

A Planning Application by
LINEA UB7 LTD.

In respect of
**Tavistock Works, Tavistock Road,
West Drayton**

Transport Statement

January 2019



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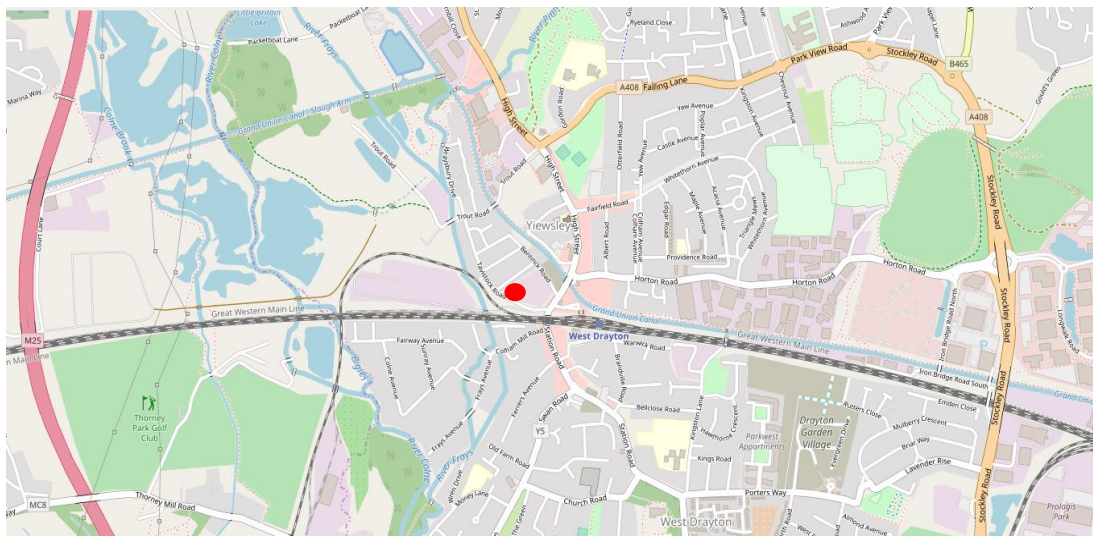
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1 INTRODUCTION

- 1.1 Transport Planning Associates have been commissioned by Linea UB7 Ltd. to provide transport and highways advice and guidance in relation to the proposed redevelopment of the Tavistock Works site in West Drayton.
- 1.2 The redevelopment proposals would replace the existing office building with a mixed residential scheme consisting of seven apartments. The site is located on Tavistock Road, West Drayton, as shown in Figure 1.1.

Figure 1.1 Site Location



Source: www.openstreetmap.org

Report Structure

- 1.3 This Transport Statement is divided into the following sections:
- Section 2 - Existing Situation – considers the sustainability and accessibility of the site.
 - Section 3 - Development Proposals – sets out the proposed development and access arrangements.
 - Section 4 - Policy Review – considers national, regional and local planning policy and guidance which are applicable to the proposed redevelopment.
 - Section 5 - Development Impact – reviews the likely trip generation of the redevelopment proposals and considers the likely impact the proposals will have on the local transport and highway networks.
 - Section 6 - Summary and Conclusion – summaries the report and provides our conclusions.

Report Conclusion

- 1.4 The report concludes that the proposed residential led development is located in a sustainable location, is consistent with planning policy and will not have a detrimental impact on the local transport and highway networks.
- 1.5 It is therefore considered that there are no transport and highways reasons for refusal of the planning application.

2 EXISTING SITUATION

Site Location

- 2.1 West Drayton is a major suburban district in West London, located within the London Borough of Hillingdon.
- 2.2 The site is located on Tavistock Road, which is located off West Drayton High Street. The proposed redevelopment site was a former office building with associated car parking (10 spaces), which is part of a larger redevelopment.
- 2.3 Access to the site is from Tavistock Road via a priority junction.

Existing Transport Infrastructure and Services

Pedestrians

- 2.4 Pedestrian footways are currently provided along both sides of Tavistock Road, High Street, Station Approach and all roads within the local area. On Tavistock Road these footways have a width of approximately 2.4m (nearside) and 2.1m (far-side). These footways provide links from the site to other residential properties and local amenities, such as West Drayton Train Station, bus stops and shopping facilities.
- 2.5 At the eastern end of Tavistock Road, at its junction with High Street, there is a zebra crossing with tactile pavement, dropped kerbs and railings. On the High Street there is a signal controlled crossing for pedestrians which provides access to West Drayton Rail Station. This crossing has tactile pavement and dropped kerbs. This provision of tactile paving and dropped kerb make this site permeable in terms of pedestrian access.
- 2.6 Street lighting is also provided along local roads for the benefit of local pedestrians and cyclists.
- 2.7 The area immediately surrounding the site is a mix of residential developments and a range of commercial and business related land uses, all within walking distances. The presence of footways and crossing facilities on Tavistock Road and the High Street allow for convenient access through the local area on foot.
- 2.8 The Institution of Highways and Transportation's (IHT) publication '*Providing for Journeys on Foot*' (2000) suggests the following acceptable walking distances:

Table 2.1 Providing for Journeys on Foot, 2000

	Town Centre (m)	Commuting/ School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

