WELLINGTON HOUSE

Transport Statement

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Transport Statement
Version A
19 August 2024

www.rpsgroup.com

Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
A	Initial Draft // Information	Ben Meador	Miguel Plata	Miguel Plata	19 August 2024

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Appendices

1 INTRODUCTION

1.1 RPS have been instructed by Richbridge Property Group to prepare a Transport Statement ('TS') in support of a change of use application at Wellington House, Cowley Road, Uxbridge UB8 2XW. The development proposal comprises a provision of 35 residential dwellings across 4 floors.

1.2 The site is well-located along Cowley Road within the London Borough of Hillingdon ('LBH') and approximately 400m south of Uxbridge town centre and Uxbridge Underground Station. It sits immediately south of the Cowley Road / A4007 / Oxford Road / Hillingdon Road roundabout.

1.3 This Transport Statement has been prepared in accordance with relevant national, regional, and local policies and considers the potential transport impacts associated with the proposed development.

Report Format

1.4 This TS is mainly formed by the following sections:

- **Section 2** – provides a contextual, transport-centred overview of the site and assesses the site's accessibility to surrounding assets, facilities, and amenities via active travel and public transport;
- **Section 3** – outlines the development proposals;
- **Section 4** – assesses the proposed development's potential impact on the surrounding highway network, if any; and
- **Section 5** – Summarises and concludes the document.

2 SITE LOCATION & TRANSPORT CONTEXT

2.1 This section of the report considers the site's location in relation to the surrounding pedestrian, cycling, public transport, and local highway networks.

Site Location

2.2 The site is located approximately 400m south of Uxbridge town centre and Uxbridge Underground Station in the London Borough of Hillingdon ('LBH') and sits just south of the Cowley Road / A4007 roundabout.

2.3 The site entrance fronts Cowley Road, with a parking lot located to the southern and eastern frontages of the building.

Transport Context

Walking & Wheeling

2.4 The site is well located next to an abundance of local facilities and amenities – particularly at Uxbridge town centre to the north and Rockingham Recreation Ground approximately 120m to the west. At the site's entrance, Cowley Road provides wide footways and formal pedestrian crossing facilities, including a signalised crossing point adjacent to the site entrance.

2.5 Similarly, all local roads close to Wellington House benefit from high-quality pedestrian facilities with wide, well-lit footways and formal crossing points commensurate with a main route close to a busy town centre and Underground station.

2.6 Uxbridge town centre – located approximately 400m away from the site – offers an array of shops and restaurants. The nearest primary school is Whitehall Infant and Junior School and is located approximately 400m south of the site along Derby Road. For GP surgeries, the closest is Central Uxbridge Surgery 700m north of the site.

2.7 Rockingham Recreation Ground is located an approximate two-minutes' walk from the site to the west along Wellington Road.

2.8 Apart from the informal crossing across the site's parking lot, the pedestrian environment along Cowley Street near the site is fully accessible to people using mobility aids, with tactile paving and dropped kerbs located along the route to and from the nearby bus stops.

Cycling

2.9 As it approaches from the roundabout to the north, Cowley Road contains a mandatory cycle lane along its southern kerb, terminating at the road's junction with Wellington Road.

2.10 Mandatory cycle lanes exist on both sides of Oxford Road between the Cowley Road roundabout and Knighton-Way Lane to the northwest. Portions of these lanes turn into advisory cycle lanes Oxford Road / Harefield Road roundabout before returning to mandatory cycle lanes.

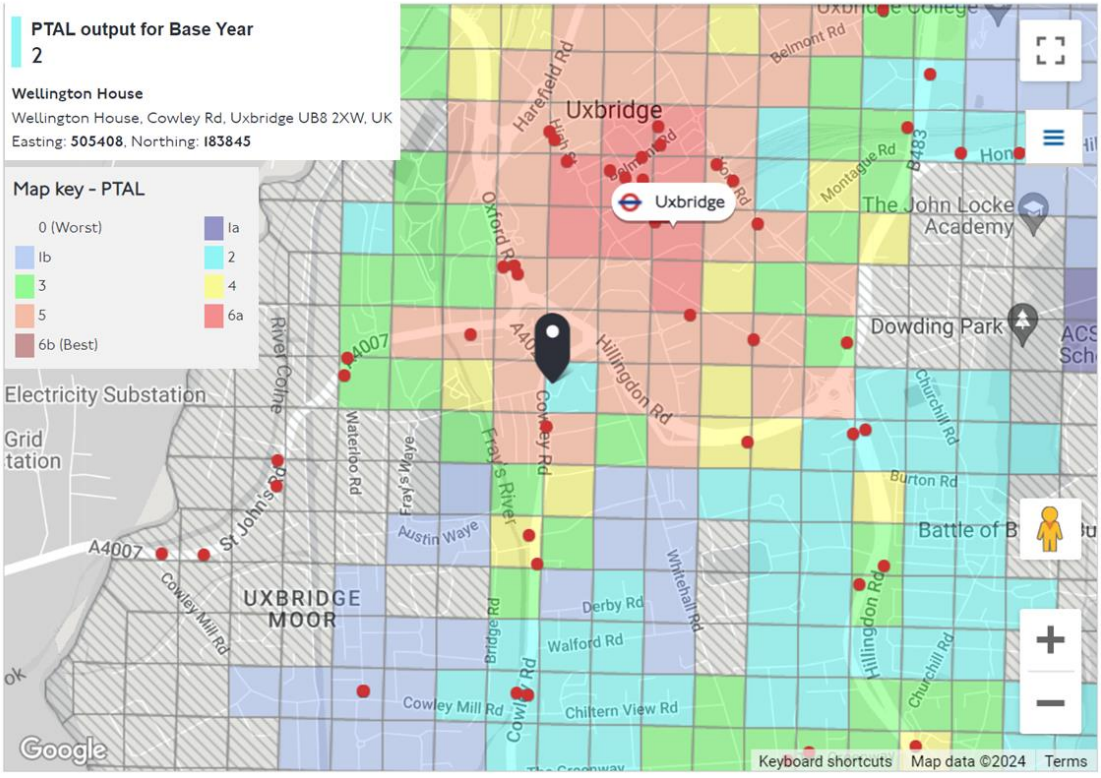
2.11 Advanced Stop Lines ('ASL') can be found at three of the four signalised junction entries into the Cowley Road roundabout.

