



Transport Statement

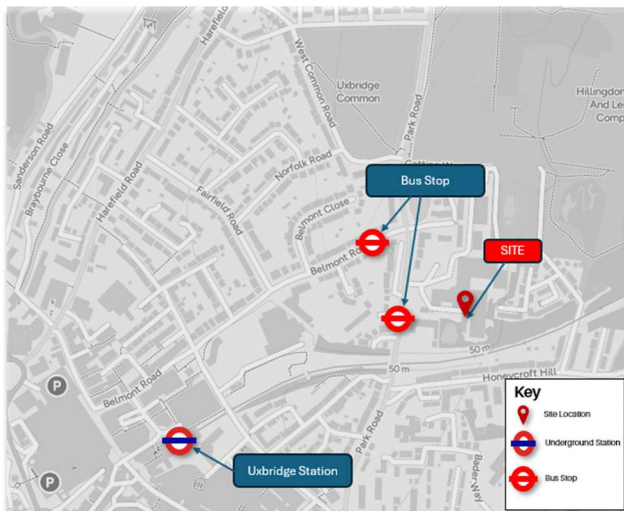
To: **London Borough of Hillingdon**
From: **Iceni Projects Ltd**
Date: **August 2026**
Title: **Harrow, Richmond and Uxbridge College (HRUC) – Transport Statement**

a. Introduction

1. This Transport Statement (TS) has been prepared by Iceni Projects Ltd (Iceni) on behalf of **Harrow, Richmond and Uxbridge College (HRUC)** to support an application for temporary planning permission for the demolition of an existing single-storey building and its replacement with a modern, modular three-storey Portakabin building to be used as a Construction Teaching Centre at Uxbridge College, Park Road, Uxbridge, UB8 1NQ (the site).
2. The description of development is:

“Demolition of an existing single-storey building and its replacement with a temporary three-storey portakabin building for a period of 5 years”
3. The Site falls within the jurisdiction of London Borough of Hillingdon (LBH) as the Local Planning Authority and Highway Authority. It is the Uxbridge Campus of HRUC and is located north-east of Uxbridge Town centre on Park Road (B483). The location of the Site plotted in relation to the nearby transport nodes is demonstrated in **Figure 1**.
4. The indicative Development layout is provided in full at **Appendix A1**.

Figure 1 – Site Location in context with Transport Nodes



5. This TS aims to consider the surrounding highway network and assess the impact of the development, as well as outlining details of access and parking.

b. Existing Site Context

6. The Site is located within Uxbridge College grounds in the southern section, as can be seen from **Figure 2** below.

Figure 2 – Site Location



7. The site comprises a single storey educational building that is no longer fit for purpose. It is surrounded by existing educational buildings on the campus and accessed via the internal campus road network which is being retained.
8. The area surrounding the site is predominantly made up of residential estates, comprising mainly detached and semi-detached dwellings. To the south and west of the Site are other primary and secondary educational institutions, along with more residential properties.
9. Uxbridge town centre lies approximately 800m-1km west of the Site, providing a wide range of retail, leisure, food outlets, and public transport services, including Uxbridge Railway Station.
10. Park Road forms the principal frontage of the campus and provides both vehicle and pedestrian access to the college with footpaths on the eastern side of Park Road, along with tactile paving and dropped kerbs at various crossing locations. The road operates as a 30mph speed limit and is Classified as a B road (B483), connecting areas near central Uxbridge towards Hillingdon and Harefield Road.
11. To the north of the campus is a second vehicular access on Gating Way. It serves the staff and visitor car parks and forms part of the internal road network through the college grounds and directly to Park Road.
12. Belmont Road provides direct connection between the Site and Uxbridge town centre, which will form a key route for future users as it is part of the route from bus stops and the train station. It has footways which are wide and well lit, with various crossing points along its extent, including informal with pedestrian refuge islands and zebra crossings.

13. The road broadly follows an east – west alignment between the roundabout junction with Park Road and the town centre, providing access to a wide range of retail, leisure and public transport facilities.