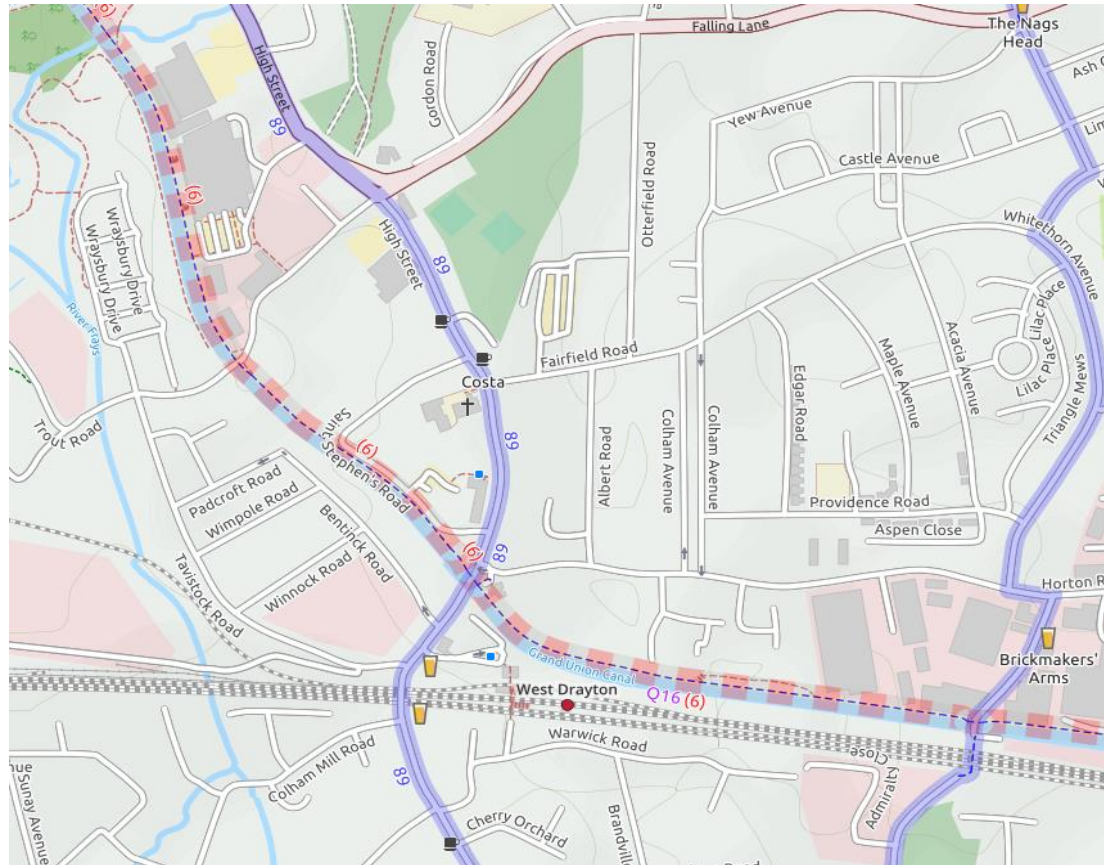
- 2.9 West Drayton town centre is located along High Street and Station Road. Tavistock Road intersects High Street approximately 110m from the proposed site, with Station Road being approximately a 250m walk. Both streets have retail and leisure facilities which include a Morrisons Supermarket, coffee shops, banks, public houses, a post office, pharmacies and restaurants.
- 2.10 The site is located within the IHT's desirable walking distance for town centres which is 200m.
- 2.11 St. Matthews C of E Primary School is located approximately 450m north-east of the site on High Street and is considered to be within desirable walking distance for pupils and parents, again with accordance to the previously mentioned IHT guidance. Furthermore, St Catherine Catholic Primary School, on Money Lane, and West Drayton Academy, on Kingston Lane, are both located within approximately 1,150m of the site, which is slightly beyond the acceptable distance for walking, but well within the preferred maximum.
- 2.12 The site is within approximately 230m of West Drayton Rail Station. The station also has two bus stops located outside. The IHT's 'Providing for Journeys on Foot, 2000' states that the desirable walking distance to "commuting" which includes train / rail stations is 500m, West Drayton Train Station is within this bracket.
- 2.13 There is Doctors surgery located approximately 300m from the site on High Street and nursery located approximately 250m away on Wimpole Road. The IHT's 'Providing for Journeys on Foot, 2000' states that the desirable walking distance to "elsewhere" is 400m, which the site is within.

Cyclists

- 2.14 Within close proximity to the site there is access to two strategic cycle networks. The first is a strategic route (89), an on road cycle network. To the south this route connects to Heathrow Airport and to the north it connects to Uxbridge and Ruslip. This route runs along Station Road/Station Road near to the site. Just to the north of the site along the Canal footpath is a second cycle route (Q16) to the north this route connects to National Cycle Network Routes 6 and 61. To the east this connects to Central London (Paddington Rail Station) via Greenford. This route is entirely off road, utilising the footpaths alongside the Grand Union Canal.

- 2.15 There are some on-road cycling facilities, with cycle lanes along parts of High Street and Station Road.
- 2.16 **Figure 2.1** shows the local cycle networks within close proximity to the site. Within **Appendix A** there is a map showing the local cycle networks within the Borough of Hillingdon.

Figure 2.1 Local Cycle Network



Public Transport Infrastructure

Bus Services

- 2.17 There are a number of bus stops located along High Street and Station Road. On High Street there are two bus stops outside the Morrisons superstore serving both directions. The closest bus stops are located outside West Drayton Rail Station, approximately 230m from the site. These stops are serviced by routes 222, 350, 698, U1, U3 and U5 which are summarised in **Table 2.2**. It should be noted that Route 222 operates 24 hours a day.

Table 2.2 Local Bus Services

Route No.	Route	Service Frequency		
		Monday – Friday	Saturday	Sunday
222	Uxbridge - West Drayton – Hounslow	Every 9-11 Mins (06:00-00:10) Every 30mins (00:10-06:00)	Every 10-12 Mins (06:00-00:10) Every 30mins (00:10-06:00)	Every 12 -20 Mins (06:00-00:00) Every 30mins (00:10-06:00)
350	Heathrow Terminal 5 - West Drayton - Hayes. Asda	Every 15-20 Mins (04:05 – 20:45) Every 30 mins (21:30- 00:30)	Every 18-20 Mins (04:05 – 20:45) Every 30 mins (20:30- 00:30)	Every 19-20 Mins (04:35 – 20:45) Every 30 mins (20:30- 00:30)
698	West Drayton Station – Ickenham Station (Douay Martyrs School) School Bus	4 Services AM 4 Services PM	No Service	No Service
U1	West Drayton Station – Ruislip Station	Every 15 Mins (05:00-19:00) Every 30 Mins (19:00-00:30)	Every 15 - 20 Mins (05:00-20:00) Every 30 Mins (20:00-00:30)	Every 30 Mins
U3	Uxbridge Rail Station – Heathrow Central	Every 9-13 Mins (07:00-19:00) Every 16-20 Mins (19:00-00:12 and 4:20 07:00)	Every 10-15 Mins (07:00-19:30) Every 20-30 Mins (19:30-00:00 and 4:20 07:00)	Every 20-30 Mins (05:00-00:20)
U5	Hayes and Harlington – Uxbridge	Every 12-15 Mins (05:00 – 20:30) Every 20 Mins (20:30-00:10)	Every 12-20 Mins (05:00 – 20:30) Every 20 Mins (20:30-00:10)	Every 20 Mins (06:00-00:00)

- 2.18 The local bus services within the vicinity of the site allow good connections to both the north and the south of the Hillingdon District, as well as connections to important local sites. Important local sites include:
- Heathrow Airport – A large employment site. 7% of the population within Hillingdon work here;
 - Uxbridge Town Centre;
 - Hillingdon Hospital;
 - Hillingdon Hospital and Brunel University London;
 - Stockley Park, a local employment site, which is home to a number of large business;
 - Hayes; and
 - Hounslow.
- 2.19 Service 222 – Is a 24 hour bus service running a north to south between Uxbridge Town Centre to Hounslow Town Centre, further to these locations service 222 also serves: Hounslow West Underground Station providing access to the Piccadilly Line between Heathrow Airport and Central London, and The A4 Bath Road, just north of Heathrow Airport, which has numerous employment sites.
- 2.20 Service 350 - Operates between 4am and midnight, it serves key locations to the south and east of Hillingdon, starting at Heathrow Terminal 5 and running to Asda Hayes Superstore. Further to these locations service 350 also serves: Stockley Park, Hayes Town Centre and Westlands Industrial Estate.
- 2.21 Service U1 - Operates between 5am and midnight, it serves key locations to the north, the service runs from West Drayton Rail Station to Uxbridge Town Centre, the route also serves: Hillingdon Hospital and Brunel University London.
- 2.22 Service U3 - Operates between 4.30am and midnight, it serves key locations to the north and south of the site. The service operates from Heathrow Central Bus Station to Uxbridge Town Centre, in addition it serves: Hillingdon Hospital and Brunel University London. Within Central Bus Station there are numerous other local bus services, as well as long-distance inter-city coach operations.
- 2.23 Service U5 - Operates between 5am and midnight, it serves key locations to the north and south of the site. The service operates from Hayes and Harlington Rail Station to Uxbridge Town Centre. Further to these locations service U5 also serves: Stockley Park, Westlands Industrial Estate and Hillingdon Hospital.

