Transport Statement

November 2024

EAS

Mead House

Mead House Lane, Hayes End,
Hayes, UB4 8EW

Reliant Care Limited

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The content of this report is based on information available as of November 2024, the validity of the statements made may therefore vary over time as planning guidance and policies as well as the evidence base change.

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1 Introduction

1.1 This Transport Statement has been prepared by EAS Transport Planning Limited on behalf of Reliant Care Limited (hereinafter referred to as the 'applicant'), in support of an application for Prior Approval under Class MA of the General Permitted Development Order 2015 (hereinafter, 'GPDO') for a change of use from medical care facility (Use Class E) to residential (Use Class C3), in relation to Mead House, at Mead House Lane, Hayes End, Hayes, UB4 8EW (the 'Site').

The Site

1.2 The Site under consideration is the former Mead House Lane Medical Centre. The Site is located on the eastern side of Mead House Lane, within the local neighbourhood of Hayes End, to the north of Hayes.

1.3 The full address of the Site is Mead House, Mead House Lane, Hayes End, Hayes, UB4 8EW.

1.4 London Borough of Hillingdon ('LBH') is therefore the Local Planning Authority ('LPA'), as well as being the Local Highway Authority ('LHA'). Transport for London ('TfL') administer the wider regional transport networks, including bus, rail, alongside the Red Route arterial road network.

1.5 A map showing the location of the Site is contained at **Appendix A**.

The Scheme

1.6 It is proposed to change the use of the Ground Floor and the First Floor levels of the existing Class E structure on the Site into 14 residential studio units. No change is proposed to the Second Floor level.

1.7 It is also proposed to retain car parking for 10 cars, as well as to provide 24 long-term cycle parking spaces. 2 of the car parking spaces are to be larger in size, and one each is to be allocated for disabled users (as Blue Badge spaces) and as a Brown Badge space. 20% of the car parking spaces allocated to the development will include active Electric Vehicle ('EV') charging infrastructure.

1.8 The proposed Site Plans are contained at **Appendix B**.

Planning History of the Site

1.9 The Site under consideration has been developed as a medical care facility for a significant period of time, and as such no planning applications of note have recently been submitted.

1.10 The site has also been used for other similar uses, including most recently, as a day centre by LBH.

1.11 Previous planning applications on the Site date back more than 10 years, and include minor alterations to the Site, such as minor single storey extensions, or amendments of ramps and landscaping to suit the ongoing use of the Site over time.

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1.12 No relevant transport planning discussions have therefore been recently made upon this Site.

Aims and Structure of this Report

1.13 This Transport Statement has been prepared with regard to the Department of Communities and Local Government ('DCLG') Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (issued in March 2014), as well as to guidance that the regional and local authorities have published on their website.

1.14 The contents of this report are:

- Section 2 – sets the national, regional, and local policy context;
- Section 3 – describes the existing Site conditions;
- Section 4 – describes the proposed development;
- Section 5 – identifies the likely trip generation and traffic impact; and
- Section 6 – concludes the statement.

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2 Policy Context

2.1 This section sets out the policy context. Development and growth through policy are encouraged at national, regional, and local level.

2.2 The policy documents reviewed include:

- National Planning Policy Framework;
- National Planning Policy Framework Consultation;
- the London Plan;
- Hillingdon Local Plan;
- Accessible Hillingdon SPD; and
- the Hillingdon Local Implementation Plan.

National Planning Policy Framework

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

2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF must be considered in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.6 In respect of that, Paragraph 10 of the NPPF states:

> *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis)."*

2.7 Section 9 of the NPPF is focused on Promoting Sustainable Transport, and states in paragraphs 108 and 109:

> *"108. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
>
> *a) the potential impacts of development on transport networks can be addressed;*
>
> *b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
>
> *c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

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d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

109. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.8 Paragraphs 114 and 115 state that in assessing applications for development it should be ensured that:

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

a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
b) *safe and suitable access to the site can be achieved for all users;*
c) *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; and*
d) *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.*

115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.9 Furthermore, paragraphs 116 and 117 continue:

"116. Within this context, applications for development should:

a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

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e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

117. All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."

National Planning Policy Framework Consultation

2.10 The incoming UK government has amongst other things, adopted a strong pro-residential development in England agenda as part of its successful electoral manifesto, seeking to promote residential development in the country, but more importantly in the South-east of the country, where this form of land use remains in very high demand.

2.11 In this regard, the National Planning Policy Framework Consultation ('NPPF Consultation') process was issued on the 30th of July 2024, seeking a national discussion upon the revision of the previously adopted NPPF.

2.12 With regard to transport planning, the NPPF Consultation seeks to allow Council and developers to move away from the traditional 'predict and provide' model of assessing transport impacts in a worst case scenario analysis, towards a more 'vision-led' approach, which:

"...focuses on the outcomes desired, and planning for achieving them."

2.13 The NPPF Consultation continues in stating that new residential development should seek to be complemented by ancillary facilities and the other required services, which should also be taken into consideration when new development is proposed.

2.14 Whilst it is expected that this consultation process is further updated in the coming months, it is therefore worth adding that the new government's intention to transform the transport planning analysis from an impact assessment to a future vision-led approach.

The London Plan

2.15 The London Plan ('LP') was formally published in March 2021 by the Mayor of London. This document is now the main material consideration in planning decisions within Greater London. This document is defined as:

"The new London Plan marks a break with previous London Plans, it represents a step-change in our approach and serves as a blueprint for the future development and sustainable, inclusive growth of our city.

The new London Plan encourages developments with greater public transport accessibility, lower parking provisions and higher housing density."

2.16 Policy T1 'Strategic approach to transport' states that development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle, or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

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2.17 Policy T2 accordingly states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should:

"2) reduce the dominance of vehicles on London's streets whether stationary or moving; and

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.18 Policy T4 of the LP states that:

"A) Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

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

Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger."

2.19 Policy T5 states that developments should provide cycle parking in accordance with the minimum standards set out in table 10.2 and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Table 10.2 of the LP sets the minimum provision as:

- One-bed one-person units – one long-term space per unit;
- One-bed two-person units – 1.5 long-term spaces per unit; and
- Two-bed units and larger dwellings – 2 long-term spaces per unit.

2.20 Policy T6 states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

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Although, disabled parking should be provided for 'car-free' developments, in line with Part E of this Policy.

2.21 In this regard, table 10.3 of the LP states that sites located a PTAL level 2 cells within Outer London Boroughs are allowed up to 0.75 spaces with each smaller dwelling, and up to 1 space for each larger family dwelling.

2.22 Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Adequate provision should be made for efficient deliveries and servicing.

Hillingdon Local Plan

2.23 The Hillingdon Local Plan is formed of two separately adopted documents – the Strategic Policies adopted in December 2012, and the Development Management Policies, adopted in January 2020. The two sections of the Local Plan form the council's future development strategy, setting out a framework and detailed policies to guide planning decisions.

2.24 Whilst the LBH Local Plan Review process has now been commenced, this process is still within its early consultation process, with the Regulation 19 consultation expected to be issued during the first half of 2025.

2.25 The Hillingdon Local Plan Part 1 – Strategic Policies (formerly Core Strategies) therefore remains the current the Development Plan for the Borough.

2.26 Policy T1 of this plan on Accessible Local Destinations states that development will be favoured at sites where the impact on the transport network can best be accommodated. Developments should encourage access by sustainable modes.

2.27 Policy T3 on North – South Sustainable Transport Links aims to improve north – south public transport links and to link residential areas with employment areas and transport interchanges.

2.28 This development takes advantage of proximity to public transport and local services and will reduce reliance on private car by reducing car trips to essential uses.

2.29 The Local Plan Part 2 comprises Development Management Policies, Site Allocations and Designations and Polices Map. The Local Plan Part 2 Development Management Policies and Site Allocations and Designations were adopted as part of the borough's development plan.

2.30 Policy DMT 1 on Managing Transport Impacts states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its visitors from and/or the services and facilities necessary to support the development;
- maximise safe, convenient, and inclusive accessibility to, and from within developments for pedestrians, cyclists, and public transport users;
- provide equal access for all people, including inclusive access for disabled people;
- adequately address delivery, servicing, and drop-off requirements; and

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- have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

2.31 All major residential developments of ten dwellings or more (but under 80 dwellings) will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

2.32 Policy DMT 2 on Highways Impacts effectively supersedes Policy AM7 in the Unitary Development Plan. It requires development proposals to ensure that:

- safe and efficient vehicular access to the highway network is provided to the Council's standards;
- they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- safe, secure, and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;
- impacts on local amenity and congestion are minimised by routeing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

2.33 Policy DMT 5 on Pedestrians and Cyclists requires development proposals to ensure that safe, direct, and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or in agreement with the Council.

2.34 Policy DMT 6 on Vehicle Parking requires development proposals to comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- the variance would not lead to a deleterious impact on street parking provision, congestion, or local amenity; and/or
- a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

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2.35 All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

2.36 Appendix C on parking standards contains the following specifications:

- For residential development, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD May 2013.
- Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision. This will be reviewed in future.
- For road layouts, swept path analysis must include 0.3 metre error margins around the body of the vehicle. This should be satisfactorily accommodated within the existing and proposed road layout.
- Parking for bicycles must be located in a safe, secure, and accessible location. Covered parking should be provided where possible. Cycle spaces should be located as near as possible to the building entrance(s).
- As a minimum, cycle parking should normally take the form of Sheffield stands or a similar stand which allows both the frame and wheels of a cycle to be secured without risk of damage.
- In addition to car and bicycle parking, parking spaces for motorised two wheelers (motorcycles, mopeds, and scooters) must also be provided at the rate of 5% of car parking spaces.
- Motorised two-wheeler parking should be secure and where possible covered and close to building entrances. Ideally parking should be grouped together for security.

2.37 Appendix C of the Local Plan sets the maximum standard for car parking at flats as 0.5 spaces per unit for studio flats, 1 to 1.5 spaces per unit for one- and two-bedroom flats and two spaces per unit for flats with three or more bedrooms. Proposals must also accommodate visitor's car parking on-site in addition to the above, but no standard is specified. Car parks must be allocated to dwellings, but it is not clear whether this means that individual spaces must be allocated to specific flats, especially where the standard is fractional.

2.38 The Appendix sets a standard of one long-term cycle parking space per studio, one- or two-bedroom flats and two cycle spaces per flat with three- or more bedrooms. B1 units should also provide 1 cycle parking space per 250 square metres of floorspace. The table heading describes these as maximum standards, but this may be a misprint for minimum, as paragraph 8.26 of the same document also states that this standard should be met. The standard of provision is below the minimum standards in the London Plan requirements.

Accessible Hillingdon SPD

2.39 The Accessible Hillingdon Supplementary Planning Document ('SPD') was adopted in September 2017.

2.40 Section 5 on Residential Development states that all new residential developments of ten or more units must have 10% of homes designed to include a Blue Badge parking space measuring 2.4 metres by 4.8 metres with an adjacent 1.2 metre side transfer area.

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2.41 Furthermore, the SPD requires the provision of Brown Badge spaces, for local residents over 65 years of age with mobility issues, who do not qualify for a Blue Badge, equating to 5% of all car parking spaces. These spaces are dedicated to local residents aged 65 years an over who may have mobility issues, but do not qualify for a Blue Badge.

Hillingdon Local Implementation Plan

2.42 The Local Implementation Plan ('LIP3') is LBH's current transport plan, detailing its transport objectives and programme to support delivery of the Mayor's Transport Strategy within the borough. The LIP considers the goals, challenges, policies, and outcomes detailed in the Mayor's Transport Strategy ('MTS') and tailors them to Hillingdon.

2.43 Dated November 2018, the LIP3 considers Borough objectives through the life of the MTS to 2041 and is Hillingdon's third LIP replacing the earlier 2011 Plan.

2.44 Chapter 2 of this document sets the objectives of the LIP3 as:

- *"Hillingdon's streets will be characterised by the 10 healthy streets indicators;*
- *Real and perceived threats to safety will be identified and addressed;*
- *Through design, planning and management Hillingdon's streets will be used most efficiently and have less traffic on them;*
- *Town centres will be vibrant, clean and accessible, residential areas will be safe, quiet and relaxing, business streets will be connected;*
- *The public transport network will respond to and shape the built-up area it serves;*
- *Public transport in Hillingdon will be inclusive and satisfy the travel needs of residents, visitors and businesses;*
- *The development and management of Hillingdon's streets will support frequent and reliable public transport services;*
- *Through land use/transport planning the travel choices available will include all those that are active, efficient and sustainable;*
- *Transport investment will connect and facilitate the release of sites for new homes and jobs."*

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3 Existing Site Assessment

3.1 The Site and its surrounding areas are reviewed in terms of transport sustainability, and the adequacy of the local highway network.

Site Location and Local Facilities

3.2 **Appendix A** contains a map showing the site's location.

3.3 The Site is located within Hayes End on the eastern side of Mead House Lane (an unclassified road) on a corner position at the mini-roundabout junction of this road with Hayes End Road.

3.4 Uxbridge Road, classified as the A4020, is located circa 230 metres to the south of the site, and provides a road connection to the A312 (The Parkway) to the east and to Uxbridge town centre in the west.

3.5 The local shopping parade of Hayes End is located 5 minutes' (or circa 350 metres) walk to the south of the site, on Uxbridge Road.

3.6 Whiteleys Parade local centre is located around 1.0 kilometre, or 14 minutes' walk, away to the southwest.

3.7 These two shopping parades offer a range of shops and businesses that includes the day-to-day requirements that may need to be accessed by local residents including:

- local supermarkets, convenience stores, and grocers;
- restaurants, cafes, and take-aways;
- public houses and drinking establishments;
- pharmacies and veterinary surgeries;
- barbers and beauty salons; as well as
- a range of local shops and businesses.

3.8 There are also a range of schools, as well as doctors and dentist surgeries, within walking distance of the site, together with a number of places of worship.

Existing Site Function

3.9 The existing Site comprises of 1,035 square metres (or 11,142 square feet) of Class E(e) use (medical centre).

3.10 The client has advised that in the last four years, the building has had multiple uses, most recent was a day centre (run by the council, LBH). Prior to that it was a GP surgery (operated by the National Health Service, 'NHS'). The building is now vacant.

3.11 It is noted that the Site was also recently used as a day centre, but given that Site has historically operated as a medical centre, this use is considered to remain the lawful use of the facility.

3.12 Access into the Site consists of two access points located next to each other. The first access point is directly off the mini-roundabout junction of Mead House Lane, Hayes End Road, and the site.

