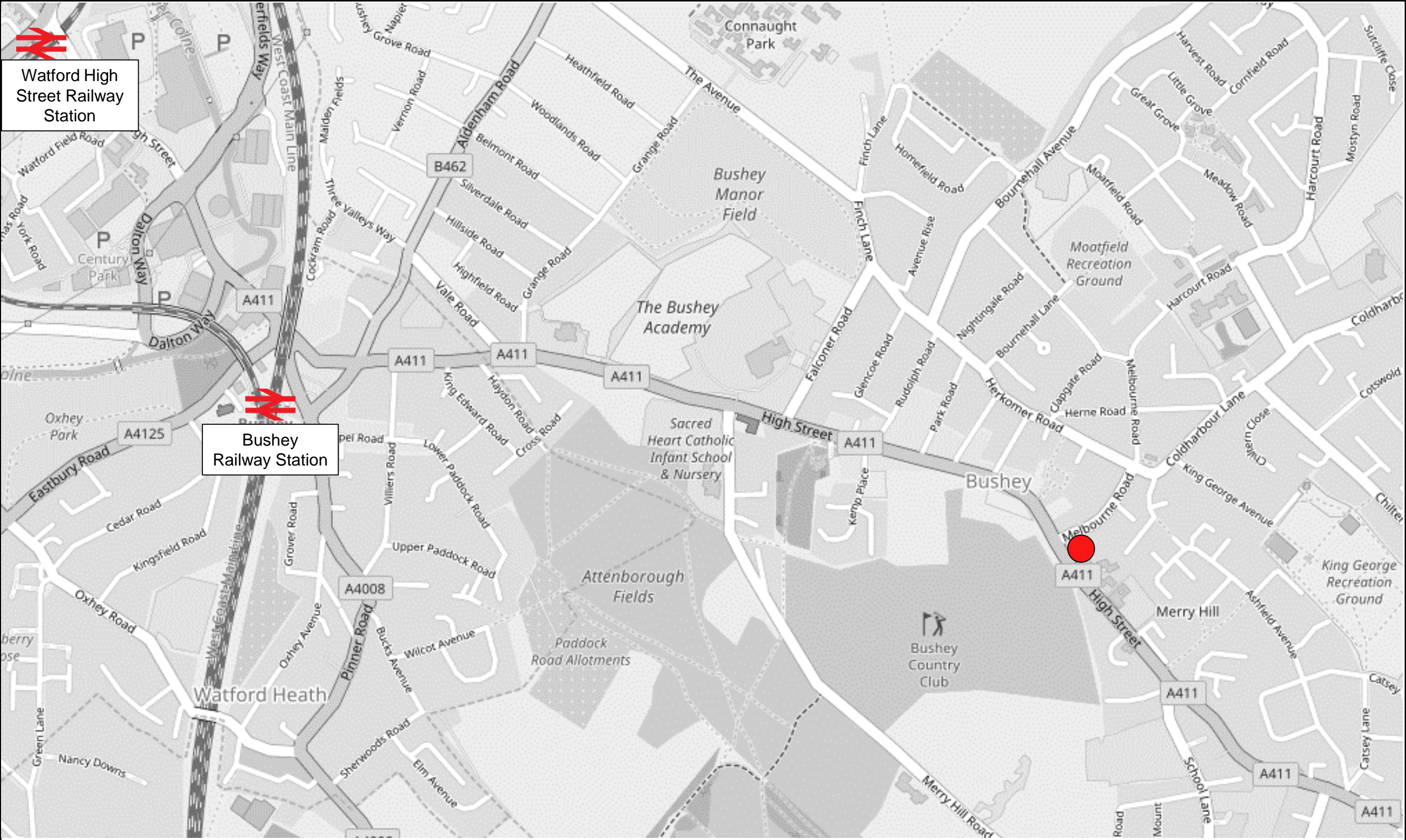
6 SUMMARY AND CONCLUSION

- 6.1 Vectos has been retained by Uplift Capital II to provide traffic and transport advice for a change of use proposal at Jasmin House, 160-162 High Street, Bushey, in Hertfordshire (WD23 3HF). The site lies to the east of Bushey Rail Station and town centre, in a predominantly residential area.
- 6.2 Pedestrian facilities within the vicinity of the site are considered to be adequate, with footways provided along both sides of Melbourne Road. A signalised crossing is provided on the High Street, adjacent to the site. Tactile paving and dropped kerbs are provided, enabling safer movement by those with mobility or sensory impairments. These are also provided on Melbourne Road at the junction with the A411 High Street.
- 6.3 The site is within walking distance of a range of local amenities which will allow future residents to undertake many day to day journeys on foot, therefore reducing the need for residents to own a private vehicle.
- 6.4 Two bus stops are located within close proximity to the site on the A411 High Street. A northbound stop is located approximately 70m walking distance from the site, and a southbound stop approximately 30m. These are both served by bus routes 142 and 258.
- 6.5 Bushey Station is located approximately 1.9km from the site, and therefore could be considered to be within walking distance, however, the station is served by bus routes 142 and 258 which are accessible from a northbound bus stop close to the site.