Rail Network

- 2.24 The site is located with 230m of West Drayton Rail Station. The site has direct access via Tavistock Road and Station Approach to the main station entrance. The journey time to Central London varies to from between 21-25 minutes.

- 2.25 West Drayton Rail Station is serviced by Great Western Railway, which provides journeys to multiple destinations including London Paddington, Reading, Didcot, Slough, Hayes and Ealing. A summary of rail services can be seen in **Table 2.3**.

Table 2.3 Local Rail Services from West Drayton Rail Station

Operator	To	Weekday Frequency (Trains Per Hour)	Saturday Frequency (Trains Per Hour)	Sunday Frequency (Trains Per Hour)
GWR (Great Western Railway)	London Paddington	4	4	2
	Reading	4	4	2
	Ealing	4	4	2

- 2.26 West Drayton Rail Station provides good access to local sites in the east and the west. To the west destinations include: Hayes & Harlington, Southall, Hanwell, West Ealing and Ealing Broadway. To the west destinations include: Iver, Langley, Slough, Burnham, Taplow, Maidenhead, Twyford and Reading.
- 2.27 In the future, West Drayton Station will also be serviced by CrossRail services, which will provide up to six trains per hour during the peak and four trains per hour during the off peak. CrossRail will link West Drayton to other stations across central and east London, including: Liverpool Street, Canary Warf and Abbey Wood, which will further increase the connectivity of the site. A route map can be found in **Appendix B**.

Public Transport Accessibility Level

- 2.28 The accessibility of the site can be defined by using the Public Transport Accessibility Level (PTAL) methodology which calculates an Accessibility Index in order to quantify how accessible a site is by public transport services. PTAL is considered to be a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access and service frequency. The Accessibility Index of the site has been determined in accordance with Transport for London's (TfL) Transport Assessment Best Practice Guidance, the full analysis can be found in **Appendix C**.
- 2.29 The site is well placed in terms of accessibility with PTAL levels of moderate to good. TfL's PTAL (Base year) output for the development is 3, with a PTAL rating of 4 being found at West Drayton Rail Station. This PTAL rating is not the most sustainable, but is reasonable for suburban area. It is also important to note that this rating might increase with the introduction of Crossrail services from the station which will increase train frequency. The proposed development is consistent with national and local policy and the residual impacts of the proposals are not 'severe' in NPPF terms.

- 2.30 The PTAL tool can be used to forecast any changes in PTAL of the site. The forecasts for 2021 and 2031, expected there to be no change in the PTAL rating at the site, despite the introduction of Crossrail. It is understood that while PTAL rating gives a general indication of accessibility, other factors should be taken into account when determining how accessible a site is.
- 2.31 The introduction of Crossrail will not only increase frequency to West Drayton, but also increase overall connectivity of the site to the wider London area and beyond. Currently rail access is only provided into West London, with the introduction of Crossrail will provide direct connections throughout Central and East London significantly increasing the number of commuter destinations which are accessible from the Site without the need to change. These destinations include: Bond Street, Liverpool Street, Canary Wharf Stratford and Shenfield.
- 2.32 Further to this the expected journey times into London are expected to be reduced due to the introduction of Crossrail, a factor that is not accounted for by PTAL calculations.

Local Highway Network

- 2.33 Tavistock Road runs roughly east to a priority junction with West Drayton High Street. Just south of this junction is a railway bridge, there are no signposted height restrictions for this bridge. Approximately 200m south of the priority junction the High Street becomes Station Road. This road continues in a roughly south easterly direction for around 2.6km (becoming Sipson Road, then Cherry Lane). At this point the road reaches the A408, Stockley Road. This roundabout has access to junction 4 of the M4 motorway, with access Central London, Heathrow Airport, Reading, Swindon, Bristol and South Wales.
- 2.34 All roads within the local area have a speed limit of 30mph, with the exception of a small section of High Street (Approximately 300m north of the site) which is 20 mph.
- 2.35 To the north of the junction, over the mini roundabout, there is a bridge over the Grand Union Canal. Past this there is a priority junction on to Horton Road, which gives direct access to Stockley Park a large area for employment. Continuing along the High Street is also another key transport passage with the High Road providing access to the West London Industrial Park, Uxbridge and Junction 1 of the M40 motorway.
- 2.36 To the northwest on Trout Road, A road off a mini roundabout at the opposite end of Tavistock road to High Street Tavistock Road, there is a weight restricted bridge (17T m.g.w).

Parking

- 2.37 The local roads surrounding the site have parking restrictions. Tavistock Road, Winnock Road, Wimpole Road, Bentinck Road and Padcroft Road all have controlled parking, mostly in the form of resident permit parking, although there are small amounts of pay and display. Along High Street there are double yellow lines.

- 2.38 There are two Controlled Parking Zones (CPZ) within the vicinity of the site. These are Yiewsley Zone 1 (Y1) and West Drayton Zone 1 (WD1). CPZ Y1 covers the roads within the immediate vicinity, including Tavistock Road, Winnock Road, Wimpole Road and Bentick Road. CPZ WD1 covers the area to the south of the railway bridge.
- 2.39 A parking beat survey was undertaken in November 2018 to allow for an accurate understanding of the parking trends within the vicinity of the site. The surveys were carried out by Advanced Transport Research Ltd. and are described in the following paragraphs. The parking beat surveys covered all roads within 200m of the site, they took place on the nights of the 21st and 22nd of November between 01:00am and 05:00am, this is in accordance the Lambeth Methodology.
- 2.40 The parking beat surveys looked at the parking demands in the following streets: Bentinck Road, Tavistock Road, Wimpole Road, Winnock Road, Station Road, High Street and Colham Mill Road. These parking surveys are split between two controlled parking zones Y1 and WD1.
- 2.41 The full results and the parking beat maps can be found in **Appendix D**.
- 2.42 The results of the study show that there are relatively high levels parking stress in the local area. Over the two survey nights the total parking stress was calculated as 79%. On the first survey night this was 75% and on the second survey night it was 86%.

Personal Injury Accident Data

- 2.43 Personal Injury Accident (PIA) data is collected by the police about road traffic accidents where someone is injured, the PIA data records the location of the accident, the severity of the accident (ranked either: Slight, Serious or Fatal), the cause of the accident, the vehicles or persons involved and the conditions.
- 2.44 PIA is recorded into three brackets dependant on the severity of the incident. The three brackets are slight, serious and fatal. A definition of each is outlined below:
- **Slight accident:** One in which at least one person is slightly injured but no person is killed or seriously injured. Slight injury is defined as an injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.
 - **Serious accident:** One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed. Serious injury is define as an injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing's, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.
 - **Fatal Accident:** One in which a person is killed.

- 2.45 PIA data has been obtained from TfL for the most recent three years (36 months) up to February 2018 for the vicinity of the site. The full report as well as a map of the accidents can be found in **Appendix E**.
- 2.46 In the immediate vicinity of the site, within approximately 250m, there were nine recorded accidents. All of these accidents were recorded as slight. Six of these accidents took place along High Street, one was located on Station Approach, one was located on Station Road and one was located on Bentinck Road. This equates to one accident every four months, but none occurred on Tavistock Road.
- 2.47 The PIA data for the area near to the site recorded a total of 62 accidents over a 36 month period. This equates to just under two accidents every month. Of these accidents 59 were classed as slight and three as serious, there were no recorded fatal accidents. These accidents (54) primary focused upon High Street, Station Road and Falling Lane; these roads the major roads in the area. There were only three accidents recorded in residential zones.
- 2.48 Of the 62 accidents that occurred in the local area 15 (24%) involved pedestrians. However a number of these resulted from falls on public service vehicles.
- 2.49 Of the 62 accidents that occurred in the local area 15 (24%) took place in dark conditions, with 14 (23%) taking place in wet conditions.
- 2.50 Of the accidents that happened in the vicinity of the site, all were recorded as human error. There is no apparent deficiency in the local road network that needed to be addressed.