Public Transport

Public Transport Accessibility (PTAL)

2.12 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 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. The PTAL outputs near the site are shown in **Figure 2.1** below.

Figure 2.1 PTAL Mapping Output

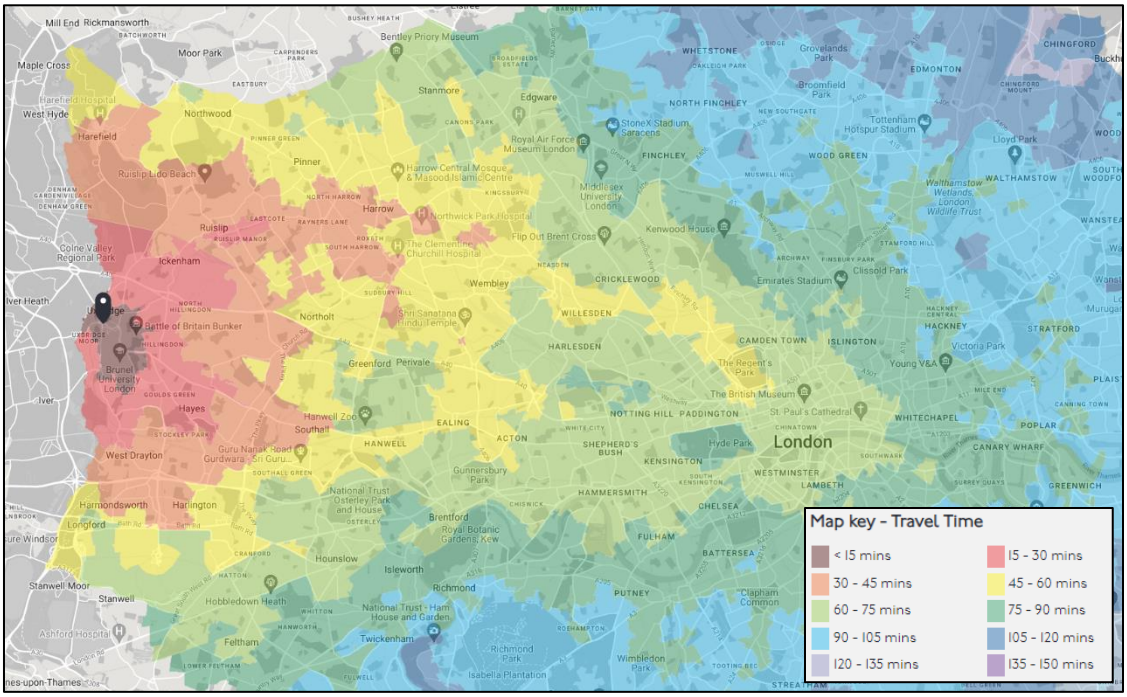


TIM Mapping

2.13 While Public Transport Accessibility Level (PTAL) is a good starting point for an assessment of public transport, it is now recognised that this is only one of the methods to assess the accessibility of a site to public transport. PTAL does not account for pedestrian and cycle facilities within the vicinity of the site, nor does it assess the connectivity to other transport modes through multiple journeys. A better representation of the level of wider public transport connectivity nearby development sites can be provided by Time Mapping analysis (TIM).

2.14 TIM Mapping measures how far a person can travel using various active and public transport modes. **Figure 2.2** illustrates the TIM Mapping output for the site.

Figure 2.2: Site TIM Mapping Output



Source: TfL WebCAT Service

2.15 The TIM Mapping output in **Figure 2.2** shows that the site is accessible to most of Uxbridge within 15 minutes, including the town centre and Underground station. Other West London destinations, including Wembley and Ealing, can be reached within one hour from the site.

Bus

2.16 The nearest bus stop to the site is the Hinton Road Stop (Stop V) and is located along Cowley Road. Located 90m to the south of the site, it provides southbound services via bus routes 222 and U5 towards Hounslow or Hayes, respectively.

2.17 Other bus services are available within 200m to the northwest of the site. These include routes 3, 427, U1, U3, U4, U5, and U7 and provide access to destinations such as Ruislip, Acton, West Drayton, Hayes, Heathrow Airport, and Stockley Park. A night bus service via the N207 bus route is also available, providing two buses per hour overnight on weekday and three buses per hour overnight on weekends.

2.18 **Table 2.1** provides a summary of the bus services available near the site.

