WELLINGTON HOUSE
UXBRIDGE

Transport Statement

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Transport Statement
Version -
28 February 2023

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1 INTRODUCTION

Background

1.1 RPS Planning and Development has been commissioned by Dunmoore West London to provide transport and highways advice in relation to a prior approval application for Wellington House, Uxbridge, to construct two additional storeys of 16 new dwellings (Use Class C3) above the existing three storeys of 2,285sqm B1 office space. A copy of the masterplan is included as **Appendix 1.**

1.2 The purpose of this Transport Statement is to identify whether the proposals would result in a material increase in traffic in the vicinity of the site.

1.3 The development site is located approximately 400m south of Uxbridge town centre and Uxbridge underground station. Wellington House is located on Cowley Road, to the immediate south of the Cowley Road / A4007 / Oxford Road / Hillingdon Road roundabout. It benefits from one existing point of access, onto Cowley Road and is located in a predominately urban area.

Report Structure

1.4 This Transport Statement is structured as follows:

- Section 2 – Review of the existing conditions at the site and surrounding transport networks. In particular, this focuses on the accessibility of the site by non-car means and the prevalence of public transport services;
- Section 3 – Analysis of the development proposal including access arrangements and parking;
- Section 4 – Review of the likely traffic generation associated with the proposed scheme and the impact of that traffic onto the local highway network; and
- Section 5 – Summary of the findings of the Transport Statement.

2 EXISTING TRANSPORT OPPORTUNITIES

Introduction

2.1 This chapter outlines the existing sustainable transport network available to users of Wellington House. It considers the site location and the existing pedestrian, cycle and public transport networks, with particular regard to the accessibility of the site in relation to public transport stops and local service provision.

Site Location

2.2 Wellington House is located approximately 400m south of Uxbridge town centre and train station. Wellington House is located on Cowley Road, to the immediate south of the Cowley Road / A4007 / Oxford Road / Hillingdon Road roundabout, one of the main routes into Uxbridge.

Pedestrian / Cycle Access

2.3 Pedestrian access to the site will be taken directly from Cowley Road. This road benefits from wide footways, and formal pedestrian crossing facilities, including a signalised crossing point across Cowley Road, adjacent to the site entrance. Similarly, all local roads close to Wellington House, benefit from excellent pedestrian facilities, with wide well-lit footways, and good formal crossing facilities commensurate with a main route close to a busy town centre.

2.4 The Cowley Road / A4007 / Oxford Road / Hillingdon Road roundabout, located directly to Wellington House's north is a route signed for cyclists, this links onto advisory routes within Uxbridge town centre, and provides a connection to train station. Similarly, there are advisory and signed routes along both Whitehall Road and Waterloo Road, which run parallel with Cowley Road. These routes are illustrated in **Appendix 2**, which provides an extract for TfL Cycle Guide 6.

2.5 The site is located approximately 400m south of Uxbridge town centre, and therefore benefits from the many local amenities located within a busy town centre, such as shopping facilities, restaurants, banks etc. The nearest primary school is Whitehall Infant and Junior School, approximately 400m south of the site on Derby Road. The nearest GP Surgery is the Central Uxbridge Surgery, approximately 700m north of Wellington House, in Uxbridge town centre.

2.6 It has been demonstrated that walking can reasonably replace short car trips of up to 2km (ref: The Effects of Smarter Choice Programmes in Sustainable Travel Towns: Research Report, Part III). The importance of walking and cycling at the local level and the significant contribution that these effective modes of travel can make, in respect of journeys up to 2km and 5km, has been recognised in various other CIHT and DfT publications and guidance notes.

Public Transport

2.7 Transport for London (TfL) recommend that for new developments, bus and rail services should be accessible within 640 metres and 960 metres, respectively.

2.8 The nearest bus stop ('Hinton Road' Stop V) is located on Cowley Road, 90m south of the site. This stop provide access to the services summarised in **Table 2.1**.

Table 2.1: Summary of Local Bus Services

No.	Route	Frequency (per hour, unless specified)				
		Daytime Frequency	First Service	Last Service	Sat	Sun
222	Uxbridge – West Drayton - Hounslow	8-13mins	24 hrs		9-13mins	10-13 mins
583	Hedgerley - Slough	Infrequent	09:43	15:35	N/A	N/A
U5	Uxbridge – Cowley Hillingdon Hospital – West Drayton – Stockley Estate - Hayes	10-14mins	05:05	00:06	12mins	20mins

Source: TfL & Carousel Buses (February 2023)

2.9 **Table 2.1** demonstrates that there is a number of services operating a peak frequency of 14 buses per hour, with Route 222 providing a 24 hour service, within close proximity to the site. These services provide access to destinations within the Uxbridge area, and further afield to Slough, Hounslow, and Hedgerley.

