

NENE VALLEY

Transport Planning

OCTOBER 27, 2025

TRANSPORT ASSESSMENT

14 WILLOW TREE LANE, HAYES, UB4 9BB

NENE VALLEY TRANSPORT PLANNING CONSULTANTS LTD

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INTRODUCTION

- 1.1. Nene Valley Transport Planning Consultants Ltd (NVTP) has been commissioned to prepare a Transport Assessment (TA) to accompany a planning application to The London Borough of Hillingdon for the Proposed “change of use from a single-family dwelling (Use Class C3) to a 7-bedroom, 8-occupant House in Multiple Occupation (HMO)” at the site of 14 Willow Tree Lane, Hayes, UB4 9BB.
- 1.2. The purpose of this report is to consider the transport and highways implications of the proposed development. It provides an assessment of the existing site conditions, access arrangements, parking provision, accident data and sustainable transport options. The assessment also evaluates the likely impact of the proposal on the local highway network and demonstrates that the development can be accommodated without adverse effects on highway safety or capacity.
- 1.3. It is the aim of this Transport Assessment to demonstrate that the development proposals support and accord with current planning policy by:
 - Being located in an area connected to existing dwellings and facilities, so as to minimise the need to travel and reduce reliance on the private car;
 - Focusing on travel by sustainable means, i.e. providing for the needs of pedestrians and cyclists, and being within walking / cycling distance of the public transport network; and
 - Enhancing travel choice where options offer a viable alternative to single occupancy car travel and potential for modal shift.
- 1.4. The report has been produced in line with the ‘Travel Plans, Transport Assessments and Statements’ (Ministry of Housing, Communities & Local Government 2014) and takes into account current Government policy within the revised National Planning Policy Framework (CLG 2021) and best practice guidance within ‘Manual for Streets’ (DfT 2007) and ‘Manual for Streets 2 – Wider Application of the Principles’ (CIHT 2010), the Design Manual for Roads and Bridges (Highways Agency 2002).
- 1.5. The London Borough of Hillingdon is both the local planning authority and the local highway authority.

PLANNING REQUIREMENT BACKGROUND

2.1 The objectives for the development have been defined taking into account national and local policies that seek to safeguard the environment and resources so as to put into practice the principles of sustainable development. Consideration has been given to the following documents:

National: The National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (NPPF) was revised in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

2.3 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which for decision-taking means:

- “approving development proposals that accord with an up-to-date development plan without delay;
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

2.4 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- 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.
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- 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.

2.5 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 assessment so that the likely impacts of the proposal can be assessed.

2.6 Other national policies which have been considered as part of this development include but are not exclusive to:

- Manual for Streets and Manual for Streets 2
- Transport White Paper: Creating Growth, Cycling Carbon: Making Sustainable Local Transport happen.
- Travel plans, transport assessments and statements in decision taking.

Regional Policy- The London Plan (2021)

- The London Plan provides the strategic planning framework for Greater London. Relevant policies include:
 - Policy T1 (Transport Strategy): Seeks to reduce car dependency and support growth through walking, cycling, and public transport.
 - Policy T2 (Healthy Streets): Requires development proposals to improve safety, accessibility and comfort for walking and cycling.
 - Policy T5 (Cycling): Requires developments to provide cycle parking in line with London Plan minimum standards.
 - Policy T6 (Parking): Restricts car parking provision and sets minimum disabled parking standards; places of worship require a minimum of two disabled bays or 6% of spaces.

Local Policy- Hillingdon Local Plan

- The Hillingdon Local Plan (comprising Part 1: Strategic Policies, adopted in 2012, and Part 2: Development Management Policies, adopted in 2020) provides the main local planning framework for development in the Borough. A new Local Plan (2024–2041) is currently in preparation and will eventually replace the existing documents. Key policies relevant to this proposal include:
 - Policy DMT 1 – Managing Transport Impacts: Requires development proposals to comply with the Mayor’s Transport Strategy, reduce reliance on the private car, and promote active and sustainable travel.
 - Policy DMT 2 – Highways Impacts: Requires proposals not to significantly increase congestion or create road safety issues.
 - Policy DMT 5 – Pedestrians and Cyclists: Seeks to improve facilities for walking and cycling and ensure developments are accessible and well-connected for non-motorised users.
 - Policy DMT 6 – Vehicle Parking: Sets out parking standards that generally align with the London Plan maximum standards, promoting efficient use of land and sustainable transport choices.
 - London Plan Policy T1–T6 (2021): Provides overarching regional transport policies, including the Mayor’s target for 80% of trips to be made by active or sustainable modes by 2041.

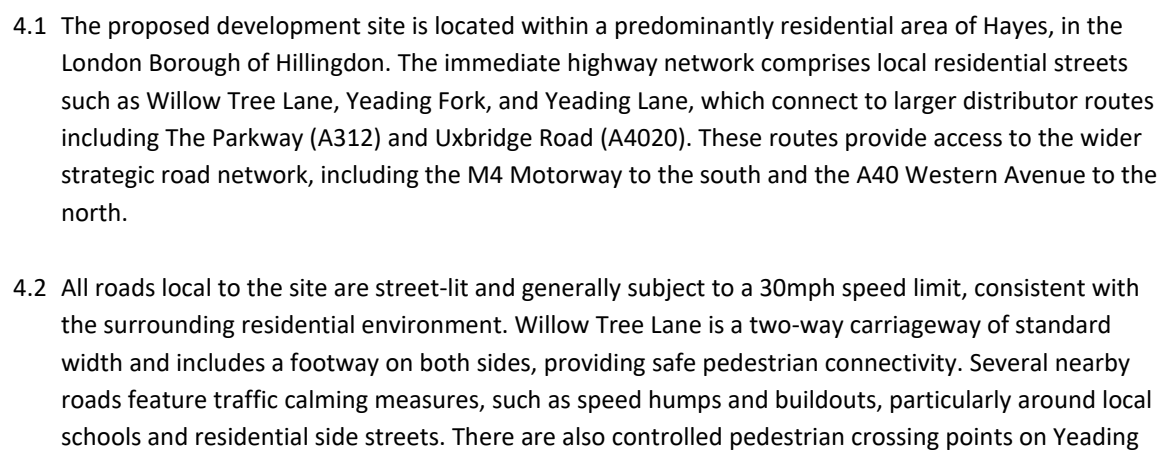
2.7 The proposed development at 14 Willow Tree Lane will be designed in accordance with policy objectives set out in national and local documentation. The site is close to existing sustainable transport infrastructure providing a highly sustainable location with excellent local and national sustainable transport links. On balance, the site location and proposed use is considered to accord with the national and local transport policy objectives.

PROPOSED DEVELOPMENT

- 3.1 The proposal at 14 Willow Tree Lane, Hayes, UB4 9BB seeks planning permission for the change of use from a single-family dwelling (Use Class C3) to a seven-bedroom, eight-occupant House in Multiple Occupation (HMO). All external works to the property, including the first-floor side extension, garage conversion, and associated fenestration changes, were previously approved by the local planning authority. Accordingly, this application relates solely to the change of use and internal layout alterations to facilitate the HMO use.
- 3.2 The proposed development will provide a high-quality shared accommodation environment in accordance with the Hillingdon Local Plan (Part 2, 2020) and the London Plan (2021). The scheme accommodates seven en-suite bedrooms distributed across two floors. On the ground floor, the layout includes three bedrooms, a communal kitchen and dining area, and a shared living room, providing a total of 27m² of communal amenity space — significantly exceeding Hillingdon Council's minimum requirement of 10m² for HMOs. The first floor contains four additional bedrooms, each with private en-suite facilities. These design features ensure a good standard of residential amenity and functionality for future occupants.
- 3.3 A shared rear garden of approximately 45m² provides a mixture of soft and hard landscaping. The garden will be enclosed by a 1.8-metre boundary fence to safeguard privacy and reduce potential noise disturbance for neighbouring residents. Planters with tall shrubs will be positioned outside ground-floor bedroom windows to enhance screening and outlook. The amenity space exceeds the Mayor of London's minimum outdoor space standard (12m² for a household of eight people), ensuring sufficient provision for relaxation and recreation.
- 3.4 Vehicular access to the site will continue to be taken directly from Willow Tree Lane via the existing dropped kerb. Two off-street car parking spaces are provided to the site frontage, each measuring 2.4m x 4.8m and served by an Electric Vehicle Charging Point (EVCP) in line with London Plan Policy T6.1 requirements for residential development.
- 3.5 To supplement on-site provision, a Parking Survey Report was undertaken by Nene Valley Transport Planning Ltd (October 2025) to assess local parking conditions. The survey was carried out using the recognised Lambeth Methodology, covering all streets within a 200-metre radius of the site, including Willow Tree Lane, Yeading Lane, Masfield Lane, Shakespeare Avenue, and adjoining residential roads. Surveys were conducted across five periods, encompassing daytime, evening, and overnight conditions.
- 3.6 The results identified an average parking stress of 62%, well below the 85% threshold at which parking is considered constrained. Even during overnight periods — typically the busiest for residential parking — ample spare capacity was observed, confirming that there is sufficient on-street parking availability to accommodate any additional demand arising from the proposed HMO. The analysis demonstrates that the proposal would not give rise to parking overspill, congestion, or highway safety concerns, and fully accords with Policies DMT 1, DMT 2, and DMT 6 of the Hillingdon Local Plan.
- 3.7 Waste and recycling storage for three 360L bins is proposed in an enclosed and easily accessible location at the front of the property, allowing collection without obstructing pedestrian access. A clear 1.0-metre pedestrian pathway connects the front entrance to the public footway.

- 3.8 Secure, covered, and well-lit storage for eight bicycles will be provided within a gated side passage, in accordance with London Plan Table 10.2 cycle parking standards. This facility encourages sustainable travel behaviour among residents and reduces dependence on car use.
- 3.9 To protect neighbouring amenity, acoustic insulation will be installed along the party wall with No. 16 Willow Tree Lane and the gable end wall, minimising airborne sound transmission between dwellings. The proposal also integrates low-energy lighting and EV charging infrastructure, contributing to Hillingdon's carbon reduction and sustainable transport objectives.
- 3.10 The proposed development represents a small-scale, sustainable intensification of an existing residential property in a well-connected suburban location. The internal and external arrangements deliver high standards of living accommodation, adequate parking and cycle provision, and sufficient amenity space in full compliance with local and regional policy requirements. The accompanying parking survey provides robust evidence that the surrounding road network has ample spare capacity to accommodate the development without causing adverse impacts on parking availability or highway safety. Accordingly, the proposal is considered to be suitably designed, accessible, and sustainable, contributing positively to local housing choice while maintaining the residential character of the area.