Table 2.1: Summary of Local Bus Services

Route	Frequency		
	Weekday	Sat	Sun
Hinton Road Bus Stop (Stop V)			
222 // Uxbridge - Hounslow	Every 8-12 Mins	Every 9-13 Mins	Every 10-13 Mins
U5 // York Road – Blythe Road	Every 10-13 Mins	Every 12-15 Mins	Every 20 Mins
Crown Walk Stops (Stops P, R, and Q)			
3 // Uxbridge – Slough Town Centre	Every 25-30 Mins	Every 28-30 Mins	Every 60-70 Mins
222 // Uxbridge – Hounslow	Every 8-12 Mins	Every 9-13 Mins	Every 10-13 Mins
427 // York Road – Bridge Road	Every 9-12 Mins	Every 9-12 Mins	Every 11-12 Mins
U1 // Ruislip Station – West Drayton Station	Every 14-15 Mins	Every 14-15 Mins	Every 30 Mins
U3 // Uxbridge Station – Heathrow Central Bus Station	Every 10-13 Mins	Every 10-12 Mins	Every 20 Mins
U4 // Prologis Park – Belmont Road	Every 9-11 Mins	Every 9-12 Mins	Every 14-15 Mins
U5 // York Road – Blythe Road	Every 10-13 Mins	Every 12-15 Mins	Every 20 Mins
U7 // Uxbridge Station – Lombardy Retail Park	Every 30 Mins	Every 30 Mins	Every 30 Mins
N207* // Uxbridge Station – Bloomsbury Square	Every 30 Mins*	Every 30 Mins*	Every 30 Mins*

Source: TfL; Traveline

*Provides overnight services only

2.19 **Table 2.1** demonstrates that there is a variety of frequent bus services accessible within reasonable walking distance to and from the site. These services provide access to an array of destinations within the Uxbridge area and further afield to locations like Slough, Hounslow, Heathrow, and Ruislip.

Underground

2.20 Uxbridge Underground Station is located approximately 450m north of the site within Uxbridge town centre, providing Metropolitan and Piccadilly Line services towards key Central London locations including Kings Cross, Euston, and Liverpool Street approximately every ten minutes.

Summary

2.21 The site is well situated in terms of access via active travel to an abundance of shops, restaurants, and local services. It is located within close proximity to Uxbridge Underground Station, providing access to most locations within Central London in approximately one hour via the Metropolitan and Piccadilly Lines.

2.22 Several bus services can be found near the site, providing access to locations including Hounslow, Slough, Ruislip, West Drayton, and Heathrow. A Night Bus is also available near the site, providing overnight services between Uxbridge and Central London.

2.23 Overall, the site is considered to be well located for the proposed development – providing reasonable access to an array of key facilities, amenities, public transport, and active travel routes.

3 DEVELOPMENT PROPOSALS

3.1 This TS supports the change of use application for Wellington House to convert the existing office use into 35 residential dwellings across 4 floors (including ground floor).

3.2 The proposed development comprises the following housing mix:

- 27no. 1-bed dwellings; and
- 8no. 2-bed dwellings.

3.3 The proposed ground floor plan is shown at **Appendix 1**.

Site Access

3.4 Pedestrians and cyclists will access the site via the front entrance on Cowley Road, whilst motor vehicles will access the site from the existing access to the car park on Cowley Road.

Cycle & Car Parking

Cycle

3.5 The London Plan (2021) includes cycle parking standards, stating a minimum required provision of 1.5 spaces per 1-bed 2-person dwellings and 2 spaces per 2-bed dwellings for developments. The London Plan also distinguishes long-stay spaces from short-stay spaces and states a minimum provision of 2 short stay spaces for developments consisting of between 5 to 40 dwellings, and 1 additional space for every 40 additional dwellings.

3.6 The site falls within the Uxbridge area classified by the London Plan as having higher parking standards.

3.7 Based on the London Plan cycle parking standards, a minimum requirement of 57 long-stay spaces and 2 short-stay / visitor spaces was calculated to be provided within the curtilage of the building and easily accessible.

Car

3.8 The London Plan (March 2021) is the overall strategic plan for London sets out a fully integrated economic, environmental, transport, and social framework for the development of the Capital. 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.

3.9 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.

3.10 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 considers houses, as well as flats with more than 1 bedroom.

3.11 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.

3.12 These results, however, do not consider 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.

3.13 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.

3.14 Within the existing car park, there are 47 car parking spaces available, of which 44 will be retained. Of these 44 retained parking spaces, 3 will be designated for disabled users, and 9 spaces will be for electric car charging. 3 car parking spaces of the existing (pre-development) 47 car parking spaces will be dedicated for refuse collection.

3.15 The provision of 9 electric vehicle charging spaces aligns with the London Plan Policy T6.1(C) 'Residential Parking', with the policy stated as follows:

> **"C. All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces."**

3.16 The 3 provided disabled car parking spaces align with Policy T6.1(G), with the policy stated as follows:

> **"G. Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:**
>
> **1) Ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset;**
> **2) Demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage."**

3.17 The above means that there will be additional disabled car parking spaces designated within the existing car park than is required by the minimums set out by the London Plan.

Delivery & Servicing Strategy

3.18 The delivery and servicing arrangements for the site currently take place from within the existing car park and will remain unchanged as part of the development proposals.

4 VEHICLE TRAFFIC DEMAND

4.1 This section of the Transport Statement outlines the predicted traffic generation of the site on the local highway network. In determining this, information has been derived from sites using the TRICS 7.11.2 database to provide multi-modal trip rates and estimate the predicted number of trips across all modes expected to move to and from the site. This traffic impact assessment focuses on the weekday morning and evening peak hours as these represent the busiest periods along the local highway network.

