



ttp consulting
transport planning specialists

**Imperial House,
64 Willoughby Lane
London Borough of Haringey**

Transport Statement

March 2024

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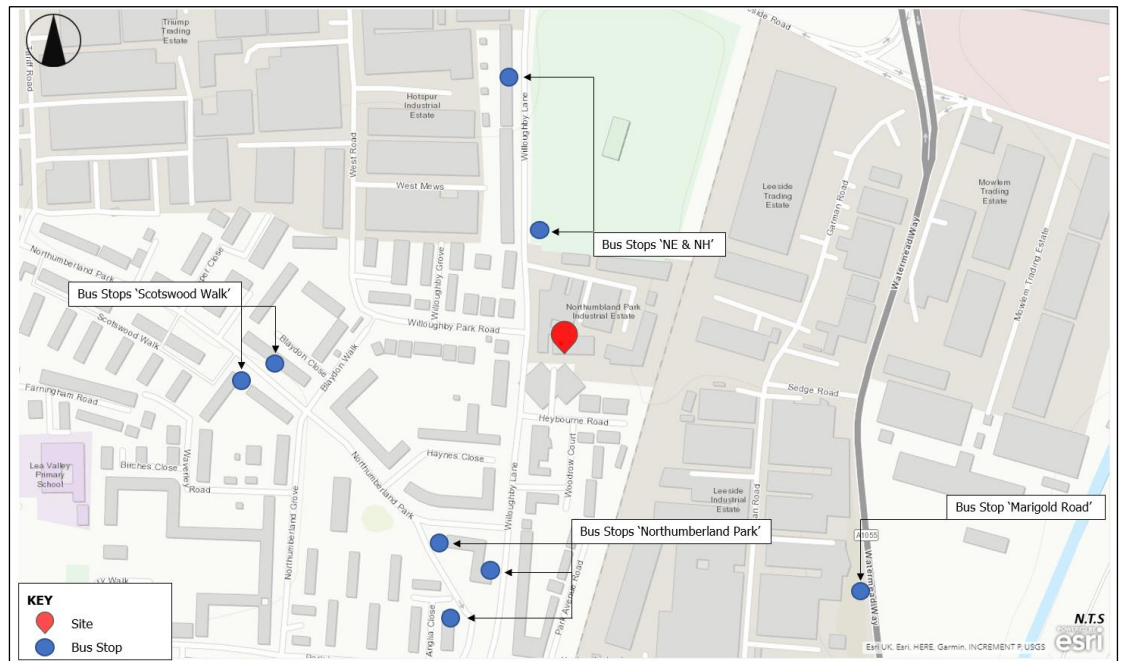
Appendices

- Appendix A – TfL Bus maps
- Appendix B – PTAL calculation
- Appendix C – Proposed Layout Plan
- Appendix D – TRICS output

1 INTRODUCTION

- 1.1 TTP Consulting has been appointed to provide transport consultancy services with regard to Imperial House, 64 Willoughby Lane in the London Borough of Haringey (LBH). Imperial House is an existing office building set behind numbers 66 to 70 Willoughby Lane.
- 1.2 The site location is shown at **Figure 1.1**.

Figure 1.1 – Location plan



- 1.3 The site is the subject of a planning application for an increase in floor area of 349sqm by adding an additional floor on the existing building. Subsequent to the submission of the application (reference HGY/2023/1601), LBH has advised that a Transport Statement and Travel Plan are required in order to fully consider the proposals.

Scope of the report

- 1.4 The remainder of this Transport Statement is set out as follows:
- Section 2 – sets out existing conditions and considers the accessibility of the site detailing the current local environment for pedestrians and cyclists.
 - Section 3 – summarises relevant transport planning policy.
 - Section 4 – provides a description of the proposals and assesses the potential effect of the development with regard to trip attraction and parking.
 - Section 5 – provides a summary and conclusion.

2 EXISTING CONDITIONS

Site and surrounding area

- 2.1 The site is located on the eastern side of Willoughby Lane in LBH. Imperial House is set back from Willoughby Lane, behind numbers 66 to 70. It comprises a five storey building with an undercroft at ground floor level. The building provides 2,477sqm of office floor space across all floors with the uppermost floor set back from the building edge.
- 2.2 Imperial House is located in a backland plot which also contains a number of smaller units housing individual businesses. The plots bordering the site form part of the Northumberland Park Industrial Estate and provide a mix of uses including garages, MOT centre and glass manufacturer. While there were previously routes through the subject site to the adjacent industrial estate these have now been closed off and are not in use.
- 2.3 Access to the site is via a gated access onto Willoughby Lane. The access road is approximately 5.5m in width. The gates are in line with the building edge of the Willoughby Lane frontage, approximately 6m back from the edge of carriageway. Separate vehicle and pedestrian gates are provided.
- 2.4 The site is served by an existing car park. Although bays are not formally marked, the car park provides space for approximately 50 vehicles to park within the site. The car park serves Imperial House only and no spaces are dedicated to individual leases.