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3.13 This access leads to a shared path between the Site under application and the neighbouring property of Hayes Park Lodge immediately to the east of the site. This first access (directly off the mini-roundabout) is ungated.

3.14 The secondary gated Site access is located at the start of this shared access path, which runs along the southern edge of the Site prior to terminating in the neighbouring property.

3.15 A further gate in or out of the Site is also present further east along the Site boundary. This is not typically used, and is unlikely to be required as part of the future operational requirement of the site, but is being retained as is for the scope of the planning application under consideration.

3.16 There are currently circa 32 car parking spaces at the site, which are located around the front of the existing building, and are accessed directly from the Site at the junction of Mead House Lane with Hayes End Road.

Active Travel

3.17 The immediate pedestrian environment outside the Site is typical of an Outer London suburban Site with good quality and wide footways on Mead House Lane and on Hayes End Road.

3.18 To the south, the Hayes End and Whiteleys Parade local centres on Uxbridge Road are both accessible on foot via Hayes End Road, whereas the retail facilities at the Uxbridge town are also easily accessible via active travel or public transport modes, also off Uxbridge Road.

3.19 The local roads are all lit, and typically include dropped kerb facilities at desire lines crossing points for mobility impaired users.

3.20 The local cycling network routes via Uxbridge Road, through London Cycle Network Route 39, which is a part on-street, part off-street shared surface route.

3.21 Various sitting benches, signalised crossing points, and sets of cycle stands are available within the nearby local centres, to support active travel users.

3.22 Both TfL and Cyclestreets have online cycle journey planners available for determining suitable local cycle routes. The likely numbers of pedestrians and cyclists, and their effect on the local network is covered in Section 5 which describes the impact of the development.

Public Transport - PTAL

3.23 The Public Transport Accessibility Level ('PTAL') Index is used to derive accessibility maps for London. Details of the methodology can be found in the Transport for London Transport Assessment Best Practice guidance document Appendix B (April 2010). This guidance states that:

> *"Public Transport Accessibility Levels (PTAL) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London."*

3.24 A full PTAL assessment for the Site undertaken using the TfL web-PTAL tool is contained at Appendix C.

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3.25 The Public Transport Accessibility Index ('PTAI') is 5.69 which equates to a PTAL classification of 2 or "Poor" (PTAL score 5.01 to 10).

Public Transport - Bus

3.26 There are existing bus stops located close to the site, the westbound one, stop XF, is to the south of Uxbridge Road, circa 300 metres to the south of the site, and the eastbound one, stop XC, is on the northern side of Uxbridge Road, around 350 metres south of the site. From these a total of 7 bus services can be boarded, these being the 278, 427, 697, 698, H98, SL8, and N207.

3.27 Route 278 runs from Ruislip Station to Heathrow Central Bus Station, via Ickendon, Hillingdon, Hayes End, Hayes Town, Harlington, and Heathrow Terminals 2 and 3. The service operates 4 buses an hour during peak hours on weekdays and on Saturdays, and 3 buses per hour on Sundays. The service operates 24 hours a day, and is currently run by Transport UK London Bus.

3.28 Route 427 runs from Southall to Uxbridge via Yeading, Hayes End, and Hillingdon Heath, between 04:49 and 01:18. There are 6 buses an hour on weekdays and on Saturdays, and 4 buses an hour on Sundays. The service is currently run by Transport UK London Bus.

3.29 Route 697 is a school service which runs from Ickenham Station to Hayes End in the morning via North Hillingdon, Hillingdon, Hillingdon Heath, Hayes End, and Yeading, returning in the afternoon. This service operates 2 buses each way on schooldays only. The service is operated by Metroline.

3.30 Route 698 is a further school service which runs from West Drayton to Ickenham Station in the morning via Sipson, Harlington, Hayes Town, Wood End, Hayes End, Hillingdon, and North Hillingdon, returning in the afternoon. There are 4 buses in the morning and 5 services in the afternoons on schooldays only. The service is operated by London United.

3.31 Route H98 runs between Hounslow and Hayes via Hounslow West, Cranford, Harlington, Clayton Road and Hayes End between 05:08 and 00:26. This service operates 6 buses an hour on weekdays, 5 buses an hour on Saturdays, and 4 buses an hour on Sundays. The service is operated by London United.

3.32 The recently introduced Superloop Route SL8 runs between Uxbridge and Shepherd's Bush, via Hillingdon Heath, Hayes End, Southall, Ealing Hospital, Hanwell, West Ealing, Ealing Common, and Acton, between 04:34 and 01:10. There are 6 buses an hour on weekdays and on Saturdays, and 5 buses an hour on Sundays. The service is operated by Metroline.

3.33 Route N207 is a night bus service which runs between Uxbridge Station and High Holborn via Hillingdon Hill, Hayes End, Southall, Hanwell, West Ealing, Ealing, Acton, Shepherd's Bush, Notting Hill Gate, Lancaster Gate, Marble Arch, Oxford Circus, and St Giles Circus, between 00:08 and 06:20. The night bus service operates 2 buses an hour on weekdays, and 3 buses an hour on weekends. The service is operated by Transport UK London Bus.

3.34 From the above it can therefore be seen that the area has many local bus services with around 30 buses an hour within 400 metres of the site.

3.35 The local bus spider map is contained at Appendix D.

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Public Transport - Rail

3.36 Hayes and Harlington Rail Station is a train station that forms part of the Elizabeth Line, which is currently operated by TfL, as well as historically being part of the Great Western Main Line, currently operated by the Great Western Railway network.

3.37 The station forms part of the TfL's Travelcard zonal fare system, and is located within Zone 5. The station is located approximately 3.2 kilometres (or a 13 minute cycle) to the south of the site. The station is also served by bus routes 278 and H98, which are discussed above.

3.38 Typically, there are 10 trains per hour in each direction during peak hours on the Elizabeth Line. The service runs between 04:53 and 00:36, between Heathrow or Reading and Abbey Wood or Shenfield.

3.39 The Great Western Railway services operate a local stopping service locally, which serves the area during night time only (as a Late Night service, when the Elizabeth Line is not in operation), with 3 trains in each direction between 00:52 and 04:46. The service runs between London Paddington and Reading.

3.40 It is also worth adding that a number of bus services which route locally link to rail services at Hayes and Harlington Station, and other services in Uxbridge, and other nearby centres.

3.41 A map showing all the local rail services is contained at **Appendix E**.

3.42 It should be noted that the local train services are not included in the PTAL assessment.

The Local Road Network and Parking Provision

3.43 Uxbridge Road (A4020) at the Site runs east to west, circa 230 metres to the south of the site, linking Uxbridge in the west with Shepherd's Bush in the east.

3.44 The Parkway (A312) runs locally north to south, providing nearby connections to the M4 and M25 Motorways, and is available circa 2.4 kilometres to the east of the site. To the north, Western Avenue (A40) is accessible via The Parkway (A312).

3.45 The Site access is part of a mini-roundabout junction, which forms the junction of Hayes End Road with Mead House Lane and the Site access. Hayes End Road continues circa 230 metres to the south, prior to terminating into Uxbridge Road (A4020). To the north, this road continues around the northern parts of Hayes, until it becomes Mellow Lane East, circa 310 metres to the north.

3.46 Mead House Lane and Hayes End Road are both single carriageway urban streets, around 6.0 and 6.5 metres wide respectively, with a 30 miles per hour speed limit.

3.47 Mead House Lane also serves as the main access into Hayes Park, a former Business Park located to the north of the site, which is currently in the process of being redeveloped into a residential scheme. This road is currently closed circa 100 metres to the north of the mini-roundabout.

3.48 Mead House Lane generally has single yellow line parking restrictions on both sides, up to the point where this road is closed off.

3.49 Hayes End Road includes double yellow line parking restrictions around the mini-roundabout, but then generally permits parking on either side of the street away from this junction. Various vehicular crossovers limit the potential for parking on the southern side of

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the street. A single yellow line restriction is also present on the eastern side of the street, to the south of the mini-roundabout, which allows large vehicles to access this road up to the mini-roundabout.

Highway Safety Record

3.50 A review of the safety record of the local highway has been undertaken covering the most-recent five-year period (between 2018 and 2022), extending through all areas within 500 metres of the site. This review was undertaken through the CollisionPlot website (https://collisionplot.co.uk/).

3.51 Within the study area all recorded collisions were recorded on the A4020, being the main local thoroughfare. No collisions were noted on Hayes End Road or Mead House Lane.

3.52 Although a number of collisions involving personal injury were reported near the junction of Hayes End Road with Uxbridge Road, these collisions were spread out between the junction of Uxbridge Road with Hayes End Road and Angel Lane as well as Newport Road. No clustering of collisions is therefore noted locally.

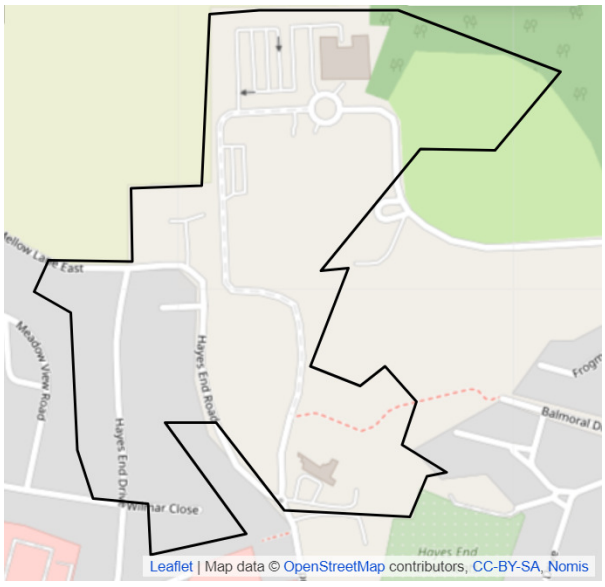
3.53 The low number of collisions within Hayes End Road and Mead House Lane highlights the low chance of two road users meeting locally, with all the local roads reviewed within this study, being used as access routes into local residential areas.

Population Statistics - General

3.54 A review of the 2011 Census statistics has been undertaken to assess the local population characteristics. Nevertheless, over the past few months, releases of data from the 2021 Census have been issued, including some Travel Information statistics. The available statistics from the 2021 census, including the Method of Travel to Work statistics, are therefore also included for comparison.

3.55 The Site is set within local Lower Super Output Area ('LSOA') Hillingdon 018B, and within the smaller Output Area ('OA') E00012091.

Hillingdon 018B Area



E00012091 Area

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3.56 The local OA includes a small part of the residential section to the west of Hayes End Road and the Hayes Park site, whereas the LSOA also includes further dwellings to the north of Uxbridge Road, which form part of Hayes End, and also extends east of the Site up to Park Lane.

3.57 The smaller census OA would therefore more accurately reflect the typical characteristics of this site, being focused on Hayes End Road.

Population Statistics - Car Ownership

3.58 Data from the Census has been used to assess local levels of car ownership for local residents of flatted dwellings, residing within both the local Lower Super Output Area and the smaller OA within which the Site lies.

3.59 The dataset of the local information, as extracted from LC4415EW (for the 2011 Census) and RM001 (2021 Census), is also contained at **Appendix F** and is summarized in table 3.1 shown below:

	E00012091 OA				Hillingdon 018B LSOA			
	2011		2021		2011		2021	
	Units	%age	Units	%age	Units	%age	Units	%age
All Flatted Households	16		18		73		112	
No Cars or Vans	13	81%	17	94%	33	45%	47	42%
1 Car or Van	2	13%	1	6%	29	40%	44	39%
2 or more Cars or Vans	1	6%	0	0%	11	15%	21	19%

Table 3.1: Census Local Car and Van Ownership for Flatted Dwellings

3.60 Table 3.1 shows the number of flatted dwellings with access to a car in the local Lower Super Output Area, Hillingdon 018B, and the smaller Census OA, E00012091.

3.61 It can be seen from the above data that within the local LSOA 45% of all flatted households do not own a car or van at all, and that another 40% of households have access to a single vehicle.

3.62 19% of all flatted households in the local LSOA therefore owned more than one vehicle.

3.63 Breaking the statistics down further and looking at the smaller E00012091 area around the Hayes End Lane, 81% of all flatted households did not own a car or van in 2011, and circa 13% of households having a single vehicle.

3.64 It is worth adding that just a single households of all the flatted households near the Site owned more than one vehicle.

3.65 Within the 2021 Census, the local levels of car ownership dropped even further, with no flatted households in the local OA, and just 15% of all flatted households in the LSOA keeping access to more than one vehicle.

3.66 It is therefore concluded that it is certainly possible to live within the local area without keeping ownership of a private vehicle for commuting, as almost all residents of flatted units within the immediate local area did not keep ownership of a car at all.

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Population Statistics - Journey to Work

3.67 Data from the 2011 and 2021 census have been considered with respect to modal choice of journey to work. This data was extracted from datasets QS701EW (from the 2011 Census) and RM075 (2021 Census).

3.68 It is accepted that the 2021 Journey to Work data is somewhat skewed towards people Working from home, impacting mostly upon those using public transport modes, which over the time of the census data collection exercise was affected by Covid-19 restrictions and more importantly, by user perceptions of being less safe than other modes of travel.

3.69 It is therefore pointed out that this data is not being considered as the typical local pattern of driving choice behaviour.

3.70 The available 2011 and 2021 census datasets are also contained at **Appendix F** and summarized in table 3.2.

	E00012091 OA				Hillingdon 018BLSOA			
	2011		2021		2011		2021	
	Total	%age	Total	%age	Total	%age	Total	%age
All Residents	287		401		1,196		1,822	
Work from home	5		44		17		214	
Underground, Metro, Tram	11	6%	4	3%	50	6%	31	5%
Train	6	3%	2	1%	26	3%	22	3%
Bus	24	13%	16	12%	98	12%	76	11%
Taxi	0	0%	0	0%	2	0%	3	0%
Motorcycle, Scooter, Moped	2	1%	0	0%	7	1%	4	1%
Car driver	131	69%	100	74%	546	68%	434	65%
Car passenger	9	5%	4	3%	32	4%	21	3%
Bicycle	4	2%	3	2%	15	2%	19	3%
Foot	1	1%	3	2%	25	3%	35	5%
Other	1	1%	3	2%	5	1%	19	3%
Not in Employment	93		222		373		944	

Table 3.2: Census Local Journey to Work Data

3.71 Table 3.2 shows the method of journey to work in the local Lower Super Output Area, Hillingdon 018B, and the smaller Census Output Area, E00012091. The smaller census area most accurately reflects the characteristics of the Site being focussed on Hayes End Lane.