Walking

14. There is an established network of pedestrian routes formed by footways on both sides of existing carriageways.
15. The access on Park Road is the main entrance for pedestrians. Park Road is a dual carriageway which features a central reservation, separating the opposing traffic. there are good width footways on either side of the vehicle access to the Site, along with dropped kerbs and tactile paving at the access. A signalised crossing is in place 15 metres from the vehicle/pedestrian access on Park Road, which allows pedestrians to safely reach the bus stop on the footways on the western side of Park Road, or continue until the High Street, reaching the station or retail stores.
16. Directly west of the Site, 55m south of the vehicle access on Park Road, there is an existing southbound bus stop known as 'Uxbridge College' bus stop, with the opposing stop provided on the opposite side of the road further south, which can be accessed via the signalised crossing at Park Road/Montague Road/ Honeycroft Hill junction.
17. The Park Road/Belmont Road roundabout is located 55m north of the Site access. With Park Road continuing north joining with the A40.
18. Belmont Road has wide footways on both sides, along with bus stops in the form of a pole and bench. It is a 30-mph speed limit for the first 130m from Park Road roundabout and goes into a 20-mph speed limit zone before turning back into a 30-mph before the junction with Mead Road. This road has strong pedestrian crossings in the form of zebra crossings or dropped kerbs, tactile paving and pedestrian refuge islands. This road is predominantly residential properties, along with a primary school, therefore strong parking controls are in place along this road.
19. It is also worth highlighting that LBH have aspirations to restore seamless connections between the town centre and surrounding green spaces, while making travel more accessible through enhanced walking, cycling and buses. As part of this vision, Park Road and Belmont Road have been identified for the delivery of high-quality cycle routes and improved junctions. The plan also promotes enhanced pedestrian connections into the town centre from Montague Road and Bakers Road, alongside the introduction of an orbital bus link on York Road, supported by relocated on-street bus stops. Key junction improvements are proposed to prioritise pedestrians, cyclists, and buses including the Belmont Road/York Road junction, and the Park Road/ Chippendale Way roundabout, both of which provide access from the Site to the town centre. As a result, the area surrounding the Site is expected to benefit from significant transport and public realm enhancements, helping to create safer, more attractive and seamless journeys for students travelling to and from the town centre. The location of these can be seen in the 'Uxbridge Town Centre Vision document' (2024).
20. To reach the town centre from the Site, students would likely walk north on Park Road, use the signalised crossing facilities then walk west along Belmont Road which meets the High Street and the town centre of Uxbridge. Many facilities can be reached with a 13-minute walk from the Site, including shops and the tube station.
21. Uxbridge town centre already features a plethora of uses and has two main shopping centres in the form of 'The Pavilions' and 'The Chimes' both a 13-minute and 10-minute walk from the Site. In short, the Site is well located to with respect to facilities and amenities for the majority of daily needs for prospective students at the Development.
22. A summary of the amenities accessible from the Site is provided in **Table 1**.

Table 1 – Accessible Amenities

Amenity	Amenity Type	Walking Distance
Bus Stop	Public Transport	60m
Sainsburys	Supermarket	800m
Orthodontist	Healthcare	640m
Creams Cafe	Cafe	650m
The Gardeners Arms	Pub/Restaurant	320m
German Donor Kebab	Fast Food	1km
KFC	Fast Food	1km
Tesco Express	Supermarket	1km
The Pavillion	Shopping Centre	1km
Primark	Clothing Shop	1km
Specsavers	Opticians	1km
Santander	Bank	1km
HSBC	Bank	1km
Lloyds	Bank	1km
The Chimes	Shopping Centre	1km
Boots Pharmacy	Pharmacy	1km
Odeon	Cinema	1km
Hillingdon Civic Centre	Civic Centre	800m

Cycling

23. Cycle use is considered a feasible means of transport over short to medium distances. It is potentially influenced by many of the same factors as walking but will also be influenced by route conditions, route topography, traffic levels and secure cycle parking at the destination. These conditions are beginning to have less of an effect on cycling with the increased sales and use of electric bikes.
24. Whilst there is no dedicated on/off-road cycle lane within the immediate vicinity, the surrounding roads are considered suitable for cyclists given the speed of vehicles in the vicinity are relatively low and the width of the road allow cars to pass.
25. There are currently two covered cycle parking areas with a total of 20 Sheffield stands, providing 40 spaces. The stands are lit and covered by CCTV cameras and therefore suitable for both students, staff and visitors.
26. **Photographs 1 & 2** show the existing cycle parking at the campus.