Highway network

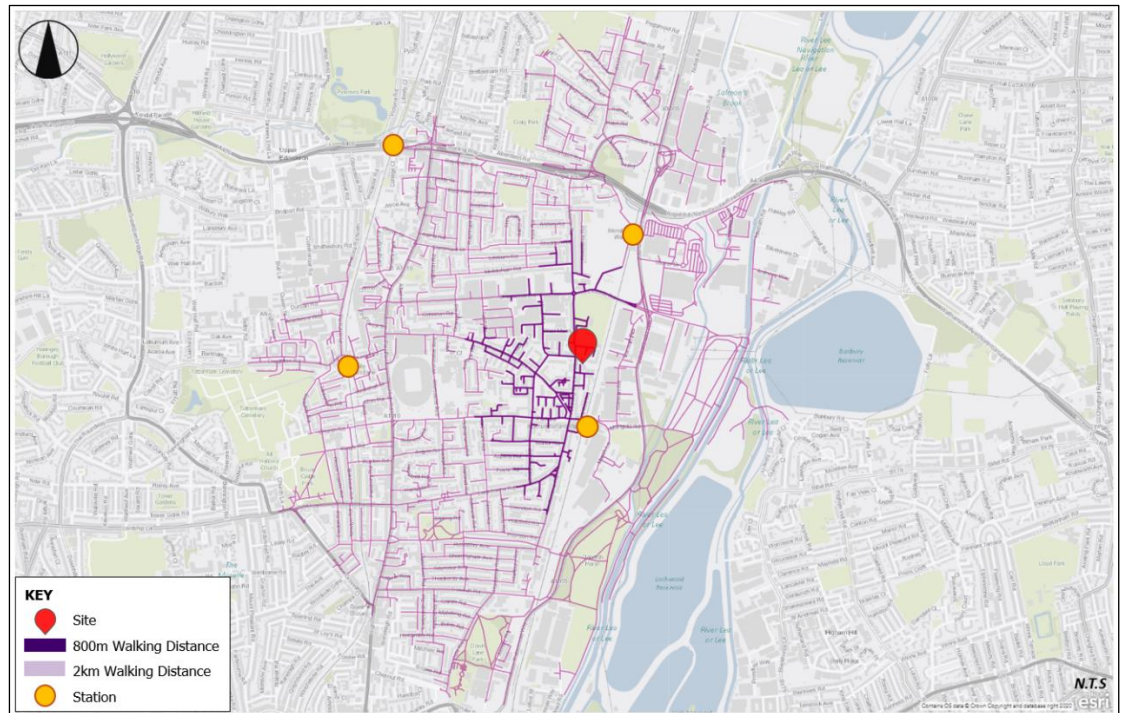
- 2.5 Willoughby Lane is a two-way single carriageway road operating in a north south alignment, subject to a 20mph speed limit in line with LBH's borough wide 20mph policy.
- 2.6 Footways are present on both sides of Willoughby Lane.

Accessibility

Walking

- 2.7 Walking is a convenient and sustainable mode of transport for local journeys and is considered to be a suitable mode of transport to replace short car and public transport journeys up to distances of circa 2km.
- 2.8 **Figure 2.1** shows the area surrounding the site within 800m (10-minute) and 2km (25-minute) walking distances.

Figure 2.1: Walking Isochrone Map

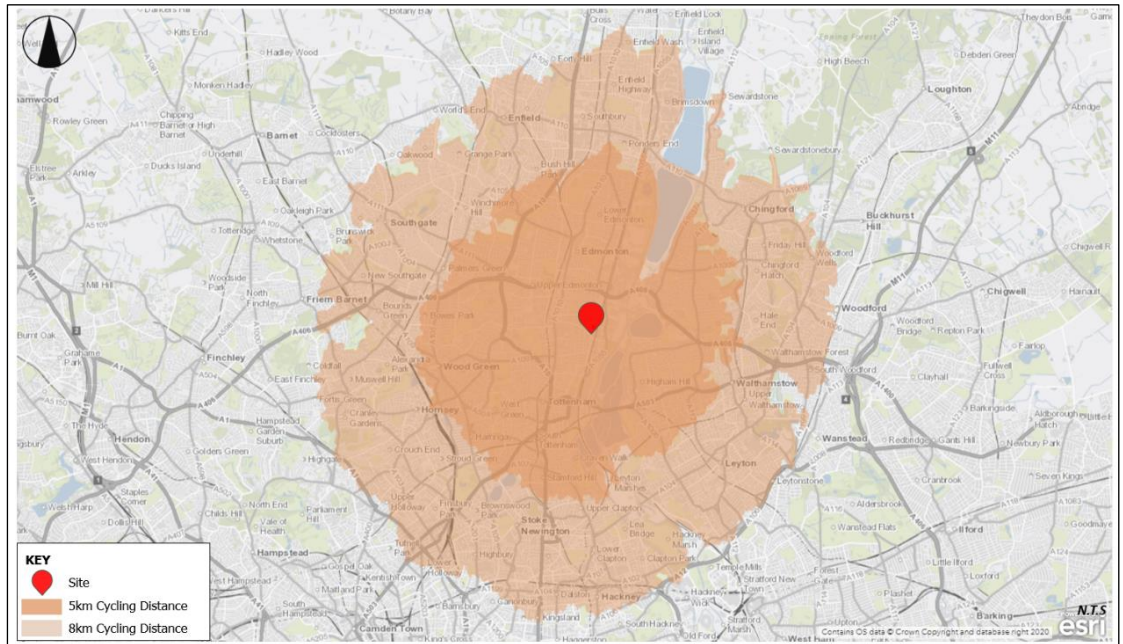


- 2.9 The map shows that Tottenham Hale station to the south, Tottenham Stadium, White Hart Lane, and Meridian Water are all within a 25-minute walk of the site and that key retail and transport nodes, including Park Lane post office and Northumberland Park station, are within a 10-minute walk.