Traffic Data

- 2.51 Traffic surveys were undertaken in November 2018 to allow for an accurate understanding of the movement of vehicles near the site. The surveys were carried out by K & M Traffic Surveys and are described in the following paragraphs. Traffic data was collected through two Automatic Traffic Counts (ATC) used and two Manual Classified Counts (MCC).
- 2.52 Manual Classified Counts (MCCs) were carried out at two junctions, Tavistock Road's priority junction with High Street and on the mini roundabout which connects Station Approach and High Street. These were recorded in 15-minute intervals between 7:00 and 10:00 and 16:00 and 19:00 on Tuesday 13 November 2018. The MCCs also measured queue length at 5-minute intervals during the same period.
- 2.53 Two Automatic Traffic Counts (ATC) was undertaken between the 9th and 15th of November 2018, this week period included the day in which the MCCs were undertaken. The ATCs collected vehicle volumes, types and speed. The survey data is included within **Appendix F**.

Traffic Speeds

- 2.54 With regards to the speeds, the average and 85th percentile values at the ATC locations are shown in **Table 2.4**.

Table 2.4 ATC Speeds

Location	Direction	Average (mph)	85th Percentile (mph)	Speed Limit (mph)
High Street	Northbound	20.7	25.3	30
	Southbound	18.4	24.6	30
Tavistock Road	Eastbound	19.1	23.4	30
	Westbound	19.6	23.9	30

- 2.55 The results in **Table 2.4** display that there are no apparent speeding issues on either Tavistock Road or on High Street. In both instances the recorded average speeds are nearly all less than 20mph; furthermore the 85th percentile speeds are also nearly 5mph below the limit.

Traffic Volumes

- 2.56 With regards to volume, the average five-day flows for High Street and Tavistock Road have been calculated. These values have also been split the AM and PM peaks and a daily overall figure. The traffic volumes for High Street and Tavistock Road can be seen in **Table 2.5**.

Table 2.5 Average 5 day flows for High Street and Tavistock Road

Traffic Volumes	High Street Traffic Volumes			Tavistock Road Traffic Volumes		
	Northbound	Southbound	Two-way Flow	Eastbound	Westbound	Two-way Flow
AM Peak (0800-0900)	778	588	1,366	116	65	181
PM Peak (1700-1800)	596	702	1,298	154	69	223
Daily (0000-2400)	9,575	9,879	1,9454	1,425	796	2,221

- 2.57 The ATC data shows that on the average day between 00:00 and 24:00hr, 9,575 vehicles use the High Street in an northbound direction and 9,879 vehicles use High Street in a southbound direction, meaning that a combined total two-way daily flow of 19,454 vehicles use this section of High Street. In the AM peak (08:00-09:00) 778 vehicles use the High Street in a northbound direction and 588 vehicles use High Street in a southbound direction, a total two-way flow of 1,366 in the morning peak. In the PM peak (17:00-18:00) 596 vehicles use the High Street in a northbound direction and 702 vehicles use High Street in a southbound direction, a total two-way flow of 1,298 in the evening peak.
- 2.58 The ATC data shows that on the average day between 00:00 and 24:00hr, 1,425 vehicles use the Tavistock Road in an eastbound direction and 796 vehicles use Tavistock Road in a westbound direction, meaning that a combined total two-way daily flow of 2,221 vehicles use Tavistock Road. In the AM peak (08:00-09:00) 116 vehicles use Tavistock Road in an eastbound direction and 65 vehicles use Tavistock Road in a westbound direction, a total two-way flow of 181 in the morning peak. In the PM peak (17:00-18:00) 154 vehicles use the Tavistock Road in an eastbound direction and 69 vehicles use Tavistock Road in a westbound direction, a total two-way flow of 223 in the evening peak.

Summary

- 2.59 The site is located within an easily accessible location, with good transport links in terms of frequency, proximity and connections.
- 2.60 There are good public transport connections linking the site to locations in the north, east, south and west. These services also allow convenient connections to a number of key locations including Heathrow Airport, Stockley Park, Westlands Industrial Estate, Hillingdon Hospital, Uxbridge Town Centre, Hayes Town Centre and London Brunel University.

3 DEVELOPMENT PROPOSALS

Proposed Development

- 3.1 The redevelopment proposals would replace the existing 316 sq. m office building and adjoining car park with a residential scheme consisting of seven apartments.
- 3.2 The building will consist of two stories, the apartments will be split over both floors. The composition of these apartments is outlined in **Table 3.1**. The site plans can be found in **Appendix G**

Table 3.1 Building Composition

Floor	Apartments	Total Apartments
Ground	2 x Studio 3 x 1 bedroom	5
First	2 x Studio	2
Total	7	7

Pedestrian and Cycle Access

- 3.3 Pedestrian and cycle access to the site will be situated on Tavistock Road. The entrance will be located to the east of the site.
- 3.4 Cycle storage facilities are located on the ground floor, just inside the main entrance hall of the building. Within here space will be provided for up to nine bicycles in line with the London Plan, the emerging draft London Plan and the Hillingdon Local Plan.

Parking

- 3.5 This development will provide seven parking spaces, with one space allocated to each apartment in line with the London Plan, the emerging draft London Plan and the Hillingdon Local Plan. Access to the car park will be from Tavistock Road. Swept paths showing access to from the site in forward gear are shown in TPA drawings SP19-SP25, which are reproduced in **Appendix H**.

Serving and Deliveries

- 3.6 Refuse collection will take place from Tavistock Road, as currently occurs for the majority of properties in the immediate area surrounding the site.
- 3.7 The bin store is located just inside the main entrance to the site.

Emergency Access

- 3.8 Emergency vehicles will be able to access the site from Tavistock Road, as currently occurs for the majority of properties in the immediate area surrounding the site.

4 POLICY REVIEW

Overview

4.1 This Chapter of the Transport Statement refers to relevant national and local land use and transport planning policies. The policy context will outline how the transport infrastructure of the proposed development meets governmental requirements: The documents which have been reviewed in relation to this planning application include;

- The National Planning Policy Framework (2018);
- The National Planning Practice Guidance Document (2014);
- The London Plan (2016);
- The New London Plan;
- The London Borough of Hillingdon: Local Plan: Part 1 (2012); and
- The London Borough of Hillingdon: Local Plan: Part 2.

National Planning Policy

National Planning Policy Framework (2018)

4.2 The Government's National Planning Policy Framework ("NPPF") updated on 24th July 2018.

4.3 As part of the core land-use planning principles, the Government wants to:

"Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

4.4 A sustainable transport mode is described as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport" (Annex 2, p. 72).

4.5 The basis of transport policy within the NPPF is stated as:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making." (Paragraph 103)

4.6 This site is within a well-connected area with good cycle and pedestrian infrastructure, public transport links, and therefore it is considered that the site is located in a sustainable location.