Proposed Residential Trip Generation

4.2 Development trip generation for the site has been estimated using the TRICS (v.7.11.2) Main Land Use category 'Residential' and Sub Land Use category 'Flats Privately Owned' from comparable development sites.

4.3 The multi-modal trip rates for the site have been based on the following TRICS parameters:

- Main Land Use: 03 – Residential;
- Sub Land Use: C – Flats Privately Owned;
- Region: Greater London;
- Location Types: Edge of Town Centre, Suburban Area;
- Location Type Sub-Categories: Residential Zone, Built-Up Zone;
- Parameter Range: Number of Dwellings (20 to 100);
- Survey Dates: Most recently-available past ten years (10 June 2012 to 09 June 2022).

4.4 A total of three similar sites to the proposed development are included within the TRICS database using the parameters outlined above. The full TRICS output report is attached at **Appendix 2** and includes additional detail on the surveys selected.

4.5 The multi-modal trip rates and resulting trip generation for vehicles and total people for the proposed 35 residential units (land use C3) are presented in **Table 4.1**.

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

Mode	Time Period	Trip Rates			Trip Generation		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Vehicles	08:00-09:00	0.033	0.072	0.105	1	3	4
	17:00-18:00	0.125	0.093	0.218	4	3	8
	Daily	0.878	0.895	1.773	31	31	62
People	08:00-09:00	0.146	0.642	0.788	2	22	28

17:00-18:00	0.436	0.334	0.770	15	12	27
Daily	3.793	3.713	7.506	133	130	263

Source: TRICS (v.7.11.2)

4.6 **Table 4.1** shows that the proposed 35 residential dwellings is predicted to generate 4 total vehicle movements and 28 total person movements in AM peak hour and 8 total vehicle movements and 27 total person movements in the PM peak hour. Over an average day (07:00-21:00), it is predicted that there will be approximately 62 two-way vehicle trips and 263 two-way person trips generated by the proposed development on the site.

4.7 Given the expected level of vehicle and total person movements, the proposed development is likely to have a negligible impact on the surrounding highway network.

Parking Accumulation

4.8 Based on the TRICS outputs attached at **Appendix 2**, the following hourly trip generation and car parking accumulation for the proposed development can be calculated for the existing on-site car park.

Table 4.2: Parking Accumulation

Time Period	Vehicle Trip Generation			Parking Accumulation
	Arrivals	Dep	Two-way	
07:00-08:00	1	2	3	4
08:00-09:00	1	3	4	2
09:00-10:00	2	2	3	2
10:00-11:00	3	2	5	3
11:00-12:00	2	2	4	2
12:00-13:00	2	2	4	2
13:00-14:00	2	3	5	2
14:00-15:00	2	2	4	1
15:00-16:00	2	1	3	2
16:00-17:00	2	2	4	2
17:00-18:00	4	3	8	3
18:00-19:00	2	3	5	3
19:00-20:00	4	3	7	4
20:00-21:00	2	2	4	4

4.9 **Table 4.2** shows that the maximum number of cars parked on site – based on the vehicle trip generation – is predicted to be four cars. This does not consider the vehicles parked on-site that do not move during the day. However, as there is an existing provision of 47 car parking spaces – of which 44 will be retained post-development – the site will be able to adequately accommodate the predicted level of car parking.

Summary

4.10 The trip generation and parking accumulation assessment presented in this Section shows that the proposed development will have minimal vehicle traffic impact on the site's surrounding highway network. No detailed impact analysis or modelling is proposed.

5 SUMMARY & CONCLUSION

5.1 RPS have been instructed by Richbridge Property Group to prepare a Transport Statement in support of a change of use application at Wellington House, Cowley Road, Uxbridge UB8 2XW. The development proposal comprises a total of 35 residential units across 4 floors including the ground floor.

5.2 The site is well-located along Cowley Road within the London Borough of Hillingdon ('LBH') and approximately 400m south of Uxbridge town centre and Uxbridge Underground Station. It sits immediately south of the Cowley Road / A4007 / Oxford Road / Hillingdon Road roundabout.

5.3 This Transport Statement has been prepared in accordance with relevant national, regional, and local policies and considers the potential transport impacts associated with the proposed development.

5.4 The site is well located for the proposed development – providing reasonable access to an array of key facilities, amenities, public transport, and active travel routes. It is well situated in terms of access via active travel to an abundance of shops, restaurants, and local services and is located within close proximity to Uxbridge Underground Station, providing access to most locations within Central London in approximately one hour via the Metropolitan and Piccadilly Lines. Several bus services can be found near the site, providing access to locations including Hounslow, Slough, Ruislip, West Drayton, and Heathrow. A Night Bus is also available near the site, providing overnight services between Uxbridge and Central London.

5.5 Regarding access to the site, pedestrians and cyclists will access the site via the front entrance on Cowley Road, whilst motor vehicles will access the site from the existing access to the car park on Cowley Road.

5.6 Delivery and Servicing remains unchanged from the existing on site, the proposed development aims to maintain this arrangement.

5.7 The trip generation and parking accumulation assessment presented in **Section 4** shows that the proposed development will have minimal vehicle traffic impact on the site's surrounding highway network. No detailed impact analysis or modelling is proposed.

5.8 The require cycle parking (57 long-stay and 2 short-stay spaces) were calculated in accordance with the London Plan 2021 requirements and these will be incorporated within the curtilage of the building.

5.9 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. The site and proposed development are considered both suitable and well-located, with no evident nor discernible issues expected relating to impact on the surrounding transport network.