Cycling

- 2.10 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length; **Figure 2.2** shows the area that can be reached within a 5km and 8km cycling distance of the site.

Figure 2.2: Cycling Isochrone Map



- 2.11 The map shows that areas such as Ponders End, Edmonton and South Tottenham are all within a 5km cycle journey, whilst areas such as Chingford, Leyton and Finsbury Park can be accessed within an 8km cycle.

Public transport

Bus

- 2.12 The closest bus stops to the site are located on Willoughby Lane approximately 250m to the north of the site (Leeside Road) and 300m to the south adjacent to Northumberland Park station. The bus routes and service frequency of buses serving these stops is summarised in **Table 2.2**.

Table 2.2: Summary of Local Bus Services

Bus Stop	Service		Frequency
	No.	Route	
Leeside Road (Stops NE and NH)	341	Meridian Water Station – Waterloo Station	8 to 12 minutes
Northumberland Park (Stop NB)	341	Meridian Water Station – Waterloo Station	8 to 12 minutes
Northumberland Park (Stops NA)	341	Meridian Water Station – Waterloo Station	8 to 12 minutes
	476	Northumberland Park – King's Cross Station	7 to 12 minutes
	W3	Northumberland Park – Finsbury Park Station	5 to 9 minutes

2.13 The bus route spider map for the area is included as **Appendix A** to this report.

Rail

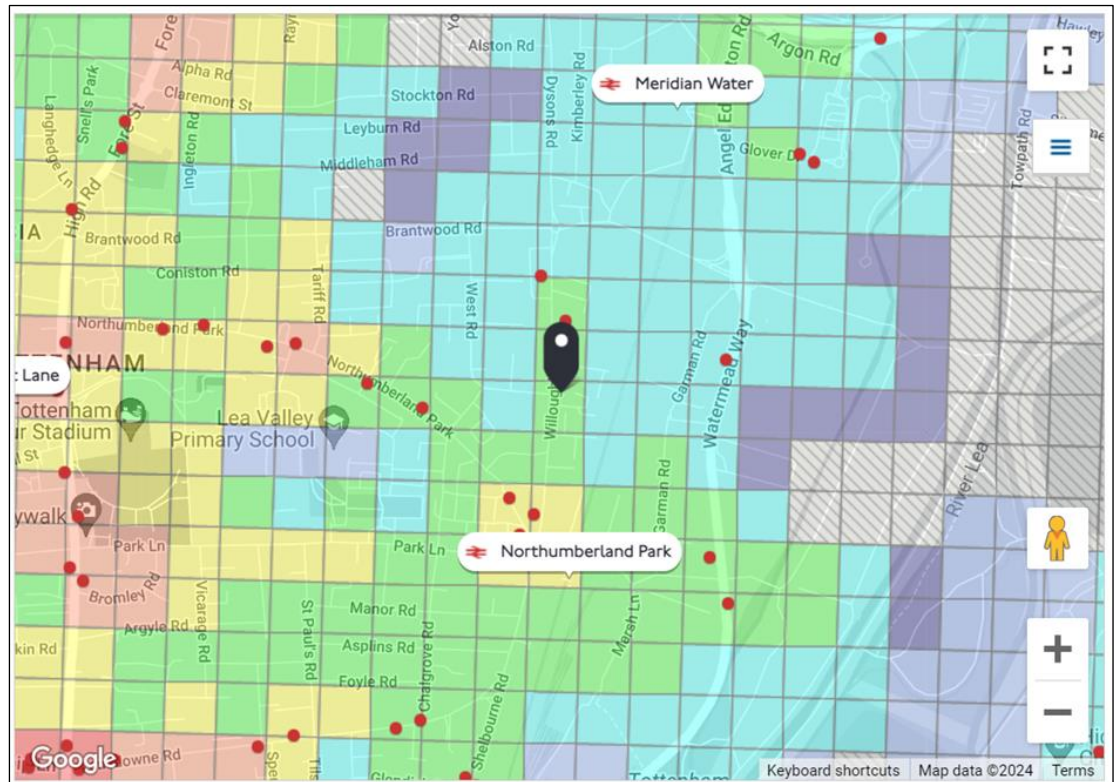
2.14 The nearest train station to the site is Northumberland Park, approximately four minutes' walk to the south on Willoughby Lane. Train services at this station are operated by Greater Anglia and run between Stratford and Bishops Stortford, calling at stations in between including Tottenham Hale, Cheshunt, and Harlow Town. Approximately three trains an hour run in both directions from Northumberland Park during peak periods.