Figure 1 Site location and surrounding Highway network



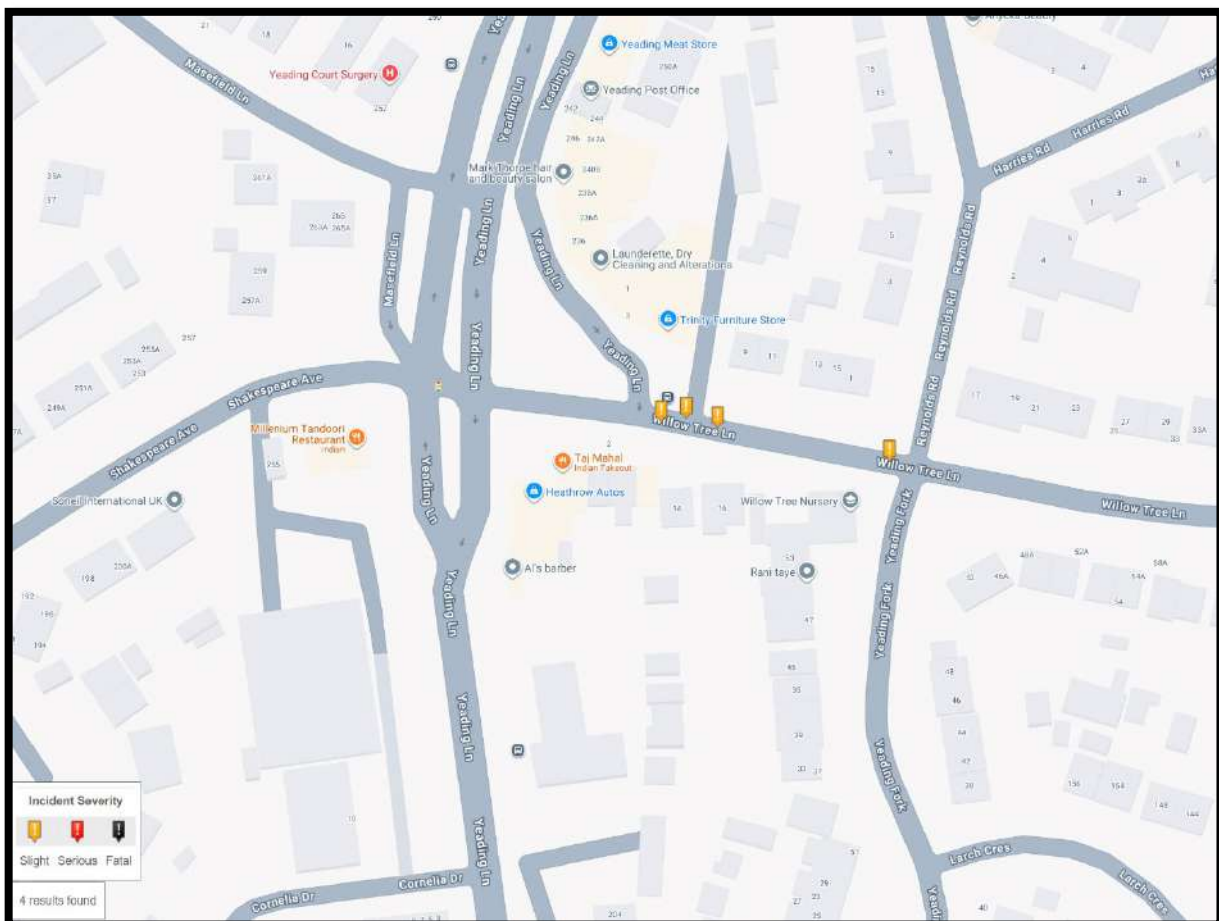
Lane and The Parkway, which improve safety for pedestrians and cyclists. On-street parking is available within the local area, though it is subject to residential demand and informal self-regulation by local residents.

- 4.3 The site is located a short distance from key local and strategic routes. To the east lies The Parkway (A312), a major north–south corridor linking Hayes, Southall, and Northolt with the M4 Motorway to the south and the A40 Western Avenue to the north. To the south, Uxbridge Road (A4020) provides an important east–west connection linking Hayes Town Centre with Uxbridge to the west and Ealing to the east. These routes provide access to the wider strategic highway network, facilitating convenient travel across west London and beyond, including connections to the M25 via both the A312 and M4 corridors.
- 4.4 Willow Tree Lane operates broadly north–south between Yeading Lane (A4020) to the north and The Parkway (A312) to the south. It is a two-way single-carriageway road, with one lane in each direction and footways on both sides. On-street parking occurs intermittently along Willow Tree Lane and adjacent residential side roads, generally on an informal basis and without marked bays. The carriageway is typically of standard residential width, accommodating two-way vehicle movement. The road is subject to a 30mph speed limit, and localised traffic calming measures, such as speed cushions, are in place along parts of the route.
- 4.5 Yeading Lane (A4020) forms part of the local distributor network and runs broadly north–south, linking the Hayes area with Northolt and Southall. It provides two lanes of traffic in each direction along certain sections and includes footways, bus stops, and controlled pedestrian crossings. Cycle markings are present in parts, reflecting its role in the local active travel network. The Parkway (A312) provides further connectivity to regional destinations, including Heathrow Airport, and accommodates higher volumes of traffic with a 40–50mph speed restriction along most of its length.
- 4.6 Accordingly, the site at 14 Willow Tree Lane is well connected to the local road network and benefits from convenient access to the wider strategic highway system, including the A312, A4020, and M4. This ensures that the site can be reached efficiently by car from both the local community and from further afield.
- 4.7 The site can be readily accessed by private car, and the surrounding road network does not exhibit significant pinch points or capacity constraints that would cause undue congestion during peak periods. The modest scale of the proposed development is therefore not anticipated to have a material impact on local highway conditions or the safe and efficient operation of the surrounding network.

ACCIDENT DATA

- 5.1 The National Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' document states that, "Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".
- 5.2 Accident data for the highway network surrounding the site was accessed via <https://www.crashmap.co.uk/>. The data requested covers the latest 5 year period available.
- 5.3 Analysis of this data is carried out to identify if any patterns or trends exist and to investigate if there are existing highway safety issues that could be exacerbated by the proposed development on the site.
- 5.4 Figure 2 below confirms that there have been four personal injury accidents (PIA) in the past 5 years. The severity of all four is classed as 'slight'

Figure 2 Accident data



- 5.5 A review of verified personal injury collision data identifies four recorded incidents within the most recent available dataset. All collisions were classified as “slight” in severity, with no serious or fatal injuries reported. The incidents predominantly involved low-speed manoeuvres on local roads with speed limits of 20–30 mph under typical urban traffic conditions. Contributing factors included wet weather, reduced visibility, or driver error, rather than any inherent deficiency in the road layout or junction design.
- 5.6 Given the low frequency and minor nature of these incidents, there is no discernible collision pattern that would indicate a systemic safety concern on or near Willow Tree Lane. The existing highway network therefore demonstrates a satisfactory safety record, suggesting that the proposed development can be accommodated without adversely impacting road safety in the area.
- 5.7 Detailed reports of each accident can be found in Appendix 2.

SUSTAINABLE TRANSPORT ACCESSIBILITY

Pedestrians

- 6.1 Access to the site for pedestrians is available directly from Willow Tree Lane, which provides the primary point of entry for both pedestrians and vehicles. Cyclists can also approach the site via the surrounding local residential road network, with opportunities to dismount and securely store bicycles within the site curtilage.
- 6.2 The site is located within a well-established residential area of Hayes, in the London Borough of Hillingdon. As such, it lies within comfortable walking and cycling distance of a significant local population, providing convenient and sustainable access to the development for residents in the surrounding area.
- 6.3 Footways of adequate width are provided along both sides of Willow Tree Lane and the adjoining local streets. These are generally continuous and connect to nearby distributor routes including Yeading Lane (A4020) and The Parkway (A312), where further pedestrian and cycle infrastructure is available. Dropped kerbs are provided at key junctions and crossing points, enabling convenient and inclusive access for wheelchair users, prams, and those with reduced mobility.
- 6.4 The surrounding highway network is subject to 30mph speed limits, consistent with the area's residential character. Traffic calming measures, such as speed cushions and build-outs, are in place along Willow Tree Lane and adjacent streets to moderate vehicle speeds and enhance road safety for pedestrians and cyclists.
- 6.5 There are several pedestrian crossings within the vicinity of the site. Signal-controlled crossings are located along Yeading Lane, providing safe pedestrian movement across busier roads and connecting to local bus stops, schools, and community amenities. Zebra crossings are also present near local shops and schools, improving walkability and accessibility within the local area.
- 6.6 The London Borough of Hillingdon, in partnership with Transport for London (TfL) through its Local Implementation Plan (LIP3), continues to prioritise improvements to walking and cycling accessibility across the Borough. Initiatives focus on delivering Healthy Streets principles, creating safer, more inclusive environments for all users, and encouraging a shift toward active travel in line with the Mayor of London's Healthy Streets agenda.
- 6.7 *Guidelines for Providing for Journeys on Foot* describes walking distances for commuters, where up to 500 metres is the desirable walking distance, up to 1km is an acceptable walking distance, and up to 2km is the preferred maximum walking distance.
- 6.8 Within a 2-kilometre walking catchment of the site are extensive residential neighbourhoods, including areas around Yeading, Kingshill Avenue, Willow Tree Primary School, and Hayes Town Centre. These areas are all well-connected by a comprehensive footway network, supported by a wide range of local amenities such as shops, schools, healthcare facilities, and community centres. This reinforces the walkability of the area and reduces the need for private vehicle use. The proposed

development therefore benefits from being embedded within a sustainable, well-connected community, consistent with both London Plan and Hillingdon Local Plan transport objectives.