- 6.6 The building's current use is B1(a) office at first and second floor. A total of 289sqm B1(a) office floorspace is provided, as well as additional ancillary floorspace related to circulation and plant etc.
- 6.7 The applicant is seeking a change of use of the office premises to provide 9 residential units across the two floors. 9 car parking spaces will be added within the shared car park to the rear of the building, accessible via Melbourne Road. In addition, 9 long stay cycle parking spaces will be provided for residents, in line with the current adopted residential cycle parking standards.
- 6.8 In order to assess the potential impact of the proposals, a trip generation assessment was undertaken. A comparison was made between the existing and proposed land uses, and it



was concluded that the proposed development is likely to generate 6 fewer two-way vehicle movements in the AM peak hour, and 6 fewer in the PM peak hour.

- 6.9 It is therefore considered that the impact of the development proposals on the local highway network is likely to be negligible and so it is concluded that the development is acceptable in traffic and highways terms.

FIGURES



Key:

-  Site Location
-  Railway Station

Uplift Capital II

156-158 High Street, Bushey

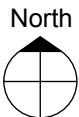
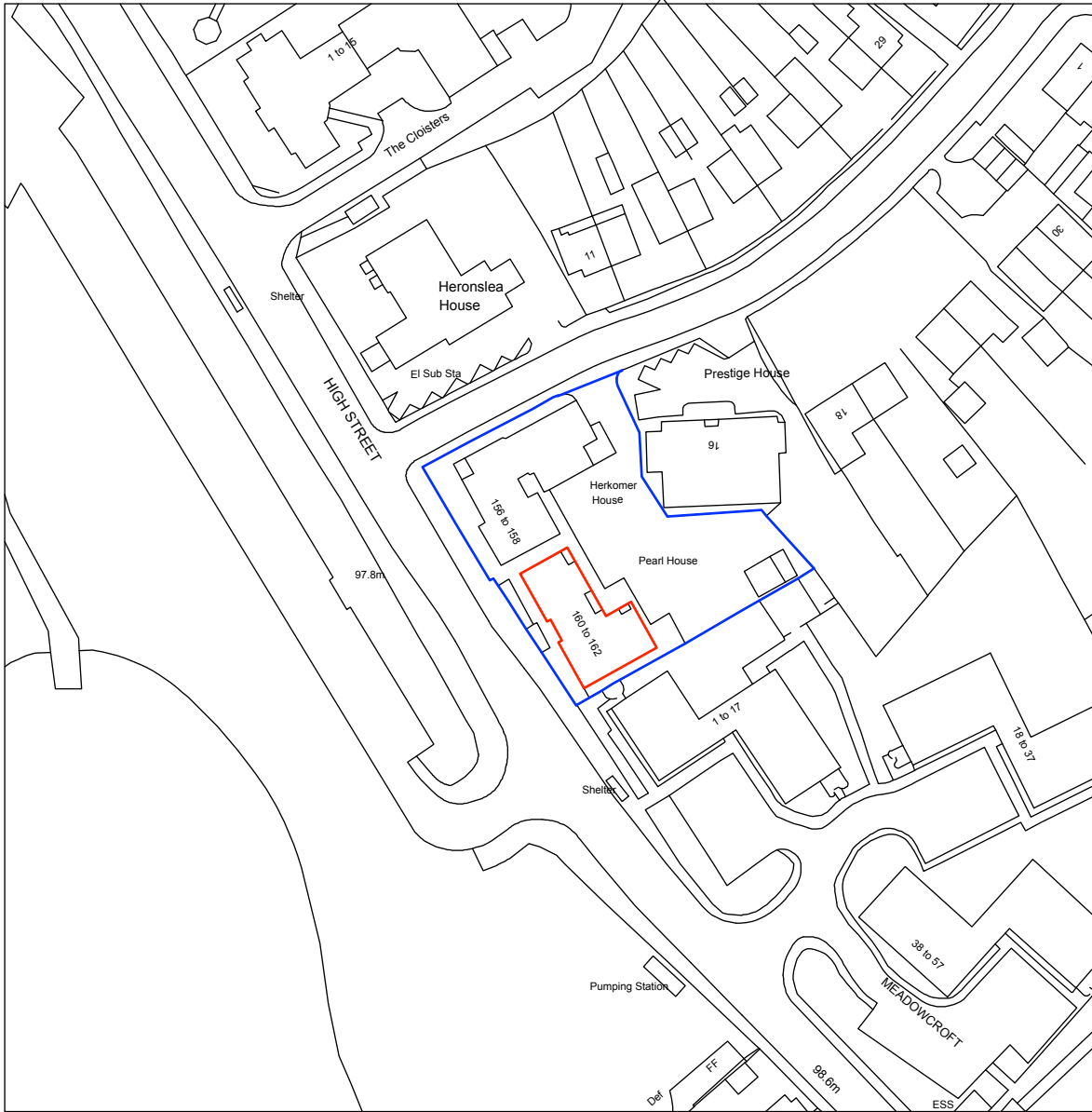
Site Location Plan