2.15 From Stratford Station, London Overground services operate to Richmond and Clapham Junction, calling at stations in between.

PTAL

2.16 The Public Transport Accessibility Level (PTAL) of the site has been assessed with reference to TfL's WebCAT tool. This demonstrates a PTAL score of 3 for the site indicating an average level of access to public transport. The PTAL map for the site is shown in **Figure 2.3** and full calculations are included as **Appendix B**.

Figure 2.3: PTAL map



Modal Split

- 2.17 In order to establish the current modal split for people working in the area, reference has been made to data extracted from the 2011 Census. Data from the 2011 Census has been used rather than the 2021 Census as the later data is considered likely to have been influenced by the effects of Covid on travel behaviour. Data for the workplace population in the Haringey 002 area, where the site is located, has been used.

Table 2.3: Method of Travel to Work (Haringey 002)

Mode	Number	Percentage
Underground / Overground	261	9%
Rail	170	6%
Bus	514	18%
Taxi	1	0%
Motorcycle	17	1%
Car Driver	1,523	53%
Car Passenger	101	4%
Bicycle	91	3%
Walking	183	6%
Total	2,861	100%

- 2.18 It can be seen from **Table 2.3** that driving is the dominant travel mode for people employed in the area with 53% of journeys to work being undertaken by driving a car.

3 POLICY

National Planning Policy Framework

3.1 The National Planning Policy Framework (NPPF) was most recently updated in December 2023. It sets out the Government's planning policies for England and how these are expected to be applied.

3.2 When considering the transport effects of a development, the NPPF states that:

"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."

3.3 Paragraph 115 advises that:

"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."

The London Plan 2021

3.4 The London Plan sets out the strategic framework through which development in London is carried out. Chapter 10 of the plan relates to transport.

3.5 Policy T4 (B) of the Plan sets out the requirements for assessing the impact of new development:

"When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed."

3.6 The approach to employment parking provision is set out in Policy 6.2 of the London Plan, which states:

"A The maximum parking standards set out in Table 10.4 should be applied to new office development."

3.7 Cycle parking standards are set out in Table 10.2 of the Plan. For offices, the standard cycle parking standards apply to LB Haringey and provision at a rate of 1 space per 150sqm for staff plus short stay cycle parking at a ratio of 1 space per 500sqm is required.

London Borough of Haringey Local Plan 2017 - 2026

3.8 The LBH Local Plan consists of the Strategic Policies, Development Management Policies, Site Allocations and Tottenham Area Action Plan, alongside the London Plan.

3.9 With regard to development, Policy DM31: Sustainable Transport, states:

"C The Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals in accordance with the Transport for London thresholds."

3.10 Policy DM32: Parking confirms that the parking standards set out in the London Plan should be applied to development proposals:

"Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan."

3.11 Policy DM37: Maximising the Use of Employment Land and Floorspace, having regard to transport, states that:

"...proposals for the intensification, renewal and modernisation of employment land and floorspace will be supported where the development:

(c) Makes adequate provision of space for on-site servicing and waiting goods vehicles;"

4 DEVELOPMENT PROPOSAL

Proposals

- 4.1 Imperial House is an existing office building located off Willoughby Lane. The existing building provides 2,477sqm office floor space with associated parking. The proposals comprise an upward extension to the existing building by adding a floor. This will provide an increase in office floor area of 349sqm.

Access

- 4.2 There is a gated access to the site from Willoughby Lane, which is provided with separate vehicle and pedestrian gates. It is intended that this access will be retained to serve the extended building.
- 4.3 Appropriate visibility is available at the site access for exiting vehicles to observe pedestrians and vehicles.

Parking

- 4.4 As part of the development, it is intended to provide cycle parking to serve the whole building. **Table 4.1** summarises the proposed provision in accordance with the standards set out in the London Plan.

Table 4.1: Cycle parking requirements		
	Long stay cycle parking	Short stay cycle parking
Existing (2,477sqm)	17	5
Proposed increase (349sqm)	2	1
	19	6

- 4.5 The proposed site layout is included as **Appendix C** to this report. Long stay cycle parking will be provided in the form of a secure bike enclosure providing storage for 19 bikes over two tiers. In addition, a bike hangar with space for six bikes attached to Sheffield stands will be provided for short stay parking.
- 4.6 In line with policy, it is not intended to increase car parking provision at the site. There is sufficient capacity within the existing supply to cater for the existing and anticipated demand.

Trip generation

- 4.7 The potential number of trips associated with the proposals has been estimated based on trip rate information from the TRICS database considering surveys of offices in the Greater London

area. Full details of the TRICS sites selected are included at **Appendix D** and the trip rates and resultant person trips associated with the proposals are summarised in **Table 4.2**.