Photo 1



Photo 2

Public Transport

27. The Site benefits from bus stops fronting the Site on Park Road (55 metres south of the access on Park Road) and Belmont Road (45 metres west along Belmont Road from the roundabout with Park Road), there are also a wider range of bus services closer to the town centre on York Road (10 minute walk from the Site), providing connections throughout Hillingdon, Hayes, Heathrow and West London. The high number and frequency of these services support the use of buses by students of the existing and proposed development.
28. Park Road and Belmont Road serve the U2, while the Belmont Road serves the U1 as well; these are frequent services every 10 minutes, and begin early morning and finish late, providing access to Drayton, Ruislip, and Brunel University.
29. Bus services on York Road (Stop V/W) provide connections to a range of local and strategic destinations. Main services are;
- Route 101- Uxbridge- Amersham
 - Route 102 Flightline- Uxbridge- Denham-Beaconsfield- High Wycombe-Heathrow Airport (every 30 minutes during the daytime, up to 60 minutes in evening)
 - Route 104- Uxbridge- Gerrards Cross- Seer Green- Beaconsfield- High Wycombe (Every hour)
 - Route 427- Uxbridge-Hayes End- Hayes- Southall Broadway- Southall (every 10-15 minutes)
 - Route 581- Uxbridge- Denham- High Denham (3 services a day)
 - Route 583- Uxbridge- Iver Heath- Iver- Langley- Wexham- Park Hospital- Slough/Hedgerley (limited service, less than hourly)
 - Route 724- Heathrow Airport- Hatfield- Welwyn Garden City- Hertford- Harlow (Every hour)
 - Route 725- Heathrow Airport- Hatfield- Welwyn Garden City- Stevenage (Every hour but shared corridor with 724 making it every 30 minutes)
 - Route A10- Uxbridge- Stockley Park- Heathrow Central (Every 20 minutes)
 - Route M40- Uxbridge- High Wycombe (every 30 minutes)
 - Route U5- Uxbridge- Cowley- West Drayton- Stockley Park- Hayes and Harlington Station (Every 10 minutes)
30. Other bus services from Uxbridge Station (a 13 minute walk from the Site) include;
- Route 3- Slough- Langley Road- Iver- Uxbridge (Every 30 minutes)
 - Route 222- Uxbridge Station- Hounslow Bus Station (Every 8-12 minutes)
 - Route 331- Uxbridge Station- Harefield- Ruislip Station (Every 20-30 minutes)
 - Route 458- Uxbridge- Iver- Langley- Slough (Every 30 minutes)
 - Route A10- Uxbridge Station- Heathrow Central Bus Station (Every 20-30 minutes)
 - Route N207- Uxbridge- Hayes End, Southall, Ealing, Oxford Circus, and Holborn (Every 30 minutes)