3.72 It can be seen from the above data that in 2011, within the larger Hillingdon 018B area, 12% took the bus to work, 9% used rail or the London Underground, 3% travelled on foot, 2% cycled to work, and 68% were car drivers, with another 4% being car passengers.

3.73 Breaking the statistics down further and looking at the smaller E00012091 area just around Hayes End Lane, 13% took the bus to work, again 9% used rail or the London Underground, 1% travelled on foot, 2% cycled, and 69% were car drivers with another being 5% car passengers. This shows that many local residents were already using sustainable means, such as walking, cycling or public transport to travel to work.

3.74 It is noted that most of the residents living within the local area currently commute to work by car, which significantly contrasts with the low levels of car ownership by residents of flatted households within the local area.

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3.75 This is likely due to the fact that most houses within the local area include dedicated drives, which encourages car ownership by residents of these types of units (as compared to flats who may not have access to dedicated parking spaces).

3.76 Although skewed by the Covid-19 'Work from home where possible' guidance, it is noted that the percentage of people driving in the LSOA is still lower than within the 2011 census (65% in 2021 as compared to 68% in 2011). The overall number in people working from home at the time increases from 44 to 214.

3.77 It is admitted that the suitability for comparative use of the recent census data is still yet to be verified and reviewed, although it is certainly the case that the uptake in working from home and the technology that allows this has been maintained and new patterns of working from home have emerged since Covid-19.

Summary

3.78 The Site is located within Hayes End on the eastern side of Mead House Lane (an unclassified road) on a corner position at the mini-roundabout junction of this road with Hayes End Road.

3.79 The local shopping parade of Hayes End is located circa 350 metres walk to the south of the site, on Uxbridge Road. Whiteleys Parade local centre is located further to the southwest of the Site and is around 1.0 kilometre away. These two shopping parade offer a range of shops and businesses that includes the day-to-day requirements that may need to be accessed by local residents.

3.80 The existing Site comprises of the existing Mead House structures and its surrounding gardens. Mead House was formerly in Class E(e) use, but was more recently used as a NHS day centre. The existing premises is now no longer in use, and the Site lies vacant.

3.81 The immediate pedestrian environment outside the Site is typical of an Outer London suburban location with good quality and wide footways.

3.82 A PTAL assessment shows that the Site is classed as a PTAL of 2 or "Poor" and shows that the local area has access to public transport provision, close by. There are around 30 buses an hour available within 400 metres of the site.

3.83 Uxbridge Road (A4020) at the Site runs east to west, circa 230 metres to the south of the site, linking Uxbridge in the west with Shepherd's Bush in the east. The Parkway (A312) runs locally north to south, providing nearby connections to the M4 and M25 Motorways.

3.84 The local area includes a good highway safety record, with no collisions recorded on Hayes End Road within the most recently available 5-year period.

3.85 Census data indicates that almost all the residents of flatted dwellings within the local area did not have access to a car, but that circa two thirds of local residents use their car to go to work. This is likely due to the fact that most houses within the local area include dedicated drives, which encourages car ownership by residents of these types of units (as compared to flats who may not have access to dedicated parking spaces).

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4 The Proposed Development

4.1 The following section reviews the proposals, including Site access, parking, as well as servicing.

The Development Proposals

4.2 The proposals are for 14 residential units all comprising studio apartments at Ground Floor and First Floor levels. No change is proposed within the Second Floor level of the existing facility.

4.3 The scheme retains the use of the existing 10 car parking spaces, whilst introducing dedicated spaces for long-term cycle storage and bin storage, in line with policy requirements.

4.4 A Site Plan Layout for the development is contained at **Appendix B**.

Site Access

4.5 The Site will retain its existing access arrangement for pedestrian and cyclists from the Hayes End Road and Mead House Lane mini-roundabout, which served as the access into the Site for staff and visitors to the former facility on the site.

4.6 Access for vehicles will also be made, as it is at present, via the mini-roundabout junction of this road with Hayes End Road with Mead House Lane.

4.7 As shown in Section 5 Traffic flows from the development are expected to be lower than the existing use and therefore the use of the existing access will remain satisfactory.

Cycle Facilities

4.8 There will be secure cycle storage (long-stay cycle parking spaces) available within the residential development for 24 cycles.

4.9 The cycle store is proposed within the western part of the existing ground floor, there 12 cycle stands (24 spaces) are proposed to be provided, including 4 wider spaces for larger non-standard cycles.

4.10 The proposed 24 long-term cycle spaces exceed the LBH policies which both require one space per studio unit.

Car Parking

4.11 The scheme proposes the provision of 10 parking spaces in total on the Site in line with LBH policy requirements.

4.12 The parking spaces are proposed to be 4.8 metres by 2.4 metres in size, as shown on the plans, contained at **Appendix B**.

4.13 Of the above discussed car parking spaces provided, a total of 2 are to be of a standard suitable for disabled use, with appropriate markings, which would be allocated one each as a Blue Badge space and a Brown Badge space, in line with the LBH Parking SPD.

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4.14 In line with the London Plan, 20% of the parking spaces allocated with the development will include EV charging infrastructure, with the remaining spaces allocated to the scheme including passive infrastructure.

4.15 It is therefore proposed that 2 car parking spaces allocated to the scheme will include active EV charging infrastructure. The remaining 8 spaces will include the installation of passive infrastructure as part of the scheme. The EV charging hence provision meets the LBH and London Plan requirements.

Servicing

4.16 Under the previous use, refuse and recycling was stored within the 1,100 litre Euro Bins which were provided for this purpose. Bins were previously stored within the Site car park.

4.17 It is now proposed that two dedicated areas for refuse and recycling storage, located within the small rooms at the western end of the structure. Due to the existing door opening width, bin sizes are limited to 240 litre within the proposed Bin Stores.

4.18 LBH servicing vehicles can enter the wider Site access road into the Mead House and Hayes Park House area off the mini-roundabout in forward gear, to service the wider Site from the access road which leads to the land parcel to the east.

4.19 Whilst it is not an issue for the applicant for the waste vehicle to turn into the application site, it is understood that the servicing vehicle will also need to enter the neighbouring land parcel to the east, where a waste vehicle can turn more easily.

4.20 An alternative servicing arrangement to the above is for the waste servicing vehicle to enter the application Site via the western secondary access in reverse gear (under guidance from a banksman colleague), after turning into the wider Site from the wider Site access path in forward gear. Once servicing is undertaken at the Site access, vehicles can therefore leave the Site again in forward gear.

4.21 A further servicing operation can also be arranged for servicing vehicles to enter the Site from the western application Site access in forward gear, and leave from the eastern Site access (which is usually kept closed). Again, the vehicle would leave the Site in forward gear.

4.22 The particular preferred arrangement will therefore be agreed with LBH's Waste team, prior to the occupation of the Site, as the applicant does not object to either servicing option.

4.23 As the proposed Bin Stores are located at a distance from the secondary access, it is proposed that the waste and recycling bins are moved out from the Bin Store on collection day, by the Site management to a Bin Holding Area, from where these can be serviced by LBH's Waste Collection personnel.

4.24 The bin holding area is proposed to be around 10 metres from where the refuse collection vehicle will wait.

4.25 Residential refuse is likely to be collected weekly by LBH with alternate waste and recycling collections, as currently occurs in the area.

4.26 It is expected that refuse collections would be undertaken at known times, and would usually only take several minutes at most to complete. There will therefore be ample

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opportunity for servicing the site. Similarly, there should also be sufficient opportunity for any occasional deliveries, such as furniture or white goods, to the residential units.

Summary

4.27 The proposals are for the change of use of the existing structure into 14 residential units, all comprising studio flats. The proposed units are located on the Ground Floor and First Floor levels of the existing structure only.

4.28 Pedestrian and vehicular access to the development will remain as existing, from the mini-roundabout junction of Hayes End Road with Mead House Lane.

4.29 24 secure long-term cycle parking spaces are proposed within the residential development, which is compliant with LBH requirements. These cycle spaces are contained within a dedicated cycle store area.

4.30 The development will provide 10 car parking spaces on site, which meets LBH requirements. 20% of the parking spaces allocate with the development (2 spaces) will include EV charging facilities, in line with London Plan requirements. The proposals are fully compliant with the local standards and are appropriate in this sustainable location.

4.31 Residential waste and recycling will both be collected from the Site access.

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5 Development Impact

5.1 This section discusses the sustainability and predicts transport impacts of the development proposals.

Sustainability Assessment

5.2 The Site is located in a sustainable location with easy access to all necessary day-to-day facilities. It is within walking distance of Hayes End local centre, to the south west, and within easy reach of the retail and leisure facilities located at Uxbridge Town Centre to the west, as well as to Central London and other regional destinations.

5.3 The Site has a PTAL of 2, and is also within 400 metres of circa 30 bus services per hour during peak hours.

5.4 The Site is therefore considered to be in a sustainable location and is suitable for those with no access to a car as there are many alternative means of accessing services. This is evidenced within the local car ownership statistics, which show that almost all residents within flatted dwellings do not keep access to a private vehicle.

Parking

5.5 A total of 10 car park spaces are proposed for the development, representing a ratio of 0.57 spaces per unit, including 7 allocated spaces.

5.6 All of the parking spaces are located in the open car park area to the front of the development. Vehicular access to the car parking area is from the existing access onto Mead House Lane.

5.7 2 of the car parking spaces are allocated for disabled use. These spaces are to the dimensions required for disabled use and are clearly marked as such.

5.8 Furthermore, 20% of the car parking spaces allocated with the development (2 spaces) will be available for use by electric vehicles for charging purposes.

Trip Generation – Existing Use

5.9 To obtain an estimate of the likely vehicle trips associated with the development a TRICS v7.11.3 assessment has been undertaken for similar types of development within this TRICS database query.

5.10 In this regard, the multi-modal search was also filtered to include:

- land use category – 05G: GP Surgery;
- set within Greater London area only;
- sites within Suburban, Edge of Town, or Neighbourhood Centre locations only; and
- set within a PTAL cell of between 1 and 3.

5.11 It is noted that the Site was also recently used as a day centre, but given that Site has historically operated as a medical centre, this use is considered to remain the lawful use of the facility.

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5.12 A summary of the TRICS trip rate generation for the existing medical centre use is shown below in table 5.1. The full TRICS datasheet is contained at **Appendix G**.

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (100sqm)	1.045	0.322	0.884	1.608

Table 5.1 TRICS Vehicle Trip Rates

5.13 Based on the existing medical centre, the following trips are predicted to be generated:

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trips	11	3	9	17

Table 5.2 Existing Traffic Movements from TRICS

5.14 Based upon the extrapolated trip rates, it would be expected that the existing medical centre to generate 14 trip (11 arrivals and 3 departures) in the AM peak hour, and 26 trips (9 arrivals and 17 departures) during the PM peak hour.

Trip Generation – Proposed Use

5.15 To obtain an estimate of the likely vehicle trips associated with the proposed development a TRICS v7.11.3 assessment has also been undertaken for the proposed flatted scheme.

5.16 In this regard, the multi-modal search was also filtered to include:

- land use category – 03C: Privately Owned Flats;
- set within Greater London area only;
- sites within Suburban, Edge of Town, or Neighbourhood locations only;
- with a parking space ratio of between 0.4 and 0.75 spaces per dwelling; and
- set within a PTAL cell of between 1 and 3.

5.17 A summary of the TRICS trip rate generation for the residential element is shown below in table 5.3, and the full TRICS datasheets are also contained at **Appendix G**.

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	0.035	0.105	0.107	0.057

Table 5.3 TRICS Vehicle Trip Rates

5.18 Based on a development of 14 units on the site, the following trips are predicted to be generated from the proposed development:

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trips	0	1	2	1

Table 5.4 Development Vehicular Traffic Movements from TRICS

5.19 Based upon the extrapolated trip rates, it would be expected that the proposed residential scheme would generate 1 trip (1 departure) in the AM peak hour, and 3 trips (2 arrivals and 1 departure) during the PM peak hour.

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Multi-modal Trip Rates

5.20 In accordance with best practice multi-modal trip rates have been considered. There are two ways to readily provide information for multi-modal trips, one is to review TRICS sites where multi-modal data has been collected and the other is to look at census data to determine the mode of travel to work. Both have pitfalls.

5.21 The TRICS data is based on surveys of other sites selected because of geographical similarities but there are of course many variables at the detailed level for example proximity to a cycle route or bus route. And the journey to work census data by definition does not include the multitude of other trip purposes taking place throughout the day.

5.22 Within this assessment, we have only looked at TRICS sites for consistency with the above trip rate data.

5.23 The above-discussed TRICS sites have therefore been selected that include multi-modal information. The results are:

	All Day Trip Rate (06:00 to 21:00)			All Day Trip Number (**14** units)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Rail and Tube	0.290	0.216	0.506	4	3	7
Bus	0.194	0.181	0.375	3	3	6
Walk	0.568	0.521	1.089	8	7	15
Cyclist	0.042	0.042	0.084	1	1	2
Other	1.232	1.146	2.378	17	15	32
Total	2.326	2.106	4.432	33	29	62

Table 5.5 TRICS based All Day multi-modal trips (Allowing for rounding)

	AM Peak Trip Rate (08:00 to 09:00)			AM Peak Trip Number (**14** units)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Rail and Tube	0.004	0.080	0.084	0	1	1
Bus	0.001	0.031	0.032	0	0	0
Walk	0.024	0.132	0.156	0	2	2
Cyclist	0.001	0.007	0.008	0	0	0
Other	0.042	0.164	0.206	1	3	4
Total	0.072	0.414	0.486	1	6	7

Table 5.6 TRICS based AM Peak multi-modal trips (Allowing for rounding)

	PM Peak Trip Rate (17:00 to 18:00)			PM Peak Trip Number (**14** units)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Rail and Tube	0.053	0.009	0.062	1	0	1
Bus	0.024	0.009	0.033	0	0	0
Walk	0.066	0.029	0.095	1	0	1
Cyclist	0.006	0.000	0.006	0	0	0
Other	0.136	0.077	0.213	2	2	4
Total	0.285	0.124	0.409	4	2	6

Table 5.7 TRICS based PM Day multi-modal trips (Allowing for rounding)

5.24 Based on the TRICS multi-modal data, shown in tables 5.5 to 5.7 above, it is likely that the residential element of the Site would generate of the order of 30 non car trips throughout the

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course of the day, with 3 in the AM peak period and 2 in the PM peak period, these being mostly walking trips with a smaller number of public transport trips (bus, rail, and tube) and just one cycle trip in each of the peak periods.