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN: RB	CHECKED:	DATE: 23/07/18	SCALES:	DRAWING REFERENCE: Figure 1
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APPENDIX A



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Revision notes:

drawing notes: This Drawing must not be scaled. Only figured dimensions should be used. Critical site dimensions must be checked on site before proceeding. Any adjoining buildings or features are by way of illustration only and dimensions have not been checked unless specifically noted otherwise. This drawing has been produced for our client for the purposes noted on it and it is not intended for use by any other person for any other purpose. The copyright in this drawing belongs to ZGRP LTD ©. This drawing must not be reproduced in whole or in part or disclosed to any third party unless expressly authorised in writing by a Director of ZGRP LTD.

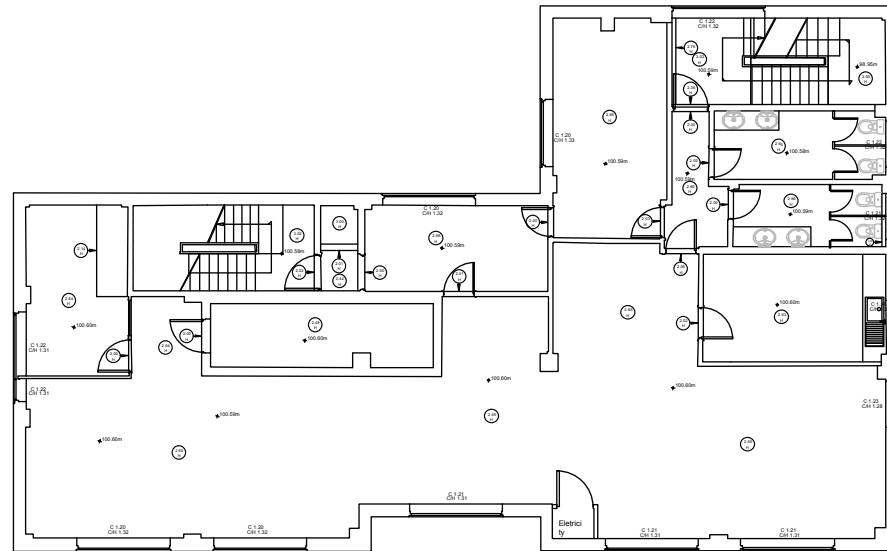
Red line = Application Site. Blue line = land under same ownership