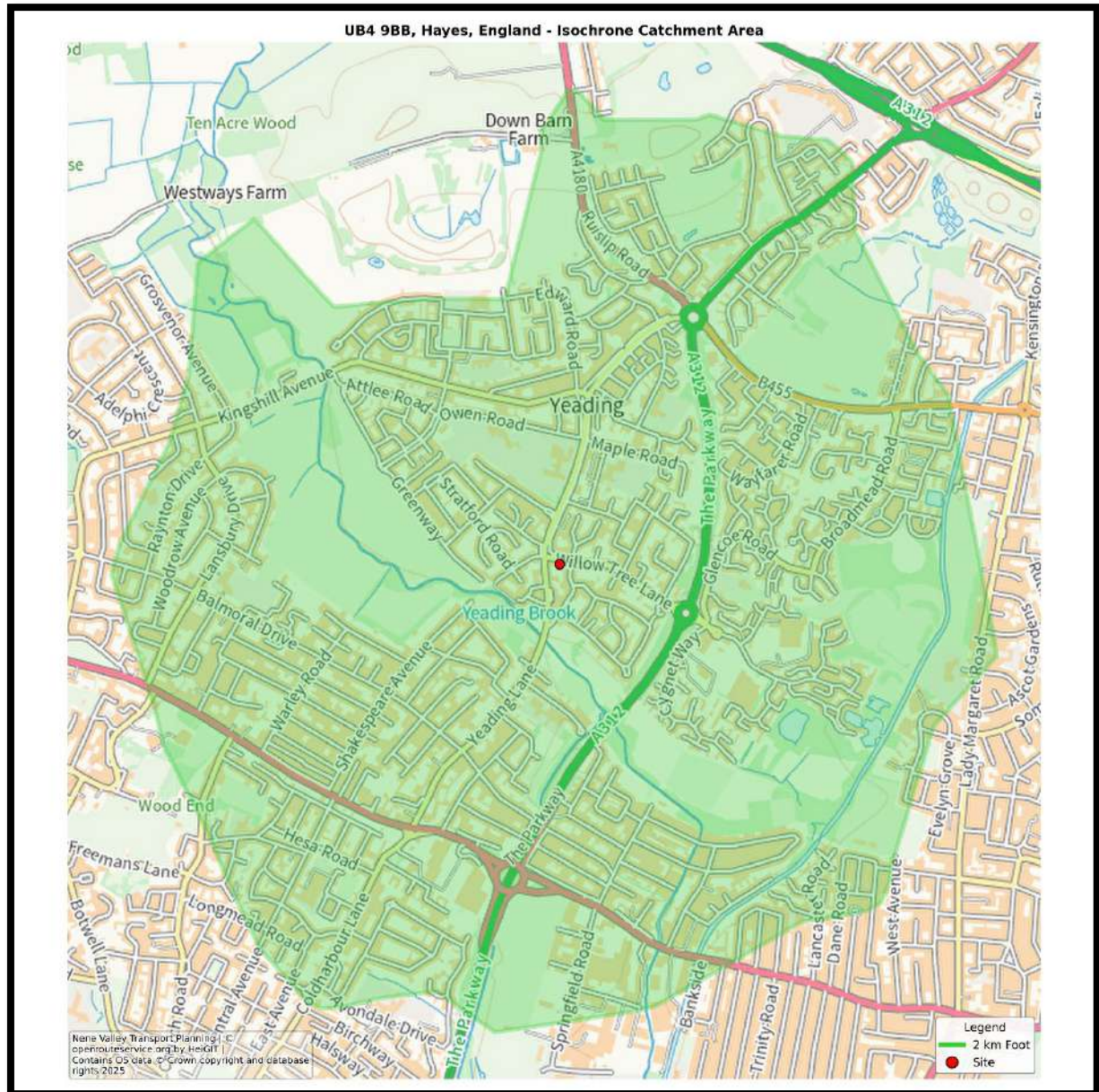
Table 1 Amenities within a walking distance

Category	Example Amenities	Approx. Walking Time	Notes
Education	Willow Tree Primary School, Belmore Primary Academy, Barnhill Community High School	4 – 14 mins	Range of primary and secondary schools easily accessible by foot.
Retail & Local Services	Local shops on Willow Tree Lane, Tesco Extra Yeading, Yeading Lane Local Centre	3 – 15 mins	Convenience retail, supermarkets, and small service outlets serving daily needs.
Healthcare	Yeading Medical Centre, Grange Road Surgery	10 – 16 mins	GP surgeries and pharmacy within easy walking distance.
Open Space & Recreation	Yeading Brook Meadows, Minet Country Park, Barra Hall Park	4 – 20 mins	Public parks offering walking, cycling, and play facilities.
Community & Religious Facilities	St. Edmund's Church, Yeading Community House, Hayes Muslim Centre	8 – 20 mins	Local places of worship and community hubs supporting social activity.
Public Transport	Bus stops on Willow Tree Lane (E6, 696, 697) and Yeading Lane (90, 120, E9); Hayes & Harlington Station (Elizabeth Line)	1 – 20 mins	Frequent local bus services and rail access to central London and Heathrow.

- 6.9 The site benefits from a good level of pedestrian accessibility to a broad mix of education, retail, healthcare, recreational, community, and transport facilities, all located within a 2 km (approximately 20-minute) walking distance. This demonstrates that the surrounding area is well-served by local amenities and supports sustainable, walk-based access, consistent with the Healthy Streets and active travel objectives of the London Borough of Hillingdon and the London Plan.

- 6.10 There are footways on all local thoroughfares, with pedestrian crossing facilities at key points on all main desire lines. With good street lighting and surfacing to the site, there are no obstacles walking to the site covering the immediate area.

Figure 3 2km Walking catchment



Cyclists

- 6.11 Paragraph 78 of PPG13 stated that cycling had the potential to be an effective substitute for short car trips, particularly those under 5km to form part of a long journey by public transport. Details of all cycle routes in and around the area are attached in the appendices.
- 6.12 The National Statistics fact sheet 'Cycling in Great Britain' (DfT, 2003) stated that the average length of a cycle stage was 2.4 miles (3.9km) and that around 90% of cycle trips were under 5 miles (8km) in length. These distances are consistent with preceding PPG13 guidance.
- 6.13 A 5km distance is equivalent to a typical cycling time of 15 to 20 minutes. Figure 4 below shows the 5km cycling catchment which shows extensive propensity to cycle to and from the site.
- 6.14 Willow Tree Lane is situated within a well-connected urban area that supports active travel, including cycling. While there are currently no dedicated cycle lanes along Willow Tree Lane itself, the surrounding residential roads form a network of quiet streets with low traffic volumes, enabling cyclists to share the carriageway safely with vehicles. The area benefits from a relatively flat topography, which supports comfortable cycling conditions for short and medium-distance trips.
- 6.15 The London Borough of Hillingdon benefits from an expanding network of cycle routes identified through Transport for London's Strategic Cycling Analysis and implemented through the Borough's Local Implementation Plan (LIP3). Nearby routes along Yeading Lane, The Parkway (A312), and Uxbridge Road (A4020) provide cycle connections linking Yeading, Hayes Town Centre, Northolt, and Uxbridge. Cyclists can also connect to longer-distance routes such as the Cycleway 44 corridor, which runs through Hayes & Harlington, providing onward access toward Ealing, Southall, and central London.
- 6.16 Although Willow Tree Lane is not directly served by a segregated cycleway, its proximity to key cycle routes and quiet connecting streets ensures that cyclists can access the site safely and conveniently. The proposed development will include provision for secure and covered cycle parking in accordance with London Plan (2021) standards, supporting sustainable travel choices for visitors and staff. This aligns with the Mayor of London's Healthy Streets and active travel objectives, promoting a shift toward walking and cycling for local journeys.

Figure 4 5km Cycling catchment



6.13 The London Borough of Hillingdon has adopted a Local Implementation Plan (LIP3, 2019–2041) in partnership with Transport for London (TfL). This plan sets out a framework for improving walking, cycling, and public transport provision across the Borough, in alignment with the Mayor of London’s Healthy Streets agenda and the London-wide Local Cycling and Walking Infrastructure Plans (LCWIPs). Hillingdon’s investment priorities focus on enhancing road safety, connectivity, and accessibility, with particular emphasis on school travel routes, local service centres, and connections to transport hubs such as Hayes & Harlington Station and Uxbridge Town Centre.

- 6.14 Traffic volumes along Willow Tree Lane and the surrounding residential streets are generally low, making them suitable for on-carriageway cycling. These quieter streets contribute to Hillingdon's broader approach to creating safe, low-traffic neighbourhoods that support walking and cycling. In addition, there are connections to advisory and informal cycle routes along Yeading Lane, Kingshill Avenue, and The Parkway (A312), which link to busier corridors and onward routes toward Hayes Town Centre, Southall, and Uxbridge. Street lighting and road surface conditions in the area are of a good standard, providing a safe and comfortable environment for cyclists throughout the day and evening.
- 6.15 The proposed development will provide secure, covered, and well-lit cycle parking facilities in accordance with London Plan (2021) standards. These facilities will encourage and support active travel by bicycle for both residents, reducing reliance on private car use and contributing to the sustainable transport objectives of the London Borough of Hillingdon and the Mayor of London's Healthy Streets agenda.

Bus Services

- 6.18 The IHT Guidelines for Planning for Public Transport in Developments recommend that the maximum walking distance to a bus stop should not normally exceed 400 metres. The nearest bus stops to the site are located directly on Willow Tree Lane, approximately 20 metres from the site, and are easily accessible via existing, well-maintained footways.
- 6.19 This stop is served by London Buses routes E6, 696, and 697, providing frequent and reliable services throughout the day. Route E6 operates between Greenford Broadway and Bulls Bridge Tesco, serving key destinations including Yeading, Hayes Town Centre, and Uxbridge Road. School services 696 and 697 operate during peak hours, providing connections to local schools in Northolt and Southall. Additional bus services are available from Yeading Lane (A4020), approximately 800 metres from the site, including routes 90, 120, and E9, offering connections to Northolt, Ealing, and Uxbridge. Together, these services provide convenient and comprehensive coverage of the local and wider area.
- 6.20 According to Transport for London (TfL), the site is located within an area of Public Transport Accessibility Level (PTAL) 2–3, indicating a moderate level of accessibility. While not within a high-frequency corridor, the site benefits from the close proximity of multiple bus routes and reasonable walking access to Hayes & Harlington Station, located approximately 1.9 kilometres (22 minutes) away. This station provides Elizabeth Line services offering fast, direct connections to Heathrow Airport, Ealing Broadway, Paddington, and Central London.
- 6.21 Overall, the proposed development benefits from good access to local bus services and nearby rail connections, ensuring that visitors and users can conveniently travel to the site by public transport. When considered alongside the site's high pedestrian and cycling accessibility, the level of public transport provision is consistent with London Plan and Hillingdon Local Plan objectives to promote sustainable travel and reduce reliance on the private car.

6.22 Table 2 Summary of bus services

Bus Route	Key Destinations	Peak Frequency (approx.)	Off-Peak Frequency (approx.)
E6	Greenford Broadway – Yeading – Hayes Town – Bulls Bridge Tesco	Every 7–10 mins	Every 10–12 mins
90	Northolt – Hayes End – Uxbridge	Every 10–12 mins	Every 12–15 mins
120	Northolt – Southall – Hounslow	Every 10 mins	Every 12–15 mins
E9	Ealing Broadway – Greenford – Yeading	Every 10 mins	Every 12–15 mins
696 / 697	School services between Northolt, Greenford & Southall	School peak only	School peak only

Please note: Timetables and route availability may be subject to change. Users are advised to consult the relevant operator website for the most up-to-date information.

Rail

- 6.21 The closest rail station to the site is Hayes & Harlington Station, located approximately 1.9 kilometres (around 20 minutes' walk) to the south. The station is served by the Elizabeth Line, providing frequent and fast services to Central London, Heathrow Airport, Reading, and Shenfield. Additional rail services are available via interchange at Ealing Broadway and Paddington, offering access to the wider London Underground and National Rail network.
- 6.22 These rail connections provide sustainable travel options for visitors, staff, and the local community as part of multi-modal journeys, complementing the frequent bus services available from Willow Tree Lane and Yeading Lane. The Elizabeth Line operates with trains typically every 5 minutes during peak periods and every 8–10 minutes off-peak, ensuring reliable and high-capacity connectivity to destinations across London and the South East. This significantly enhances the accessibility of the site to areas such as Ealing, Paddington, Tottenham Court Road, Canary Wharf, and Heathrow Airport.