Appendices

Appendix 1 – Proposed Ground Floor Plan

HOOP CYCLE STAND FOR 2
SHORT STAY CYCLE
PARKING SPACES

MIX OF TWO TIER
BIKE RACKS AND
HOOP STANDS FOR
58 CYCLES SPACES

9 EV CHARGING
CAR PARKING
SPACES

BIN
STORAGE

MAIN ENTRANCE

SITE PLAN
SCALE 1:150

2M 0 2M 4M 6M 8M 10M

Revision description	Date	Check	Rev

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Drawing
PROPOSED SITE PLAN

Drawn	Date	Scale
GO	19/08/2024	1:150 @A1

Job number	Drawing number	Revision
2403	GA 03 99	A

Appendix 2 – TRICS Report

RPS 1st Floor West London Licence No: 705125

Calculation Reference: AUDIT-705125-240807-0853

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		
	BE	BEXLEY	1 days
	EN	ENFIELD	1 days
	HG	HARINGEY	1 days
	KI	KINGSTON	1 days
	SK	SOUTHWARK	2 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: 20 to 97 (units:)
Range Selected by User: 20 to 100 (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: 10/06/12 to 09/06/22

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:

Monday	1 days
Tuesday	1 days
Wednesday	3 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	7 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:

Edge of Town Centre	5
Suburban Area (PPS6 Out of 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	5
Built-Up 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	8 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 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:

25,001 to 50,000	2 days
50,001 to 100,000	4 days
100,001 or More	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	7 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
0.6 to 1.0	5 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	1 days
No	6 days

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

PTAL Rating:

No PTAL Present	1 days
2 Poor	1 days
3 Moderate	1 days
4 Good	1 days
5 Very Good	1 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1 BE-03-C-01 BLOCKS OF FLATS BEXLEY
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 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*

3 HG-03-C-02 BLOCK OF FLATS HARINGEY
HIGH ROAD
WOOD GREEN
WOODSIDE PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

4 KI-03-C-03 BLOCK OF FLATS KINGSTON
PORTSMOUTH ROAD
SURBITON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

5 SK-03-C-01 BLOCK OF FLATS SOUTHWARK
PARK STREET
SOUTHWARK

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 53
Survey date: FRIDAY *19/09/14* *Survey Type: MANUAL*

6 SK-03-C-02 BLOCK OF FLATS SOUTHWARK
LAMB WALK
BERMONDSEY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 29
Survey date: THURSDAY *23/04/15* *Survey Type: MANUAL*

7 WF-03-C-01 BLOCKS OF FLATS WALTHAM FOREST
ERSKINE ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 97
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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WF-03-C-02	covid
WF-03-C-04	covid
WF-03-C-06	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): 4.28

	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	7	48	0.027	7	48	0.066	7	48	0.093
08:00 - 09:00	7	48	0.033	7	48	0.072	7	48	0.105
09:00 - 10:00	7	48	0.045	7	48	0.051	7	48	0.096
10:00 - 11:00	7	48	0.078	7	48	0.063	7	48	0.141
11:00 - 12:00	7	48	0.048	7	48	0.063	7	48	0.111
12:00 - 13:00	7	48	0.057	7	48	0.057	7	48	0.114
13:00 - 14:00	7	48	0.060	7	48	0.072	7	48	0.132
14:00 - 15:00	7	48	0.051	7	48	0.057	7	48	0.108
15:00 - 16:00	7	48	0.051	7	48	0.042	7	48	0.093
16:00 - 17:00	7	48	0.063	7	48	0.057	7	48	0.120
17:00 - 18:00	7	48	0.125	7	48	0.093	7	48	0.218
18:00 - 19:00	7	48	0.069	7	48	0.075	7	48	0.144
19:00 - 20:00	5	50	0.111	5	50	0.079	5	50	0.190
20:00 - 21:00	5	50	0.060	5	50	0.048	5	50	0.108
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.878			0.895			1.773