5.25 It is worth adding that the actual breakdown of mode may vary from the figures indicated by TRICS, but the overall amount would be likely to be similar.

Transport Impact

5.26 As can be seen from the figures in table 5.4 above overall predicted vehicular traffic numbers from the proposed scheme are very low with 1 movement (1 departure) in the AM peak hour and 3 movements (1 departure and 2 arrivals) in the PM peak hour.

5.27 This level of vehicular traffic generation is likely to be imperceptible on the local highway network, and is also significantly lower than the trip generation of the former use of the Site as a medical centre.

5.28 Over the course of the day, 30 non-car trips (16 arrivals and 14 departures) are anticipated between 6am and 9pm

5.29 It is believed there is sufficient capacity in the local public transport networks, bus, tube, and rail, to accommodate the level of additional trips expected from the development and of course there will be a significant offset from the removal of the existing uses at the site.

5.30 The development is expected to produce circa 15 pedestrian trips during the day, which would be spread throughout the day, and with 1 or 2 trips indicated in each peak period. It is considered that the local footway infrastructure is well capable of handling this relatively minor number of pedestrian trips.

5.31 The TRICS multi-modal data above indicates that the development is expected to produce the occasional cycle trips with around one trip made daily. The data in the census suggests a similar level of cycle journeys. It is likely that this level of cycle trips can be easily accommodated on the local network.

5.32 It is therefore concluded that the proposed change of use is likely to have a net positive effect on the local highway.

Summary

5.33 The Site is in a sustainable location with easy access to the necessary day-to-day facilities and has a PTAL of 2, which shows that the local area includes access to public transport infrastructure.

5.34 A total of 10 car park spaces are proposed for the development of which 2 are to disabled standards. The majority of the parking spaces are allocated to the residential units, albeit a number of spaces are to remain unallocated for visitors.

5.35 Overall predicted traffic flows from the development are very low with 1 movement in the AM peak hour and 3 movements in the PM peak hour. This level of traffic generation is likely to be imperceptible on the local highway network, and well within the daily variation of local traffic levels.

5.36 The non-car trips are predicted to be 3 in the AM peak hour and 2 in the PM peak hour, with 30 over the course of the day between 6am and 9pm. Of the non-car trips most are

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expected to be walking trips with smaller numbers of bus, rail, and tube journeys and a single cycle trip over the course of the day.

5.37 These trips are likely to be significantly offset by the removal of the trips from the existing medical centre use and therefore the proposed change of use is likely to have a net positive effect on the local highway.

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6 Summary and Conclusions

6.1 This Transport Statement has been prepared by EAS Transport Planning Limited on behalf of Reliant Care Limited, in support of an application for Prior Approval under Class MA of the GPDO for a change of use from medical care facility to residential, in relation to Mead House, at Mead House Lane, Hayes End, Hayes, UB4 8EW.

Summary

6.2 The Site is located within Hayes End on the eastern side of Mead House Lane (an unclassified road) on a corner position at the mini-roundabout junction of this road with Hayes End Road.

6.3 The local shopping parade of Hayes End is located circa 350 metres walk to the south of the site, on Uxbridge Road. Whiteleys Parade local centre is located further to the southwest of the Site and is around 1.0 kilometre away. These two shopping parade offer a range of shops and businesses that includes the day-to-day requirements that may need to be accessed by local residents.

6.4 The existing Site comprises of the existing Mead House structures and its surrounding gardens. Mead House was formerly in Class E(e) use, but was more recently used as a NHS day centre. The existing premises is now no longer in use, and the Site lies vacant.

6.5 The immediate pedestrian environment outside the Site is typical of an Outer London suburban location with good quality and wide footways.

6.6 A PTAL assessment shows that the Site is classed as a PTAL of 2 or “Poor” and shows that the local area has access to public transport provision, close by. There are around 30 buses an hour available within 400 metres of the site.

6.7 Uxbridge Road (A4020) at the Site runs east to west, circa 230 metres to the south of the site, linking Uxbridge in the west with Shepherd’s Bush in the east. The Parkway (A312) runs locally north to south, providing nearby connections to the M4 and M25 Motorways.

6.8 The local area includes a good highway safety record, with no collisions recorded on Hayes End Road within the most recently available 5-year period.

6.9 Census data indicates that almost all the residents of flatted dwellings within the local area did not have access to a car, but that circa two thirds of local residents use their car to go to work. This is likely due to the fact that most houses within the local area include dedicated drives, which encourages car ownership by residents of these types of units (as compared to flats who may not have access to dedicated parking spaces).

6.10 The proposals are for the change of use of the existing structure into 14 residential units, all comprising studio flats. The proposed units are located on the Ground Floor and First Floor levels of the existing structure only.

6.11 Pedestrian and vehicular access to the development will remain as existing, from the mini-roundabout junction of Hayes End Road with Mead House Lane.

6.12 24 secure long-term cycle parking spaces are proposed within the residential development, which is compliant with LBH requirements. These cycle spaces are contained within a dedicated cycle store area.

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6.13 The development will provide 10 car parking spaces on site, which meets LBH requirements. 20% of the parking spaces allocate with the development (2 spaces) will include EV charging facilities, in line with London Plan requirements. The proposals are fully compliant with the local standards and are appropriate in this sustainable location.

6.14 Residential waste and recycling will both be collected from the Site access.

6.15 The Site is in a sustainable location with easy access to the necessary day-to-day facilities and has a PTAL of 2, which shows that the local area includes access to public transport infrastructure.

6.16 A total of 10 car park spaces are proposed for the development of which 2 are to disabled standards. The majority of the parking spaces are allocated to the residential units, albeit a number of spaces are to remain unallocated for visitors.

6.17 Overall predicted traffic flows from the development are very low with 1 movement in the AM peak hour and 3 movements in the PM peak hour. This level of traffic generation is likely to be imperceptible on the local highway network, and well within the daily variation of local traffic levels.

6.18 The non-car trips are predicted to be 3 in the AM peak hour and 2 in the PM peak hour, with 30 over the course of the day between 6am and 9pm. Of the non-car trips most are expected to be walking trips with smaller numbers of bus, rail, and tube journeys and a single cycle trip over the course of the day.

6.19 These trips are likely to be significantly offset by the removal of the trips from the existing medical centre use and therefore the proposed change of use is likely to have a net positive effect on the local highway.

Conclusion

6.20 The proposed development is compliant with national and local policies, and supports national planning policy to focus residential development where this is needed and desired.

6.21 The scheme will generate net positive effects on the local highway network, through a reduced level of trip generation, and will support the existing local networks and services through a higher population density.

6.22 There is therefore no highways or transportation reason why the proposed development should not be granted prior approval under Class MA.

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Appendices

Appendix: A - Location Plan
Appendix: B - Proposed Plans
Appendix: C - PTAL Report
Appendix: D - Bus Services
Appendix: E - Rail Services
Appendix: F - Census Data
Appendix: G - TRICS Data

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Appendix: A - Location Plan

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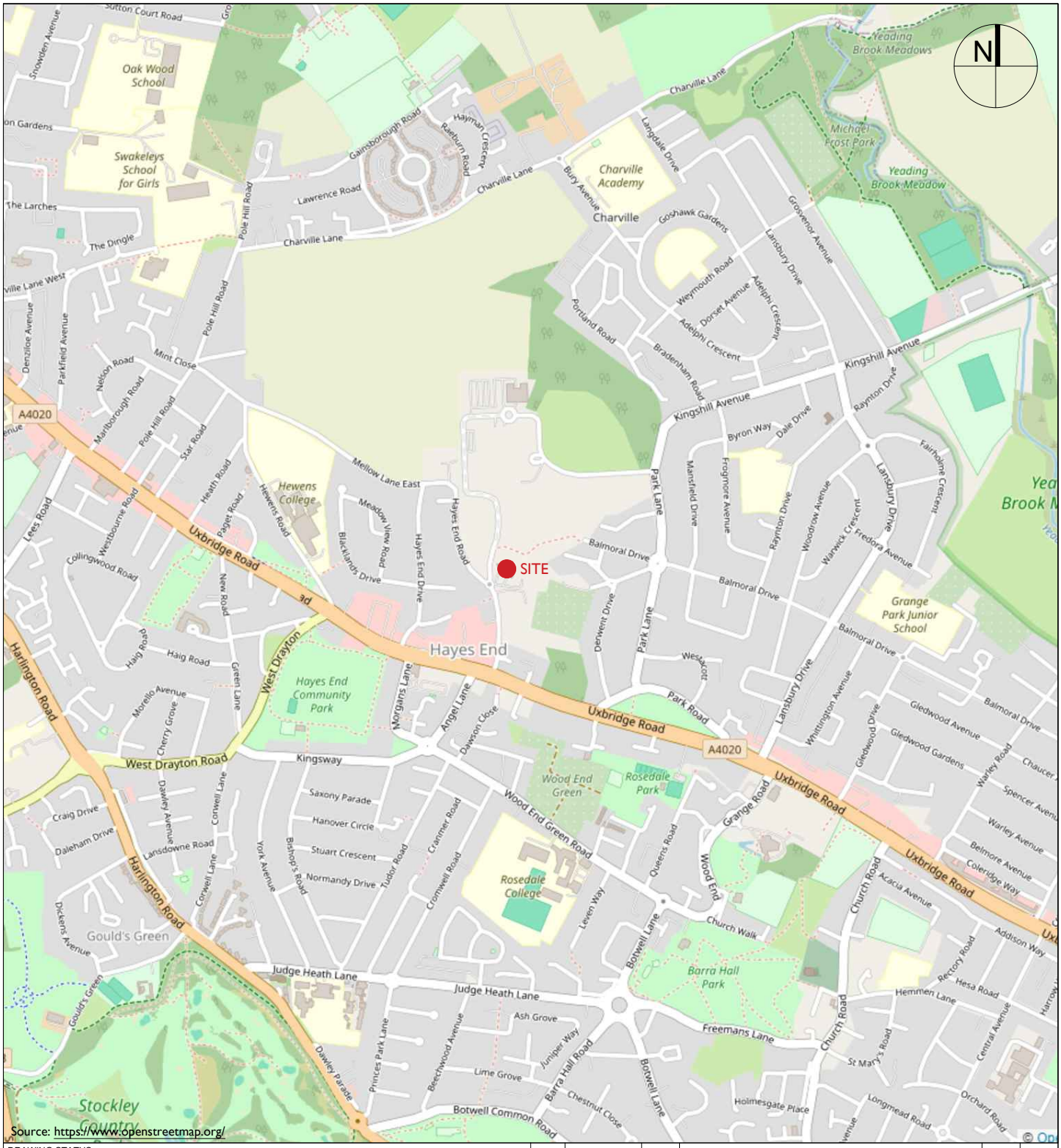

DRAWING STATUS:	REV	DATE	BY	DESCRIPTION	CKD	APP
FOR INFORMATION						

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PROJECT:

MEAD HOUSE, MEAD HOUSE LANE,
HAYES END, LONDON

TITLE:

LOCATION MAP

EAS

1ST Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN
Tel: 01920 871777
www.eastp.co.uk

CLIENT:

RELIANT CARE LIMITED

ARCHITECT:

BUCKMASTER BATCUP ARCHITECTS LTD

SCALE @ A3:	DESIGN-DRAWN:	DATE:
NTS	JM	28/10/2024

PROJECT No:	DRAWING No:
5465	SK01

Appendix: B - Proposed Plans

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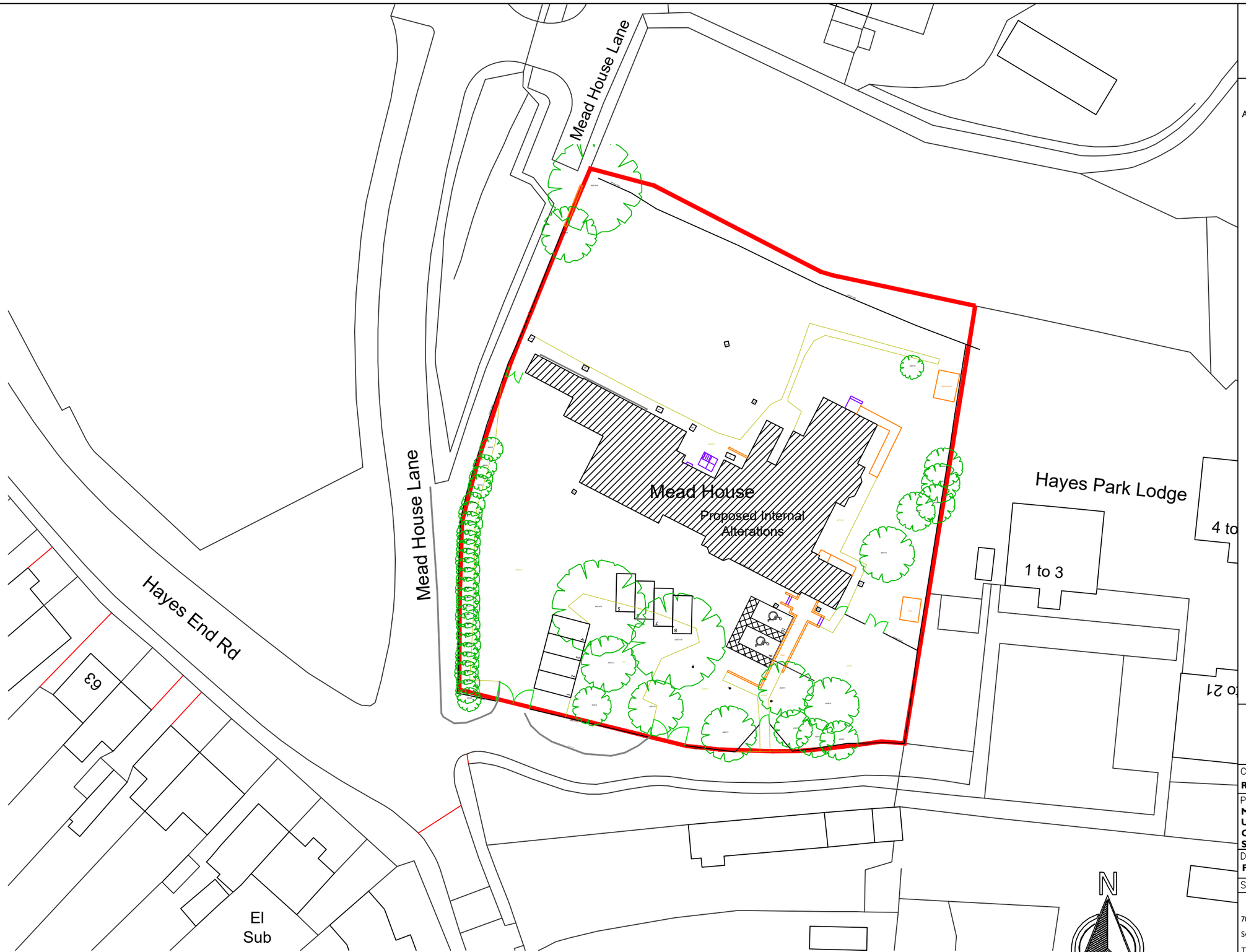

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Proposed Block Plan

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Note: All dimensions to be checked on site

AMENDMENTS:

Revision	Date
A. Parking amended	30.10.24

BUCKMASTERBATCUP
Architects Ltd.