Table 4.2: Person trips derived from TRICS						
	Trip Rates		Existing trips		Proposed trips	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
0800 – 0900	0.747	0.104	38	2	5	0
1700 – 1800	0.086	1.689	2	42	0	6
0700 - 1900	5.046	4.875	125	121	18	17

- 4.8 The analysis indicates that the proposals are likely to result in approximately 35 person trips throughout the day. In order to establish the likely increase in vehicular trips during peak hours, reference has been made to the Travel to Work data obtained from the 2011 Census.
- 4.9 This showed 53% of journeys to work were made by car drivers. Applying this to the increase in floor area associated with the proposals results in an anticipated additional 3 car journeys during the peak hour. This is unlikely to be noticeable against daily fluctuations in traffic on the local highway network.
- 4.10 The proposals are accompanied by a number of measures to encourage sustainable transport to the site including the provision of cycle parking and a Travel Pack for new employees.

Servicing

- 4.11 Refuse collection will continue to be undertaken from the street in the same way as it is currently managed. Bins are stored alongside the site access within 10m of Willoughby Lane allowing refuse operatives to transfer the bins from the site to the refuse vehicle stopped on Willoughby Lane.
- 4.12 Deliveries to the site are expected to be limited to office materials such as paper, printer consumables and stationery. These will typically be undertaken using small vans which will be able to access the site and turn around within the car park. The proposed increase in floor area is not expected to result in a material increase in the number of deliveries to the site.

5 SUMMARY AND CONCLUSION

Summary

- 5.1 This Transport Statement has been prepared by TTP Consulting with regard to the proposed upwards extension of the building to provide an increase of 349sqm office floor space.
- 5.2 The report demonstrates that:
- The proposals are in accordance with local and national planning policies.
 - The site is well located in relation to public transport and other amenities.
 - Cycle parking to serve both the existing and proposed office floor space will be provided on site.
 - No increase in car parking is proposed and there is sufficient capacity within the current provision to accommodate the minimal increase in demand associated with the proposed development.
 - The anticipated increase in trips as a result of the proposals is minimal and should not affect the operation of the local transport network.