- Route SL8- Uxbridge- Hayes End- Southall- Ealing- Acton- Shepherd's Bush- White City Bus Station (Every 7-11 minutes)
 - Route U3- Uxbridge Station- Hillingdon Hospital- Heathrow Central Bus Station (Every 10-13 minutes)
 - Route U4- Uxbridge Station- Brunel University- Hillingdon Hospital- Hayes- Prologis Park (Every 9-13 minutes)
 - Route U5- York Road- West Drayton Station- Blyth Road (Every 10-13 minutes)
 - Route U7- Uxbridge Station- Brunel University- Lombardy Retail Park (Every 30 minutes)
 - Route U9- Uxbridge Station- Dunster Close- Harefield (Every 20 minutes)
 - Route U10- Uxbridge Station- West Ruislip Station- Glenhurst Avenue (Every 90 minutes)
 - Route X74- Uxbridge Station- Iver- Upton Lea- Slough- Farnham- High Wycombe (Every 30 minutes)
31. Uxbridge Underground Station (Metropolitan and Piccadilly Lines) is within a short 16-minute walk to the campus, with destinations to Aldgate, Baker Street, Arnos Grove. The Metropolitan Line to Aldgate is every 7 minutes, and to Baker Street every 8 minutes, and Piccadilly Line to Arnos Grove is every 20 minutes.
32. As shown from the above, the additional students will be able to utilise the strong public transport services.

c. Collision Data

33. Person Injury Collision (PIC) data for an extent will be analysed from TfL for the most recent 5-year period for which the data is available and analysed.
34. There are no clusters around the Site's vehicle access, with only one slight collision in the last five years at the Site Access on Park Road. Given the minor intensification (further details in the trip generation section), the proposed development is unlikely out result in an increased risk of collisions occurring.

d. Development Proposals

35. The Proposed Development comprises the following:
- Demolition of an existing single-storey building and its replacement with a modern, modular three-storey Portakabin building, providing high-quality teaching and workshop space for use as a Construction Teaching Centre, enabling the college to accommodate 90 new students.
 - A New pathway running parallel to the western side of the site
 - New landscaping and tree planting
36. The proposed development will retain the two existing substations at the northwest corner of the Site and the existing step access.
37. The layout is shown in **Figure 5**.

Figure 5 – Indicative Development Layout



Access

38. Due to the existing nature of the development and the proposed increase of only 90 students and a minor uplift of approximately 3 new members of staff, the existing access from Park Road will continue to serve the Site. as the intensification is expected to be minimal, the existing access arrangement is considered adequate.

Car Parking

39. It is understood that there are three car parks on site, totalling 375 spaces, details below:
- Main Car Park- 318 spaces (including 6 disabled bays)
 - Visitor Car Park- 46 spaces (including 6 disabled bays)
 - Sports Centre Car Park- 11 spaces (including 1 disabled bay)
40. In the London Borough of Hillingdon, car parking standards for an educational college (Use Class F1, formerly D1) are governed by Policy DMT 6 (Vehicle Parking) of the Hillingdon Local Plan Part 2 alongside the regional requirements of the London Plan require for 'higher and further education establishment (vocational & academic).
41. Adult training centres and schools' require 1 space per 10 staff or student. Therefore, the increase of 90 students and 3 staff, a maximum of 9 new car parking spaces would be permitted.
42. It should be noted that a previous Transport Assessment in 2018 includes the mention of a Travel Plan (2009) which included monitoring for the following 10 years. The Travel Plan included the number of students and staff which is helpful to assess parking. The university accommodated approximately 6,200 students and 445 staff. Applying a parking standard of one space per 10 students/staff would indicate a requirement for 665 spaces, representing a shortfall of 290 spaces against the existing provision of 375 spaces. In practice, however, it is recognised that not all students and staff are present on campus simultaneously and, therefore, demand is distributed throughout the day.
43. Based on the current provision of 375 spaces serving a combined population of 6,645 students and staff, the existing parking ratio equates to approximately one parking space per 18 people. Applying this ratio to the proposed 90 students and three staff suggests that approximately five additional parking spaces would be required to maintain the existing level of provision.
44. However, whilst the proposed development could accommodate up to 90 additional students, it is recognised that not all students and staff are present on campus simultaneously and, therefore, demand is distributed throughout the day. Further, students are likely to travel by sustainable modes of transport and providing additional parking could encourage use of the private car as opposed to encouraging sustainable travel. Therefore, no additional parking will be provided for this redevelopment due to the availability of other sustainable modes.