CLIENT:
Reliant Care Ltd

PROJECT TITLE:
Mead House, Hayes End Road, Hayes, UB4 8EW
Change of Use Class E to Class C3 Residential Studios

DRAWING TITLE:
Proposed Block Plan

SCALE: **1:500 @ A3** | DATE: **September 2024**

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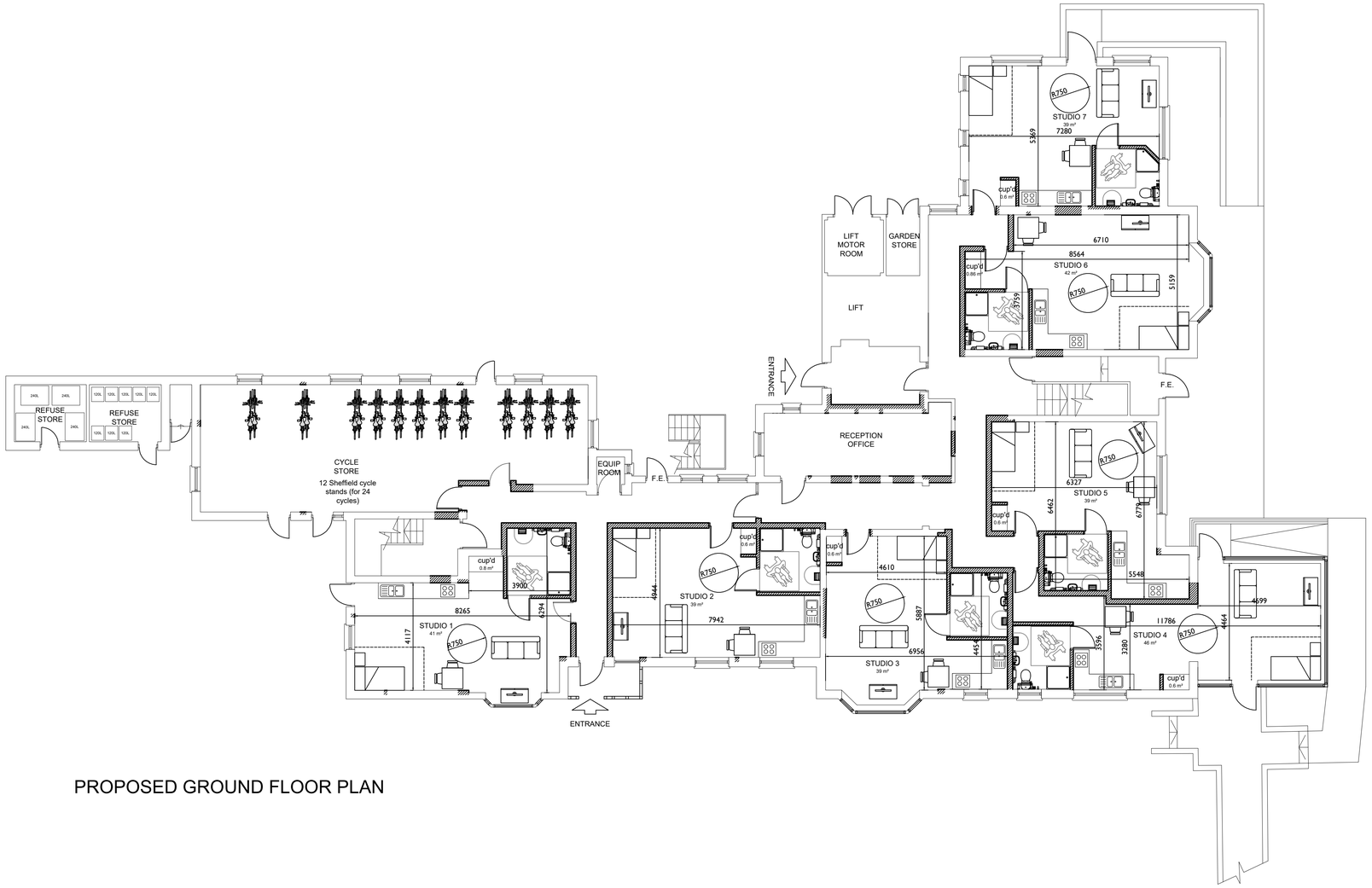
AMENDMENTS:

Revision	Date



PROPOSED GROUND FLOOR PLAN

Schedule of Accommodation	
Ground Floor GIA	
Studio 1	41sqm
Studio 2	39sqm
Studio 3	39sqm
Studio 4	46sqm
Studio 5	39sqm
Studio 6	42sqm
Studio 7	39sqm
First Floor GIA	
Studio 8	47sqm
Studio 9	37sqm
Studio 10	43sqm
Studio 11	39sqm
Studio 12	41sqm
Studio 13	38sqm
Studio 14	52sqm

BUCKMASTERBATCUP
Architects Ltd.

CLIENT:
Reliant Care Ltd

PROJECT TITLE:
Mead House, Hayes End Road, Hayes, UB4 8EW
Change of Use Class E to Class C3 Residential Studios

DRAWING TITLE:
Proposed Ground Floor Plan

SCALE: **1:100 @ A1** DATE: **October 2024**

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Appendix: C - PTAL Report

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WebCAT PTAL Report
==========

Site Details

Grid Cell: 88677

Easting: 508845
Northing: 182152

Report Date: 15/10/2024
Scenario: Base Year

Calculation Parameters

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

Mode	Stop	Route	Distance (metres)		Frequency (vph)	Walk Time (mins)		SWT (mins)		TAT (mins)	EDF	Weight	AI
Bus	HAYES END THE ANGEL	H98	345.45	7.5	4.32	6	10.32	2.91	0.5	1.45			
Bus	HAYES END THE ANGEL	427	345.45	7.5	4.32	6	10.32	2.91	1	2.91			
Bus	HAYES END THE ANGEL	607	345.45	6	4.32	7	11.32	2.65	0.5	1.33			

Total Grid Cell AI: 5.69
PTAL: 2

Appendix: D - Bus Services

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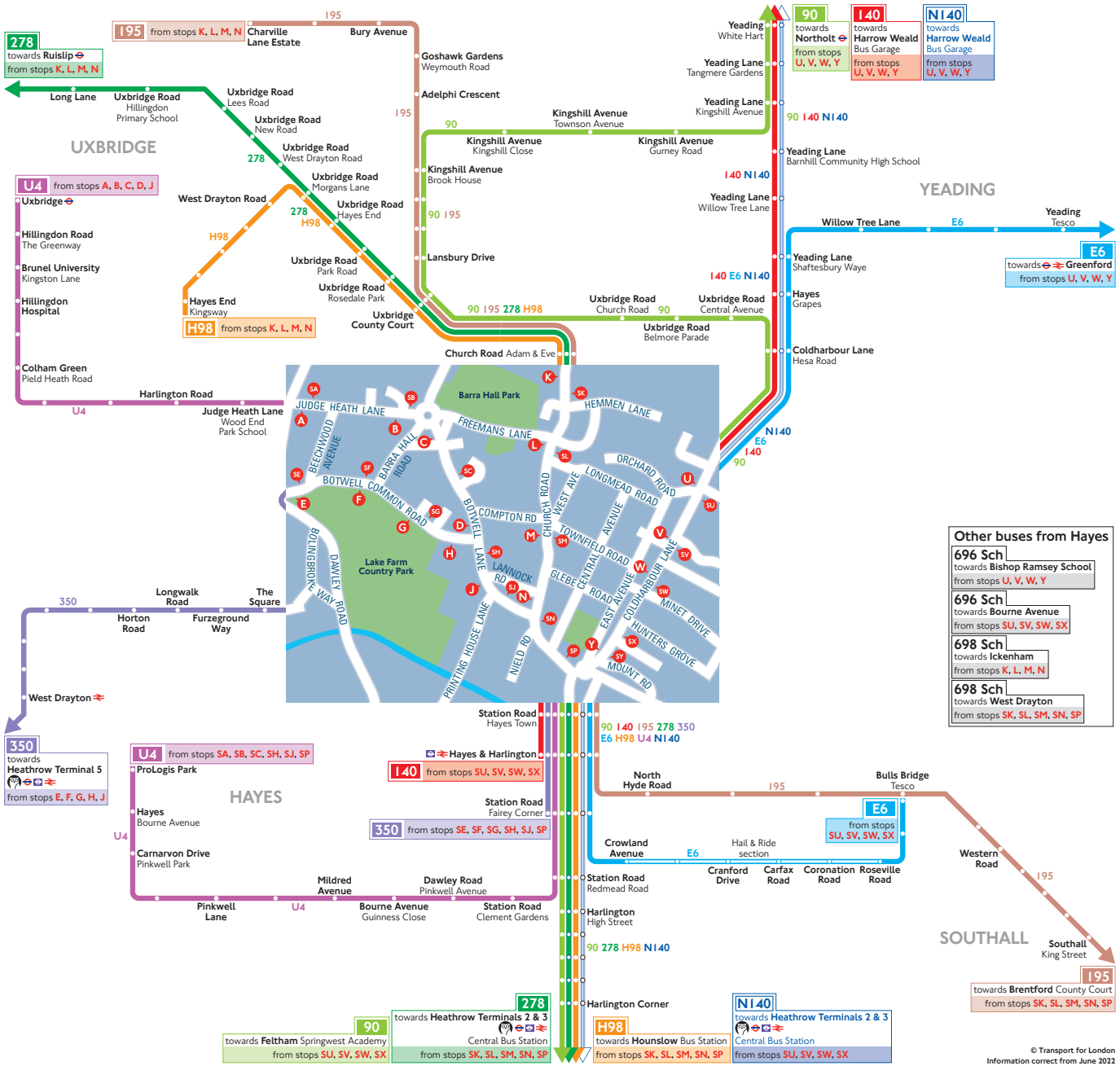
Buses from Hayes



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How to use this map

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

Key

	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Tube station with 24-hour service Friday and Saturday nights
Sch	School journeys

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

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The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TfL 2034.06.22 (P)

Appendix: E - Rail Services

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Tube map

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24 hour travel information
0343 222 1234*

Check your travel
tfl.gov.uk/travel-tools

Check before you travel

† **Bermondsey**
No step-free access until late August 2024.

† **Colindale**
Closed until December 2024.

† **Elizabeth line Heathrow Airport stations**
Special fares apply on Elizabeth line services to/from Heathrow Airport.

† **Hounslow West**
Step-free access for manual wheelchairs only.

† **Kentish Town**
Closed until late summer 2024.
Kentish Town National Rail station remains open.

† **Paddington**
Bakerloo line step-free access via Elizabeth line station entrance.

† Services or access at these stations are subject to variation.
To check before you travel, visit **tfl.gov.uk/plan-a-journey**

The Night Tube runs on Friday and Saturday nights on the Jubilee and Victoria lines and on most of the Central, Northern and Piccadilly lines. Night services also run on part of London Overground.

Key to lines

- Bakerloo
- Central
- Circle ❄
- District ❄
- Hammersmith & City ❄
- Jubilee
- Metropolitan ❄
- Northern
- Piccadilly
- Victoria
- Waterloo & City
- DLR
- Elizabeth line ❄
- London Overground ❄
- London Trams
- IFS Cloud Cable Car
  Special fares apply
- Thameslink ❄
  Service not operated by TfL. If you need assistance, please speak to staff at your origin station so this can be arranged at the destination station or check assisted travel at www.thameslinkrailway.co.uk
- District ❄
  Open at weekends and on some public holidays

❄ Air-conditioned trains

Key to symbols

- Interchange stations
- Internal interchange
- Under a 10 minute walk between stations
- Step-free access from street to train
- Step-free access from street to platform
- National Rail interchange
- Airport
- River services interchange
- Victoria Coach Station
- IFS Cloud Cable Car
- Outside fare zones, Oyster not valid
- Moor Park — Station in both fare zones

Outside fare zones. Oyster not valid

Transport for London July 2024

Outside fare zones

Transport for London July 2024

London Trams fare zone

River Thames

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Appendix: F - Census Data

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LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

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population	All households
units	Persons
date	2011
accommodation type	All categories: Accommodation type
no of usual residents in households	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	oa2011: E00012091		lsoa2011: E01002423: Hillingdon 018B		msoa2011: E02000511: Hillingdon 018		ward011qs: E05000328: Charville		uacounty09: Hillingdon		mcounty: Outer London		gor: London		country: England	
All categories: Car or van availability	143		568		3,211		4,340		100,214		1,902,356		3,266,173		22,063,368	
No cars or vans in household	24	17%	83	15%	592	18%	879	20%	22,716	23%	583,311	31%	1,357,251	42%	5,691,251	26%
1 car or van in household	53	37%	224	39%	1,300	40%	1,811	42%	43,942	44%	844,176	44%	1,324,032	41%	9,301,776	42%
2 or more cars or vans in household	66	46%	261	46%	1,319	41%	1,650	38%	33,556	33%	474,869	25%	584,890	18%	7,070,341	32%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