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:	20 - 97 (units:)
Survey date date range:	10/06/12 - 09/06/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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	7	48	0.000	7	48	0.000	7	48	0.000
08:00 - 09:00	7	48	0.000	7	48	0.000	7	48	0.000
09:00 - 10:00	7	48	0.000	7	48	0.000	7	48	0.000
10:00 - 11:00	7	48	0.000	7	48	0.000	7	48	0.000
11:00 - 12:00	7	48	0.000	7	48	0.000	7	48	0.000
12:00 - 13:00	7	48	0.000	7	48	0.000	7	48	0.000
13:00 - 14:00	7	48	0.003	7	48	0.003	7	48	0.006
14:00 - 15:00	7	48	0.000	7	48	0.000	7	48	0.000
15:00 - 16:00	7	48	0.000	7	48	0.000	7	48	0.000
16:00 - 17:00	7	48	0.003	7	48	0.003	7	48	0.006
17:00 - 18:00	7	48	0.009	7	48	0.009	7	48	0.018
18:00 - 19:00	7	48	0.003	7	48	0.003	7	48	0.006
19:00 - 20:00	5	50	0.004	5	50	0.004	5	50	0.008
20:00 - 21:00	5	50	0.000	5	50	0.000	5	50	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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 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									
07:00 - 08:00	7	48	0.003	7	48	0.003	7	48	0.006
08:00 - 09:00	7	48	0.000	7	48	0.000	7	48	0.000
09:00 - 10:00	7	48	0.000	7	48	0.000	7	48	0.000
10:00 - 11:00	7	48	0.009	7	48	0.006	7	48	0.015
11:00 - 12:00	7	48	0.006	7	48	0.009	7	48	0.015
12:00 - 13:00	7	48	0.003	7	48	0.003	7	48	0.006
13:00 - 14:00	7	48	0.000	7	48	0.000	7	48	0.000
14:00 - 15:00	7	48	0.006	7	48	0.006	7	48	0.012
15:00 - 16:00	7	48	0.000	7	48	0.000	7	48	0.000
16:00 - 17:00	7	48	0.000	7	48	0.000	7	48	0.000
17:00 - 18:00	7	48	0.000	7	48	0.000	7	48	0.000
18:00 - 19:00	7	48	0.000	7	48	0.000	7	48	0.000
19:00 - 20:00	5	50	0.000	5	50	0.000	5	50	0.000
20:00 - 21:00	5	50	0.000	5	50	0.000	5	50	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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 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	7	48	0.000	7	48	0.012	7	48	0.012
08:00 - 09:00	7	48	0.006	7	48	0.018	7	48	0.024
09:00 - 10:00	7	48	0.012	7	48	0.018	7	48	0.030
10:00 - 11:00	7	48	0.012	7	48	0.006	7	48	0.018
11:00 - 12:00	7	48	0.003	7	48	0.000	7	48	0.003
12:00 - 13:00	7	48	0.000	7	48	0.000	7	48	0.000
13:00 - 14:00	7	48	0.006	7	48	0.003	7	48	0.009
14:00 - 15:00	7	48	0.006	7	48	0.006	7	48	0.012
15:00 - 16:00	7	48	0.003	7	48	0.000	7	48	0.003
16:00 - 17:00	7	48	0.012	7	48	0.009	7	48	0.021
17:00 - 18:00	7	48	0.006	7	48	0.006	7	48	0.012
18:00 - 19:00	7	48	0.009	7	48	0.006	7	48	0.015
19:00 - 20:00	5	50	0.008	5	50	0.000	5	50	0.008
20:00 - 21:00	5	50	0.012	5	50	0.000	5	50	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.084			0.179

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	7	48	0.033	7	48	0.081	7	48	0.114
08:00 - 09:00	7	48	0.072	7	48	0.221	7	48	0.293
09:00 - 10:00	7	48	0.051	7	48	0.113	7	48	0.164
10:00 - 11:00	7	48	0.060	7	48	0.099	7	48	0.159
11:00 - 12:00	7	48	0.081	7	48	0.066	7	48	0.147
12:00 - 13:00	7	48	0.081	7	48	0.051	7	48	0.132
13:00 - 14:00	7	48	0.060	7	48	0.063	7	48	0.123
14:00 - 15:00	7	48	0.078	7	48	0.054	7	48	0.132
15:00 - 16:00	7	48	0.152	7	48	0.090	7	48	0.242
16:00 - 17:00	7	48	0.116	7	48	0.078	7	48	0.194
17:00 - 18:00	7	48	0.134	7	48	0.137	7	48	0.271
18:00 - 19:00	7	48	0.140	7	48	0.101	7	48	0.241
19:00 - 20:00	5	50	0.135	5	50	0.067	5	50	0.202
20:00 - 21:00	5	50	0.087	5	50	0.048	5	50	0.135
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.280			1.269			2.549

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	7	48	0.009	7	48	0.093	7	48	0.102
08:00 - 09:00	7	48	0.012	7	48	0.155	7	48	0.167
09:00 - 10:00	7	48	0.024	7	48	0.078	7	48	0.102
10:00 - 11:00	7	48	0.027	7	48	0.033	7	48	0.060
11:00 - 12:00	7	48	0.024	7	48	0.009	7	48	0.033
12:00 - 13:00	7	48	0.045	7	48	0.006	7	48	0.051
13:00 - 14:00	7	48	0.024	7	48	0.027	7	48	0.051
14:00 - 15:00	7	48	0.036	7	48	0.024	7	48	0.060
15:00 - 16:00	7	48	0.084	7	48	0.033	7	48	0.117
16:00 - 17:00	7	48	0.072	7	48	0.036	7	48	0.108
17:00 - 18:00	7	48	0.081	7	48	0.033	7	48	0.114
18:00 - 19:00	7	48	0.090	7	48	0.036	7	48	0.126
19:00 - 20:00	5	50	0.095	5	50	0.028	5	50	0.123
20:00 - 21:00	5	50	0.036	5	50	0.012	5	50	0.048
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.659			0.603			1.262

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	7	48	0.003	7	48	0.075	7	48	0.078
08:00 - 09:00	7	48	0.018	7	48	0.149	7	48	0.167
09:00 - 10:00	7	48	0.015	7	48	0.078	7	48	0.093
10:00 - 11:00	7	48	0.024	7	48	0.033	7	48	0.057
11:00 - 12:00	7	48	0.033	7	48	0.036	7	48	0.069
12:00 - 13:00	7	48	0.030	7	48	0.027	7	48	0.057
13:00 - 14:00	7	48	0.042	7	48	0.048	7	48	0.090
14:00 - 15:00	7	48	0.036	7	48	0.030	7	48	0.066
15:00 - 16:00	7	48	0.054	7	48	0.015	7	48	0.069
16:00 - 17:00	7	48	0.060	7	48	0.033	7	48	0.093
17:00 - 18:00	7	48	0.069	7	48	0.039	7	48	0.108
18:00 - 19:00	7	48	0.152	7	48	0.051	7	48	0.203
19:00 - 20:00	5	50	0.091	5	50	0.020	5	50	0.111
20:00 - 21:00	5	50	0.052	5	50	0.008	5	50	0.060
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.679			0.642			1.321