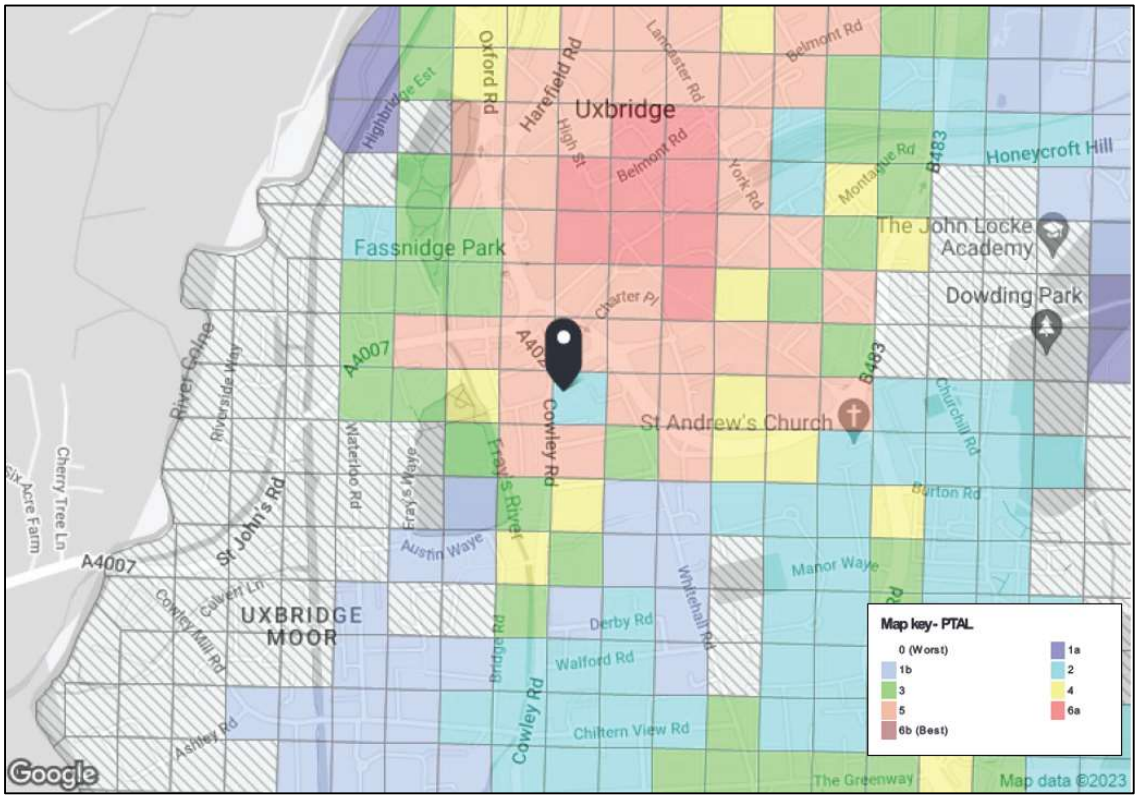
2.10 Other bus services are available within 200m (3-minutes' walk) to the north west of the site. These include routes 3, 427, U1, U3, U4 and U7. These services provide access to destinations such as Uxbridge, Ruislip, Acton, West Drayton, Hayes, Heathrow Airport and Stockley Park.

2.11 The nearest rail station to the site is Uxbridge Underground Station which is located approximately 450m north of the site in Uxbridge town centre.

2.12 The Metropolitan and Piccadilly lines operate from this station. The Metropolitan providing connections to London Kings Cross, Euston and Liverpool Street, every 10 minutes. This is a stopping service calling at many west London stations on route, including; Hillingdon, Baker Street and Moorgate. In addition, the Piccadilly line also operates from this station, providing connections to Heathrow Airport, Ealing and central London, typically operating every 10 minutes.

2.13 It has been demonstrated that the site is accessible by a variety of public transport services, within the TfL recommended maximum walking distances. A Public Transport Accessibility Level (PTAL) assessment, as shown in **Appendix 3**, has been undertaken for the development site and suggests that the site has a PTAL rating of 2 which is considered to be moderate. The areas surrounding the site are all of a PTAL rating of 5, which suggests that the site does benefit from a higher level of public transport than the PTAL result of 2 demonstrates and that this is a quirk of the calculation process. **Figure 2.1** shows the site's surrounding areas' PTAL.

Figure 2.1: Site's Surrounding Areas PTAL



2.14 Taking into consideration the frequency of bus and underground services that are available within a convenient walking distance, and provide frequent and convenient local services; it is considered that these services offer realistic alternatives for travel to work and for leisure purposes. The PTAL report does not take into account walking or cycling routes, car club schemes or trips comprising two modes of transport, nor accessibility to local facilities and amenities.

2.15 Local Car Club spaces are located on Cleveland Road approximately 1.4km or 17 minutes' walk to the south of the site, and also at the Brunel University, approximately 19 minutes' walk to the south of the site.

3 DEVELOPMENT PROPOSALS

Context

3.1 This Transport Statement supports the prior approval application for Wellington House, Uxbridge, to construct two additional storeys of 16 new dwellings (Use Class C3) above the existing three storeys of 2,285sqm B1 office space, with associated refuse collection area, car parking and cycle parking externally on ground level.

3.2 The proposed development comprises the following housing mix:

- 1 x 2 Bedroom units;
- 9 x 1 Bedroom units; and
- 6 x Studios.

3.3 A copy of the masterplan is included in **Appendix 1.**

3.4 Vehicular access will be provided via the existing site entrance onto Cowley Road.

Car Parking and Cycle Parking

3.5 The London Plan (March 2021) is the overall strategic plan for London and it sets out a fully integrated economic, environmental, transport and social framework for the development of the Capital over the next 20-25 years. It forms part of the development plan for Greater London, and London boroughs' local plans need to be in general conformity with the London Plan.

3.6 Policy T6.1 "Residential Parking" of the London Plan refers to the maximum parking standards that are set out in London Plan's Table 10.3. A maximum provision for residential car parking in Outer London areas with a PTAL of 2 is as follows; up to 0.75 space for 1-2 bedroom units.

3.7 Car ownership in the Uxbridge South Ward based on Census 2011, demonstrates that 34% of households do not own a car, and 66% of residents have one or more car per household. Based on the number of households in the ward and the total number of cars, there is an average of 0.96 cars per dwelling. However, this takes into account houses, as well as flats with more than 1 bedroom.

3.8 When a comparison is made between car availability and accommodation type for the Borough of Hillingdon, it demonstrates that for houses, 16% of residents do not own a car, compared with 41% of residents that own flats; for the proposed development this would result in an average of 0.7 cars per dwelling.

3.9 These results, however, do not take into account the number of bedrooms within each flat; the Uxbridge South ward census data demonstrates that 29% of flats only have 1 bedroom, whereas 71% have 2 or more bedrooms, which are assumed to have a higher level of car ownership than that of one bed flats and would therefore provide a higher overall average of car ownership.

3.10 It is therefore assumed that a car parking provision up to 0.75 space per dwelling, as per London Plan standards, would be sufficient to accommodate the predicted car ownership at the development.

3.11 Based on the above, 12 car parking spaces will be allocated for the proposed residential development, of these car parking spaces, one will be for disabled users, and three spaces will be for electric car charging. Within the existing car park, there are 37 car parking spaces available, however it is proposed that 12 car parking spaces are allocated for the development. This level of parking is supported by the predicted trip generation and parking accumulation in Section 4.