Table 3 Summary of Underground services

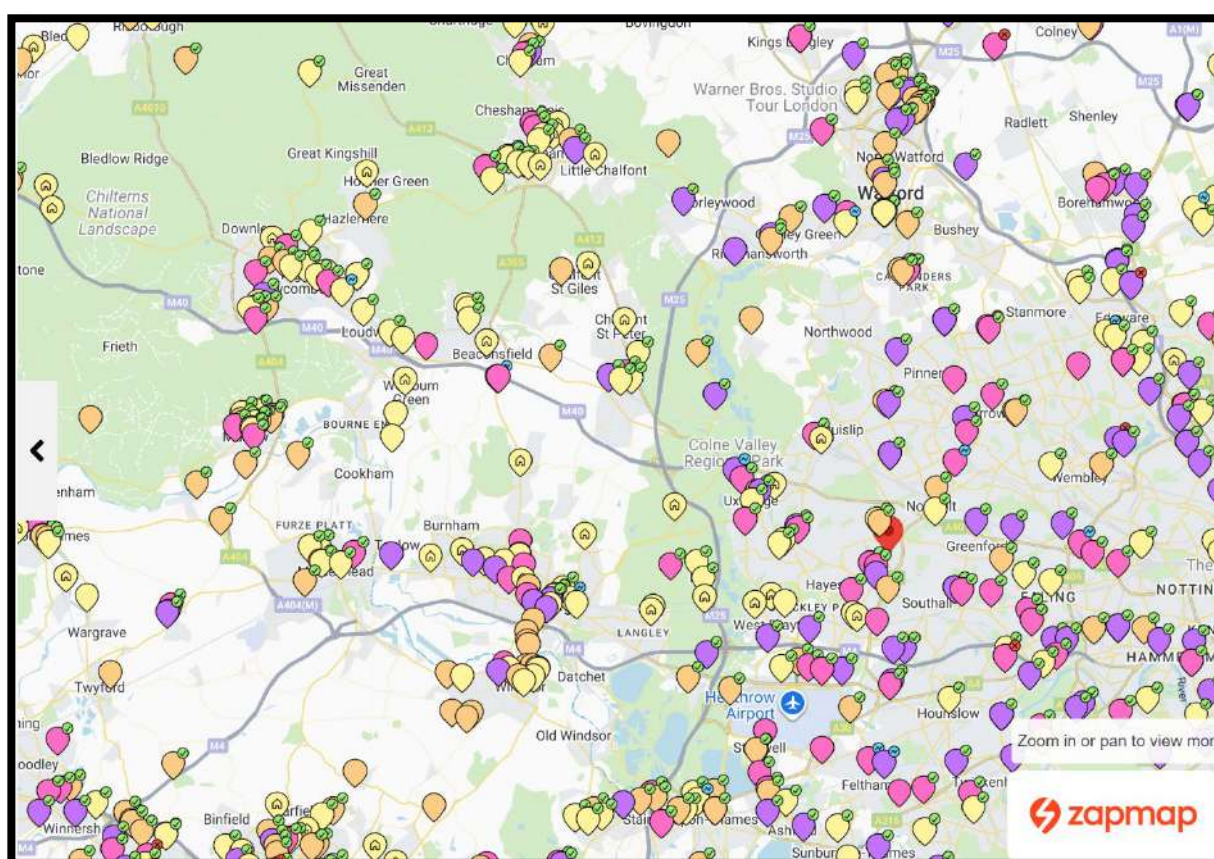
Station	Line / Service	Peak Frequency (approx.)	Off-Peak Frequency (approx.)	Key Destinations
Hayes & Harlington (1.9 km)	Elizabeth Line	Every 5 mins	Every 8–10 mins	Heathrow Airport, Ealing Broadway, Paddington, Tottenham Court Rd, Canary Wharf
Southall (3.1 km)	Elizabeth Line	Every 5 mins	Every 8–10 mins	Paddington, Bond Street, Stratford, Abbey Wood

- 6.23 According to Transport for London (TfL), the site has a Public Transport Accessibility Level (PTAL) of 2–3, representing a moderate level of accessibility. While the site is not located adjacent to a major transport interchange, the combination of frequent local bus services and regular Elizabeth Line rail connections ensures it is well served by public transport. When considered alongside the site's strong pedestrian and cycling connectivity, this level of accessibility is considered appropriate to support the modest community-scale development proposed, without generating undue reliance on private car travel.
- 6.24 Given the location of the site with access to the station by sustainable means, medium and longer journeys by rail are therefore considered to be viable alternatives to the private car.

Electric Vehicles

- 6.23 The London Borough of Hillingdon has declared a climate emergency, aligning with the Mayor of London's strategy to achieve a net zero carbon city by 2030. The Borough's Local Implementation Plan (LIP3) and Local Plan policies strongly support the reduction of transport-related emissions through the promotion of sustainable and active travel and the adoption of ultra-low and zero-emission vehicles. The provision and uptake of electric vehicles (EVs) is recognised as a key component in achieving these environmental objectives, complementing wider initiatives to prioritise walking, cycling, and public transport as part of the shift toward a cleaner, healthier transport network.
- 6.24 As part of the development, users of the site will be encouraged to adopt more sustainable travel choices. Information will be made available to raise awareness of the benefits of ultra-low and zero-emission vehicles. In addition, the proposals will include provision for secure cycle parking and the potential for future installation of electric vehicle charging facilities in line with London Plan Policy T6 requirements, ensuring the site is consistent with both borough and regional sustainability objectives.

Figure 5 Zap Map highlighting charging infrastructure within the vicinity.



Summary

- 6.25 Taking into account the range of sustainable transport options available, the site can be considered well served by non-car modes of travel. The pedestrian environment within the surrounding residential streets provides safe, direct, and well-lit routes to and from the site, supported by good-quality footways and dropped kerbs at appropriate crossing points. Although there are no segregated cycle lanes along Willow Tree Lane, the site is accessible by bicycle via low-traffic residential streets that connect to wider cycle routes along Yeading Lane and The Parkway (A312). The proposed provision of secure and covered cycle parking within the development will further encourage active travel, consistent with London Plan and Hillingdon Local Plan objectives to promote sustainable movement.
- 6.26 Public transport accessibility is enhanced by the proximity of bus stops on Willow Tree Lane, located opposite the site. These stops are served by Route E6, offering frequent connections to Yeading, Hayes Town Centre, Greenford, and Bulls Bridge Tesco. Additional bus services on Yeading Lane (approximately 800 metres away) — including routes 90, 120, and E9 — provide links to Northolt, Ealing, and Uxbridge, with onward interchange to the Elizabeth Line and London Underground. The nearest rail station, Hayes & Harlington, is approximately 1.9 kilometres (around 22 minutes' walk) from the site and provides high-frequency Elizabeth Line services to Central London, Heathrow Airport, and Reading.
- 6.27 According to Transport for London (TfL), the site has a Public Transport Accessibility Level (PTAL) of 2–3, representing a moderate level of accessibility. While this reflects the site's suburban location, it is supported by the close proximity of regular bus services, direct walking and cycling routes, and convenient rail connections from Hayes & Harlington Station. Collectively, these modes offer an appropriate and balanced level of sustainable accessibility for the scale and nature of the proposed development.
- 6.28 In summary, the proposed development is located within a walkable and well-connected neighbourhood, supported by good pedestrian infrastructure, cycle-friendly streets, and public transport links to key destinations across West London and beyond. The inclusion of secure cycle parking and the potential to provide electric vehicle (EV) charging facilities within the site will further promote sustainable travel behaviour. Given the site's PTAL rating, range of nearby amenities, and access to public transport, it is considered that the proposed development will be suitably accessible and will not lead to an over-reliance on private car use.

TRIP GENERATION DATA

- 7.1 One of the most important elements of a Transport Assessment is to provide accurate qualitative analysis of predicted trips originating from and attracted to the proposed development
- 7.2 In considering any possible impact, it is critical to understand the travel characteristics for the key elements of the whole site. By doing so, it is possible to gain a greater understanding of the likely characteristics of travel demand.
- 7.3 The existing and forecast vehicle trip generation of the proposed development was determined using the TRICS database. The TRICS assessment was undertaken using the following selection criteria to give suitable vehicle trip rates necessary to calculate the traffic that could be generated by proposed development
- 7.4 Given there is no specific TRICS land-use (or sub land-use) category for HMOs, the TRICS category '03 Residential – D, - Affordable / Local Authority Flats' has been considered the best category to represent the proposed use, to generate a proposed trip rate

Table 4 TRICS selection criteria

Existing use: Existing C3 Use	Proposed use: category '03 Residential – D, - Affordable / Local Authority Flats'
• Use type Residential • Greater London areas; • 'Neighbourhood Centre and 'Edge of Town Centre' sites; and • Sites with 1-25 dwellings.	• Sites in England • Suburban Area, Edge of Town and Neighbourhood Centre sites; • Sites with 6 – 40 units; • Surveys between January 2012 and June 2023; and • Monday – Friday surveys.

- 7.5 A full TRICS report use can be found in Appendix 3 and 4. Tables 5 and 6 give a summary of the results

Existing Trip Generation

Table 5 Residential Vehicular Trip Rates & Trip Generation

Period	Trip Rates			Residential Trip Generation (1 unit)*		
	In	Out	Total	In	Out	Total
07:00 – 09:00	0.32	0.42	0.74	<1	<1	1
17:00 – 18:00	0.4	0.26	0.66	<1	<1	1
Daily (24 hour)	3.74	3.74	7.48	4	4	7

Please note: * Discrepancies due to rounding

7.6 The existing, consented single dwelling would therefore be expected to generate approximately one two-way vehicle trip during each of the AM and PM peak hours, and around seven two-way trips across a typical 24-hour period (07:00–21:00). This reflects a low level of vehicular activity typical of individual residential properties within a suburban setting such as Hayes.

Proposed Trip Generation

Table 6 Proposed Affordable / Local Authority Flats Vehicle Trip Rates and Trip Generation

Period	Trip Rates			Residential Trip Generation (1 unit)*		
	In	Out	Total	In	Out	Total
07:00 – 09:00 (AM Peak)	0.139	0.226	0.365	0.97	1.58	2.55
17:00 – 18:00 (PM Peak)	0.139	0.106	0.245	0.97	0.74	1.71
Daily (24-hour)	1.343	1.346	2.689	9.40	9.42	18.82

Please note: * Discrepancies due to rounding errors

7.7 It should be noted that, for robustness, each HMO bedroom has been treated as a separate “affordable flat” within the TRICS analysis. This assumption is likely to slightly overestimate the number of vehicle trips, as residents in shared accommodation typically generate fewer car-based trips than those in self-contained flats. The actual trip generation is therefore expected to be lower in practice than the figures shown above.

7.8 The data indicates a low level of vehicular activity associated with the proposed development. The calculated daily vehicle trip rate of 2.689 trips per unit results in a total of approximately 19 two-way trips per day across all seven units. During the AM peak (07:00–09:00), the HMO is forecast to generate around three two-way trips, while the PM peak (17:00–18:00) would generate fewer than two trips. This equates to less than one vehicle movement every 15–20 minutes, a negligible level of traffic in operational terms.