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	7	48	0.012	7	48	0.167	7	48	0.179
08:00 - 09:00	7	48	0.030	7	48	0.304	7	48	0.334
09:00 - 10:00	7	48	0.039	7	48	0.155	7	48	0.194
10:00 - 11:00	7	48	0.051	7	48	0.066	7	48	0.117
11:00 - 12:00	7	48	0.057	7	48	0.045	7	48	0.102
12:00 - 13:00	7	48	0.075	7	48	0.033	7	48	0.108
13:00 - 14:00	7	48	0.066	7	48	0.075	7	48	0.141
14:00 - 15:00	7	48	0.072	7	48	0.054	7	48	0.126
15:00 - 16:00	7	48	0.137	7	48	0.048	7	48	0.185
16:00 - 17:00	7	48	0.131	7	48	0.069	7	48	0.200
17:00 - 18:00	7	48	0.149	7	48	0.072	7	48	0.221
18:00 - 19:00	7	48	0.242	7	48	0.087	7	48	0.329
19:00 - 20:00	5	50	0.187	5	50	0.048	5	50	0.235
20:00 - 21:00	5	50	0.087	5	50	0.020	5	50	0.107
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.335			1.243			2.578

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): 4.28

	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	7	48	0.072	7	48	0.337	7	48	0.409
08:00 - 09:00	7	48	0.146	7	48	0.642	7	48	0.788
09:00 - 10:00	7	48	0.155	7	48	0.349	7	48	0.504
10:00 - 11:00	7	48	0.221	7	48	0.245	7	48	0.466
11:00 - 12:00	7	48	0.209	7	48	0.191	7	48	0.400
12:00 - 13:00	7	48	0.224	7	48	0.164	7	48	0.388
13:00 - 14:00	7	48	0.215	7	48	0.239	7	48	0.454
14:00 - 15:00	7	48	0.224	7	48	0.176	7	48	0.400
15:00 - 16:00	7	48	0.367	7	48	0.194	7	48	0.561
16:00 - 17:00	7	48	0.334	7	48	0.224	7	48	0.558
17:00 - 18:00	7	48	0.436	7	48	0.334	7	48	0.770
18:00 - 19:00	7	48	0.472	7	48	0.281	7	48	0.753
19:00 - 20:00	5	50	0.464	5	50	0.214	5	50	0.678
20:00 - 21:00	5	50	0.254	5	50	0.123	5	50	0.377
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.793			3.713			7.506

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 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	7	48	0.021	7	48	0.048	7	48	0.069
08:00 - 09:00	7	48	0.030	7	48	0.066	7	48	0.096
09:00 - 10:00	7	48	0.021	7	48	0.036	7	48	0.057
10:00 - 11:00	7	48	0.039	7	48	0.030	7	48	0.069
11:00 - 12:00	7	48	0.027	7	48	0.042	7	48	0.069
12:00 - 13:00	7	48	0.033	7	48	0.030	7	48	0.063
13:00 - 14:00	7	48	0.039	7	48	0.045	7	48	0.084
14:00 - 15:00	7	48	0.033	7	48	0.045	7	48	0.078
15:00 - 16:00	7	48	0.048	7	48	0.036	7	48	0.084
16:00 - 17:00	7	48	0.045	7	48	0.042	7	48	0.087
17:00 - 18:00	7	48	0.107	7	48	0.081	7	48	0.188
18:00 - 19:00	7	48	0.054	7	48	0.063	7	48	0.117
19:00 - 20:00	5	50	0.095	5	50	0.067	5	50	0.162
20:00 - 21:00	5	50	0.060	5	50	0.048	5	50	0.108
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.652			0.679			1.331

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	7	48	0.003	7	48	0.015	7	48	0.018
08:00 - 09:00	7	48	0.003	7	48	0.003	7	48	0.006
09:00 - 10:00	7	48	0.012	7	48	0.006	7	48	0.018
10:00 - 11:00	7	48	0.027	7	48	0.024	7	48	0.051
11:00 - 12:00	7	48	0.015	7	48	0.012	7	48	0.027
12:00 - 13:00	7	48	0.018	7	48	0.024	7	48	0.042
13:00 - 14:00	7	48	0.018	7	48	0.021	7	48	0.039
14:00 - 15:00	7	48	0.012	7	48	0.006	7	48	0.018
15:00 - 16:00	7	48	0.003	7	48	0.006	7	48	0.009
16:00 - 17:00	7	48	0.012	7	48	0.012	7	48	0.024
17:00 - 18:00	7	48	0.009	7	48	0.003	7	48	0.012
18:00 - 19:00	7	48	0.003	7	48	0.003	7	48	0.006
19:00 - 20:00	5	50	0.008	5	50	0.004	5	50	0.012
20:00 - 21:00	5	50	0.000	5	50	0.000	5	50	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.143			0.139			0.282