4.7 Transport is recognised as having an important role in supporting sustainable development:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.” (para.111)

4.8 In supporting sustainable development, planning decision makers are advised to consider opportunities for sustainable transport to reduce the need for major transport infrastructure and achieve safe and suitable site access. Importantly,

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” (para. 109)

4.9 The proposed development will have a negligible impact on the local road and public transport networks, therefore there is no reason for the refusal of the application on highway grounds.

4.10 In continuation of previous government policy, the Government seeks the minimisation of the need to travel and a maximisation of the use of sustainable transport modes to/from development (par. 108)

4.11 The NPPF states that Planning policies should:

- ***“Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;***
- ***Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;***
- ***Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;***
- ***Provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);***
- ***Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such***

development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

- ***Recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy.” (para. 104).***

4.12 The proposed site is consistent with the policy outlined above.

4.13 The NPPF (2018) states that where practical, a new development should:

- ***“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;***
- ***Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;***
- ***Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;***
- ***Allow for the efficient delivery of goods, and access by service and emergency vehicles; and***
- ***Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.” (para. 110)***

4.14 The proposed site has a major focus on pedestrian and cycle movements with the development being located within a town centre environment. The site also has access to high quality public transport facilities with connection to frequent rail and bus services. This is in line with NPPF policy.

National Planning Practice Guidance (2014)

4.15 The National Planning Practice Guidance (NPPG) was produced by the Department for Communities and Local Government in 2014 and ***“provides advice on when Transport Statements and Transport Assessments are required and what they should contain.”***

4.16 It states that “Travel Plans, Transport Assessments and Statements can positively contribute to:

- ***Encouraging sustainable travel;***
- ***Lessening traffic generation and its detrimental impacts;***

- ***Reducing carbon emissions and climate impacts;***
 - ***Creating accessible, connected, inclusive communities;***
 - ***Improving health outcomes and quality of life;***
 - ***Improving road safety; and***
 - ***Reducing the need for new development to increase existing road capacity or provide new roads.”***
- 4.17 In determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account the following considerations:
- ***“The Transport Assessment and Statement policies (if any) of the Local Plan;***
 - ***The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);***
 - ***Existing intensity of transport use and the availability of public transport;***
 - ***Proximity to nearby environmental designations or sensitive areas;***
 - ***Impact on other priorities/strategies (such as promoting walking and cycling);***
 - ***The cumulative impacts of multiple developments within a particular area; and***
 - ***Whether there are particular types of impacts around which to focus the Transport Assessment or Statement (eg assessing traffic generated at peak times).”***
- 4.18 The key principles that “Travel Plans, Transport Assessments and Statements should be:
- ***“Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;***
 - ***Established at the earliest practicable possible stage of a development proposal;***
 - ***Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);***
 - ***Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”***

London Plan (2016)

- 4.19 The London Plan, concerning all the 32 London Boroughs and the Corporation of London sets out policies to accommodate the expected growth of the city in a sustainable way covering the period up to 2031.
- 4.20 Chapter 3 of the London Plan, “*London’s People*”, addresses housing supply in Policy 3.3:

“The Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford.”

4.21 Chapter 6 of the London Plan, “London’s Transport”, addresses London’s transport aims. It sets out six themes, these are:

- ***“Supporting economic development and population growth;***
- ***Enhancing the quality of life for all Londoners;***
- ***Improving the safety and security of all Londoner;***
- ***Improving transport opportunities for all Londoner;***
- ***Reducing transport’s contribution to climate change, and improving its resilience; and***
- ***Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy.”***

4.22 Chapter 6 of the London Plan also sets out the 15 policies intended to support delivery of the plan’s 6th objective which is to ensure that London is:

“A city where it is easy, safe and convenient for everyone to access jobs opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling and makes better use of the Thames, and supports delivery of all objectives of this plan.”

4.23 Policy 6.1 focuses upon London’s strategic approach to integrate transport and development. The plan states that that: ***“All relevant partners to encourage the closer integration of transport and development through the schemes by:***

- ***Encouraging patterns and nodes of development that reduce the need to travel, especially by car***
- ***Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand.***
- ***Supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations.***
- ***Improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London***

- ***Seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use***
- ***Facilitating the efficient distribution of freight whilst minimising its impacts on the transport network***
- ***Supporting measures that encourage shifts to more sustainable modes and appropriate demand management***
- ***Promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced***
- ***Promoting walking by ensuring an improved urban realm***
- ***Seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.”***

4.24 There is a large range of amenities and public transport services located within walking or cycle distance of the site is likely to reduce the reliance on the private car, and therefore the site conforms to Policy 6.1 above.

4.25 Policy 6.3 in the London Plan, focus upon assessing the effects of development on transport capacity. It states that there are three main planning decisions:

1. ***“Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.***
2. ***Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account***
3. ***Transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan¹ and should be co-ordinated with travel plans.”***

4.26 The proposed development will have a no effect on public transport. Within the peak hours there are approximately 24 bus services serving the site in each direction, the expected flow generation from the site would reduce the number of public transport users.

New London Plan

- 4.27 The London Plan is the statutory Spatial Development Strategy for Greater London prepared by the Mayor of London in accordance with the Greater London Authority Act 1999 and associated regulations. A draft new London Plan was published by the Mayor for consultation in December 2017.
- 4.28 Within the Draft New London Plan there are several policies relating to transport and new developments. The first policy is Policy T1 - Strategic approach to transport. This policy consists of two parts:
- A. *“Development Plans and development proposals should support and facilitate the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041; and***
 - B. *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.”***
- 4.29 Another key policy outline in the Draft New London Plan is Policy T4 - Assessing and mitigating transport impacts. It states that:
- A. *“Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.***
 - B. *Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and servicing Plans will be required in accordance with relevant Transport for London guidance 142.***
 - C. *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.***
 - D. *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission may will be contingent on the provision of necessary public transport and active travel infrastructure.***

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

F. Development proposals should not increase road danger.

4.30 The proposed development meets all of the requirements outlined in the Draft New London Plan.

Hillingdon Local Plan: Part One (2012)

4.31 The Hillingdon Local Plan (2012) set out the strategic policies, in the area around the proposed site.

4.32 One of its key policies of the Hillingdon Local Plan is policy 1T. This Policy states that:

- ***“The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision;***
- ***The Council will ensure access to local destinations which provide services and amenities; and***
- ***The Council will promote active travel through improvements to Hillingdon’s public rights of way.”***

4.33 The proposed site has good cycle and walking facilities that provide access to local amenities and transport hubs, as such the proposed site is in line with Policy 1T.

4.34 The Hillingdon local Plan (2012) also sets out standards for local destinations, its focus is ensuring:

“That local destinations are accessible by good quality, safe and convenient transport is essential to achieving sustainable development. ‘Local destinations’ are locations which provide services and amenities including health, education, employment and training, local shopping, community, culture, sport and leisure facilities. It is vital for people to be able to access these types of destinations through well planned routes and integrated public transport, especially for those without a car and for those in more remote parts of the borough.”

Hillingdon Local Plan: Part Two

4.35 The Local Plan Part 2 comprises Development Management Policies, Site Allocations and Designations and Policies Map. It will deliver the detail of the strategic policies set out in the

Local Plan Part 1: Strategic Policies (2012) and together they will form the comprehensive development approach for Hillingdon up to 2026.