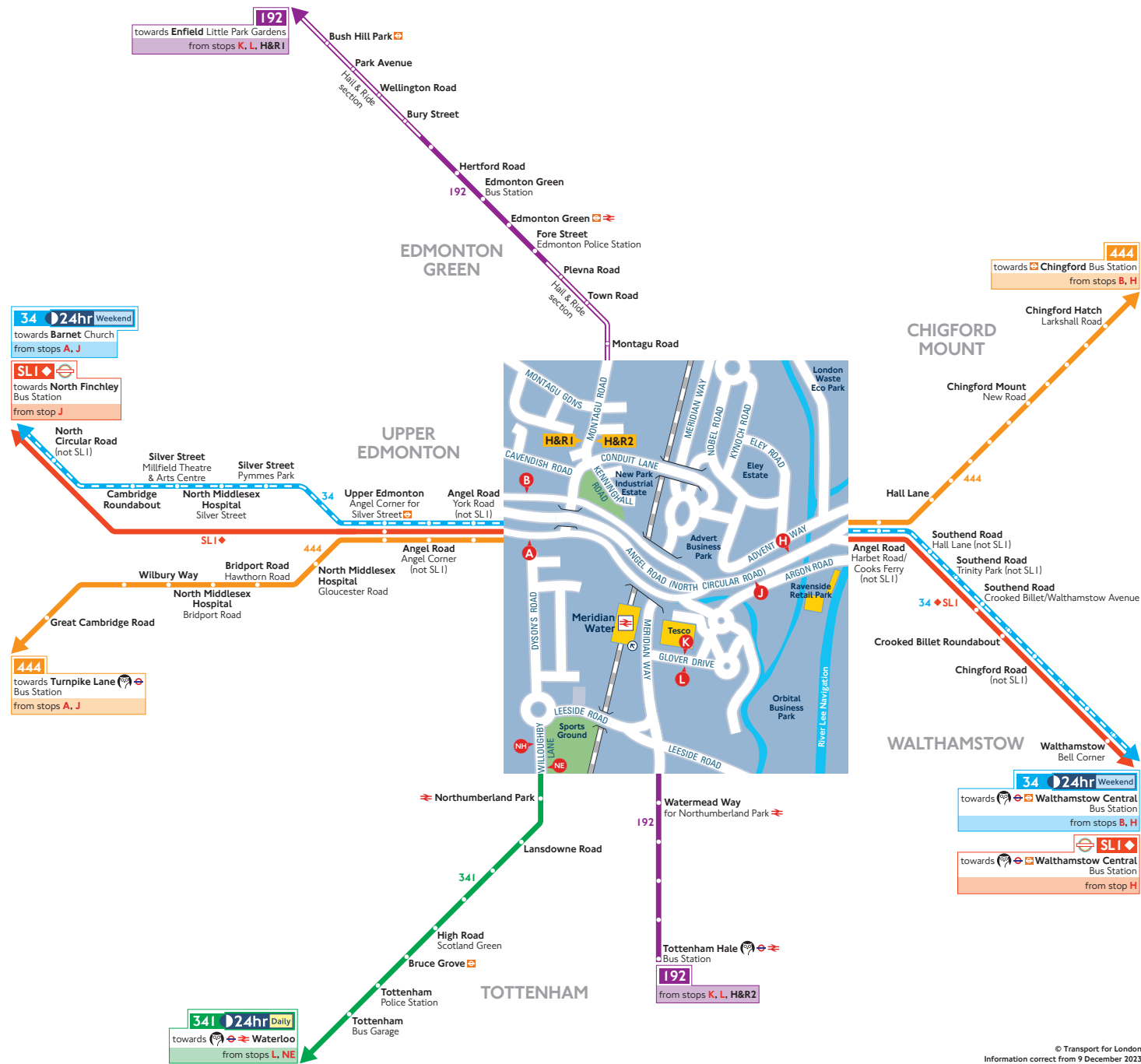
Conclusion

- 5.3 It is considered that the proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It, therefore, meets the test of the NPPF at paragraph 115, which states that:

"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."

Appendix A

Buses from Angel Road (Upper Edmonton)



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Superloop express bus route
	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Connections with river boats
	Operates daily with 24-hour service Friday and Saturday nights
	Tube station with 24-hour service Friday and Saturday nights
	Express service
	Route 192 operates as Hail & Ride on the sections of roads marked H&R1 and H&R2 on the map. Buses stop at any safe point along the road. There are no bus stops at these locations, but please indicate clearly to the driver when you wish to board or alight.

SUPERLOOP

Superloop is a proposed network of express bus routes, that would help improve connections and journey times between key outer London town centres and transport hubs. For more information visit tfl.gov.uk/superloop

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in

Appendix B

WebCAT PTAL Report

Site Details

Grid Cell: 138691

Easting: 534845
Northing: 191352

Report Date: 18/03/2024
Scenario: 2021 (Forecast)