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	7	48	0.000	7	48	0.000	7	48	0.000
08:00 - 09:00	7	48	0.000	7	48	0.003	7	48	0.003
09:00 - 10:00	7	48	0.012	7	48	0.009	7	48	0.021
10:00 - 11:00	7	48	0.003	7	48	0.003	7	48	0.006
11:00 - 12:00	7	48	0.000	7	48	0.000	7	48	0.000
12:00 - 13:00	7	48	0.003	7	48	0.000	7	48	0.003
13:00 - 14:00	7	48	0.000	7	48	0.003	7	48	0.003
14:00 - 15:00	7	48	0.000	7	48	0.000	7	48	0.000
15:00 - 16:00	7	48	0.000	7	48	0.000	7	48	0.000
16:00 - 17:00	7	48	0.003	7	48	0.000	7	48	0.003
17:00 - 18:00	7	48	0.000	7	48	0.000	7	48	0.000
18:00 - 19:00	7	48	0.009	7	48	0.006	7	48	0.015
19:00 - 20:00	5	50	0.004	5	50	0.004	5	50	0.008
20:00 - 21:00	5	50	0.000	5	50	0.000	5	50	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.028			0.062

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	7	48	0.000	7	48	0.048	7	48	0.048
08:00 - 09:00	7	48	0.015	7	48	0.110	7	48	0.125
09:00 - 10:00	7	48	0.009	7	48	0.051	7	48	0.060
10:00 - 11:00	7	48	0.015	7	48	0.018	7	48	0.033
11:00 - 12:00	7	48	0.021	7	48	0.018	7	48	0.039
12:00 - 13:00	7	48	0.018	7	48	0.018	7	48	0.036
13:00 - 14:00	7	48	0.027	7	48	0.036	7	48	0.063
14:00 - 15:00	7	48	0.027	7	48	0.030	7	48	0.057
15:00 - 16:00	7	48	0.036	7	48	0.012	7	48	0.048
16:00 - 17:00	7	48	0.042	7	48	0.024	7	48	0.066
17:00 - 18:00	7	48	0.042	7	48	0.033	7	48	0.075
18:00 - 19:00	7	48	0.134	7	48	0.042	7	48	0.176
19:00 - 20:00	5	50	0.067	5	50	0.016	5	50	0.083
20:00 - 21:00	5	50	0.036	5	50	0.008	5	50	0.044
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.489			0.464			0.953

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									
07:00 - 08:00	7	48	0.000	7	48	0.024	7	48	0.024
08:00 - 09:00	7	48	0.003	7	48	0.024	7	48	0.027
09:00 - 10:00	7	48	0.003	7	48	0.000	7	48	0.003
10:00 - 11:00	7	48	0.003	7	48	0.006	7	48	0.009
11:00 - 12:00	7	48	0.003	7	48	0.012	7	48	0.015
12:00 - 13:00	7	48	0.003	7	48	0.000	7	48	0.003
13:00 - 14:00	7	48	0.000	7	48	0.000	7	48	0.000
14:00 - 15:00	7	48	0.006	7	48	0.000	7	48	0.006
15:00 - 16:00	7	48	0.006	7	48	0.003	7	48	0.009
16:00 - 17:00	7	48	0.012	7	48	0.000	7	48	0.012
17:00 - 18:00	7	48	0.009	7	48	0.000	7	48	0.009
18:00 - 19:00	7	48	0.006	7	48	0.003	7	48	0.009
19:00 - 20:00	5	50	0.020	5	50	0.004	5	50	0.024
20:00 - 21:00	5	50	0.016	5	50	0.000	5	50	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.076			0.166

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	7	48	0.009	7	48	0.093	7	48	0.102
08:00 - 09:00	7	48	0.012	7	48	0.149	7	48	0.161
09:00 - 10:00	7	48	0.024	7	48	0.069	7	48	0.093
10:00 - 11:00	7	48	0.027	7	48	0.033	7	48	0.060
11:00 - 12:00	7	48	0.024	7	48	0.009	7	48	0.033
12:00 - 13:00	7	48	0.045	7	48	0.006	7	48	0.051
13:00 - 14:00	7	48	0.024	7	48	0.027	7	48	0.051
14:00 - 15:00	7	48	0.036	7	48	0.024	7	48	0.060
15:00 - 16:00	7	48	0.084	7	48	0.033	7	48	0.117
16:00 - 17:00	7	48	0.072	7	48	0.033	7	48	0.105
17:00 - 18:00	7	48	0.081	7	48	0.033	7	48	0.114
18:00 - 19:00	7	48	0.090	7	48	0.036	7	48	0.126
19:00 - 20:00	5	50	0.095	5	50	0.028	5	50	0.123
20:00 - 21:00	5	50	0.036	5	50	0.012	5	50	0.048
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.659			0.585			1.244

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	7	48	0.003	7	48	0.003	7	48	0.006
08:00 - 09:00	7	48	0.003	7	48	0.000	7	48	0.003
09:00 - 10:00	7	48	0.009	7	48	0.003	7	48	0.012
10:00 - 11:00	7	48	0.024	7	48	0.018	7	48	0.042
11:00 - 12:00	7	48	0.015	7	48	0.018	7	48	0.033
12:00 - 13:00	7	48	0.015	7	48	0.021	7	48	0.036
13:00 - 14:00	7	48	0.012	7	48	0.009	7	48	0.021
14:00 - 15:00	7	48	0.018	7	48	0.018	7	48	0.036
15:00 - 16:00	7	48	0.000	7	48	0.003	7	48	0.003
16:00 - 17:00	7	48	0.006	7	48	0.009	7	48	0.015
17:00 - 18:00	7	48	0.003	7	48	0.003	7	48	0.006
18:00 - 19:00	7	48	0.003	7	48	0.003	7	48	0.006
19:00 - 20:00	5	50	0.004	5	50	0.004	5	50	0.008
20:00 - 21:00	5	50	0.000	5	50	0.000	5	50	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.115			0.112			0.227

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.*