- 4.36 Policies DMT1 and DMT2 are the basis for transport policy for new developments. Policy DMT1: Managing Transport Impacts, states:

A. Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i. be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;***
- ii. maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;***
- iii. provide equal access for all people, including inclusive access for disabled people;***
- iv. adequately address delivery, servicing and drop-off requirements; and***
- v. Have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.***

B. Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the thresholds set out in Table 8.1 and any subsequent update to these thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

- 4.37 Policy DMT2 focuses on highway impacts, it states:

“Development proposals must be compatible with the safe and efficient movement of the highway and therefore must ensure that:

- i) Safe and efficient vehicular access to the highway network is provided to the Council’s standards;***
- ii) They do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;***

iii) Safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) Impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

v) There are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity."

4.38 The proposed development meets all of the requirements outlined in the Local Plan Part Two.

Local Parking Standards

Car Parking

4.39 The local parking standards are set out in the Hillingdon Local Plan as AM14. These parking standards are the same those adopted by the London Plan (2016) which provides guidance on parking issues relating to new developments and existing developments. It forms part of the Council's planning framework and is a material consideration in the determination of planning applications.

4.40 Policy AM14 states the maximum residential parking standards for residential developments (C4) for sites with 1-2 beds is less than 1 parking space per unit.

4.41 Policy AM14 also notes that: ***"All developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit"*** it continues to state that: ***"All of the standards are maximum (unless otherwise stated) allowing for flexibility to enable developers to provide fewer car parking spaces where this is appropriate, particularly in locations which are accessible to those walking, cycling or arriving by public transport"***.

4.42 In addition to current policy both the New London Plan and the Hillingdon Local Plan have outlined new parking standards.

4.43 Within the emerging local plan, Policy DMT 6: Vehicle Parking, sets the parking standards, for flats these are:

"3 - 4 or more bedrooms - 2 spaces per unit

1 – 2 bedrooms - 1.5 - 1 spaces per unit

Studio - 1 space per 2 units

(a) Proposals must also accommodate visitor's car parking on-site additional to the above

(b) Car parks must be allocated to dwellings."

4.44 Within the emerging local plan it also states that

The Council may agree to vary these requirements when:

i) The variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) A transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

4.45 Within the New London Plan the Parking Standards are outlined in **Table 4.1**.

Table 4.1 New London Plan Parking Standards

Location	Maximum parking provision
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	Car free
Inner London PTAL 3	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1 Outer London PTAL 3	Up to 0.75 spaces per dwelling
Outer London PTAL 2	Up to 1 space per dwelling
Outer London PTAL 0 – 1	Up to 1.5 spaces per dwelling

4.46 However, The New London Plan states that:

A. "Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

- B. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('carlite'). Car-free development has no general parking but should still provide disabled persons parking in line with part D of this policy.***
- C. An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.***
- D. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1."***

- 4.47 The proposed development will provide seven allocated parking spaces, and therefore the proposed development is in-line with the car parking standards set out in the Hillingdon Local Plan: Part One (2012), The London Plan (2016), The New London Plan and the emerging Hillingdon Local Plan: Part 2.

Cycle Parking

- 4.48 Minimum parking cycle parking standards are outlined in the London Plan (2016).
- 4.49 The minimum cycle parking standards for C3-C4 (residential dwellings) is split between long and short stay. For long stay the minimum cycle parking requirements are 1 space per studio and 1 bedroom unit and 2 spaces per all other dwellings. For short stay the minimum cycle parking requirement is given as 1 space per 40 units.
- 4.50 This development is in line with the Hillingdon Local Plan, the London Plan and the Draft London Plan. The site has the required number of cycle parking space with 9 spaces being provided.

Summary

- 4.51 The site is considered to conform to all local and national planning policy.

5 DEVELOPMENT IMPACT

Trip Generation

- 5.1 Trip Rate Information Computer System (TRICS) database v.7.5.1 has been used to ascertain suitable trip rates from the former and proposed development. The full TRICS reports are enclosed at **Appendix I and J**. Any arithmetic errors are due to rounding, unless stated otherwise.

Existing Site

- 5.2 To determine the likely trip generation of the former office building, the following selection criteria was used to find similar sites within the TRICS database which included:

- Land Use Class: 02 Employment;
- Sub Land Use: A Office;
- Located within Greater London;
- Multimodal surveys;
- Tuesday, Wednesday and Thursday Survey;
- Located within “Town Centre” and “Edge of Town Centre” and “Suburban Area” locations; and,
- Survey within the latest eight years.

- 5.3 The TRICS database yielded a total of 10 sites however four sites were manually deselected as the site was not suitable for comparison. The site selection is summarised in **Table 5.1**.

Table 5.1 TRICS Site Selection – Former Land Use

TRICS Ref.	Location	Survey Date	Gross Floor Area (GFA)
BT-02-A-02	Wembley	22/06/10	4,570
BT-02-A-03	Wembley	3/06/15	920
BT-02-A-04	Wembley	14/05/15	10,625
CN-02-A-03	Fitzrovia	06/12/17	24,220
HD-02-A-09	Hayes	26/06/18	12,100
WH-02-A-02	Battersea	10/05/1	1,215

Source: TRICS version 7.5.1

- 5.4 The full TRICS report for the existing site can be found in **Appendix I**.

- 5.5 Based on the former Gross Floor Area (GFA) of the office building (361 m²), **Table 5.4** shows the multimodal trip generation and trip rates for the office building.

Table 5.2 Multimodal Trip Rates and Generation for Existing Office Building

	AM (08:00 - 09:00)				PM (17:00 - 18:00)				Daily	
	Arrive		Depart		Arrive		Depart			
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
Veh.	0.638	2	0.046	0	0.055	0	0.545	2	3.895	12
Ped.	0.362	2	0.147	0	0.071	0	0.219	1	6.265	20
Cycle	0.181	1	0	0	0.002	0	0.152	0	0.82	3
PT.	1.637	5	0.037	0	0.077	0	1.546	5	8.989	29

- 5.6 As shown in **Table 5.2**, the vehicular trip generation of the office building is anticipated to have had a total trip generation of two vehicular movements during the AM peak hour, two vehicular movements during the PM peak hour and a total daily flow of 12 vehicles.
- 5.7 **Table 5.2**, also shows the expected trip generations for pedestrians, cyclists and public transport users. The former office had an anticipated total two-way daily flow of three cyclists, 20 pedestrians and 29 public transport users.

Proposed Development

- 5.8 To determine the likely trip generation for the proposed development, a new set of trip rates derived for the residential development.
- 5.9 The following selection criteria was used to find similar sites within the TRICS database which included:
- Land Use Class: 03 – Residential;
 - Sub Land Use: C – Flats Privately Owned;
 - Located within Greater London;
 - Multimodal surveys;
 - Tuesday, Wednesday and Thursday Surveys; and,
 - Survey within the latest eight years.
- 5.10 The TRICS database yielded a total of three sites and the site selection is summarised in **Table 5.3**.

Table 5.3 TRICS Site Selection – Proposed Residential

TRICS Ref.	Location	Survey Date	Number of Dwellings
BT-03-C-01	Brent	28/09/16	170
HG-03-C-02	Haringey	01/10/14	30
HV-03-C-02	Havering	22/11/16	493

Source: TRICS version 7.5.1

- 5.11 The full TRICS report for the proposed flats can be found in **Appendix J**.
- 5.12 Based on the proposed 7 residential flats, **Table 5.4** shows the multimodal trip generation for the proposed development.