drawing title: Site Location Plan

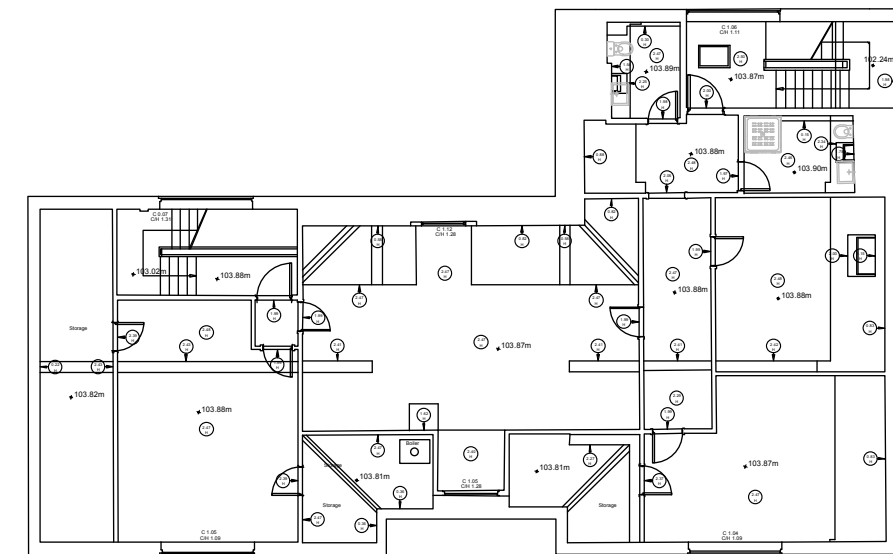
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project:
160-162 High Street, Bushey, WD23 3HF

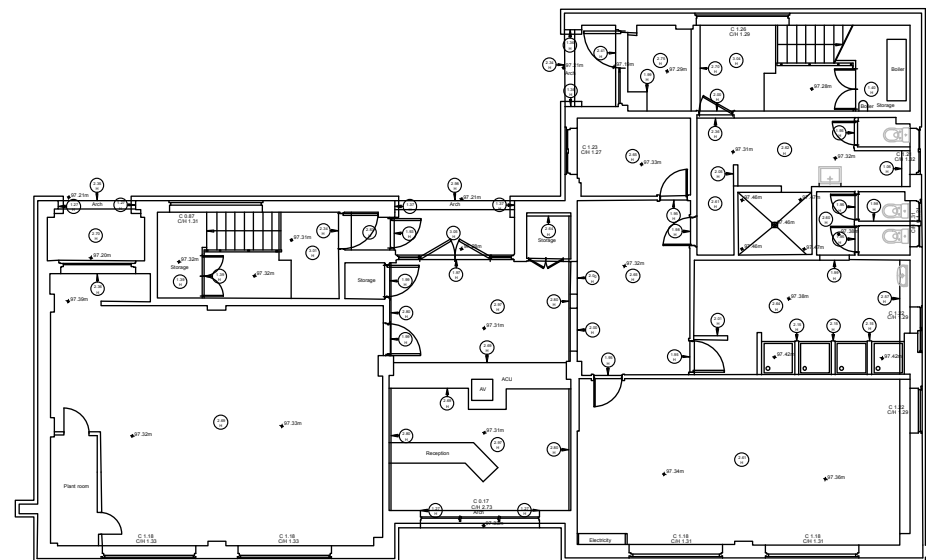
client:
Nabeel Khalid & Yassar Hussain of Uplift Capital