- 7.9 For comparison, the existing lawful use of the site as a single residential dwelling (Use Class C3) generates approximately seven two-way trips per day, as outlined in Table 5. The proposed HMO therefore represents a net increase of around 12 daily vehicle trips, with fewer than two additional trips in each peak period.
- 7.10 This level of additional activity is considered very modest and reflects the characteristics of HMO accommodation, where residents tend to exhibit lower levels of car ownership and a greater reliance on public transport, cycling, and walking. Traffic associated with the use is likely to be dispersed throughout the day, further reducing any potential impact on peak-hour congestion.
- 7.11 The resulting traffic profile is low-impact and can be readily accommodated within the capacity of the surrounding local highway network, which benefits from good visibility, low traffic speeds, and sufficient on-street parking capacity as evidenced in the accompanying Parking Survey Report (Nene Valley Transport Planning Ltd, October 2025).
- 7.12 In accordance with Paragraph 111 of the National Planning Policy Framework (NPPF, 2023), development should only be refused on transport grounds where the residual cumulative impacts on the road network would be severe. Given the limited number of additional vehicle movements, the proposal falls well below this threshold and is therefore considered acceptable in transport and highway terms.

SUMMARY AND CONCLUSIONS

- 8.1 This Transport Statement has been prepared in support of proposals to convert the existing dwelling at 14 Willow Tree Lane, Hayes to a 7-bedroom House in Multiple Occupation (HMO). The assessment has considered the transport and access implications of the development across all modes of travel, including walking, cycling, public transport, and private car use.
- 8.2 In preparing this report, Nene Valley Transport Planning Ltd has followed a systematic approach consistent with the requirements of the National Planning Policy Framework (2023), the London Plan (2021), and the Hillingdon Local Plan (Part 2, 2020). The assessment has reviewed existing transport conditions, accessibility by sustainable modes, parking availability, and the anticipated level of trip generation arising from the proposed HMO use.
- 8.3 The analysis demonstrates that the site is located within a well-established residential neighbourhood with good pedestrian connectivity, local amenities within walking distance, and access to frequent bus services on Willow Tree Lane and Yeading Lane. The Elizabeth Line at Hayes & Harlington Station, located approximately 1.9 km from the site, provides fast rail links to Heathrow Airport, Ealing, and central London, further enhancing accessibility without reliance on the private car.
- 8.4 A detailed Parking Survey undertaken by Nene Valley Transport Planning Ltd (October 2025) found that average on-street parking stress within 200 m of the site is approximately 62%, comfortably below the 85% threshold at which parking is considered constrained. Even during overnight periods, sufficient spare capacity was recorded to accommodate additional demand from the proposed development.
- 8.5 The proposed HMO includes two off-street parking spaces, each equipped with an Electric Vehicle Charging Point (EVCP), and eight secure cycle parking spaces in accordance with the London Plan. Waste storage and collection have been designed to operate efficiently without impeding pedestrian access.
- 8.6 Trip generation analysis based on comparable suburban HMO data indicates that the proposed development would result in approximately 19 two-way vehicle trips per day, including around three trips during the AM peak and fewer than two trips during the PM peak. When compared with the existing single dwelling, this represents a net increase of around 12 daily trips and fewer than two additional peak-hour vehicle movements. Such a small increase is well within the operational capacity of the surrounding highway network.
- 8.7 This modest level of vehicular activity reflects the characteristics of HMO accommodation, where residents typically exhibit lower car ownership and rely more heavily on public transport, walking, and cycling. Consequently, the proposed use will not place undue pressure on local roads or parking supply.
- 8.8 The development is consistent with Paragraph 111 of the NPPF (2023), which advises that proposals should only be refused on transport grounds if the residual cumulative impacts on the network are

severe. The evidence presented demonstrates that this threshold is not approached, and that the surrounding network can safely and efficiently accommodate the limited additional movements associated with the proposal.

8.9 The scheme aligns with the objectives of the London Plan (Policies T1–T6) and Hillingdon Local Plan Policies DMT 1, DMT 2, and DMT 6, promoting sustainable travel, low-car development, and the use of zero-emission vehicles. The provision of cycle parking, EV charging, and a strong pedestrian environment supports the Healthy Streets approach and contributes to the Borough’s climate and air-quality commitments.

8.10 In conclusion, the proposed 7-bed HMO at 14 Willow Tree Lane will deliver much-needed shared accommodation in a sustainable and accessible location. The accompanying evidence confirms that the development will not result in any adverse transport or highway impacts, with adequate on-site parking, strong sustainable travel options, and sufficient on-street capacity to absorb residual demand. The proposal is therefore fully compliant with national, regional, and local planning policy and should be considered acceptable in transport and highway terms.

Table 7 Summary

Category	Summary of Findings
Site Address	14 Willow Tree Lane, Hayes, UB4 9BB
Local Authority	London Borough of Hillingdon
Proposal	Change of use from single dwelling (C3) to 7-bedroom, 8-occupant House in Multiple Occupation (HMO)
Public Transport Accessibility Level (PTAL)	2–3 – Moderate accessibility
Nearest Bus Routes	E6 (Willow Tree Lane); 90, 120, E9 (Yeading Lane)
Nearest Rail Station	Hayes & Harlington Station (Elizabeth Line), approx. 1.9 km (22 mins walk)
Pedestrian Accessibility	Continuous footways, dropped kerbs, and good street lighting providing safe and direct access
Cycle Connectivity	Low-traffic residential streets connecting to Yeading Lane, The Parkway (A312) and Minet Country Park
Car Parking Provision	2 on-site spaces, each with Electric Vehicle Charging Point (EVCP)
Cycle Parking Provision	8 secure, covered spaces in gated side passage
Parking Survey Findings	Average parking stress: 62% (below 85% threshold); ample spare capacity within 200 m
Trip Generation (Daily)	18.8 two-way trips (approx. 9 arrivals, 9 departures)
Peak Hour Trips	AM Peak: 2.6 two-way; PM Peak: 1.7 two-way
Net Change from Existing Dwelling	+12 daily trips / <2 additional peak-hour trips
Highway Safety Review	No recorded accidents or existing safety concerns in the immediate vicinity
Policy Compliance	Fully compliant with NPPF (2023), London Plan (2021) Policies T1–T6, and Hillingdon Local Plan Policies DMT 1, DMT 2, DMT 6
Overall Conclusion	The proposed development is sustainably located, well connected, and supported by adequate parking and access arrangements. The limited additional trip generation can be safely accommodated without adverse impact on the local highway network. The scheme is acceptable in transport and highways terms.

APPENDIX 1: DEVELOPMENT PLANS



All extensions and external changes have already been approved:

- Extension of a first floor into extension over existing garage. Conversion of integral garage to facilitate accommodation and carports to be installed. (Ref: 16/106/1/1/2/3/4)

Disclaimer

hmo designers has prepared this drawing for the purpose of providing information only. It is not intended to be used for any other purpose. The drawing is not intended to be used for any other purpose. The drawing is not intended to be used for any other purpose.

Notes

1. Drawing is for information only. It is not intended to be used for any other purpose. The drawing is not intended to be used for any other purpose.

- Drawing Key**
- Existing Walls
 - New Walls
 - Existing Windows/Doors
 - New Windows/Doors



hmo designers

14 Willow Tree Lane, Hayes UB4 6BB

Project

14 Willow Tree Lane, Hayes UB4 6BB

Drawing Title

Proposed Elevations

Drawing Number

HD00257 - PL08

Scale

1:50 @A1

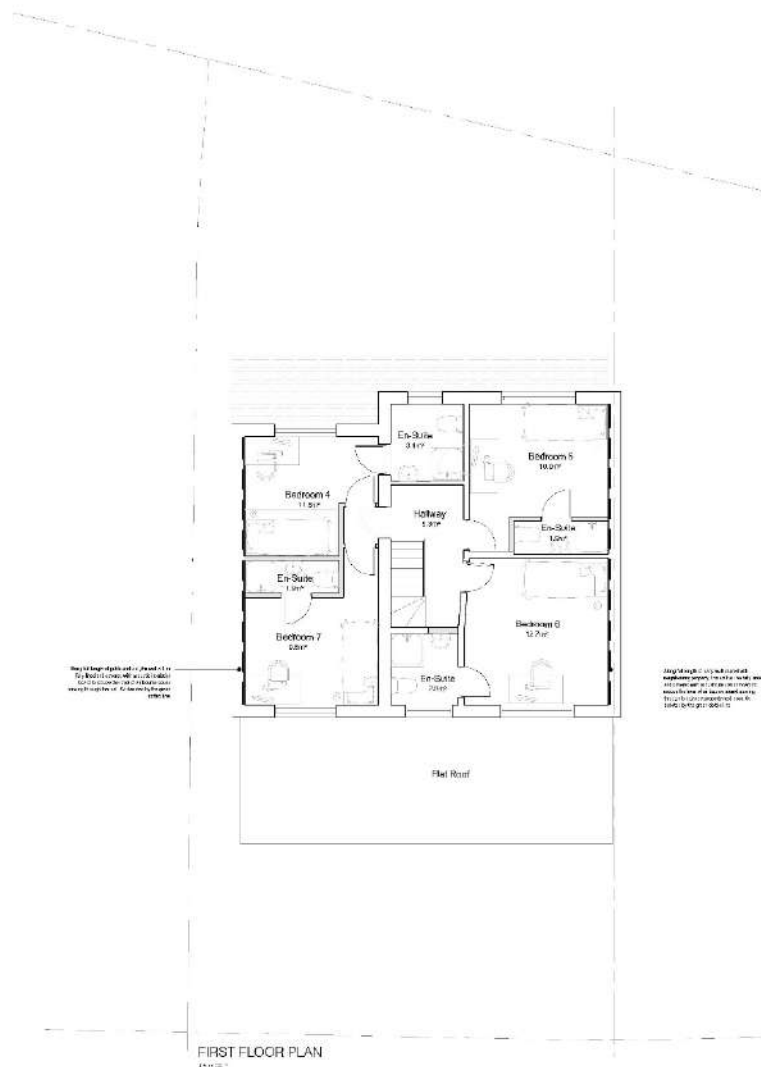
Issue Status

Planning

Drawn **Check**

KT **Aug 2025**





All extensions and external changes have already been approved:

- Extension of a first floor slab extension over existing garage. Conversion of integral garage to habitable accommodation and apartments in townhouse. Ref No: 5510AARV0055
- This application seeks permission solely for the change of use from C3 to up to 7 bedrooms, 5 en-suite HMOs with minor internal changes. No external alterations are proposed, and all rooms are designed for single occupancy only.

Disclaimer
 The information contained in this document is for general guidance only and should not be relied upon for specific advice. The information is provided as a service to the client and is not intended to constitute a contract. The information is provided on an 'as is' basis and the client acknowledges that it is responsible for the accuracy and completeness of the information.

Notes
 The information contained in this document is for general guidance only and should not be relied upon for specific advice. The information is provided as a service to the client and is not intended to constitute a contract. The information is provided on an 'as is' basis and the client acknowledges that it is responsible for the accuracy and completeness of the information.