3.12 The London Plan also includes cycle parking standards which state a minimum provision of 1 space per unit for studios, 1.5 space per unit for 1 bedroom/ 2 person units and 2 spaces for all other dwellings. A provision of 2 visitor spaces per 40 units is also required. Based on the proposed housing mix this equates to a provision of 22 long stay cycle parking spaces and 2 short stay / visitor cycle parking space; this level of provision will be accommodated within the curtilage of the building.

Servicing Strategy

3.13 The servicing arrangements for the site currently take place from within the existing car park, these would remain unchanged as part of the development proposals.

4 TRAVEL DEMAND

4.1 This section of the Transport Statement outlines the traffic generation of the site on the local highway network. In determining the predicted traffic generation for the site, information has been derived from sites from the TRICS 7.9.4 database.

4.2 To provide a robust assessment, the TRICS database has been interrogated under the C3 Class use, which is considered to be the new element of the overall development expected to generate additional traffic.

4.3 The appraisal focuses on the weekday morning and evening peak hours as these represent the busiest periods along the local highway network.

Traffic Flow Forecasts for Proposed C3 Residential Use

4.4 Development trip generation for the site has been estimated using the TRICS database– version 7.9.4. Main Land Use category 'Residential' and Sub Land Use category 'Private Flats' from comparable sites. Sites with less than 0.5 parking spaces/unit or greater than 1.1 spaces/unit, were excluded. The TRICS output reports are attached at **Appendix 4.**

4.5 The trip rates and resulting trip generation for vehicles and total people for the proposed land-use are presented in **Table 4.1** below.

Table 4.1: Proposed Vehicle and Person Trip Rate and Trip Generation

Mode	Time Period	Trip Rates			Trip Generation		
		Arrivals	Dep	Total	Arrivals	Dep	Total
Vehicles	08:00-09:00	0.171	0.293	0.464	3	5	7*
	17:00-18:00	0.244	0.146	0.390	4	2	6
	Daily	1.684	1.658	3.342	27	27	53*
Persons	08:00-09:00	0.390	1.415	1.805	6	23	29
	17:00-18:00	0.854	0.439	1.293	14	7	21
	Daily	6.487	6.147	12.634	104	98	202

Source: TRICS version 7.9.4

*Due to Rounding

4.6 **Table 4.1** shows that the proposed development (16 residential units) would generate seven two-way vehicle movements and 29 person movements in the AM peak hour and six two-way vehicle movements and 21 person movements in the PM Peak hour. Over an average day (07:00-21:00) there would be approximately 53 two-way vehicle trips and 202 two-way person trips generated.

4.7 Based on the trip generation attached in **Appendix 4**, the following hourly trip generation, the parking accumulation can be calculated. This is set out in **Table 4.2** below.

Table 4.2: Parking Accumulation

Time Period	Vehicle Trip Generation			Parking Accumulation
	Arrivals	Dep	Two-way	
07:00-08:00	1	3	4	3
08:00-09:00	3	5	7	1
09:00-10:00	2	2	4	0
10:00-11:00	2	1	3	1
11:00-12:00	1	2	3	1
12:00-13:00	2	1	3	1
13:00-14:00	1	1	2	1
14:00-15:00	2	2	4	1
15:00-16:00	1	1	2	1
16:00-17:00	2	1	4	2
17:00-18:00	4	2	6	3
18:00-19:00	2	2	4	4
19:00-20:00	3	3	5	4
20:00-21:00	2	0	2	5

4.8 **Table 4.2** above shows the maximum number of car parking spaces on site, based on the vehicle trip generation is predicted to be five cars. This does not take into account the vehicles parked on site that do not move during the day. However, as there is a provision of 12 car parking spaces, the site will be able to adequately accommodate the predicted level of parking.

Summary

4.9 The trip generation and parking accumulation assessment presented in this chapter of the Transport Statement shows that the proposed development will have minimal traffic impact to the site's surrounding highway network. No traffic impact analysis or modelling is proposed.

5 SUMMARY AND CONCLUSIONS

Summary

5.1 RPS Planning and Development has been commissioned by Dunmoore West London to provide transport and highways advice in relation to a prior approval application for Wellington House, Uxbridge, to construct two additional storeys of 16 new dwellings (Use Class C3) above the existing three storeys of 2,285sqm B1 office space, with associated refuse collection area, car parking and cycle parking externally on ground level.

5.2 The development site is located approximately 400m south of Uxbridge town centre and train station. Wellington House is located on Cowley Road, to the immediate south of the Cowley Road / A4007 / Oxford Road / Hillingdon Road roundabout. It benefits from one existing point of access, onto Cowley Road.

5.3 The site is well served by pedestrian and cycling infrastructure within the vicinity of the site. Frequent bus services operate within 200 metres from the development site, provide access to destinations within the Uxbridge area, and further afield to Slough, Hounslow, and Hedgerley. The nearest underground station to the site is Uxbridge Underground Station which is located approximately 450m north of the site in Uxbridge town centre. The Metropolitan and Piccadilly lines operate from this station, providing frequent links into the centre of London.

5.4 Vehicular access will be provided via the existing site entrance onto Cowley Road.

5.5 The development site will benefit from 12 parking spaces provided at the existing car park to the rear of Wellington House, similarly 24 cycle parking will be provided in accordance with standards detailed within the London Plan.

5.6 To provide a robust assessment, the TRICS database has been interrogated under the C3 Class use, which is considered to be the new element of the overall development expected to generate additional traffic.

5.7 The trip generation and parking accumulation assessment shows that the proposed development will have minimal traffic impact on the operation of the local transport or highway networks or highway safety, in accordance with the requirements of the NPPF.

Conclusion

5.8 Based on the assessment outlined in this report, it is concluded that the proposals accord fully with prevailing transport policy guidance and that the development proposals are appropriate for the location. In conclusion, there are no reasons why the development proposal should not be granted planning permission on transport grounds.