Cycle Parking

45. As mentioned earlier, cycle parking is available on-site for up to 40 spaces. It has been confirmed that this is currently sufficient to meet demand but will continue to be monitored and additional cycle parking could be provided on site if necessary.
46. The College operated a previous Travel Plan covering the wider Uxbridge Campus. The Travel Plan promoted sustainable travel through a range of measures, including the monitoring and expansion of cycle parking provision where required, the operation of a Bicycle Users Group (BUG), and the provision of secure and sheltered cycle parking.
47. The Travel Plan also supported cycling through the provision of shower and locker facilities and by offering interest-free loans to staff for bicycle purchases. In addition, the College committed to producing information on safe cycling routes within a 5km radius of the campus for staff and students. Further measures included the promotion of sustainable travel initiatives and awareness

campaigns, such as Bike2Work Day, TravelWise Week, and Car Free Day, to encourage a shift away from private car use.

48. These measures promoted by the campus-wide Travel Plan remain relevant to the proposed development and are supported through the retention and monitoring of cycle parking, promotion of cycling and walking, and ongoing sustainable travel initiatives across the College Campus.

Servicing

49. The delivery and servicing strategy will remain consistent with the existing arrangement and no changes are proposed. There is a service access to the Estate Office where vehicles unload or check with the Estate office regarding their destination on the site via Park Road. As there is an existing facility on site, it is worth noting that there are delivery and servicing trips that already arrive / depart, and the replacement will not generate a significant increase. It will also not affect the existing delivery and servicing requirements associated with the wider campus.

e. Trip Generation

50. For the purpose of this TS, a multi-modal trip generation and mode share analysis has been undertaken for the Proposed Development.

51. It has been confirmed that the proposed development will likely result in an additional 90 students. Whilst the additional number of students will likely be spread across different days, 90 students have been considered a worst case and robust assessment.

52. In order to ascertain appropriate trip rates for the proposed use at the Site, the TRICS (version 8.26.6) database has been interrogated with the following parameters selected:

- Land Use: 04 - Education
- Category: C - University/ College

53. The total people trip rates and trip generation based on the maximum additional number of students that could be accommodated are summarised in **Table 2**, with the full TRICS output provided at **Appendix A2**.

Table 2 –Total People Trip Generation – 90 Students

	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Trip Rates	0.227	0.023	0.25	0.031	0.115	0.146
Trips	20	2	23	3	10	13

54. As demonstrated in **Table 2**, the proposals are capable of generating in the order of 23 total people trips during the AM peak, inclusive of 20 arrivals and 2 departures. During the PM peak period, the Site is capable of generating in the order of 13 total vehicle trips, inclusive of 3 arrivals and 10 departures.

55. However, to receive a better understanding of how students/staff get to/from college, consideration has been given to the mode share splits outlined in the 2018 Transport Assessment (TA) for the college.
56. The document included mode shares which were calculated from the most recent survey undertaken for the Travel Plan. The mode shares outlined within the previous TA are summarised in **Table 3**.

Table 3 – Recorded Mode Share

Mode	Mode Share
Walk	19%
Cycle	1%
Car Driver	20%
Car Sharers	17%
Bus	32%
Underground	11%
Total	100%

57. The proposed multi-modal trip generation for the Development has been ascertained by applying the mode share in **Table 3** to the total people trip rates in **Table 2** – summarised across all modes in **Table 4**, showing the net change of the additional 90 students.

Table 4 – Proposed Multi-Modal Trip Generation – 90 Students

Mode of Travel	AM Peak (08:00-09:00 AM)			PM Peak (17:00-18:00 PM)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Pedestrian	4	0	4	1	2	2
Cycling	0	0	0	0	0	0
Car Driver	4	0	5	1	2	3
Car Passenger	3	0	4	0	2	2
Bus	7	1	7	1	3	4
Train/Underground	2	0	2	0	1	1
Total	20	2	22	3	10	13