Table 5.4 Trip Rates and Generation for Residential Development

	AM (08:00 - 09:00)				PM (17:00 - 18:00)				Daily	
	Arrive		Depart		Arrive		Depart			
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
Veh.	0.026	0	0.084	1	0.091	1	0.052	0	1.686	12
Ped.	0.017	0	0.097	1	0.046	0	0.020	0	0.939	7
Cycle	0.001	0	0.004	0	0.004	0	0.001	0	0.050	0
PT.	0.007	0	0.110	1	0.055	0	0.016	0	1.004	7

- 5.13 As shown in **Table 5.4**, the vehicular trip generation of the proposed development is anticipated to have had a total two way trip generation of one vehicular movement during the AM peak hour, one vehicular movement during the PM peak hour and a total daily flow of 12 vehicles.
- 5.14 **Table 5.4**, also shows the expected trip generations for pedestrians, cyclists and public transport user. The proposed development has an anticipated total two-way daily flow of zero cyclists, seven pedestrians and seven public transport users.

Development Impact

- 5.15 The former and proposed trip rate in the tables above have been used to compare the potential net impact the proposed development could generate. This is illustrated in **Table 5.5** below.

Table 5.5 Net Impact of the proposed development

Transport Mode	Net Impact of Development						
	AM (08:00 - 09:00)			PM (17:00 - 18:00)			Daily (2-way)
	Arrive	Depart	Total	Arrive	Depart	Total	
Veh.	-2	1	-1	+1	-2	-1	0
Ped.	-2	1	-1	0	-1	-1	-13
Cycle	-1	0	-1	0	0	0	-3
PT.	-5	1	-4	0	-5	-5	-22

- 5.16 The data given in **Table 5.5** shows that there will be a small decrease in the number of vehicles during the peak hours. In the morning peak there is expected to be a net two-way decrease of one vehicle and in the evening peak there is expected to be a net two-way decrease of one vehicle. In total there is expected to be no change in the number of vehicles.
- 5.17 For pedestrians, it is expected that there will be a small decrease in the number of pedestrians. In the morning peak there is likely to be a net two-way decrease of one pedestrian. In the evening peak there is likely to be a net two-way decrease of one pedestrian. In total there is expected to be a daily a two-way decrease of 13 pedestrians. Given the reduction in pedestrian numbers there is expected to be no impact on the local pedestrian infrastructure.
- 5.18 For cyclists, it is expected that there will be a small decrease in the number cyclists. In total there is expected to be a daily a reduction of three cyclists. There is not expected to be net increase or decrease in cyclists during the peak hours. Given the reduction in cycle numbers there is expected to be no impact on the local cycle infrastructure.
- 5.19 For public transport users, it is expected that there is likely to be a small decrease in the number of public transport users with net two-way decrease of 22 public transport users on a daily basis. In the morning peak there is likely to be a net two-way decrease of four public transport users. In the evening peak there is likely to be a net two-way decrease of five public transport users. Given the reduction, there is expected to be a positive impact on the local public transport network, with a reduction I demand expected.

Flow Variation

- 5.20 The expected number of trips generated by the proposed site are expected to generate a minimal increase to the daily flow variation along both Tavistock Road and High Street.
- 5.21 On Tavistock Road, during the AM peak the daily variation in traffic flow is 50 vehicles, and in the PM peak there is a daily variation of 77 vehicles. Due to the slight reduction in trips associated with it is expected that there will be increase in the daily variation from 50 to 51 in the AM peak and from 77 to 78 in the PM peak.
- 5.22 On High Street, during the AM peak the daily variation in traffic flow is 132 vehicles, and in the PM peak there is a daily variation of 232 vehicles. Due to the slight reduction in trips associated with it is expected that there will be increase in the daily variation from 132 to 133 in the AM peak and from 232 to 233 in the PM peak.
- 5.23 **Table 5.8** sets out the likely impact of the proposed development on the local highway network.

Table 5.6 Daily Flow Increase

Period	Expected Number of Additional Trips	Average Flow	Flow Variation
<i>Tavistock Road</i>			
AM	-1	180	-0.56%
PM	-1	223	-0.45%
Daily	0	2222	0.00%
<i>High Street</i>			
AM	-1	1366	-0.07%
PM	-1	1299	0.08%
Daily	0	19451	0.00%

- 5.24 **Table 5.8** indicates that the proposed redevelopment of the site would result in a reduction in the number of vehicle trips related to the site. As such there will be, albeit minimal, a reduction in the traffic flow along Tavistock Road and High Street.
- 5.25 On Tavistock Road, the proposed redevelopment could result in a reduction in traffic flow by approximately -0.56% in the AM peak and -0.45% in the PM peak.

- 5.26 On High Street, the proposed redevelopment could result in a reduction in traffic flow by approximately -0.07% in the AM peak and -0.08% in the PM peak.

COMAG Site

- 5.27 The COMAG site, which is adjacent to the proposed development site, on Tavistock Road was supported by a Transport Assessment prepared by WSP and as part of the planning application a number of junctions were assessed in terms of their operational capacity and the results accepted as being correct. The resultant RFC values for the two local junctions are summarised in **Table 5.9**

Table 5.7 RFC results from WSP report for COMAG Site

	RFC		
Station Road/ Station Approach Junction			
	High Street North	High Street South	Station Approach
AM Peak (08:00-09:00)	0.642	0.644	0.285
PM Peak (17:00-18:00)	0.670	0.573	0.309
High Street/ Tavistock Road Junction			
	High Street North	Tavistock Road (left turn)	Tavistock Road (right turn)
AM Peak (08:00-09:00)	0.114	0.488	0.167
PM Peak (17:00-18:00)	0.048	0.563	0.211

- 5.28 The results of the junction assessments demonstrated that both junctions would operate within capacity during the peak hours. The WSP report also found that for after construction and occupation of the COMAG site:

“Both junctions are still expected to operate well within capacity. On some approaches there would be minor reductions in RFCs/queues and on other approaches there would be minor increases. Overall the proposed development will have a negligible impact.”

- 5.29 It should be noted that these flows would have included trips associated with the proposed development site, which as demonstrated above will reduced as part of the redevelopment. Therefore, the reduction in traffic flows, albeit minimum, are likely to have a positive impact on the operational capacity of the junctions.

- 5.30 Given the limited number of vehicle movements related to the proposed development and the spare capacity available at the two local junctions it is considered that both of the junctions would continue to operate within capacity. As such no junction capacity assessments are considered necessary.

Summary

- 5.31 The proposed development will have no impact on the local highway or public transport infrastructure due to the reduction in journeys expected to the site.