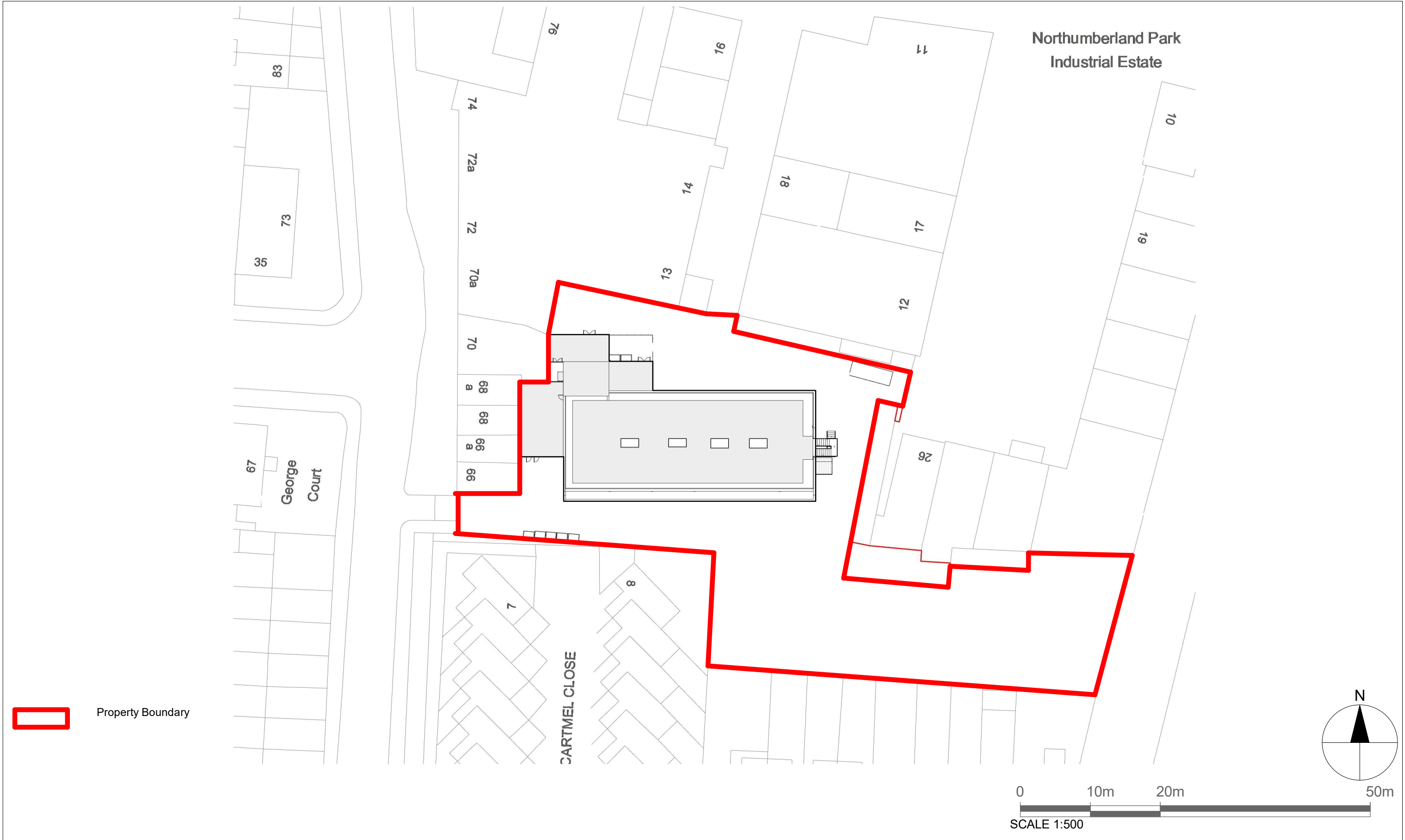
Calculation Parameters

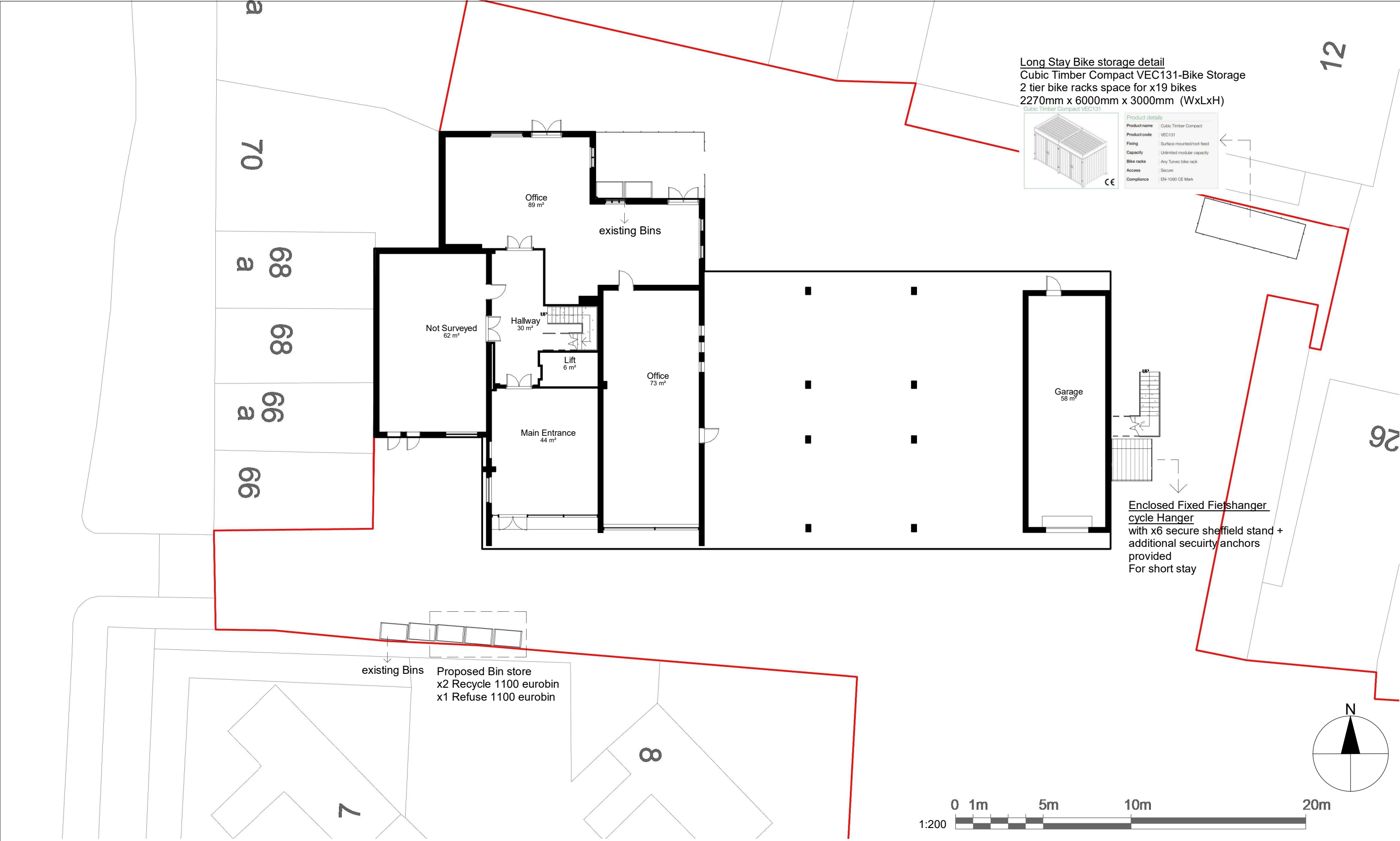
Day of Week: M-F
Time Period: AM Peak
Walk Speed: 4.8 kph
Bus Node Max Walk Access Time (mins): 8
Bus Reliability Factor: 2.0
LU Station Max Walk Access Time (mins): 12
LU Reliability Factor: 0.75
National Rail Station Max Walk Access Time (mins): 12
National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time
(mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI Bus N'LAND PK
WILLOUGHBY LA	476	239.54	7.76	2.99	5.86 8.86 3.39 1 3.39
Bus	NORTUMBERLAND PARK STAND W3	356.1	11.9	4.45	4.52 8.97 3.34 0.5 1.67
Bus	WILLOUGHBY L BRANTWOOD R	341 214.53	6.21	2.68	6.83 9.51 3.15 0.5 1.58
Rail	Northumberland Park 'HERTFDE-STFD 2061 '	370.44	0.33	4.63	91.66 96.29 0.31 0.5 0.16
Rail	Northumberland Park 'STFD-BROXBRN 2062 '	370.44 1 4.63 30.75	35.38	0.85	0.5 0.42 Rail
Northumberland Park 'BROXBRN-STFD 2063 '	370.44	0.67	4.63	45.53	50.16 0.6 0.5 0.3
Rail	Northumberland Park 'STFD-BSHPSFD 2S02 '	370.44 1 4.63 30.75	35.38	0.85	0.5 0.42 Rail
Northumberland Park 'BSHPSFD-STFD 2S05 '	370.44	0.67	4.63	45.53	50.16 0.6 0.5 0.3
Rail	Northumberland Park 'BSHPSFD-STFD 2S09 '	370.44	0.33	4.63	91.66 96.29 0.31 0.5 0.16
Rail	Northumberland Park 'ANGLRD-STFD '	370.44 2 4.63 15.75	20.38	1.47	1 1.47 Rail
Northumberland Park 'STFD-ANGLRD '	370.44	2	4.63	15.75	20.38 1.47 0.5 0.74