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population	All households
units	Persons
date	2011
accommodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure
no of usual residents in households	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	oa2011: E00012091		lsoa2011: E01002423: Hillingdon 018B		msoa2011: E02000511: Hillingdon 018		ward011qs: E05000328: Charville		uacounty09: Hillingdon		mcounty: Outer London		gor: London		country: England	
All categories: Car or van availability	16		73		608		761		26,382		694,436		1,686,116		4,825,173	
No cars or vans in household	13	81%	33	45%	253	42%	314	41%	10,895	41%	345,173	50%	987,411	59%	2,517,646	52%
1 car or van in household	2	13%	29	40%	271	45%	334	44%	12,394	47%	293,719	42%	599,675	36%	1,909,435	40%
2 or more cars or vans in household	1	6%	11	15%	84	14%	113	15%	3,093	12%	55,544	8%	99,030	6%	398,092	8%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 16 October 2024]

population	All households
units	Households
date	2021
accommodation type	Total
number of people aged 17 years or ove	Total

Number of cars or vans	oa2021: E00012091		lsoa2021: E01002423: Hillingdon 018B		msoa2021: E02000511: Hillingdon 018		ward2022: Charville		lacu2023: Hillingdon			gor: London		country: England	
Total	142		605		3,262		3,803		109,228			3,423,893		23,436,084	
No cars or vans in household	29	20%	105	17%	595	18%	763	20%	24,353	22%	#####	1,440,271	42%	5,516,098	24%
1 car or van in household	42	30%	216	36%	1,225	38%	1,492	39%	48,056	44%	#####	1,380,849	40%	9,674,645	41%
2 or more cars or vans in household	71	50%	284	47%	1,442	44%	1,548	41%	36,819	34%	#####	602,773	18%	8,245,341	35%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 16 October 2024]

population	All households
units	Households
date	2021
accommodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure
number of people aged 17 years or ove	Total

Number of cars or vans	oa2021: E00012091		lsoa2021: E01002423: Hillingdon 018B		msoa2021: E02000511: Hillingdon 018		ward2022: Charville		lacu2023: Hillingdon		gor: London		country: England	
Total	18		112		687		880		33,931		1,852,057		5,307,489	
No cars or vans in household	17	94%	47	42%	244	36%	344	39%	13,525	40%	1,094,691	59%	2,661,188	50%
1 car or van in household	1	6%	44	39%	340	49%	417	47%	16,149	48%	647,258	35%	2,166,312	41%
2 or more cars or vans in household	0	0%	21	19%	103	15%	119	14%	4,257	13%	110,108	6%	479,989	9%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 16 October 2024]

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	oa2011: E00012091		lsoa2011: E01002423: Hillingdon 018B		msoa2011: E02000511: Hillingdon 018		ward011qs: E05000328: Charville		uacounty09: Hillingdon		mcounty: Outer London		gor: London		country: England	
All categories: Method of travel to work	287		1,196		6,813		9,001		199,926		3,606,992		6,117,482		38,881,374	
Work mainly at or from home	5		17		119		143		5,121		112,439		202,679		1,349,568	
Underground, metro, light rail, tram	11	6%	50	6%	278	6%	357	6%	17,458	14%	406,373	18%	902,263	24%	1,027,625	4%
Train	6	3%	26	3%	115	3%	164	3%	5,643	5%	347,988	15%	532,720	14%	1,343,684	6%
Bus, minibus or coach	24	13%	98	12%	647	15%	919	16%	15,731	13%	278,380	12%	561,605	15%	1,886,539	8%
Taxi	0	0%	2	0%	12	0%	20	0%	469	0%	11,082	0%	20,314	1%	131,465	1%
Motorcycle, scooter or moped	2	1%	7	1%	39	1%	52	1%	1,059	1%	24,346	1%	45,976	1%	206,550	1%
Driving a car or van	131	69%	546	68%	2,862	65%	3,697	64%	68,925	55%	895,917	40%	1,120,826	30%	14,345,882	60%
Passenger in a car or van	9	5%	32	4%	163	4%	206	4%	4,092	3%	54,930	2%	69,659	2%	1,264,553	5%
Bicycle	4	2%	15	2%	65	1%	82	1%	1,936	2%	50,637	2%	161,705	4%	742,675	3%
On foot	1	1%	25	3%	195	4%	250	4%	9,192	7%	164,187	7%	352,612	9%	2,701,453	11%
Other method of travel to work	1	1%	5	1%	19	0%	28	0%	664	1%	15,256	1%	28,538	1%	162,727	1%
Not in employment	93		373		2,299		3,083		69,636		1,245,457		2,118,585		13,718,653	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

RM075 - Method used to travel to work by age

ONS Crown Copyright Reserved [from Nomis on 16 October 2024]

population	All usual residents
units	Persons
date	2021
age	Total

Method of travel to workplace	oa2021: E00012091		lsoa2021: E01002423: Hillingdon 018B		msoa2021: E02000511: Hillingdon 018		ward2022: Charville		lacu2023: Hillingdon		gor: London		country: England	
Total	401		1,822		9,930		11,510		305,909		8,799,726		56,490,048	
Work mainly at or from home	44		214		1,132		1,240		45,196		1,836,821		8,321,252	
Underground, metro, light rail, tram	4	3%	31	5%	195	5%	211	5%	9,362	10%	431,842	17%	504,717	3%
Train	2	1%	22	3%	70	2%	90	2%	3,714	4%	231,073	9%	517,901	3%
Bus, minibus or coach	16	12%	76	11%	480	13%	612	15%	13,356	14%	386,070	15%	1,129,539	6%
Taxi	0	0%	3	0%	18	1%	25	1%	670	1%	22,543	1%	192,884	1%
Motorcycle, scooter or moped	0	0%	4	1%	27	1%	27	1%	769	1%	30,404	1%	124,207	1%
Driving a car or van	100	74%	434	65%	2,322	65%	2,617	64%	55,421	57%	897,112	36%	11,751,945	65%
Passenger in a car or van	4	3%	21	3%	146	4%	187	5%	3,711	4%	63,884	3%	1,017,402	6%
Bicycle	3	2%	19	3%	64	2%	66	2%	1,628	2%	128,833	5%	554,215	3%
On foot	3	2%	35	5%	170	5%	182	4%	7,226	7%	279,453	11%	2,016,981	11%
Other method of travel to work	3	2%	19	3%	70	2%	77	2%	1,752	2%	52,040	2%	274,171	2%
Not in employment or aged 15 years and	222		944		5,236		6,176		163,104		4,439,651		30,084,834	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Appendix: G - TRICS Data

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

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EAS Transport Planning Unit 10 The Maltings Stanstead Abbotts Licence No: 743101

Calculation Reference: AUDIT-743101-241016-1020

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON
HK HACKNEY 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1244 to 1244 (units: sqm)
Range Selected by User: 360 to 2709 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 10/06/22

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

Selected survey days:
Tuesday 1 days

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

Selected survey types:
Manual count 1 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 undertaking using machines.

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:
Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
E(e) 1 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:
50,001 to 100,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
500,001 or More 1 days

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

Car ownership within 5 miles:
0.5 or Less 1 days

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 1 days

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

PTAL Rating:
3 Moderate 1 days

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

LIST OF SITES relevant to selection parameters

1 HK-05-G-01 GP SURGERY HACKNEY
ALBION ROAD
STOKE NEWINGTON

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 1309 sqm
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.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.72

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.322	1	1244	0.241	1	1244	0.563
08:00 - 09:00	1	1244	1.045	1	1244	0.322	1	1244	1.367
09:00 - 10:00	1	1244	1.286	1	1244	0.804	1	1244	2.090
10:00 - 11:00	1	1244	1.206	1	1244	0.965	1	1244	2.171
11:00 - 12:00	1	1244	1.929	1	1244	2.010	1	1244	3.939
12:00 - 13:00	1	1244	1.045	1	1244	0.965	1	1244	2.010
13:00 - 14:00	1	1244	1.367	1	1244	1.367	1	1244	2.734
14:00 - 15:00	1	1244	1.608	1	1244	1.688	1	1244	3.296
15:00 - 16:00	1	1244	1.206	1	1244	1.608	1	1244	2.814
16:00 - 17:00	1	1244	0.804	1	1244	1.045	1	1244	1.849
17:00 - 18:00	1	1244	0.884	1	1244	1.608	1	1244	2.492
18:00 - 19:00	1	1244	0.965	1	1244	0.884	1	1244	1.849
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.667			13.507			27.174

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:	1244 - 1244 (units: sqm)
Survey date date range:	01/01/16 - 10/06/22
Number of weekdays (Monday-Friday):	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
08:00 - 09:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
09:00 - 10:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
10:00 - 11:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
11:00 - 12:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
12:00 - 13:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
13:00 - 14:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
14:00 - 15:00	1	1244	0.161	1	1244	0.161	1	1244	0.322
15:00 - 16:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
16:00 - 17:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
17:00 - 18:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
18:00 - 19:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.801			0.801			1.602

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
08:00 - 09:00	1	1244	0.080	1	1244	0.000	1	1244	0.080
09:00 - 10:00	1	1244	0.241	1	1244	0.241	1	1244	0.482
10:00 - 11:00	1	1244	0.241	1	1244	0.241	1	1244	0.482
11:00 - 12:00	1	1244	0.241	1	1244	0.322	1	1244	0.563
12:00 - 13:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
13:00 - 14:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
14:00 - 15:00	1	1244	0.161	1	1244	0.000	1	1244	0.161
15:00 - 16:00	1	1244	0.161	1	1244	0.241	1	1244	0.402
16:00 - 17:00	1	1244	0.000	1	1244	0.241	1	1244	0.241
17:00 - 18:00	1	1244	0.161	1	1244	0.161	1	1244	0.322
18:00 - 19:00	1	1244	0.000	1	1244	0.161	1	1244	0.161
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.366			1.688			3.054

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.402	1	1244	0.482	1	1244	0.884
08:00 - 09:00	1	1244	1.367	1	1244	0.402	1	1244	1.769
09:00 - 10:00	1	1244	1.768	1	1244	1.286	1	1244	3.054
10:00 - 11:00	1	1244	1.527	1	1244	1.286	1	1244	2.813
11:00 - 12:00	1	1244	2.733	1	1244	2.974	1	1244	5.707
12:00 - 13:00	1	1244	1.125	1	1244	1.125	1	1244	2.250
13:00 - 14:00	1	1244	1.849	1	1244	1.688	1	1244	3.537
14:00 - 15:00	1	1244	2.170	1	1244	2.653	1	1244	4.823
15:00 - 16:00	1	1244	1.527	1	1244	1.849	1	1244	3.376
16:00 - 17:00	1	1244	1.206	1	1244	1.286	1	1244	2.492
17:00 - 18:00	1	1244	0.804	1	1244	2.090	1	1244	2.894
18:00 - 19:00	1	1244	1.206	1	1244	1.206	1	1244	2.412
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.684			18.327			36.011

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.080	1	1244	0.241	1	1244	0.321
08:00 - 09:00	1	1244	0.563	1	1244	0.161	1	1244	0.724
09:00 - 10:00	1	1244	0.723	1	1244	0.482	1	1244	1.205
10:00 - 11:00	1	1244	1.045	1	1244	0.884	1	1244	1.929
11:00 - 12:00	1	1244	1.527	1	1244	1.286	1	1244	2.813
12:00 - 13:00	1	1244	0.965	1	1244	1.286	1	1244	2.251
13:00 - 14:00	1	1244	1.125	1	1244	1.045	1	1244	2.170
14:00 - 15:00	1	1244	1.045	1	1244	1.206	1	1244	2.251
15:00 - 16:00	1	1244	1.125	1	1244	0.965	1	1244	2.090
16:00 - 17:00	1	1244	1.045	1	1244	0.884	1	1244	1.929
17:00 - 18:00	1	1244	0.643	1	1244	0.884	1	1244	1.527
18:00 - 19:00	1	1244	0.723	1	1244	0.643	1	1244	1.366
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.609			9.967			20.576

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
08:00 - 09:00	1	1244	0.161	1	1244	0.080	1	1244	0.241
09:00 - 10:00	1	1244	0.402	1	1244	0.402	1	1244	0.804
10:00 - 11:00	1	1244	0.804	1	1244	0.563	1	1244	1.367
11:00 - 12:00	1	1244	1.045	1	1244	1.125	1	1244	2.170
12:00 - 13:00	1	1244	0.241	1	1244	0.563	1	1244	0.804
13:00 - 14:00	1	1244	0.402	1	1244	0.241	1	1244	0.643
14:00 - 15:00	1	1244	0.965	1	1244	0.563	1	1244	1.528
15:00 - 16:00	1	1244	0.965	1	1244	1.045	1	1244	2.010
16:00 - 17:00	1	1244	0.241	1	1244	0.402	1	1244	0.643
17:00 - 18:00	1	1244	0.482	1	1244	0.563	1	1244	1.045
18:00 - 19:00	1	1244	0.080	1	1244	0.241	1	1244	0.321
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.868			5.868			11.736

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
08:00 - 09:00	1	1244	0.000	1	1244	0.080	1	1244	0.080
09:00 - 10:00	1	1244	0.161	1	1244	0.161	1	1244	0.322
10:00 - 11:00	1	1244	0.161	1	1244	0.080	1	1244	0.241
11:00 - 12:00	1	1244	0.161	1	1244	0.161	1	1244	0.322
12:00 - 13:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
13:00 - 14:00	1	1244	0.241	1	1244	0.000	1	1244	0.241
14:00 - 15:00	1	1244	0.080	1	1244	0.322	1	1244	0.402
15:00 - 16:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
16:00 - 17:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
17:00 - 18:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
18:00 - 19:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.204			1.204			2.408

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
08:00 - 09:00	1	1244	0.161	1	1244	0.161	1	1244	0.322
09:00 - 10:00	1	1244	0.563	1	1244	0.563	1	1244	1.126
10:00 - 11:00	1	1244	0.965	1	1244	0.643	1	1244	1.608
11:00 - 12:00	1	1244	1.206	1	1244	1.286	1	1244	2.492
12:00 - 13:00	1	1244	0.322	1	1244	0.643	1	1244	0.965
13:00 - 14:00	1	1244	0.643	1	1244	0.241	1	1244	0.884
14:00 - 15:00	1	1244	1.045	1	1244	0.884	1	1244	1.929
15:00 - 16:00	1	1244	1.045	1	1244	1.125	1	1244	2.170
16:00 - 17:00	1	1244	0.322	1	1244	0.482	1	1244	0.804
17:00 - 18:00	1	1244	0.563	1	1244	0.643	1	1244	1.206
18:00 - 19:00	1	1244	0.161	1	1244	0.322	1	1244	0.483
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.076			7.073			14.149