Drawing Key

- Existing Walls
- New Walls
- Structural walls, columns
- Structural Frame



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14 Willow Tree Lane, Hayes UB4 6BB

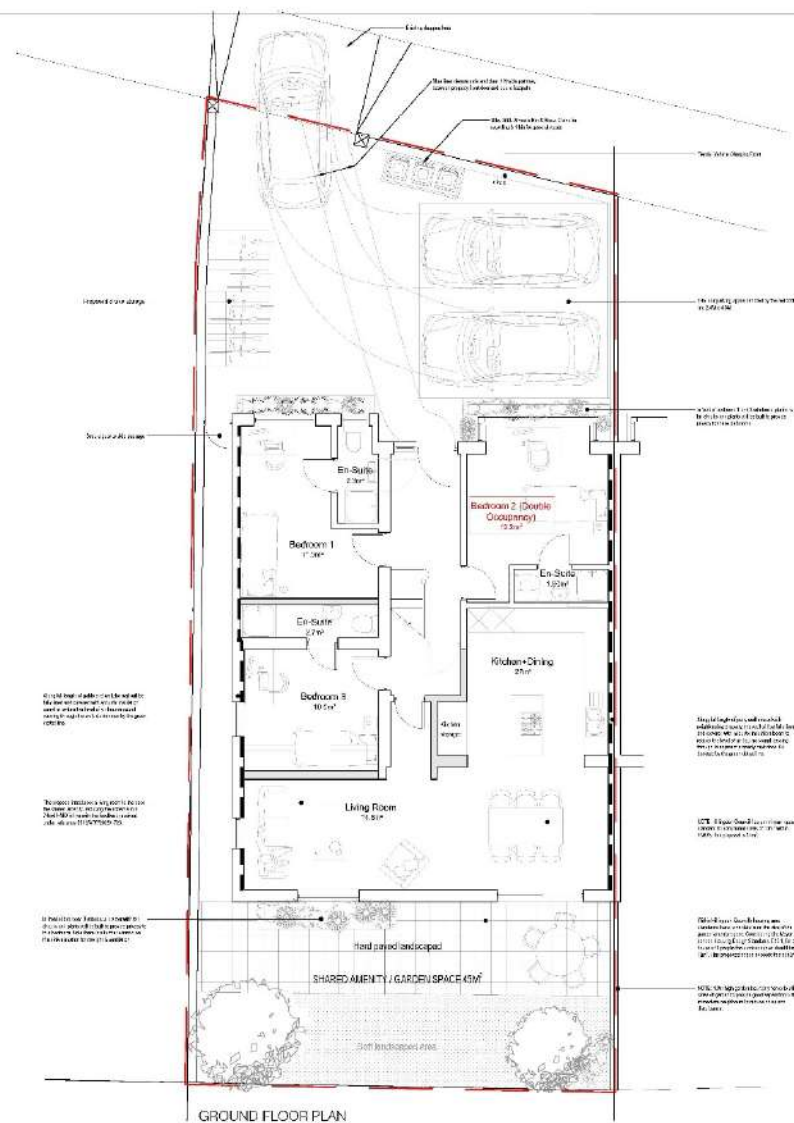
Drawing Title
Proposed Floor Plans

Drawing Number
HD00257 - PL06

Scale
 1:50 @A1

Issue Status
 Planning

Drawn **Check**
 KT Aug 2025



All extensions and external changes have already been approved:

- Extension of a first floor side extension over existing garage. Commence of integral garage. To include accommodation and carport. In November. Rev No: 55100APP.00.00.01
- This application seeks permission solely for the change of use from C3 to an 'A' residential, 8 person unit. The external structure is proposed, and all elements are designed for single occupancy only.

Disclaimer

hmo designers has prepared this plan for the purpose of providing a visual representation of the proposed development. It is not a contract and does not constitute an offer of any service. The plan is subject to the terms and conditions of the contract. The plan is not to be used for any other purpose without the written consent of hmo designers.

Notes

1. All dimensions are in millimetres unless otherwise stated.

2. All dimensions are to the centre of the wall unless otherwise stated.

Drawing Key

- Existing Walls
- New Walls
- Structural Elements (Columns)
- Structural Elements (Beams)



hmo designers

14 Willow Tree Lane, Hayes UB4 6BB

Drawing Title

Drawing Number

HD00257 - PL05

Scale

1:50 @A1

Issue Status

Planning

Drawn **14/10**

KT **Aug 2025**

APPENDIX 2: ACCIDENT DATA



crashmap.co.uk

Validated Data

Crash Date:

Tuesday, October 11, 2022

Time of Crash:

14:02:00

Crash Reference:

2022010404036

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Male	Over 75	Vehicle is in the act of turning left	Front	Unknown	Kerb	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Report Generated:

10/21/2025 9:09:02

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crashmap.co.uk

Validated Data

Crash Date:

Tuesday, October 11, 2022

Time of Crash:

14:02:00

Crash Reference:

2022010404036

Highest Injury Severity:

Slight

Road Number:

U

Casualties:

1

Highway Authority:

Hillingdon

Vehicles:

1

Local Authority:

Hillingdon

OS Grid Reference:

511199 182161

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Unknown

Junction Pedestrian Crossing:

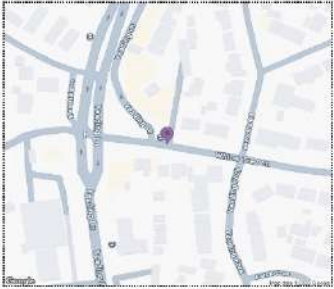
Zebra crossing

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled



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10/21/2025 9:09:02

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Validated Data

Crash Date: Sunday, February 6, 2022 Time of Crash: 09:15:00 Crash Reference: 2022010358841

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17 or more passenger seats)	12	Male	56 - 85	Vehicle is moving off	Front	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	12	Male	36 - 45	Vehicle is passing another moving vehicle on its offside	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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Report Generated: 10/21/2025 9:02:47

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Validated Data

Crash Date: Sunday, February 6, 2022 Time of Crash: 09:15:00 Crash Reference: 2022010358841
Highest Injury Severity: Slight Road Number: U Casualties: 1
Highway Authority: Hillingdon Vehicles: 2
Local Authority: Hillingdon OS Grid Reference: 511193 182160
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Unknown
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Report Generated: 10/21/2025 9:02:47

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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle A over 50ccs and up to 125cc (1990 onwards)	14	Male	26 - 35	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown
2	Other vehicle, whether motorised or not (2011 onwards)	-1	Unknown	Unknown	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Report Generated: 10/21/2025 9:09:21

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Validated Data

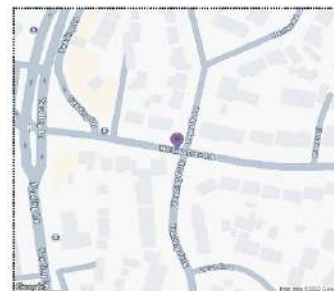
Highest Injury Severity: Slight
Highway Authority: Hillingdon
Local Authority: Hillingdon
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 20
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Unknown
Junction Pedestrian Crossing: Unknown
Road Type: One way street
Junction Control: Unknown

Road Number: U

Casualties: 1

Vehicles: 2

OS Grid Reference: 511246 182152



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Report Generated: 10/21/2025 9:09:21

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Validated Data

Crash Date: Tuesday, February 2, 2021
Time of Crash: 17:20:00
Crash Reference: 2021010291232

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	16	Male	26 - 35	Unknown	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	26 - 35	In carriageway, crossing elsewhere	Crossing from driver's offside - masked by parked or stationary vehicle

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Report Generated: 10/21/2025 9:09:12
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Validated Data

Crash Date: Tuesday, February 2, 2021
Time of Crash: 17:20:00
Crash Reference: 2021010291232

Highest Injury Severity: Slight
Road Number: U
Casualties: 1

Highway Authority: Hillingdon
Vehicles: 1

Local Authority: Hillingdon
OS Grid Reference: 511205 182159

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

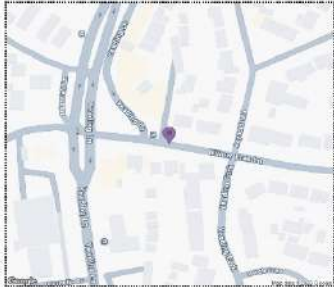
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Unknown



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Report Generated: 10/21/2025 9:09:12
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APPENDIX 3: TRICS REPORTS EXISTING USE

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL Servicing 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	3	17	0.020	3	17	0.020	3	17	0.040
08:00 - 09:00	3	17	0.120	3	17	0.120	3	17	0.240
09:00 - 10:00	3	17	0.080	3	17	0.100	3	17	0.180
10:00 - 11:00	3	17	0.140	3	17	0.080	3	17	0.220
11:00 - 12:00	3	17	0.060	3	17	0.080	3	17	0.140
12:00 - 13:00	3	17	0.040	3	17	0.060	3	17	0.100
13:00 - 14:00	3	17	0.060	3	17	0.060	3	17	0.120
14:00 - 15:00	3	17	0.080	3	17	0.060	3	17	0.140
15:00 - 16:00	3	17	0.100	3	17	0.060	3	17	0.160
16:00 - 17:00	3	17	0.020	3	17	0.060	3	17	0.080
17:00 - 18:00	3	17	0.120	3	17	0.080	3	17	0.200
18:00 - 19:00	3	17	0.100	3	17	0.120	3	17	0.220
19:00 - 20:00	3	17	0.060	3	17	0.040	3	17	0.100
20:00 - 21:00	3	17	0.020	3	17	0.060	3	17	0.080
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.020			1.000			2.020

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL Bus Passengers

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	3	17	0.040	3	17	0.100	3	17	0.140
08:00 - 09:00	3	17	0.100	3	17	0.160	3	17	0.260
09:00 - 10:00	3	17	0.040	3	17	0.060	3	17	0.100
10:00 - 11:00	3	17	0.020	3	17	0.100	3	17	0.120
11:00 - 12:00	3	17	0.060	3	17	0.060	3	17	0.120
12:00 - 13:00	3	17	0.020	3	17	0.040	3	17	0.060
13:00 - 14:00	3	17	0.100	3	17	0.040	3	17	0.140
14:00 - 15:00	3	17	0.080	3	17	0.100	3	17	0.180
15:00 - 16:00	3	17	0.080	3	17	0.020	3	17	0.100
16:00 - 17:00	3	17	0.080	3	17	0.000	3	17	0.080
17:00 - 18:00	3	17	0.140	3	17	0.040	3	17	0.180
18:00 - 19:00	3	17	0.280	3	17	0.140	3	17	0.420
19:00 - 20:00	3	17	0.160	3	17	0.140	3	17	0.300
20:00 - 21:00	3	17	0.120	3	17	0.060	3	17	0.180
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.320			1.060			2.380

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL National Rail Passengers**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	3	17	0.000	3	17	0.040	3	17	0.040
08:00 - 09:00	3	17	0.000	3	17	0.020	3	17	0.020
09:00 - 10:00	3	17	0.000	3	17	0.000	3	17	0.000
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.000	3	17	0.000
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.000	3	17	0.000	3	17	0.000
17:00 - 18:00	3	17	0.020	3	17	0.000	3	17	0.020
18:00 - 19:00	3	17	0.020	3	17	0.000	3	17	0.020
19:00 - 20:00	3	17	0.020	3	17	0.000	3	17	0.020
20:00 - 21:00	3	17	0.020	3	17	0.000	3	17	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.060			0.140