Total Grid Cell AI: 10.61
PTAL: 3

Appendix C





Notes.
Contractors must verify all dimensions at the site before comencing any work.
No construction work before Building Control approval and structural engineer confirmation.
Any discrepancies to be reported to Gridline.
All drawings are to be read in conjunction with all relevant drawings and specifications.

Project No.S				
REV	DATE	DESCRIPTION	BY	CH
A	21/03/24			

PROJECT TITLE	
Imperial House, 64 Willoughby Lane, London, N17 0SP	
DATE	Project No.
April 2023	6955

DRAWING TITLE		
Proposed - Ground Floor- Bike and Bin Detail		
CLIENT		
Mr Grussgott		
DRAWING No.	SCALE @ A3	Drawn by:
PR - P001	1:200	Niloufar



PLANNING SERVICES
Unit 9b, The High Cross Centre,
Fountainy Rd,
N15 4BE
TEL: 020 8802 3480
www.samplanning.co.uk

Appendix D

Calculation Reference: AUDIT-752101-240311-0314

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
BN	BARNET	1 days
HD	HILLINGDON	1 days
HO	HOUNSLOW	1 days

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



Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1306 to 114000 (units: sqm)
 Range Selected by User: 408 to 114000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 28/06/22

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

Selected survey days:

Wednesday 2 days
 Thursday 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 2
 Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Commercial Zone 1
 No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 9 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 3 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
25,001 to 50,000 3 days

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

Population within 5 miles:
500,001 or More 3 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 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:
Yes 2 days
No 1 days

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

PTAL Rating:
1b Very poor 1 days
3 Moderate 1 days
4 Good 1 days

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

LIST OF SITES relevant to selection parameters

1	BN-02-A-01	OFFICES		BARNET
	MOON LANE			
	HIGH BARNET			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1366	sqm	
	Survey date: THURSDAY	11/11/21		Survey Type: MANUAL
2	HD-02-A-10	DATA CENTRE		HILLINGDON
	MILLINGTON ROAD			
	HAYES			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	16350	sqm	
	Survey date: WEDNESDAY	02/03/22		Survey Type: MANUAL
3	HO-02-A-01	SKY HEADQUARTERS		HOUNSLOW
	SYON LANE			
	ISLEWORTH			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	120000	sqm	
	Survey date: WEDNESDAY	05/07/17		Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.95

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	1	114000	0.361	1	114000	0.055	1	114000	0.416
07:00 - 08:00	3	41160	0.485	3	41160	0.067	3	41160	0.552
08:00 - 09:00	3	41160	0.640	3	41160	0.094	3	41160	0.734
09:00 - 10:00	3	41160	0.513	3	41160	0.105	3	41160	0.618
10:00 - 11:00	3	41160	0.167	3	41160	0.086	3	41160	0.253
11:00 - 12:00	3	41160	0.101	3	41160	0.064	3	41160	0.165
12:00 - 13:00	3	41160	0.118	3	41160	0.104	3	41160	0.222
13:00 - 14:00	3	41160	0.084	3	41160	0.109	3	41160	0.193
14:00 - 15:00	3	41160	0.079	3	41160	0.101	3	41160	0.180
15:00 - 16:00	3	41160	0.062	3	41160	0.188	3	41160	0.250
16:00 - 17:00	3	41160	0.076	3	41160	0.441	3	41160	0.517
17:00 - 18:00	3	41160	0.078	3	41160	0.691	3	41160	0.769
18:00 - 19:00	3	41160	0.070	3	41160	0.395	3	41160	0.465
19:00 - 20:00	1	114000	0.049	1	114000	0.239	1	114000	0.288
20:00 - 21:00	1	114000	0.038	1	114000	0.094	1	114000	0.132
21:00 - 22:00	1	114000	0.050	1	114000	0.075	1	114000	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.971			2.908			5.879

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:	1306 - 114000 (units: sqm)
Survey date date range:	01/01/15 - 28/06/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.