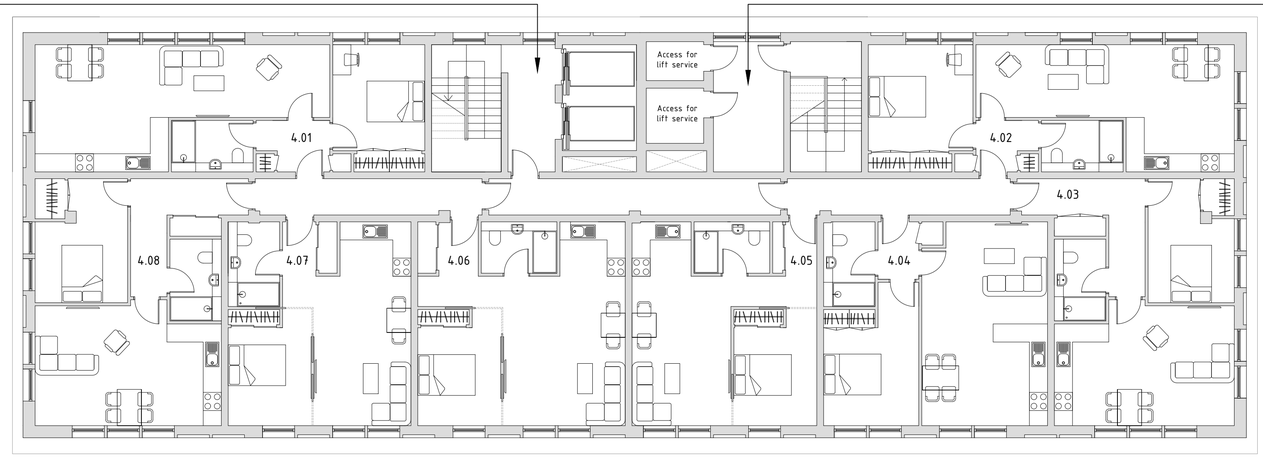
Appendices

Appendix 1 – Masterplan

NOTE:
Drawings are for planning application purposes only.

New building core to allow for separate access to the proposed residential floors. New core to house stairwell and 2no. passenger lifts.

Existing central stair core only, continued to 4F to allow for access to service existing lifts from above.

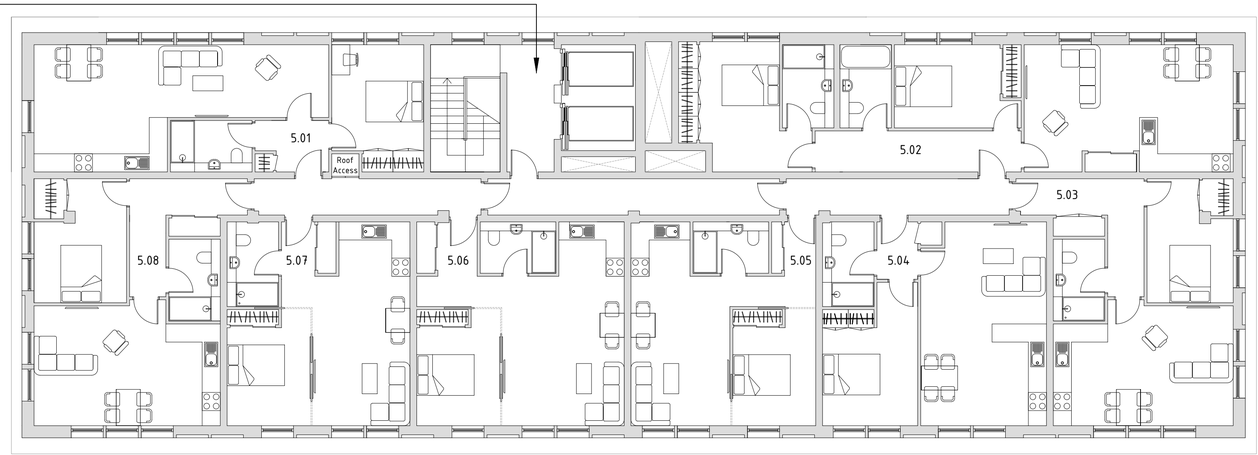


Room	Type	GIA
4.01	1b2p	54.3sqm
4.02	1b2p	51.0sqm
4.03	1b2p	50.1sqm
4.04	1b2p	50.0sqm
4.05	1b1p	41.2sqm
4.06	1b1p	46.2sqm
4.07	1b1p	40.7sqm
4.08	1b2p	51.4sqm

Proposed Fourth Floor Plan

GIA - 499sqm

New building core to allow for separate access to the proposed residential floors. New core to house stairwell and 2no. passenger lifts.



Room	Type	GIA
5.01	1b2p	54.3sqm
5.02	2b4p	76.4sqm
5.03	1b2p	50.1sqm
5.04	1b2p	50.0sqm
5.05	1b1p	41.2sqm
5.06	1b1p	46.2sqm
5.07	1b1p	40.7sqm
5.08	1b2p	51.4sqm

Proposed Fifth Floor Plan

GIA - 499sqm

3 metres @ 1:20
1.5 metres @ 1:10
15 metres @ 1:100
8 metres @ 1:50

Date 27/02/23	Drawn	Project title: The Junction - Prior Approval for Residential Extension	Drawing title: Proposed Plans Fourth & Fifth Floor	Client: Dunmoore	Rev
RICS	Checked				

WESTON ALLISON WRIGHT
01604 491227 info@wa-w.co.uk www.wa-w.co.uk

Drawing No. 4780/011	A1	
Scale 1:100	Rev -/-	
Project Junction		

NOTE:
Drawings are for planning application purposes only.

12 covered bicycle stands for 24 bicycles.

Covered bin store for residential units.

12 spaces (blue) in existing car park to be used solely for residential units. One of these to be an accessible parking space and three to have electric charging.

New access to residential core via steps and accessible platform lift.