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL Overground Passengers

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	3	17	0.020	3	17	0.000	3	17	0.020
08:00 - 09:00	3	17	0.020	3	17	0.060	3	17	0.080
09:00 - 10:00	3	17	0.000	3	17	0.020	3	17	0.020
10:00 - 11:00	3	17	0.020	3	17	0.000	3	17	0.020
11:00 - 12:00	3	17	0.000	3	17	0.020	3	17	0.020
12:00 - 13:00	3	17	0.000	3	17	0.020	3	17	0.020
13:00 - 14:00	3	17	0.020	3	17	0.000	3	17	0.020
14:00 - 15:00	3	17	0.000	3	17	0.020	3	17	0.020
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.020	3	17	0.000	3	17	0.020
17:00 - 18:00	3	17	0.000	3	17	0.000	3	17	0.000
18:00 - 19:00	3	17	0.040	3	17	0.040	3	17	0.080
19:00 - 20:00	3	17	0.020	3	17	0.020	3	17	0.040
20:00 - 21:00	3	17	0.020	3	17	0.000	3	17	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.180			0.200			0.380

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL Underground Passengers

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	3	17	0.020	3	17	0.120	3	17	0.140
08:00 - 09:00	3	17	0.040	3	17	0.140	3	17	0.180
09:00 - 10:00	3	17	0.020	3	17	0.040	3	17	0.060
10:00 - 11:00	3	17	0.000	3	17	0.020	3	17	0.020
11:00 - 12:00	3	17	0.020	3	17	0.040	3	17	0.060
12:00 - 13:00	3	17	0.020	3	17	0.020	3	17	0.040
13:00 - 14:00	3	17	0.040	3	17	0.000	3	17	0.040
14:00 - 15:00	3	17	0.000	3	17	0.020	3	17	0.020
15:00 - 16:00	3	17	0.020	3	17	0.040	3	17	0.060
16:00 - 17:00	3	17	0.020	3	17	0.000	3	17	0.020
17:00 - 18:00	3	17	0.020	3	17	0.020	3	17	0.040
18:00 - 19:00	3	17	0.220	3	17	0.000	3	17	0.220
19:00 - 20:00	3	17	0.080	3	17	0.020	3	17	0.100
20:00 - 21:00	3	17	0.020	3	17	0.040	3	17	0.060
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.540			0.520			1.060

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

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	3	17	0.020	3	17	0.000	3	17	0.020
08:00 - 09:00	3	17	0.000	3	17	0.000	3	17	0.000
09:00 - 10:00	3	17	0.000	3	17	0.000	3	17	0.000
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.020	3	17	0.020
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.000	3	17	0.000	3	17	0.000
17:00 - 18:00	3	17	0.000	3	17	0.000	3	17	0.000
18:00 - 19:00	3	17	0.000	3	17	0.000	3	17	0.000
19:00 - 20:00	3	17	0.020	3	17	0.000	3	17	0.020
20:00 - 21:00	3	17	0.040	3	17	0.040	3	17	0.080
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.060			0.140

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL LGVS

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	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	3	17	0.140	3	17	0.100	3	17	0.240
09:00 - 10:00	3	17	0.060	3	17	0.040	3	17	0.100
10:00 - 11:00	3	17	0.060	3	17	0.100	3	17	0.160
11:00 - 12:00	3	17	0.060	3	17	0.080	3	17	0.140
12:00 - 13:00	3	17	0.080	3	17	0.120	3	17	0.200
13:00 - 14:00	3	17	0.080	3	17	0.080	3	17	0.160
14:00 - 15:00	3	17	0.060	3	17	0.080	3	17	0.140
15:00 - 16:00	3	17	0.100	3	17	0.080	3	17	0.180
16:00 - 17:00	3	17	0.040	3	17	0.020	3	17	0.060
17:00 - 18:00	3	17	0.080	3	17	0.060	3	17	0.140
18:00 - 19:00	3	17	0.100	3	17	0.100	3	17	0.200
19:00 - 20:00	3	17	0.000	3	17	0.020	3	17	0.020
20:00 - 21:00	3	17	0.060	3	17	0.060	3	17	0.120
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.920			0.940			1.860

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CARS

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	3	17	0.140	3	17	0.260	3	17	0.400
08:00 - 09:00	3	17	0.180	3	17	0.320	3	17	0.500
09:00 - 10:00	3	17	0.120	3	17	0.120	3	17	0.240
10:00 - 11:00	3	17	0.200	3	17	0.160	3	17	0.360
11:00 - 12:00	3	17	0.120	3	17	0.140	3	17	0.260
12:00 - 13:00	3	17	0.080	3	17	0.040	3	17	0.120
13:00 - 14:00	3	17	0.180	3	17	0.160	3	17	0.340
14:00 - 15:00	3	17	0.080	3	17	0.100	3	17	0.180
15:00 - 16:00	3	17	0.140	3	17	0.100	3	17	0.240
16:00 - 17:00	3	17	0.080	3	17	0.140	3	17	0.220
17:00 - 18:00	3	17	0.320	3	17	0.200	3	17	0.520
18:00 - 19:00	3	17	0.400	3	17	0.380	3	17	0.780
19:00 - 20:00	3	17	0.260	3	17	0.200	3	17	0.460
20:00 - 21:00	3	17	0.180	3	17	0.180	3	17	0.360
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.480			2.500			4.980

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.53

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	3	17	0.400	3	17	0.860	3	17	1.260
08:00 - 09:00	3	17	0.760	3	17	1.320	3	17	2.080
09:00 - 10:00	3	17	0.460	3	17	0.760	3	17	1.220
10:00 - 11:00	3	17	0.600	3	17	0.540	3	17	1.140
11:00 - 12:00	3	17	0.440	3	17	0.520	3	17	0.960
12:00 - 13:00	3	17	0.380	3	17	0.460	3	17	0.840
13:00 - 14:00	3	17	0.600	3	17	0.480	3	17	1.080
14:00 - 15:00	3	17	0.380	3	17	0.520	3	17	0.900
15:00 - 16:00	3	17	0.760	3	17	0.420	3	17	1.180
16:00 - 17:00	3	17	0.360	3	17	0.260	3	17	0.620
17:00 - 18:00	3	17	1.000	3	17	0.600	3	17	1.600
18:00 - 19:00	3	17	1.620	3	17	0.980	3	17	2.600
19:00 - 20:00	3	17	1.100	3	17	0.820	3	17	1.920
20:00 - 21:00	3	17	0.900	3	17	0.660	3	17	1.560
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.760			9.200			18.960

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

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	3	17	0.080	3	17	0.260	3	17	0.340
08:00 - 09:00	3	17	0.160	3	17	0.380	3	17	0.540
09:00 - 10:00	3	17	0.060	3	17	0.120	3	17	0.180
10:00 - 11:00	3	17	0.040	3	17	0.120	3	17	0.160
11:00 - 12:00	3	17	0.080	3	17	0.120	3	17	0.200
12:00 - 13:00	3	17	0.040	3	17	0.080	3	17	0.120
13:00 - 14:00	3	17	0.160	3	17	0.040	3	17	0.200
14:00 - 15:00	3	17	0.080	3	17	0.140	3	17	0.220
15:00 - 16:00	3	17	0.100	3	17	0.060	3	17	0.160
16:00 - 17:00	3	17	0.120	3	17	0.000	3	17	0.120
17:00 - 18:00	3	17	0.180	3	17	0.060	3	17	0.240
18:00 - 19:00	3	17	0.560	3	17	0.180	3	17	0.740
19:00 - 20:00	3	17	0.280	3	17	0.180	3	17	0.460
20:00 - 21:00	3	17	0.180	3	17	0.100	3	17	0.280
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.120			1.840			3.960

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

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	3	17	0.040	3	17	0.160	3	17	0.200
08:00 - 09:00	3	17	0.060	3	17	0.220	3	17	0.280
09:00 - 10:00	3	17	0.020	3	17	0.060	3	17	0.080
10:00 - 11:00	3	17	0.020	3	17	0.020	3	17	0.040
11:00 - 12:00	3	17	0.020	3	17	0.060	3	17	0.080
12:00 - 13:00	3	17	0.020	3	17	0.040	3	17	0.060
13:00 - 14:00	3	17	0.060	3	17	0.000	3	17	0.060
14:00 - 15:00	3	17	0.000	3	17	0.040	3	17	0.040
15:00 - 16:00	3	17	0.020	3	17	0.040	3	17	0.060
16:00 - 17:00	3	17	0.040	3	17	0.000	3	17	0.040
17:00 - 18:00	3	17	0.040	3	17	0.020	3	17	0.060
18:00 - 19:00	3	17	0.280	3	17	0.040	3	17	0.320
19:00 - 20:00	3	17	0.120	3	17	0.040	3	17	0.160
20:00 - 21:00	3	17	0.060	3	17	0.040	3	17	0.100
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.800			0.780			1.580

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

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	3	17	0.040	3	17	0.100	3	17	0.140
08:00 - 09:00	3	17	0.100	3	17	0.160	3	17	0.260
09:00 - 10:00	3	17	0.040	3	17	0.060	3	17	0.100
10:00 - 11:00	3	17	0.020	3	17	0.100	3	17	0.120
11:00 - 12:00	3	17	0.060	3	17	0.060	3	17	0.120
12:00 - 13:00	3	17	0.020	3	17	0.040	3	17	0.060
13:00 - 14:00	3	17	0.100	3	17	0.040	3	17	0.140
14:00 - 15:00	3	17	0.080	3	17	0.100	3	17	0.180
15:00 - 16:00	3	17	0.080	3	17	0.020	3	17	0.100
16:00 - 17:00	3	17	0.080	3	17	0.000	3	17	0.080
17:00 - 18:00	3	17	0.140	3	17	0.040	3	17	0.180
18:00 - 19:00	3	17	0.280	3	17	0.140	3	17	0.420
19:00 - 20:00	3	17	0.160	3	17	0.140	3	17	0.300
20:00 - 21:00	3	17	0.120	3	17	0.060	3	17	0.180
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.320			1.060			2.380

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

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	3	17	0.120	3	17	0.200	3	17	0.320
08:00 - 09:00	3	17	0.140	3	17	0.360	3	17	0.500
09:00 - 10:00	3	17	0.120	3	17	0.420	3	17	0.540
10:00 - 11:00	3	17	0.100	3	17	0.080	3	17	0.180
11:00 - 12:00	3	17	0.140	3	17	0.100	3	17	0.240
12:00 - 13:00	3	17	0.120	3	17	0.060	3	17	0.180
13:00 - 14:00	3	17	0.100	3	17	0.120	3	17	0.220
14:00 - 15:00	3	17	0.100	3	17	0.140	3	17	0.240
15:00 - 16:00	3	17	0.160	3	17	0.080	3	17	0.240
16:00 - 17:00	3	17	0.120	3	17	0.060	3	17	0.180
17:00 - 18:00	3	17	0.260	3	17	0.180	3	17	0.440
18:00 - 19:00	3	17	0.340	3	17	0.160	3	17	0.500
19:00 - 20:00	3	17	0.380	3	17	0.220	3	17	0.600
20:00 - 21:00	3	17	0.300	3	17	0.200	3	17	0.500
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.500			2.380			4.880