**Figures subject to rounding*

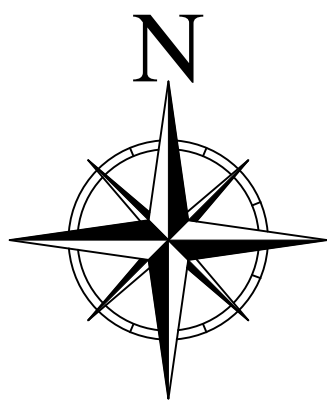
58. The foregoing therefore demonstrates that the Proposed Development is forecast to generate the following:
- A total of 22 extra journeys during the AM peak hour, comprised of 20 arrivals and 2 departures. During the PM peak, the Development will generate in the order of 13 total journeys, comprised of 3 arrivals and 10 departures.
 - A total of 5 vehicle journeys during the AM peak hour, comprised of 4 arrivals and 0 departures. During the PM peak, the Development will generate in the order of 3 vehicle journeys, comprised of 1 arrival and 2 departures.
 - A total of 13 sustainable travel journeys during the AM peak hour. During the PM peak, the Development will generate in the order of 7 sustainable travel journeys.

59. With regards to the increase in building size and approximately 90 persons increase, it is not considered to generate many vehicle trips as shown above. They are therefore not considered to have a severe impact on the network.
60. It is also considered that the negligible increase in car trips will not have a material impact on the parking demand at the site, with the majority of staff and students travelling by sustainable travel modes.