3 metres @ 1:20
1.5 metres @ 1:10
15 metres @ 1:100
8 metres @ 1:50

Date 27/02/23	Drawn / Checked	Project title: The Junction - Prior Approval For Residential Extension	Drawing title: Proposed Site Plan	Client: Dunmoore	Rev	WESTON ALLISON WRIGHT 01604 491227 info@waw.co.uk www.waw.co.uk	Drawing No. 4780/016 · A1 · Scale 1:200 · Rev -/- · Project Junction

RICS

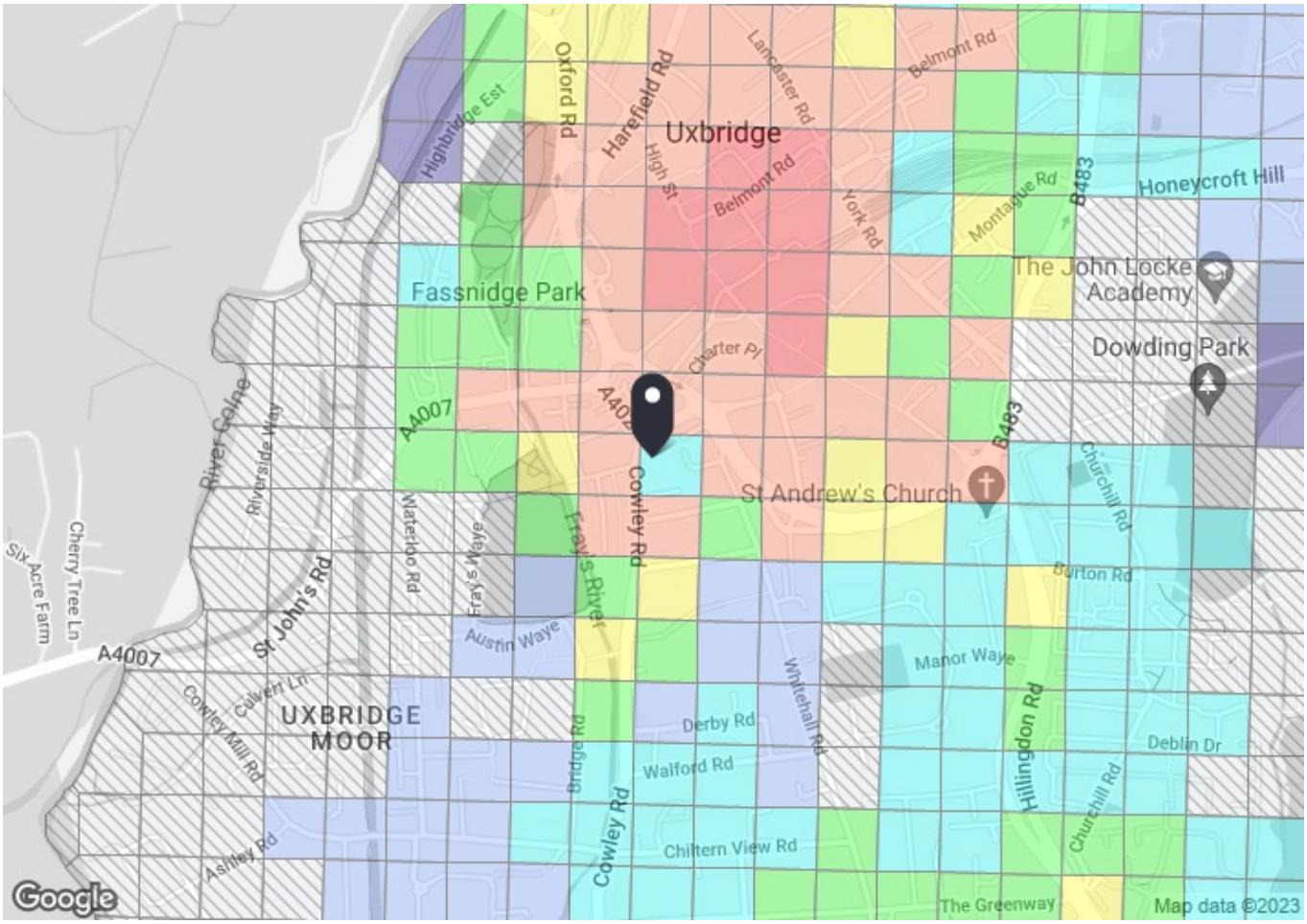
Appendix 2 – Uxbridge Cycling Map

For continuation see: GUIDE 3

Off-road bikes recommended

Appendix 3 – PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
2

UB8 2XW
Cowley Rd, Uxbridge UB8 2XW, UK
Easting: 505418, Northing: 183849

Grid Cell: 97475

Report generated: 09/02/2023

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	COWLEY ROAD HINTON ROAD	U5	341.08	5	4.26	8	12.26	2.45	0.5	1.22
Bus	COWLEY ROAD HINTON ROAD	222	341.08	7.5	4.26	6	10.26	2.92	1	2.92
LUL	Uxbridge	'Uxbridge-AldSlow'	927.38	5.33	11.59	6.38	17.97	1.67	1	1.67
LUL	Uxbridge	'BkStr-UxbridgeSFast'	927.38	2.33	11.59	13.63	25.22	1.19	0.5	0.59
LUL	Uxbridge	'Uxbridge-BStreetSl'	927.38	3.67	11.59	8.92	20.52	1.46	0.5	0.73
LUL	Uxbridge	'HarrowHill-Uxbridge'	927.38	0.67	11.59	45.53	57.12	0.53	0.5	0.26
LUL	Uxbridge	'Uxbridge-Cockfosters'	927.38	3.67	11.59	8.92	20.52	1.46	0.5	0.73
LUL	Uxbridge	'ArnosGrove-Uxbridge'	927.38	1	11.59	30.75	42.34	0.71	0.5	0.35
LUL	Uxbridge	'Oakwood-Uxbridge'	927.38	0.33	11.59	91.66	103.25	0.29	0.5	0.15
									Total Grid Cell AI:	**8.63**

Appendix 4 – TRICS Outputs

Calculation Reference: AUDIT-515506-230209-0206

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		
	EN	ENFIELD	1 days
	HO	HOUNSLOW	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 14 to 27 (units:)
Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 25/05/21

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

Selected survey days:

Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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)	1
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	2 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:

20,001 to 25,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	1 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 EN-03-C-03 BLOCKS OF FLATS ENFIELD
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

2 HO-03-C-05 BLOCK OF FLATS HOUNSLOW
PARK LANE
HOUNSLOW
CRANFORD
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *06/03/20* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WF-03-C-03	covid

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): 3.78

	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									
07:00 - 08:00	2	21	0.049	2	21	0.195	2	21	0.244
08:00 - 09:00	2	21	0.171	2	21	0.293	2	21	0.464
09:00 - 10:00	2	21	0.122	2	21	0.146	2	21	0.268
10:00 - 11:00	2	21	0.122	2	21	0.073	2	21	0.195
11:00 - 12:00	2	21	0.073	2	21	0.098	2	21	0.171
12:00 - 13:00	2	21	0.098	2	21	0.073	2	21	0.171
13:00 - 14:00	2	21	0.049	2	21	0.073	2	21	0.122
14:00 - 15:00	2	21	0.146	2	21	0.122	2	21	0.268
15:00 - 16:00	2	21	0.049	2	21	0.073	2	21	0.122
16:00 - 17:00	2	21	0.146	2	21	0.073	2	21	0.219
17:00 - 18:00	2	21	0.244	2	21	0.146	2	21	0.390
18:00 - 19:00	2	21	0.146	2	21	0.098	2	21	0.244
19:00 - 20:00	2	21	0.171	2	21	0.171	2	21	0.342
20:00 - 21:00	2	21	0.098	2	21	0.024	2	21	0.122
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.684			1.658			3.342

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.*

Parameter summary

Trip rate parameter range selected:	14 - 27 (units:)
Survey date date range:	01/01/14 - 25/05/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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									
07:00 - 08:00	2	21	0.000	2	21	0.000	2	21	0.000
08:00 - 09:00	2	21	0.024	2	21	0.024	2	21	0.048
09:00 - 10:00	2	21	0.000	2	21	0.000	2	21	0.000
10:00 - 11:00	2	21	0.000	2	21	0.000	2	21	0.000
11:00 - 12:00	2	21	0.000	2	21	0.000	2	21	0.000
12:00 - 13:00	2	21	0.024	2	21	0.024	2	21	0.048
13:00 - 14:00	2	21	0.000	2	21	0.000	2	21	0.000
14:00 - 15:00	2	21	0.024	2	21	0.024	2	21	0.048
15:00 - 16:00	2	21	0.000	2	21	0.000	2	21	0.000
16:00 - 17:00	2	21	0.049	2	21	0.049	2	21	0.098
17:00 - 18:00	2	21	0.024	2	21	0.024	2	21	0.048
18:00 - 19:00	2	21	0.000	2	21	0.000	2	21	0.000
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.145			0.290

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									
07:00 - 08:00	2	21	0.024	2	21	0.122	2	21	0.146
08:00 - 09:00	2	21	0.024	2	21	0.049	2	21	0.073
09:00 - 10:00	2	21	0.024	2	21	0.000	2	21	0.024
10:00 - 11:00	2	21	0.000	2	21	0.024	2	21	0.024
11:00 - 12:00	2	21	0.024	2	21	0.000	2	21	0.024
12:00 - 13:00	2	21	0.000	2	21	0.000	2	21	0.000
13:00 - 14:00	2	21	0.024	2	21	0.024	2	21	0.048
14:00 - 15:00	2	21	0.000	2	21	0.024	2	21	0.024
15:00 - 16:00	2	21	0.024	2	21	0.000	2	21	0.024
16:00 - 17:00	2	21	0.073	2	21	0.049	2	21	0.122
17:00 - 18:00	2	21	0.024	2	21	0.024	2	21	0.048
18:00 - 19:00	2	21	0.024	2	21	0.000	2	21	0.024
19:00 - 20:00	2	21	0.024	2	21	0.000	2	21	0.024
20:00 - 21:00	2	21	0.073	2	21	0.000	2	21	0.073
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.362			0.316			0.678

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									
07:00 - 08:00	2	21	0.049	2	21	0.244	2	21	0.293
08:00 - 09:00	2	21	0.195	2	21	0.415	2	21	0.610
09:00 - 10:00	2	21	0.122	2	21	0.171	2	21	0.293
10:00 - 11:00	2	21	0.146	2	21	0.073	2	21	0.219
11:00 - 12:00	2	21	0.098	2	21	0.146	2	21	0.244
12:00 - 13:00	2	21	0.098	2	21	0.098	2	21	0.196
13:00 - 14:00	2	21	0.049	2	21	0.073	2	21	0.122
14:00 - 15:00	2	21	0.195	2	21	0.098	2	21	0.293
15:00 - 16:00	2	21	0.049	2	21	0.073	2	21	0.122
16:00 - 17:00	2	21	0.195	2	21	0.073	2	21	0.268
17:00 - 18:00	2	21	0.244	2	21	0.220	2	21	0.464
18:00 - 19:00	2	21	0.195	2	21	0.122	2	21	0.317
19:00 - 20:00	2	21	0.220	2	21	0.220	2	21	0.440
20:00 - 21:00	2	21	0.122	2	21	0.024	2	21	0.146
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.977			2.050			4.027

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									
07:00 - 08:00	2	21	0.024	2	21	0.146	2	21	0.170
08:00 - 09:00	2	21	0.122	2	21	0.341	2	21	0.463
09:00 - 10:00	2	21	0.171	2	21	0.146	2	21	0.317
10:00 - 11:00	2	21	0.098	2	21	0.146	2	21	0.244
11:00 - 12:00	2	21	0.073	2	21	0.049	2	21	0.122
12:00 - 13:00	2	21	0.146	2	21	0.098	2	21	0.244
13:00 - 14:00	2	21	0.024	2	21	0.098	2	21	0.122
14:00 - 15:00	2	21	0.146	2	21	0.122	2	21	0.268
15:00 - 16:00	2	21	0.122	2	21	0.220	2	21	0.342
16:00 - 17:00	2	21	0.317	2	21	0.073	2	21	0.390
17:00 - 18:00	2	21	0.268	2	21	0.146	2	21	0.414
18:00 - 19:00	2	21	0.293	2	21	0.146	2	21	0.439
19:00 - 20:00	2	21	0.098	2	21	0.098	2	21	0.196
20:00 - 21:00	2	21	0.024	2	21	0.024	2	21	0.048
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.926			1.853			3.779

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.