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

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	3	17	0.200	3	17	0.340	3	17	0.540
08:00 - 09:00	3	17	0.460	3	17	0.580	3	17	1.040
09:00 - 10:00	3	17	0.280	3	17	0.220	3	17	0.500
10:00 - 11:00	3	17	0.460	3	17	0.340	3	17	0.800
11:00 - 12:00	3	17	0.220	3	17	0.300	3	17	0.520
12:00 - 13:00	3	17	0.220	3	17	0.300	3	17	0.520
13:00 - 14:00	3	17	0.320	3	17	0.320	3	17	0.640
14:00 - 15:00	3	17	0.200	3	17	0.240	3	17	0.440
15:00 - 16:00	3	17	0.500	3	17	0.280	3	17	0.780
16:00 - 17:00	3	17	0.120	3	17	0.200	3	17	0.320
17:00 - 18:00	3	17	0.560	3	17	0.360	3	17	0.920
18:00 - 19:00	3	17	0.700	3	17	0.640	3	17	1.340
19:00 - 20:00	3	17	0.440	3	17	0.420	3	17	0.860
20:00 - 21:00	3	17	0.400	3	17	0.360	3	17	0.760
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.080			4.900			9.980

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

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	3	17	0.000	3	17	0.060	3	17	0.060
08:00 - 09:00	3	17	0.000	3	17	0.000	3	17	0.000
09:00 - 10:00	3	17	0.000	3	17	0.000	3	17	0.000
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.020	3	17	0.020
13:00 - 14:00	3	17	0.020	3	17	0.000	3	17	0.020
14:00 - 15:00	3	17	0.000	3	17	0.000	3	17	0.000
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.000	3	17	0.000	3	17	0.000
17:00 - 18:00	3	17	0.000	3	17	0.000	3	17	0.000
18:00 - 19:00	3	17	0.020	3	17	0.000	3	17	0.020
19:00 - 20:00	3	17	0.000	3	17	0.000	3	17	0.000
20:00 - 21:00	3	17	0.020	3	17	0.000	3	17	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.080			0.140

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL 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	3	17	0.020	3	17	0.020	3	17	0.040
08:00 - 09:00	3	17	0.000	3	17	0.000	3	17	0.000
09:00 - 10:00	3	17	0.040	3	17	0.040	3	17	0.080
10:00 - 11:00	3	17	0.040	3	17	0.020	3	17	0.060
11:00 - 12:00	3	17	0.020	3	17	0.000	3	17	0.020
12:00 - 13:00	3	17	0.000	3	17	0.020	3	17	0.020
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.020	3	17	0.020	3	17	0.040
15:00 - 16:00	3	17	0.020	3	17	0.000	3	17	0.020
16:00 - 17:00	3	17	0.000	3	17	0.020	3	17	0.020
17:00 - 18:00	3	17	0.000	3	17	0.000	3	17	0.000
18:00 - 19:00	3	17	0.020	3	17	0.020	3	17	0.040
19:00 - 20:00	3	17	0.060	3	17	0.040	3	17	0.100
20:00 - 21:00	3	17	0.000	3	17	0.020	3	17	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.240			0.220			0.460

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

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	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	3	17	0.000	3	17	0.000	3	17	0.000
09:00 - 10:00	3	17	0.000	3	17	0.000	3	17	0.000
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.000	3	17	0.000
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.000	3	17	0.000	3	17	0.000
17:00 - 18:00	3	17	0.000	3	17	0.000	3	17	0.000
18:00 - 19:00	3	17	0.000	3	17	0.000	3	17	0.000
19:00 - 20:00	3	17	0.000	3	17	0.000	3	17	0.000
20:00 - 21:00	3	17	0.020	3	17	0.020	3	17	0.040
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.53

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	3	17	0.180	3	17	0.280	3	17	0.460
08:00 - 09:00	3	17	0.320	3	17	0.420	3	17	0.740
09:00 - 10:00	3	17	0.220	3	17	0.200	3	17	0.420
10:00 - 11:00	3	17	0.300	3	17	0.280	3	17	0.580
11:00 - 12:00	3	17	0.200	3	17	0.220	3	17	0.420
12:00 - 13:00	3	17	0.160	3	17	0.180	3	17	0.340
13:00 - 14:00	3	17	0.260	3	17	0.240	3	17	0.500
14:00 - 15:00	3	17	0.160	3	17	0.220	3	17	0.380
15:00 - 16:00	3	17	0.260	3	17	0.180	3	17	0.440
16:00 - 17:00	3	17	0.120	3	17	0.180	3	17	0.300
17:00 - 18:00	3	17	0.400	3	17	0.260	3	17	0.660
18:00 - 19:00	3	17	0.520	3	17	0.500	3	17	1.020
19:00 - 20:00	3	17	0.340	3	17	0.260	3	17	0.600
20:00 - 21:00	3	17	0.300	3	17	0.320	3	17	0.620
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.740			3.740			7.480

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: 9 - 21 (units:)
Survey date range: 01/01/15 - 14/09/22
Number of weekdays (Monday-Friday): 3
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.

LIST OF SITES relevant to selection parameters

1	BN-03-A-02	MIXED HOUSES	BARNET
	SWEETS WAY		
	WHETSTONE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: TUESDAY	03/07/18	Survey Type: MANUAL
2	EN-03-A-02	DETACHED HOUSES	ENFIELD
	DUCHY ROAD		
	HADLEY WOOD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	9	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
3	HG-03-A-01	DETACHED & SEMI-DETACHED	HARINGEY
	LAWRENCE ROAD		
	TOTTENHAM		
	WEST GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	05/11/19	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.

Secondary Filtering selection:

Use Class:

C3 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	2 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:

Yes	1 days
No	2 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:

1a (Low) Very poor	1 days
2 Poor	1 days
4 Good	1 days

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

Calculation Reference: AUDIT-805401-230928-0922

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON	
BN BARNET	1 days
EN ENFIELD	1 days
HG HARINGEY	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: No of Dwellings
Actual Range: 9 to 21 (units:)
Range Selected by User: 9 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 14/09/22

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:

Tuesday	2 days
Wednesday	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	1
Neighbourhood Centre (PPS6 Local 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:

Residential Zone	2
High Street	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	X days - Selected

APPENDIX 4: TRICS REPORTS PROPOSED USE

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.16

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	6	25	0.099	6	25	0.232	6	25	0.331
08:00 - 09:00	6	25	0.139	6	25	0.417	6	25	0.556
09:00 - 10:00	6	25	0.219	6	25	0.272	6	25	0.491
10:00 - 11:00	6	25	0.212	6	25	0.245	6	25	0.457
11:00 - 12:00	6	25	0.205	6	25	0.199	6	25	0.404
12:00 - 13:00	6	25	0.272	6	25	0.238	6	25	0.510
13:00 - 14:00	6	25	0.199	6	25	0.238	6	25	0.437
14:00 - 15:00	6	25	0.325	6	25	0.285	6	25	0.610
15:00 - 16:00	6	25	0.371	6	25	0.318	6	25	0.689
16:00 - 17:00	6	25	0.338	6	25	0.126	6	25	0.464
17:00 - 18:00	6	25	0.285	6	25	0.219	6	25	0.504
18:00 - 19:00	6	25	0.192	6	25	0.152	6	25	0.344
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.856			2.941			5.797

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.16

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	6	25	0.073	6	25	0.113	6	25	0.186
08:00 - 09:00	6	25	0.066	6	25	0.113	6	25	0.179
09:00 - 10:00	6	25	0.146	6	25	0.139	6	25	0.285
10:00 - 11:00	6	25	0.106	6	25	0.166	6	25	0.272
11:00 - 12:00	6	25	0.119	6	25	0.106	6	25	0.225
12:00 - 13:00	6	25	0.079	6	25	0.093	6	25	0.172
13:00 - 14:00	6	25	0.113	6	25	0.126	6	25	0.239
14:00 - 15:00	6	25	0.132	6	25	0.106	6	25	0.238
15:00 - 16:00	6	25	0.132	6	25	0.126	6	25	0.258
16:00 - 17:00	6	25	0.159	6	25	0.086	6	25	0.245
17:00 - 18:00	6	25	0.139	6	25	0.106	6	25	0.245
18:00 - 19:00	6	25	0.079	6	25	0.066	6	25	0.145
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.343			1.346			2.689

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: 10 - 40 (units:)
 Survey date date range: 01/01/12 - 21/06/23
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 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.

LIST OF SITES relevant to selection parameters

Site(1):	AC-03-D-01	Site area:	0.20 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	30
Location:	CHESTER	Housing density:	150
Postcode:	CH3 5SW	Total Bedrooms:	57
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/05/12
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	12
Site(2):	GS-03-D-01	Site area:	0.51 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	40
Location:	CHELtenham SPA	Housing density:	78
Postcode:	GL51 3BE	Total Bedrooms:	80
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	04/05/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	60
Site(3):	GS-03-D-02	Site area:	0.26 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	27
Location:	CHELtenham SPA	Housing density:	104
Postcode:	GL51 7BT	Total Bedrooms:	41
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	04/05/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	16
Site(4):	LN-03-D-02	Site area:	0.31 hect
Development Name:	FLATS	No of Dwellings:	22
Location:	LINCOLN	Housing density:	105
Postcode:	LN2 4NR	Total Bedrooms:	22
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	01/07/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	20
Site(5):	NG-03-D-01	Site area:	0.18 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	22
Location:	NOTTINGHAM	Housing density:	244
Postcode:	NG5 2DS	Total Bedrooms:	44
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/06/15
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	12
Site(6):	SE-03-D-01	Site area:	0.10 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	10
Location:	SHEFFIELD	Housing density:	100
Postcode:	S9 1SF	Total Bedrooms:	10
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	4

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BH-03-D-03	16/10/14	No houses

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 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	2 days
1.1 to 1.5	4 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	6 days
----	--------

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

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

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: No of Dwellings
Actual Range: 10 to 40 (units:)
Range Selected by User: 6 to 60 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 21/06/23

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 2 days
Thursday 3 days

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

Selected survey types:

Manual count 6 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 (PP56 Out of Centre) 6

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

Selected Location Sub Categories:

Residential Zone 6

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 3 days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 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®.

Population within 500m Range:

All Surveys Included

Calculation Reference: AUDIT-805401-240724-0708

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NG NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SE SHEFFIELD	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

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

Filtering Summary

Land Use	03/D	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY FLATS
Selected Trip Rate Calculation Parameter Range	6-60 DWELLS	
Actual Trip Rate Calculation Parameter Range	10-40 DWELLS	
Date Range	Minimum: 01/01/12	Maximum: 21/06/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday Wednesday Thursday	1 2 3
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	6
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included Servicing vehicles Excluded	3 - Selected 4 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000 15,001 to 20,000 25,001 to 50,000	1 1 4
Population <5 Mile ranges selected	100,001 to 125,000 125,001 to 250,000 250,001 to 500,000	1 3 2
Car Ownership <5 Mile ranges selected	0.6 to 1.0 1.1 to 1.5	2 4
PTAL Rating	No PTAL Present	6