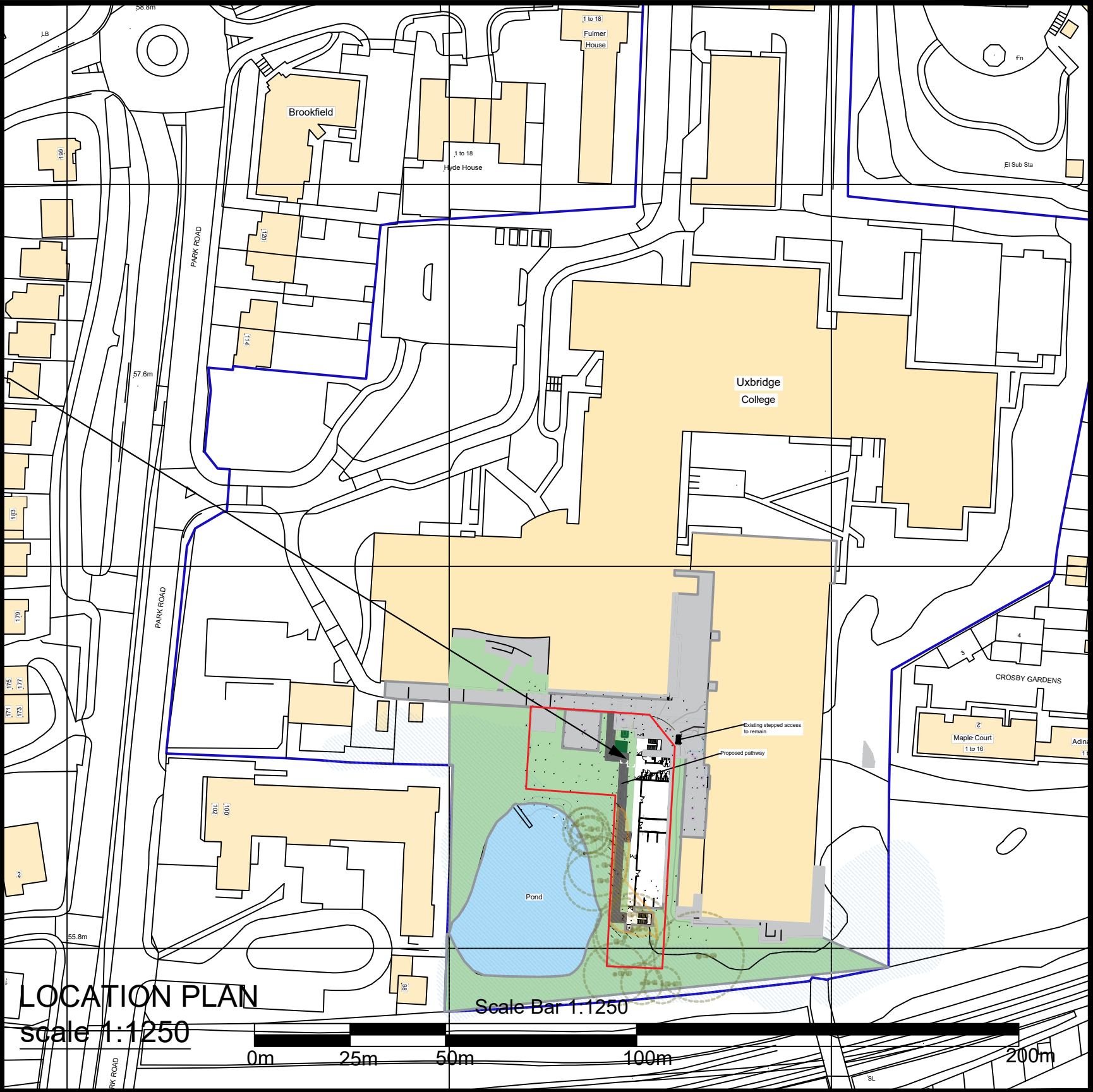
f. Conclusion

61. The TS has been prepared by Iceni on behalf of HRUC for the the demolition of an existing single-storey building and its replacement with a modern, modular three-story Portakabin building to be used as a (Construction Teaching Centre at the Uxbridge Campus of HRUC (formally known as Uxbridge College).
62. The Site is located in a sustainable location, with a range of bus and rail services available within a walking distance as well as a wide range of facilities and amenities within Uxbridge town centre.
63. The existing access from Park Road will continue to serve the Site. There are currently 375 car parking spaces on site which will remain, along with cycle parking which could accommodate 40 bikes. The cycle parking will be monitored and additional spaces provided within the campus should they be necessary.
64. A standalone Travel Plan has not been prepared as the uplift in floorspace is below the TfL threshold (1,000sqm). However, it is recognised the College operated a previous Travel Plan covering the wider Uxbridge Campus, which promoted sustainable travel through a range of measures. The proposal will informally continue to support and implement the sustainable travel measures already embedded within the campus-wide Travel Plan, with main objectives of encouraging travel by walking, cycling and public transport. This will include producing and posting information on public transport services and safe cycling routes within a 5km radius of the campus for staff and students.
65. Servicing and Delivery will remain consistent with current arrangement with no significant additional servicing trips expected.
66. Proposed multi-modal trip generation assessment methodology informed by person trip rates and mode share derived from the Travel Plan survey demonstrates and the increase in trips will be negligible.
67. In view of the above and the assessment contained within this report, it is considered that there is no justifiable reason to object to the application on highways and transportation grounds.

A1. SITE LAYOUT PLAN



Proposed location of triple storey Portakabin Buildings.



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Portakabin®			
Title Proposed Location & Block Plan			
Uxbridge College at 0 Park Road Uxbridge UB8 1NQ			
Date: 19th August 2026			
Scale : 1:200 & 1:1250 @ A1			
Drawing Number UBC6789998212PNM			Rev F
Rev.	Date	Notes	

NOTES:

- Site plan is based on existing Ordnance Survey information
- Responsibility is not accepted for errors made by others in scaling from this drawing. Contractors must check all dimensions on site. Discrepancies must be reported to the drawing owner before proceeding.

KEY:

Application Boundary

Area owned by client but not in application

Existing tarmac

Proposed pathway (tarmac)

Existing Grass

Existing pond

Existing structures

Existing shrub/trees to remain

Existing Shrub to be cleared

Trees

A2. TRICS OUTPUTS

Audit Code: 25e27728-9ef9-41bc-bf6c-8083cefd6614

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: C - COLLEGE/UNIVERSITY

Selected Vehicle Type: Total People

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
08	NORTH WEST		
	AC	CESHIRE WEST & CHESTER	1 day
10	WALES		
	SW	SWANSEA	1 day

Audit Code: 25e27728-9ef9-41bc-bf6c-8083cefd6614

Primary Filtering Selection:

Parameter:	STUDEN	
Actual Range:	360 to 879 (units:STUDEN)	
Range Selected by User:	150 to 1000 (units:STUDEN)	
Parking Spaces Range:	0 - 2857	
Public Transport Provision:		
Selection by:	All Surveys Included	
Date Range:	29/03/01 to 21/10/25	
Selected survey days:		
Monday		2 days
Wednesday		2 days
Selected survey types:		
Manual count	4	
Direction ATC Count	0	
Selected Locations:		
Suburban Area		3 days
Neighbourhood Centre		1 days
Selected Location Sub Categories:		
No Sub Category		1 days
Residential Zone		2 days
Village		1 days
Inclusion of Servicing Vehicle Counts:		
Servicing vehicles Unknown		4 days

Audit Code: 25e27728-9ef9-41bc-bf6c-8083cefd6614

Secondary Filtering Selection:

Use Class:

F1(a)	4 surveys
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Population within 500m Range:

400 - 6005

Population within 1 mile:

5,001 to 10,000	1 surveys
10,001 to 15,000	1 surveys
25,001 to 50,000	2 surveys

Population within 5 miles:

75,001 to 100,000	1 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys
500,001 or More	1 surveys

Car ownership within 5 miles:

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

Audit Code: 25e27728-9ef9-41bc-bf6c-8083cefd6614

Petrol filling station:

Travel Plan:

No	3 surveys
Yes	1 surveys

PTAL Rating:

No PTAL Present	4 surveys
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COVID-19 Restrictions:

No



Audit Code: 25e27728-9ef9-41bc-bf6c-8083cefd6614

1 PEPPER STREET CHESTER CHRISTLETON Neighbourhood Centre Village Number of students: 771.00 STUDEN Survey date: Wednesday 15/10/2008	AC-04-C-01	LAW COLLEGE	CHESHIRE WEST & CHESTER	Survey Type: Manual
2 PARKER ROAD HASTINGS ORE Suburban Area Residential Zone Number of students: 720.00 STUDEN Survey date: Wednesday 30/05/2012	ES-04-C-07	COLLEGE	EAST SUSSEX	Survey Type: Manual
3 WALTER ROAD SWANSEA Suburban Area Residential Zone Number of students: 879.00 STUDEN Survey date: Monday 21/10/2013	SW-04-C-02	COLLEGE	SWANSEA	Survey Type: Manual
4 SCARBOROUGH RD WALSALL Suburban Area No Sub Category Number of students: 360.00 STUDEN Survey date: Monday 20/02/2006	WM-04-C-01	ARTS/TECH COLLEGE	WEST MIDLANDS	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
SW-04-C-01	19-10-2010	Removed: Site re-surveyed by SW-04-C-02

Audit Code: 25e27728-9ef9-41bc-bf6c-8083cefd6614

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

Total People

Calculation factor: 1 STUDEN

Time Range	No. Days	Ave. STUDEN	Arrivals	Departures	Totals
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	4	682	0.007	0.003	0.010
08:00-09:00	4	682	0.117	0.010	0.127
09:00-10:00	4	682	0.227	0.023	0.250
10:00-11:00	4	682	0.061	0.023	0.084
11:00-12:00	4	682	0.051	0.049	0.100
12:00-13:00	4	682	0.049	0.068	0.117
13:00-14:00	4	682	0.056	0.058	0.114
14:00-15:00	4	682	0.028	0.073	0.101
15:00-16:00	4	682	0.024	0.115	0.139
16:00-17:00	4	682	0.031	0.115	0.146
17:00-18:00	4	682	0.032	0.067	0.099
18:00-19:00	3	670	0.024	0.050	0.074
19:00-20:00	2	825	0.002	0.021	0.023
20:00-21:00	1	879	0.003	0.050	0.053
21:00-22:00	1	879	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.712	0.725	1.437

Parameter Summary:

Trip rate parameter range selected:	150 - 1000 (units: STUDEN)
Survey date date range:	20/02/2006 - 21/10/2013
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0