*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									
07:00 - 08:00	2	21	0.024	2	21	0.268	2	21	0.292
08:00 - 09:00	2	21	0.024	2	21	0.268	2	21	0.292
09:00 - 10:00	2	21	0.073	2	21	0.146	2	21	0.219
10:00 - 11:00	2	21	0.098	2	21	0.049	2	21	0.147
11:00 - 12:00	2	21	0.073	2	21	0.024	2	21	0.097
12:00 - 13:00	2	21	0.098	2	21	0.024	2	21	0.122
13:00 - 14:00	2	21	0.024	2	21	0.024	2	21	0.048
14:00 - 15:00	2	21	0.073	2	21	0.073	2	21	0.146
15:00 - 16:00	2	21	0.220	2	21	0.122	2	21	0.342
16:00 - 17:00	2	21	0.317	2	21	0.024	2	21	0.341
17:00 - 18:00	2	21	0.146	2	21	0.049	2	21	0.195
18:00 - 19:00	2	21	0.073	2	21	0.000	2	21	0.073
19:00 - 20:00	2	21	0.049	2	21	0.000	2	21	0.049
20:00 - 21:00	2	21	0.073	2	21	0.000	2	21	0.073
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.365			1.071			2.436

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									
07:00 - 08:00	2	21	0.000	2	21	0.293	2	21	0.293
08:00 - 09:00	2	21	0.024	2	21	0.341	2	21	0.365
09:00 - 10:00	2	21	0.000	2	21	0.000	2	21	0.000
10:00 - 11:00	2	21	0.000	2	21	0.000	2	21	0.000
11:00 - 12:00	2	21	0.000	2	21	0.024	2	21	0.024
12:00 - 13:00	2	21	0.024	2	21	0.024	2	21	0.048
13:00 - 14:00	2	21	0.000	2	21	0.049	2	21	0.049
14:00 - 15:00	2	21	0.000	2	21	0.098	2	21	0.098
15:00 - 16:00	2	21	0.049	2	21	0.000	2	21	0.049
16:00 - 17:00	2	21	0.024	2	21	0.024	2	21	0.048
17:00 - 18:00	2	21	0.171	2	21	0.000	2	21	0.171
18:00 - 19:00	2	21	0.366	2	21	0.000	2	21	0.366
19:00 - 20:00	2	21	0.146	2	21	0.000	2	21	0.146
20:00 - 21:00	2	21	0.049	2	21	0.000	2	21	0.049
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.853			0.853			1.706

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									
07:00 - 08:00	2	21	0.024	2	21	0.561	2	21	0.585
08:00 - 09:00	2	21	0.049	2	21	0.610	2	21	0.659
09:00 - 10:00	2	21	0.073	2	21	0.146	2	21	0.219
10:00 - 11:00	2	21	0.098	2	21	0.049	2	21	0.147
11:00 - 12:00	2	21	0.073	2	21	0.049	2	21	0.122
12:00 - 13:00	2	21	0.122	2	21	0.049	2	21	0.171
13:00 - 14:00	2	21	0.024	2	21	0.073	2	21	0.097
14:00 - 15:00	2	21	0.073	2	21	0.171	2	21	0.244
15:00 - 16:00	2	21	0.268	2	21	0.122	2	21	0.390
16:00 - 17:00	2	21	0.341	2	21	0.049	2	21	0.390
17:00 - 18:00	2	21	0.317	2	21	0.049	2	21	0.366
18:00 - 19:00	2	21	0.439	2	21	0.000	2	21	0.439
19:00 - 20:00	2	21	0.195	2	21	0.000	2	21	0.195
20:00 - 21:00	2	21	0.122	2	21	0.000	2	21	0.122
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.218			1.928			4.146

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): 3.78

	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									
07:00 - 08:00	2	21	0.122	2	21	1.073	2	21	1.195
08:00 - 09:00	2	21	0.390	2	21	1.415	2	21	1.805
09:00 - 10:00	2	21	0.390	2	21	0.463	2	21	0.853
10:00 - 11:00	2	21	0.341	2	21	0.293	2	21	0.634
11:00 - 12:00	2	21	0.268	2	21	0.244	2	21	0.512
12:00 - 13:00	2	21	0.366	2	21	0.244	2	21	0.610
13:00 - 14:00	2	21	0.122	2	21	0.268	2	21	0.390
14:00 - 15:00	2	21	0.415	2	21	0.415	2	21	0.830
15:00 - 16:00	2	21	0.463	2	21	0.415	2	21	0.878
16:00 - 17:00	2	21	0.927	2	21	0.244	2	21	1.171
17:00 - 18:00	2	21	0.854	2	21	0.439	2	21	1.293
18:00 - 19:00	2	21	0.951	2	21	0.268	2	21	1.219
19:00 - 20:00	2	21	0.537	2	21	0.317	2	21	0.854
20:00 - 21:00	2	21	0.341	2	21	0.049	2	21	0.390
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.487			6.147			12.634

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									
07:00 - 08:00	2	21	0.049	2	21	0.195	2	21	0.244
08:00 - 09:00	2	21	0.146	2	21	0.268	2	21	0.414
09:00 - 10:00	2	21	0.073	2	21	0.146	2	21	0.219
10:00 - 11:00	2	21	0.098	2	21	0.024	2	21	0.122
11:00 - 12:00	2	21	0.073	2	21	0.098	2	21	0.171
12:00 - 13:00	2	21	0.073	2	21	0.049	2	21	0.122
13:00 - 14:00	2	21	0.049	2	21	0.073	2	21	0.122
14:00 - 15:00	2	21	0.073	2	21	0.098	2	21	0.171
15:00 - 16:00	2	21	0.049	2	21	0.024	2	21	0.073
16:00 - 17:00	2	21	0.098	2	21	0.024	2	21	0.122
17:00 - 18:00	2	21	0.220	2	21	0.122	2	21	0.342
18:00 - 19:00	2	21	0.122	2	21	0.098	2	21	0.220
19:00 - 20:00	2	21	0.146	2	21	0.171	2	21	0.317
20:00 - 21:00	2	21	0.098	2	21	0.024	2	21	0.122
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.367			1.414			2.781