EXISTING FIRST FLOOR PLAN
1:200 @ A3



EXISTING SECOND FLOOR PLAN
1:200 @ A3



EXISTING GROUND FLOOR PLAN
1:200 @ A3

drawing notes:
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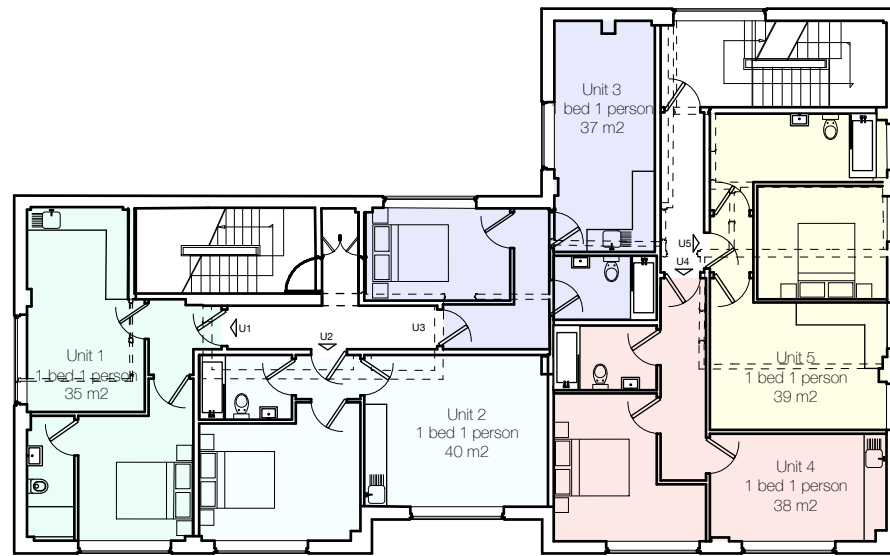
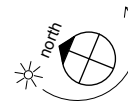
client:
Nabeel Khalid & Yassar Hussain of
Uplift Capital

Revision notes:

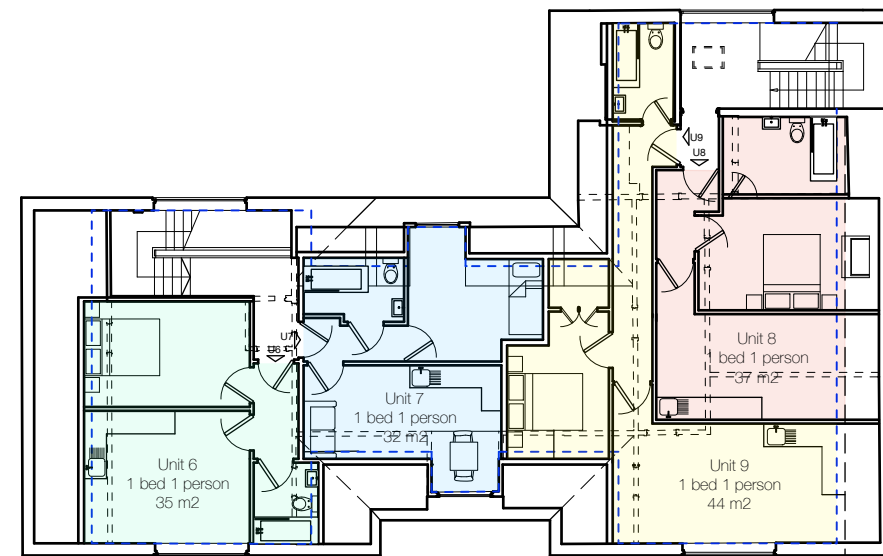
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Existing Floor Plans

date	scale	project no	drawing no	revision
Sep 2018	1:200 @ A3	2420	SURV01	-

APPENDIX B



PROPOSED FIRST FLOOR PLAN
 1:200 @ A3



PROPOSED SECOND FLOOR PLAN
 1:200 @ A3

Floor	Unit 1	Type	Proposed Gross Internal Area (approx)	London Plan
Ground Floor				
First Floor	Unit 1	1 bed 1 p	35 sqm	39 or (37) sqm
	Unit 2	1 bed 1 p	40 sqm	39 or (37) sqm
	Unit 3	1 bed 1 p	37 sqm	39 or (37) sqm
	Unit 4	1 bed 1 p	38 sqm	39 or (37) sqm
	Unit 5	1 bed 1 p	39 sqm	39 or (37) sqm
Second Floor	Unit 6	1 bed 1 p	35 sqm	39 or (37) sqm
	Unit 7	1 bed 1 p	32 sqm	39 or (37) sqm
	Unit 8	1 bed 1 p	37 sqm	39 or (37) sqm
	Unit 9	1 bed 1 p	44 sqm	39 or (37) sqm