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.72

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.563	1	1244	0.804	1	1244	1.367
08:00 - 09:00	1	1244	2.170	1	1244	0.723	1	1244	2.893
09:00 - 10:00	1	1244	3.296	1	1244	2.572	1	1244	5.868
10:00 - 11:00	1	1244	3.778	1	1244	3.055	1	1244	6.833
11:00 - 12:00	1	1244	5.707	1	1244	5.868	1	1244	11.575
12:00 - 13:00	1	1244	2.492	1	1244	3.135	1	1244	5.627
13:00 - 14:00	1	1244	3.617	1	1244	2.974	1	1244	6.591
14:00 - 15:00	1	1244	4.421	1	1244	4.743	1	1244	9.164
15:00 - 16:00	1	1244	3.859	1	1244	4.180	1	1244	8.039
16:00 - 17:00	1	1244	2.572	1	1244	2.894	1	1244	5.466
17:00 - 18:00	1	1244	2.170	1	1244	3.778	1	1244	5.948
18:00 - 19:00	1	1244	2.090	1	1244	2.331	1	1244	4.421
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			36.735			37.057			73.792

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.322	1	1244	0.241	1	1244	0.563
08:00 - 09:00	1	1244	0.884	1	1244	0.241	1	1244	1.125
09:00 - 10:00	1	1244	1.125	1	1244	0.643	1	1244	1.768
10:00 - 11:00	1	1244	1.125	1	1244	0.804	1	1244	1.929
11:00 - 12:00	1	1244	1.849	1	1244	1.929	1	1244	3.778
12:00 - 13:00	1	1244	0.804	1	1244	0.884	1	1244	1.688
13:00 - 14:00	1	1244	1.367	1	1244	1.367	1	1244	2.734
14:00 - 15:00	1	1244	1.367	1	1244	1.367	1	1244	2.734
15:00 - 16:00	1	1244	1.125	1	1244	1.527	1	1244	2.652
16:00 - 17:00	1	1244	0.723	1	1244	0.965	1	1244	1.688
17:00 - 18:00	1	1244	0.804	1	1244	1.447	1	1244	2.251
18:00 - 19:00	1	1244	0.884	1	1244	0.804	1	1244	1.688
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.379			12.219			24.598

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
08:00 - 09:00	1	1244	0.161	1	1244	0.080	1	1244	0.241
09:00 - 10:00	1	1244	0.000	1	1244	0.080	1	1244	0.080
10:00 - 11:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
11:00 - 12:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
12:00 - 13:00	1	1244	0.080	1	1244	0.000	1	1244	0.080
13:00 - 14:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
14:00 - 15:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
15:00 - 16:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
16:00 - 17:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
17:00 - 18:00	1	1244	0.000	1	1244	0.080	1	1244	0.080
18:00 - 19:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.241			0.240			0.481

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
08:00 - 09:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
09:00 - 10:00	1	1244	0.080	1	1244	0.000	1	1244	0.080
10:00 - 11:00	1	1244	0.000	1	1244	0.080	1	1244	0.080
11:00 - 12:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
12:00 - 13:00	1	1244	0.080	1	1244	0.000	1	1244	0.080
13:00 - 14:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
14:00 - 15:00	1	1244	0.080	1	1244	0.161	1	1244	0.241
15:00 - 16:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
16:00 - 17:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
17:00 - 18:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
18:00 - 19:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.240			0.241			0.481

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL Underground Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
08:00 - 09:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
09:00 - 10:00	1	1244	0.000	1	1244	0.080	1	1244	0.080
10:00 - 11:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
11:00 - 12:00	1	1244	0.080	1	1244	0.000	1	1244	0.080
12:00 - 13:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
13:00 - 14:00	1	1244	0.080	1	1244	0.000	1	1244	0.080
14:00 - 15:00	1	1244	0.000	1	1244	0.080	1	1244	0.080
15:00 - 16:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
16:00 - 17:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
17:00 - 18:00	1	1244	0.080	1	1244	0.000	1	1244	0.080
18:00 - 19:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.320			0.240			0.560

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL Overground Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
08:00 - 09:00	1	1244	0.000	1	1244	0.080	1	1244	0.080
09:00 - 10:00	1	1244	0.161	1	1244	0.080	1	1244	0.241
10:00 - 11:00	1	1244	0.161	1	1244	0.080	1	1244	0.241
11:00 - 12:00	1	1244	0.080	1	1244	0.161	1	1244	0.241
12:00 - 13:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
13:00 - 14:00	1	1244	0.161	1	1244	0.000	1	1244	0.161
14:00 - 15:00	1	1244	0.080	1	1244	0.241	1	1244	0.321
15:00 - 16:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
16:00 - 17:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
17:00 - 18:00	1	1244	0.000	1	1244	0.080	1	1244	0.080
18:00 - 19:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.883			0.962			1.845

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.

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL Bus Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
08:00 - 09:00	1	1244	0.161	1	1244	0.080	1	1244	0.241
09:00 - 10:00	1	1244	0.402	1	1244	0.402	1	1244	0.804
10:00 - 11:00	1	1244	0.804	1	1244	0.563	1	1244	1.367
11:00 - 12:00	1	1244	1.045	1	1244	1.125	1	1244	2.170
12:00 - 13:00	1	1244	0.241	1	1244	0.563	1	1244	0.804
13:00 - 14:00	1	1244	0.402	1	1244	0.241	1	1244	0.643
14:00 - 15:00	1	1244	0.965	1	1244	0.563	1	1244	1.528
15:00 - 16:00	1	1244	0.965	1	1244	1.045	1	1244	2.010
16:00 - 17:00	1	1244	0.241	1	1244	0.402	1	1244	0.643
17:00 - 18:00	1	1244	0.482	1	1244	0.563	1	1244	1.045
18:00 - 19:00	1	1244	0.080	1	1244	0.241	1	1244	0.321
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.868			5.868			11.736

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.

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL Servicing Vehicles
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
08:00 - 09:00	1	1244	0.161	1	1244	0.080	1	1244	0.241
09:00 - 10:00	1	1244	0.080	1	1244	0.161	1	1244	0.241
10:00 - 11:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
11:00 - 12:00	1	1244	0.241	1	1244	0.241	1	1244	0.482
12:00 - 13:00	1	1244	0.161	1	1244	0.080	1	1244	0.241
13:00 - 14:00	1	1244	0.080	1	1244	0.000	1	1244	0.080
14:00 - 15:00	1	1244	0.080	1	1244	0.161	1	1244	0.241
15:00 - 16:00	1	1244	0.080	1	1244	0.080	1	1244	0.160
16:00 - 17:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
17:00 - 18:00	1	1244	0.080	1	1244	0.161	1	1244	0.241
18:00 - 19:00	1	1244	0.000	1	1244	0.000	1	1244	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.963			0.964			1.927

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.

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EAS Transport Planning Unit 10 The Maltings Stanstead Abbotts Licence No: 743101

Calculation Reference: AUDIT-743101-241016-1058

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	HO	HOUNSLOW	1 days
	HV	HAVERING	1 days
	WF	WALTHAM FOREST	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: 22 to 493 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 0.4 to 0.75 Actual: 0.07 to 3.17

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: 01/01/16 to 16/11/23

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	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
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
Built-Up Zone	1
No Sub Category	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	5 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	4 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

125,001 to 250,000	1 days
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
1.1 to 1.5	1 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	3 days
No	1 days

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

PTAL Rating:

2 Poor	2 days
3 Moderate	2 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BT-03-C-03 BLOCKS OF FLATS BRENT
MOUNT PLEASANT
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: THURSDAY *16/11/23* *Survey Type: MANUAL*

2 HO-03-C-04 BLOCKS OF FLATS HOUNSLOW
LONDON ROAD
ISLEWORTH

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 203
Survey date: TUESDAY *03/07/18* *Survey Type: MANUAL*

3 HV-03-C-02 BLOCKS OF FLATS HAVERING
WATERLOO ROAD
ROMFORD

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Dwellings: 493
Survey date: TUESDAY *22/11/16* *Survey Type: MANUAL*

4 WF-03-C-03 FLATS & TERRACED HOUSES WALTHAM FOREST
FOREST ROAD
WALTHAMSTOW

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 22
Survey date: FRIDAY *21/05/21* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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): 2.48

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.037	4	212	0.085	4	212	0.122
08:00 - 09:00	4	212	0.035	4	212	0.105	4	212	0.140
09:00 - 10:00	4	212	0.054	4	212	0.051	4	212	0.105
10:00 - 11:00	4	212	0.037	4	212	0.053	4	212	0.090
11:00 - 12:00	4	212	0.042	4	212	0.050	4	212	0.092
12:00 - 13:00	4	212	0.042	4	212	0.048	4	212	0.090
13:00 - 14:00	4	212	0.048	4	212	0.050	4	212	0.098
14:00 - 15:00	4	212	0.053	4	212	0.057	4	212	0.110
15:00 - 16:00	4	212	0.074	4	212	0.068	4	212	0.142
16:00 - 17:00	4	212	0.090	4	212	0.057	4	212	0.147
17:00 - 18:00	4	212	0.107	4	212	0.057	4	212	0.164
18:00 - 19:00	4	212	0.117	4	212	0.077	4	212	0.194
19:00 - 20:00	3	118	0.124	3	118	0.065	3	118	0.189
20:00 - 21:00	3	118	0.065	3	118	0.031	3	118	0.096
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.925			0.854			1.779

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.

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Parameter summary

Trip rate parameter range selected:	22 - 493 (units:)
Survey date date range:	01/01/16 - 16/11/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.004	4	212	0.002	4	212	0.006
08:00 - 09:00	4	212	0.001	4	212	0.002	4	212	0.003
09:00 - 10:00	4	212	0.002	4	212	0.001	4	212	0.003
10:00 - 11:00	4	212	0.000	4	212	0.000	4	212	0.000
11:00 - 12:00	4	212	0.001	4	212	0.002	4	212	0.003
12:00 - 13:00	4	212	0.001	4	212	0.001	4	212	0.002
13:00 - 14:00	4	212	0.001	4	212	0.001	4	212	0.002
14:00 - 15:00	4	212	0.001	4	212	0.001	4	212	0.002
15:00 - 16:00	4	212	0.000	4	212	0.000	4	212	0.000
16:00 - 17:00	4	212	0.000	4	212	0.000	4	212	0.000
17:00 - 18:00	4	212	0.002	4	212	0.002	4	212	0.004
18:00 - 19:00	4	212	0.001	4	212	0.001	4	212	0.002
19:00 - 20:00	3	118	0.008	3	118	0.008	3	118	0.016
20:00 - 21:00	3	118	0.000	3	118	0.000	3	118	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.021			0.043

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.002	4	212	0.004	4	212	0.006
08:00 - 09:00	4	212	0.002	4	212	0.000	4	212	0.002
09:00 - 10:00	4	212	0.005	4	212	0.005	4	212	0.010
10:00 - 11:00	4	212	0.006	4	212	0.004	4	212	0.010
11:00 - 12:00	4	212	0.001	4	212	0.005	4	212	0.006
12:00 - 13:00	4	212	0.000	4	212	0.001	4	212	0.001
13:00 - 14:00	4	212	0.000	4	212	0.001	4	212	0.001
14:00 - 15:00	4	212	0.001	4	212	0.001	4	212	0.002
15:00 - 16:00	4	212	0.001	4	212	0.000	4	212	0.001
16:00 - 17:00	4	212	0.000	4	212	0.001	4	212	0.001
17:00 - 18:00	4	212	0.002	4	212	0.001	4	212	0.003
18:00 - 19:00	4	212	0.000	4	212	0.000	4	212	0.000
19:00 - 20:00	3	118	0.000	3	118	0.000	3	118	0.000
20:00 - 21:00	3	118	0.000	3	118	0.000	3	118	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.023			0.043

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.000	4	212	0.007	4	212	0.007
08:00 - 09:00	4	212	0.001	4	212	0.007	4	212	0.008
09:00 - 10:00	4	212	0.002	4	212	0.005	4	212	0.007
10:00 - 11:00	4	212	0.000	4	212	0.000	4	212	0.000
11:00 - 12:00	4	212	0.001	4	212	0.001	4	212	0.002
12:00 - 13:00	4	212	0.000	4	212	0.001	4	212	0.001
13:00 - 14:00	4	212	0.001	4	212	0.002	4	212	0.003
14:00 - 15:00	4	212	0.004	4	212	0.011	4	212	0.015
15:00 - 16:00	4	212	0.001	4	212	0.004	4	212	0.005
16:00 - 17:00	4	212	0.007	4	212	0.001	4	212	0.008
17:00 - 18:00	4	212	0.006	4	212	0.000	4	212	0.006
18:00 - 19:00	4	212	0.002	4	212	0.000	4	212	0.002
19:00 - 20:00	3	118	0.011	3	118	0.003	3	118	0.014
20:00 - 21:00	3	118	0.006	3	118	0.000	3	118	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.035	4	212	0.124	4	212	0.159
08:00 - 09:00	4	212	0.042	4	212	0.164	4	212	0.206
09:00 - 10:00	4	212	0.061	4	212	0.065	4	212	0.126
10:00 - 11:00	4	212	0.039	4	212	0.074	4	212	0.113
11:00 - 12:00	4	212	0.053	4	212	0.059	4	212	0.112
12:00 - 13:00	4	212	0.053	4	212	0.059	4	212	0.112
13:00 - 14:00	4	212	0.054	4	212	0.063	4	212	0.116
14:00 - 15:00	4	212	0.068	4	212	0.079	4	212	0.147
15:00 - 16:00	4	212	0.113	4	212	0.094	4	212	0.207
16:00 - 17:00	4	212	0.131	4	212	0.072	4	212	0.203
17:00 - 18:00	4	212	0.137	4	212	0.075	4	212	0.212
18:00 - 19:00	4	212	0.176	4	212	0.098	4	212	0.274
19:00 - 20:00	3	118	0.177	3	118	0.079	3	118	0.256
20:00 - 21:00	3	118	0.090	3	118	0.039	3	118	0.129
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.229			1.143			2.372

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.009	4	212	0.046	4	212	0.055
08:00 - 09:00	4	212	0.024	4	212	0.132	4	212	0.156
09:00 - 10:00	4	212	0.035	4	212	0.028	4	212	0.063
10:00 - 11:00	4	212	0.013	4	212	0.031	4	212	0.044
11:00 - 12:00	4	212	0.020	4	212	0.034	4	212	0.054
12:00 - 13:00	4	212	0.047	4	212	0.026	4	212	0.073
13:00 - 14:00	4	212	0.029	4	212	0.026	4	212	0.055
14:00 - 15:00	4	212	0.031	4	212	0.034	4	212	0.065
15:00 - 16:00	4	212	0.097	4	212	0.038	4	212	0.135
16:00 - 17:00	4	212	0.053	4	212	0.025	4	212	0.078
17:00 - 18:00	4	212	0.066	4	212	0.029	4	212	0.095
18:00 - 19:00	4	212	0.045	4	212	0.021	4	212	0.066
19:00 - 20:00	3	118	0.051	3	118	0.031	3	118	0.082
20:00 - 21:00	3	118	0.048	3	118	0.020	3	118	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.568			0.521			1.089