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									
07:00 - 08:00	2	21	0.000	2	21	0.000	2	21	0.000
08:00 - 09:00	2	21	0.000	2	21	0.000	2	21	0.000
09:00 - 10:00	2	21	0.024	2	21	0.000	2	21	0.024
10:00 - 11:00	2	21	0.024	2	21	0.049	2	21	0.073
11:00 - 12:00	2	21	0.000	2	21	0.000	2	21	0.000
12:00 - 13:00	2	21	0.000	2	21	0.000	2	21	0.000
13:00 - 14:00	2	21	0.000	2	21	0.000	2	21	0.000
14:00 - 15:00	2	21	0.049	2	21	0.000	2	21	0.049
15:00 - 16:00	2	21	0.000	2	21	0.049	2	21	0.049
16:00 - 17:00	2	21	0.000	2	21	0.000	2	21	0.000
17:00 - 18:00	2	21	0.000	2	21	0.000	2	21	0.000
18:00 - 19:00	2	21	0.000	2	21	0.000	2	21	0.000
19:00 - 20:00	2	21	0.024	2	21	0.000	2	21	0.024
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.121			0.098			0.219

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									
07:00 - 08:00	2	21	0.000	2	21	0.000	2	21	0.000
08:00 - 09:00	2	21	0.000	2	21	0.000	2	21	0.000
09:00 - 10:00	2	21	0.024	2	21	0.000	2	21	0.024
10:00 - 11:00	2	21	0.000	2	21	0.000	2	21	0.000
11:00 - 12:00	2	21	0.000	2	21	0.000	2	21	0.000
12:00 - 13:00	2	21	0.000	2	21	0.000	2	21	0.000
13:00 - 14:00	2	21	0.000	2	21	0.000	2	21	0.000
14:00 - 15:00	2	21	0.000	2	21	0.000	2	21	0.000
15:00 - 16:00	2	21	0.000	2	21	0.000	2	21	0.000
16:00 - 17:00	2	21	0.000	2	21	0.000	2	21	0.000
17:00 - 18:00	2	21	0.000	2	21	0.000	2	21	0.000
18:00 - 19:00	2	21	0.024	2	21	0.000	2	21	0.024
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.000			0.048

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									
07:00 - 08:00	2	21	0.000	2	21	0.293	2	21	0.293
08:00 - 09:00	2	21	0.024	2	21	0.341	2	21	0.365
09:00 - 10:00	2	21	0.000	2	21	0.000	2	21	0.000
10:00 - 11:00	2	21	0.000	2	21	0.000	2	21	0.000
11:00 - 12:00	2	21	0.000	2	21	0.024	2	21	0.024
12:00 - 13:00	2	21	0.024	2	21	0.024	2	21	0.048
13:00 - 14:00	2	21	0.000	2	21	0.049	2	21	0.049
14:00 - 15:00	2	21	0.000	2	21	0.098	2	21	0.098
15:00 - 16:00	2	21	0.049	2	21	0.000	2	21	0.049
16:00 - 17:00	2	21	0.024	2	21	0.024	2	21	0.048
17:00 - 18:00	2	21	0.171	2	21	0.000	2	21	0.171
18:00 - 19:00	2	21	0.366	2	21	0.000	2	21	0.366
19:00 - 20:00	2	21	0.146	2	21	0.000	2	21	0.146
20:00 - 21:00	2	21	0.049	2	21	0.000	2	21	0.049
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.853			0.853			1.706

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									
07:00 - 08:00	2	21	0.024	2	21	0.268	2	21	0.292
08:00 - 09:00	2	21	0.024	2	21	0.268	2	21	0.292
09:00 - 10:00	2	21	0.073	2	21	0.146	2	21	0.219
10:00 - 11:00	2	21	0.098	2	21	0.049	2	21	0.147
11:00 - 12:00	2	21	0.073	2	21	0.024	2	21	0.097
12:00 - 13:00	2	21	0.098	2	21	0.024	2	21	0.122
13:00 - 14:00	2	21	0.024	2	21	0.024	2	21	0.048
14:00 - 15:00	2	21	0.073	2	21	0.073	2	21	0.146
15:00 - 16:00	2	21	0.220	2	21	0.122	2	21	0.342
16:00 - 17:00	2	21	0.317	2	21	0.024	2	21	0.341
17:00 - 18:00	2	21	0.146	2	21	0.049	2	21	0.195
18:00 - 19:00	2	21	0.073	2	21	0.000	2	21	0.073
19:00 - 20:00	2	21	0.049	2	21	0.000	2	21	0.049
20:00 - 21:00	2	21	0.073	2	21	0.000	2	21	0.073
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.365			1.071			2.436

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 Servicing Vehicles
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									
07:00 - 08:00	2	21	0.000	2	21	0.000	2	21	0.000
08:00 - 09:00	2	21	0.000	2	21	0.000	2	21	0.000
09:00 - 10:00	2	21	0.000	2	21	0.000	2	21	0.000
10:00 - 11:00	2	21	0.024	2	21	0.024	2	21	0.048
11:00 - 12:00	2	21	0.000	2	21	0.000	2	21	0.000
12:00 - 13:00	2	21	0.000	2	21	0.000	2	21	0.000
13:00 - 14:00	2	21	0.000	2	21	0.000	2	21	0.000
14:00 - 15:00	2	21	0.024	2	21	0.000	2	21	0.024
15:00 - 16:00	2	21	0.000	2	21	0.024	2	21	0.024
16:00 - 17:00	2	21	0.000	2	21	0.000	2	21	0.000
17:00 - 18:00	2	21	0.000	2	21	0.000	2	21	0.000
18:00 - 19:00	2	21	0.000	2	21	0.000	2	21	0.000
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

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.*

Contact

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