PROPOSED GROUND FLOOR PLAN
 1:200 @ A3

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project:
 160-162 High Street,
 BUSHEY, WD23 3DH

client:
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 Uplift Capital

Revision notes:

drawing title:
 Proposed Floor Plans

date	scale	project no	drawing no	revision
Sep 2018	1:200 @ A3	2420	PA01	-

APPENDIX C

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF	HERTFORDSHIRE 1 days
04	EAST ANGLIA	
	NF	NORFOLK 1 days
09	NORTH	
	CB	CUMBRIA 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 610 to 894 (units: sqm)
 Range Selected by User: 100 to 1000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 11/07/18

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
---------------------	---

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
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.

Secondary Filtering selection:

Use Class:

B1	3 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	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:

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:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CB-02-A-02 PORT ROAD	OFFICE		CUMBRIA
	CARLISLE Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
		<i>Survey date: FRIDAY</i>	<i>24/06/16</i>	<i>Survey Type: MANUAL</i>
2	HF-02-A-03 60 VICTORIA STREET	OFFICE		HERTFORDSHIRE
	ST ALBANS Edge of Town Centre Built-Up Zone Total Gross floor area:		610 sqm	
		<i>Survey date: WEDNESDAY</i>	<i>16/10/13</i>	<i>Survey Type: MANUAL</i>
3	NF-02-A-02 NORTH QUAY	FINANCIAL PLANNERS		NORFOLK
	GREAT YARMOUTH Edge of Town Centre Commercial Zone Total Gross floor area:		894 sqm	
		<i>Survey date: MONDAY</i>	<i>11/09/17</i>	<i>Survey Type: MANUAL</i>

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-02-A-03	Inner London location with PTAL 6a
ES-02-A-11	Site is located immediately adjacent to rail station

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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									
07:00 - 08:00	3	706	0.897	3	706	0.047	3	706	0.944
08:00 - 09:00	3	706	3.067	3	706	0.472	3	706	3.539
09:00 - 10:00	3	706	0.849	3	706	0.425	3	706	1.274
10:00 - 11:00	3	706	0.236	3	706	0.330	3	706	0.566
11:00 - 12:00	3	706	0.094	3	706	0.330	3	706	0.424
12:00 - 13:00	3	706	0.425	3	706	1.133	3	706	1.558
13:00 - 14:00	3	706	1.085	3	706	0.661	3	706	1.746
14:00 - 15:00	3	706	0.142	3	706	0.142	3	706	0.284
15:00 - 16:00	3	706	0.142	3	706	0.519	3	706	0.661
16:00 - 17:00	3	706	0.283	3	706	0.613	3	706	0.896
17:00 - 18:00	3	706	0.613	3	706	2.643	3	706	3.256
18:00 - 19:00	3	706	0.094	3	706	0.708	3	706	0.802
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.927			8.023			15.950

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	610 - 894 (units: sqm)
Survey date date range:	01/01/10 - 11/07/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	706	0.000	3	706	0.000	3	706	0.000
08:00 - 09:00	3	706	0.000	3	706	0.000	3	706	0.000
09:00 - 10:00	3	706	0.000	3	706	0.000	3	706	0.000
10:00 - 11:00	3	706	0.000	3	706	0.000	3	706	0.000
11:00 - 12:00	3	706	0.000	3	706	0.000	3	706	0.000
12:00 - 13:00	3	706	0.000	3	706	0.000	3	706	0.000
13:00 - 14:00	3	706	0.000	3	706	0.000	3	706	0.000
14:00 - 15:00	3	706	0.000	3	706	0.000	3	706	0.000
15:00 - 16:00	3	706	0.047	3	706	0.047	3	706	0.094
16:00 - 17:00	3	706	0.000	3	706	0.000	3	706	0.000
17:00 - 18:00	3	706	0.000	3	706	0.000	3	706	0.000
18:00 - 19:00	3	706	0.000	3	706	0.000	3	706	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.047			0.094

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:	610 - 894 (units: sqm)
Survey date date range:	01/01/10 - 11/07/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 14 to 20 (units:)
 Range Selected by User: 5 to 25 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 11/07/16

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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)	4
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	4
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.