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.001	4	212	0.031	4	212	0.032
08:00 - 09:00	4	212	0.001	4	212	0.031	4	212	0.032
09:00 - 10:00	4	212	0.008	4	212	0.013	4	212	0.021
10:00 - 11:00	4	212	0.001	4	212	0.011	4	212	0.012
11:00 - 12:00	4	212	0.008	4	212	0.015	4	212	0.023
12:00 - 13:00	4	212	0.009	4	212	0.011	4	212	0.020
13:00 - 14:00	4	212	0.005	4	212	0.008	4	212	0.013
14:00 - 15:00	4	212	0.011	4	212	0.012	4	212	0.023
15:00 - 16:00	4	212	0.018	4	212	0.008	4	212	0.026
16:00 - 17:00	4	212	0.014	4	212	0.013	4	212	0.027
17:00 - 18:00	4	212	0.024	4	212	0.009	4	212	0.033
18:00 - 19:00	4	212	0.029	4	212	0.008	4	212	0.037
19:00 - 20:00	3	118	0.042	3	118	0.008	3	118	0.050
20:00 - 21:00	3	118	0.023	3	118	0.003	3	118	0.026
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.194			0.181			0.375

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.001	4	212	0.053	4	212	0.054
08:00 - 09:00	4	212	0.004	4	212	0.080	4	212	0.084
09:00 - 10:00	4	212	0.000	4	212	0.024	4	212	0.024
10:00 - 11:00	4	212	0.005	4	212	0.009	4	212	0.014
11:00 - 12:00	4	212	0.000	4	212	0.009	4	212	0.009
12:00 - 13:00	4	212	0.006	4	212	0.007	4	212	0.013
13:00 - 14:00	4	212	0.006	4	212	0.004	4	212	0.010
14:00 - 15:00	4	212	0.001	4	212	0.002	4	212	0.003
15:00 - 16:00	4	212	0.008	4	212	0.007	4	212	0.015
16:00 - 17:00	4	212	0.012	4	212	0.004	4	212	0.016
17:00 - 18:00	4	212	0.053	4	212	0.009	4	212	0.062
18:00 - 19:00	4	212	0.073	4	212	0.002	4	212	0.075
19:00 - 20:00	3	118	0.059	3	118	0.003	3	118	0.062
20:00 - 21:00	3	118	0.062	3	118	0.003	3	118	0.065
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.290			0.216			0.506

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.002	4	212	0.084	4	212	0.086
08:00 - 09:00	4	212	0.005	4	212	0.111	4	212	0.116
09:00 - 10:00	4	212	0.008	4	212	0.037	4	212	0.045
10:00 - 11:00	4	212	0.006	4	212	0.020	4	212	0.026
11:00 - 12:00	4	212	0.008	4	212	0.025	4	212	0.033
12:00 - 13:00	4	212	0.015	4	212	0.018	4	212	0.033
13:00 - 14:00	4	212	0.011	4	212	0.012	4	212	0.023
14:00 - 15:00	4	212	0.012	4	212	0.014	4	212	0.026
15:00 - 16:00	4	212	0.026	4	212	0.015	4	212	0.041
16:00 - 17:00	4	212	0.026	4	212	0.017	4	212	0.043
17:00 - 18:00	4	212	0.077	4	212	0.019	4	212	0.096
18:00 - 19:00	4	212	0.103	4	212	0.011	4	212	0.114
19:00 - 20:00	3	118	0.101	3	118	0.011	3	118	0.112
20:00 - 21:00	3	118	0.085	3	118	0.006	3	118	0.091
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.485			0.400			0.885

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/C - FLATS 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): 2.48

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.047	4	212	0.261	4	212	0.308
08:00 - 09:00	4	212	0.072	4	212	0.414	4	212	0.486
09:00 - 10:00	4	212	0.107	4	212	0.134	4	212	0.241
10:00 - 11:00	4	212	0.058	4	212	0.125	4	212	0.183
11:00 - 12:00	4	212	0.083	4	212	0.119	4	212	0.202
12:00 - 13:00	4	212	0.116	4	212	0.104	4	212	0.220
13:00 - 14:00	4	212	0.096	4	212	0.103	4	212	0.199
14:00 - 15:00	4	212	0.114	4	212	0.138	4	212	0.252
15:00 - 16:00	4	212	0.237	4	212	0.151	4	212	0.388
16:00 - 17:00	4	212	0.217	4	212	0.114	4	212	0.331
17:00 - 18:00	4	212	0.285	4	212	0.124	4	212	0.409
18:00 - 19:00	4	212	0.325	4	212	0.130	4	212	0.455
19:00 - 20:00	3	118	0.341	3	118	0.124	3	118	0.465
20:00 - 21:00	3	118	0.228	3	118	0.065	3	118	0.293
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.326			2.106			4.432

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.025	4	212	0.072	4	212	0.097
08:00 - 09:00	4	212	0.028	4	212	0.094	4	212	0.122
09:00 - 10:00	4	212	0.037	4	212	0.039	4	212	0.076
10:00 - 11:00	4	212	0.025	4	212	0.040	4	212	0.065
11:00 - 12:00	4	212	0.032	4	212	0.029	4	212	0.061
12:00 - 13:00	4	212	0.032	4	212	0.033	4	212	0.065
13:00 - 14:00	4	212	0.039	4	212	0.035	4	212	0.074
14:00 - 15:00	4	212	0.045	4	212	0.047	4	212	0.092
15:00 - 16:00	4	212	0.065	4	212	0.058	4	212	0.123
16:00 - 17:00	4	212	0.080	4	212	0.051	4	212	0.131
17:00 - 18:00	4	212	0.083	4	212	0.044	4	212	0.127
18:00 - 19:00	4	212	0.101	4	212	0.059	4	212	0.160
19:00 - 20:00	3	118	0.090	3	118	0.039	3	118	0.129
20:00 - 21:00	3	118	0.056	3	118	0.028	3	118	0.084
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.738			0.668			1.406

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.006	4	212	0.006	4	212	0.012
08:00 - 09:00	4	212	0.004	4	212	0.007	4	212	0.011
09:00 - 10:00	4	212	0.009	4	212	0.005	4	212	0.014
10:00 - 11:00	4	212	0.006	4	212	0.008	4	212	0.014
11:00 - 12:00	4	212	0.007	4	212	0.013	4	212	0.020
12:00 - 13:00	4	212	0.007	4	212	0.009	4	212	0.016
13:00 - 14:00	4	212	0.005	4	212	0.008	4	212	0.013
14:00 - 15:00	4	212	0.005	4	212	0.006	4	212	0.011
15:00 - 16:00	4	212	0.006	4	212	0.009	4	212	0.015
16:00 - 17:00	4	212	0.008	4	212	0.004	4	212	0.012
17:00 - 18:00	4	212	0.013	4	212	0.007	4	212	0.020
18:00 - 19:00	4	212	0.007	4	212	0.007	4	212	0.014
19:00 - 20:00	3	118	0.008	3	118	0.006	3	118	0.014
20:00 - 21:00	3	118	0.008	3	118	0.000	3	118	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.095			0.194

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.000	4	212	0.001	4	212	0.001
08:00 - 09:00	4	212	0.000	4	212	0.001	4	212	0.001
09:00 - 10:00	4	212	0.001	4	212	0.001	4	212	0.002
10:00 - 11:00	4	212	0.000	4	212	0.001	4	212	0.001
11:00 - 12:00	4	212	0.001	4	212	0.000	4	212	0.001
12:00 - 13:00	4	212	0.002	4	212	0.004	4	212	0.006
13:00 - 14:00	4	212	0.004	4	212	0.004	4	212	0.008
14:00 - 15:00	4	212	0.001	4	212	0.001	4	212	0.002
15:00 - 16:00	4	212	0.002	4	212	0.001	4	212	0.003
16:00 - 17:00	4	212	0.001	4	212	0.001	4	212	0.002
17:00 - 18:00	4	212	0.007	4	212	0.002	4	212	0.009
18:00 - 19:00	4	212	0.007	4	212	0.009	4	212	0.016
19:00 - 20:00	3	118	0.017	3	118	0.011	3	118	0.028
20:00 - 21:00	3	118	0.000	3	118	0.003	3	118	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.040			0.083

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL Underground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.000	4	212	0.022	4	212	0.022
08:00 - 09:00	4	212	0.001	4	212	0.017	4	212	0.018
09:00 - 10:00	4	212	0.000	4	212	0.005	4	212	0.005
10:00 - 11:00	4	212	0.004	4	212	0.002	4	212	0.006
11:00 - 12:00	4	212	0.000	4	212	0.001	4	212	0.001
12:00 - 13:00	4	212	0.001	4	212	0.002	4	212	0.003
13:00 - 14:00	4	212	0.001	4	212	0.001	4	212	0.002
14:00 - 15:00	4	212	0.000	4	212	0.002	4	212	0.002
15:00 - 16:00	4	212	0.002	4	212	0.002	4	212	0.004
16:00 - 17:00	4	212	0.000	4	212	0.002	4	212	0.002
17:00 - 18:00	4	212	0.006	4	212	0.005	4	212	0.011
18:00 - 19:00	4	212	0.019	4	212	0.001	4	212	0.020
19:00 - 20:00	3	118	0.031	3	118	0.000	3	118	0.031
20:00 - 21:00	3	118	0.023	3	118	0.003	3	118	0.026
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.065			0.153

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL DLR Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.000	4	212	0.000	4	212	0.000
08:00 - 09:00	4	212	0.001	4	212	0.001	4	212	0.002
09:00 - 10:00	4	212	0.000	4	212	0.000	4	212	0.000
10:00 - 11:00	4	212	0.000	4	212	0.000	4	212	0.000
11:00 - 12:00	4	212	0.000	4	212	0.000	4	212	0.000
12:00 - 13:00	4	212	0.000	4	212	0.001	4	212	0.001
13:00 - 14:00	4	212	0.000	4	212	0.000	4	212	0.000
14:00 - 15:00	4	212	0.000	4	212	0.000	4	212	0.000
15:00 - 16:00	4	212	0.000	4	212	0.000	4	212	0.000
16:00 - 17:00	4	212	0.000	4	212	0.000	4	212	0.000
17:00 - 18:00	4	212	0.000	4	212	0.000	4	212	0.000
18:00 - 19:00	4	212	0.000	4	212	0.000	4	212	0.000
19:00 - 20:00	3	118	0.000	3	118	0.000	3	118	0.000
20:00 - 21:00	3	118	0.000	3	118	0.000	3	118	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL Overground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.000	4	212	0.001	4	212	0.001
08:00 - 09:00	4	212	0.000	4	212	0.000	4	212	0.000
09:00 - 10:00	4	212	0.000	4	212	0.000	4	212	0.000
10:00 - 11:00	4	212	0.000	4	212	0.002	4	212	0.002
11:00 - 12:00	4	212	0.000	4	212	0.000	4	212	0.000
12:00 - 13:00	4	212	0.001	4	212	0.000	4	212	0.001
13:00 - 14:00	4	212	0.000	4	212	0.000	4	212	0.000
14:00 - 15:00	4	212	0.000	4	212	0.000	4	212	0.000
15:00 - 16:00	4	212	0.000	4	212	0.000	4	212	0.000
16:00 - 17:00	4	212	0.000	4	212	0.000	4	212	0.000
17:00 - 18:00	4	212	0.000	4	212	0.001	4	212	0.001
18:00 - 19:00	4	212	0.000	4	212	0.000	4	212	0.000
19:00 - 20:00	3	118	0.003	3	118	0.000	3	118	0.003
20:00 - 21:00	3	118	0.006	3	118	0.000	3	118	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.004			0.014

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL National Rail Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.001	4	212	0.029	4	212	0.030
08:00 - 09:00	4	212	0.001	4	212	0.063	4	212	0.063
09:00 - 10:00	4	212	0.000	4	212	0.019	4	212	0.019
10:00 - 11:00	4	212	0.001	4	212	0.005	4	212	0.006
11:00 - 12:00	4	212	0.000	4	212	0.008	4	212	0.008
12:00 - 13:00	4	212	0.004	4	212	0.004	4	212	0.008
13:00 - 14:00	4	212	0.005	4	212	0.002	4	212	0.007
14:00 - 15:00	4	212	0.001	4	212	0.000	4	212	0.001
15:00 - 16:00	4	212	0.006	4	212	0.005	4	212	0.011
16:00 - 17:00	4	212	0.012	4	212	0.001	4	212	0.013
17:00 - 18:00	4	212	0.047	4	212	0.004	4	212	0.051
18:00 - 19:00	4	212	0.054	4	212	0.001	4	212	0.055
19:00 - 20:00	3	118	0.025	3	118	0.003	3	118	0.028
20:00 - 21:00	3	118	0.034	3	118	0.000	3	118	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.191			0.143			0.334

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL Bus Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	4	212	0.001	4	212	0.031	4	212	0.032
08:00 - 09:00	4	212	0.001	4	212	0.031	4	212	0.032
09:00 - 10:00	4	212	0.008	4	212	0.013	4	212	0.021
10:00 - 11:00	4	212	0.001	4	212	0.011	4	212	0.012
11:00 - 12:00	4	212	0.008	4	212	0.015	4	212	0.023
12:00 - 13:00	4	212	0.009	4	212	0.011	4	212	0.020
13:00 - 14:00	4	212	0.005	4	212	0.008	4	212	0.013
14:00 - 15:00	4	212	0.011	4	212	0.012	4	212	0.023
15:00 - 16:00	4	212	0.018	4	212	0.008	4	212	0.026
16:00 - 17:00	4	212	0.014	4	212	0.013	4	212	0.027
17:00 - 18:00	4	212	0.024	4	212	0.009	4	212	0.033
18:00 - 19:00	4	212	0.029	4	212	0.008	4	212	0.037
19:00 - 20:00	3	118	0.042	3	118	0.008	3	118	0.050
20:00 - 21:00	3	118	0.023	3	118	0.003	3	118	0.026
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.194			0.181			0.375

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.*