Secondary Filtering selection:

Use Class:

C3 5 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 2 days
10,001 to 15,000 2 days
25,001 to 50,000 1 days

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

Population within 5 miles:

50,001 to 75,000 2 days
100,001 to 125,000 1 days
125,001 to 250,000 1 days
500,001 or More 1 days

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

Car ownership within 5 miles:

0.5 or Less 1 days
0.6 to 1.0 2 days
1.1 to 1.5 2 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 4 days
2 Poor 1 days

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

LIST OF SITES relevant to selection parameters

1	DC-03-C-02 PALM COURT SPA ROAD WEYMOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 14 <i>Survey date: FRIDAY 28/03/14</i>	FLATS IN BLOCKS	DORSET	<i>Survey Type: MANUAL</i>
2	EN-03-C-01 SOUTH STREET ENFIELD Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of dwellings: 16 <i>Survey date: MONDAY 16/11/15</i>	BLOCK OF FLATS	ENFIELD	<i>Survey Type: MANUAL</i>
3	HC-03-C-02 WORTING ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 <i>Survey date: THURSDAY 21/10/10</i>	FLATS	HAMPSHIRE	<i>Survey Type: MANUAL</i>
4	OX-03-C-01 OXFORD ROAD COWLEY OXFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 14 <i>Survey date: WEDNESDAY 20/10/10</i>	BLOCK OF FLATS	OXFORDSHIRE	<i>Survey Type: MANUAL</i>
5	RI-03-C-01 465 PRIORY ROAD HULL Edge of Town Residential Zone Total Number of dwellings: 20 <i>Survey date: TUESDAY 13/05/14</i>	FLATS	EAST RIDING OF YORKSHIRE	<i>Survey Type: MANUAL</i>

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HK-03-C-03	PTAL 6a
IS-03-C-03	PTAL 6a

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	5	16	0.063	5	16	0.200	5	16	0.262
08:00 - 09:00	5	16	0.100	5	16	0.362	5	16	0.462
09:00 - 10:00	5	16	0.125	5	16	0.188	5	16	0.313
10:00 - 11:00	5	16	0.075	5	16	0.075	5	16	0.150
11:00 - 12:00	5	16	0.100	5	16	0.075	5	16	0.175
12:00 - 13:00	5	16	0.113	5	16	0.087	5	16	0.200
13:00 - 14:00	5	16	0.100	5	16	0.087	5	16	0.187
14:00 - 15:00	5	16	0.087	5	16	0.063	5	16	0.149
15:00 - 16:00	5	16	0.125	5	16	0.125	5	16	0.250
16:00 - 17:00	5	16	0.063	5	16	0.100	5	16	0.162
17:00 - 18:00	5	16	0.350	5	16	0.075	5	16	0.425
18:00 - 19:00	5	16	0.113	5	16	0.087	5	16	0.200
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.978			1.856			3.834

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:	14 - 20 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	5	16	0.000	5	16	0.000	5	16	0.000
08:00 - 09:00	5	16	0.000	5	16	0.000	5	16	0.000
09:00 - 10:00	5	16	0.013	5	16	0.013	5	16	0.026
10:00 - 11:00	5	16	0.000	5	16	0.000	5	16	0.000
11:00 - 12:00	5	16	0.000	5	16	0.000	5	16	0.000
12:00 - 13:00	5	16	0.013	5	16	0.013	5	16	0.026
13:00 - 14:00	5	16	0.000	5	16	0.000	5	16	0.000
14:00 - 15:00	5	16	0.000	5	16	0.000	5	16	0.000
15:00 - 16:00	5	16	0.000	5	16	0.000	5	16	0.000
16:00 - 17:00	5	16	0.000	5	16	0.000	5	16	0.000
17:00 - 18:00	5	16	0.000	5	16	0.000	5	16	0.000
18:00 - 19:00	5	16	0.000	5	16	0.000	5	16	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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:	14 - 20 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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