6 SUMMARY AND CONCLUSION

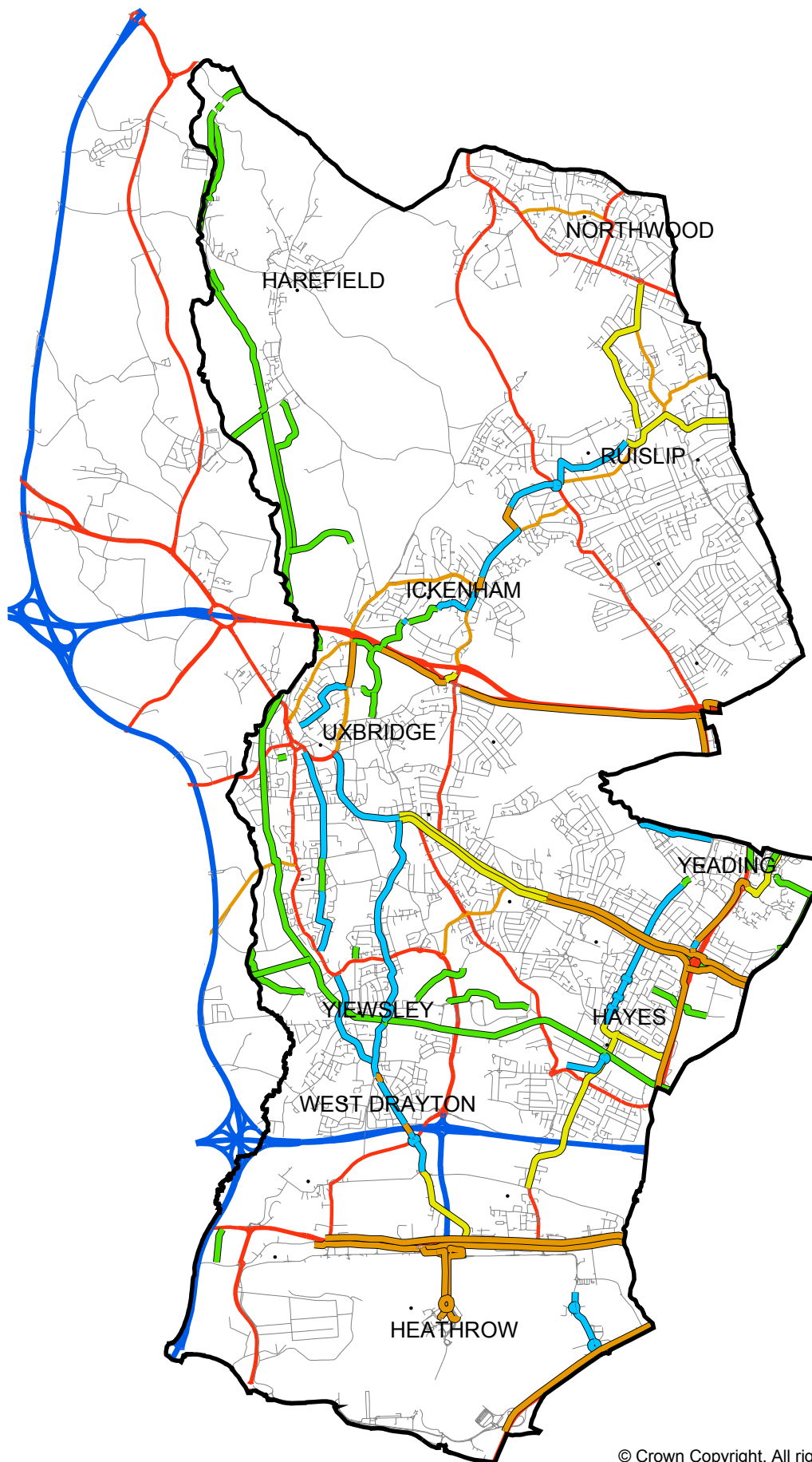
Summary

- 6.1 Transport Planning Associates have been commissioned by Linea UB7 Ltd to provide transport and highways advice and guidance in relation to the proposed redevelopment of the Tavistock Works, West Drayton.
- 6.2 The redevelopment proposals would replace the existing office with a residential scheme consisting of seven apartments. The development will provide seven car parking spaces for residents, in addition the development will also provide a total of nine cycle parking spaces.
- 6.3 The site is located in a highly sustainable location, being within walking distance of local services and facilities, as well as a number of bus services and local rail station which both provide high frequency services to local and wider destinations. These services will also increase in the future when Crossrail services operate from West Drayton rail station.
- 6.4 The development proposals are consistent with local, regional and nation planning policy, as well as adopted and emerging car and cycle parking standards.
- 6.5 The proposed development will have no impact on the local pedestrian and cycle infrastructure and on local public transport services.
- 6.6 The proposals will have a negligible if any impact on the local highway network.

Conclusion

- 6.7 The proposed residential led development is located in a sustainable location, is consistent with planning policy and will not have a detrimental impact on the local transport and highway networks.
- 6.8 It is therefore considered that there are no transport and highways reasons for refusal of the planning application.

APPENDIX A



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London Borough of Hillingdon 100019283 2006



Cycling Routes in Hillingdon

 Borough Boundary

London Cycle Route

-  strategic route on road
-  strategic route off road
-  motor traffic free routes
-  LCC advisory route

APPENDIX B



Route Map

Showing rail and air connections

■ Surface line

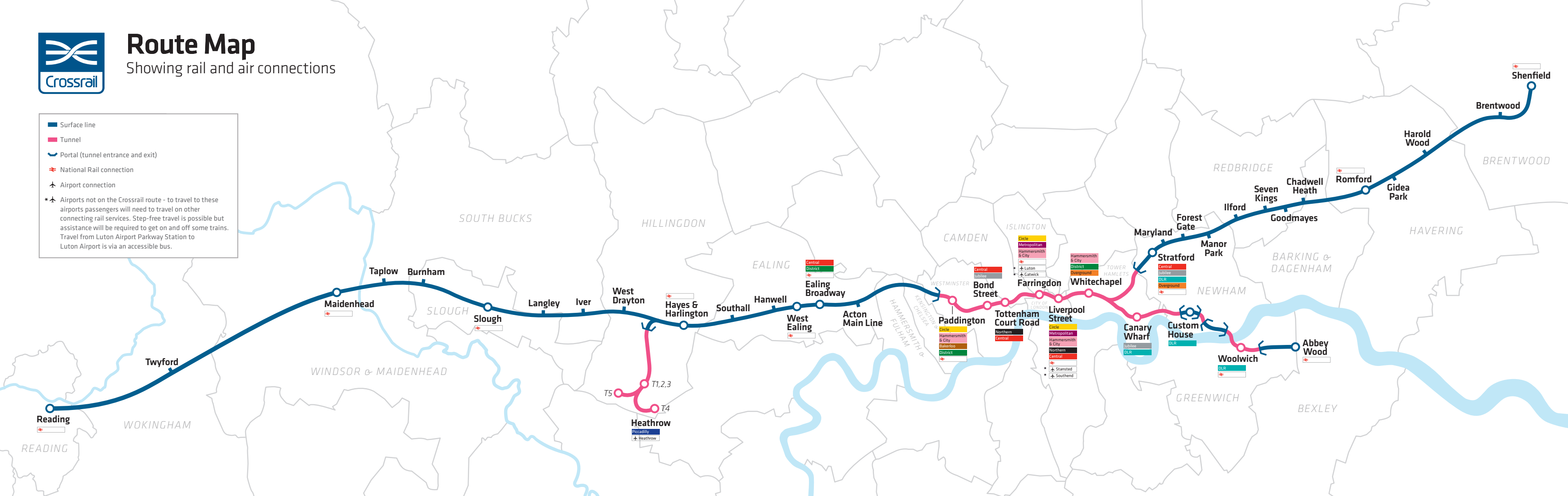
■ Tunnel

↔ Portal (tunnel entrance and exit)

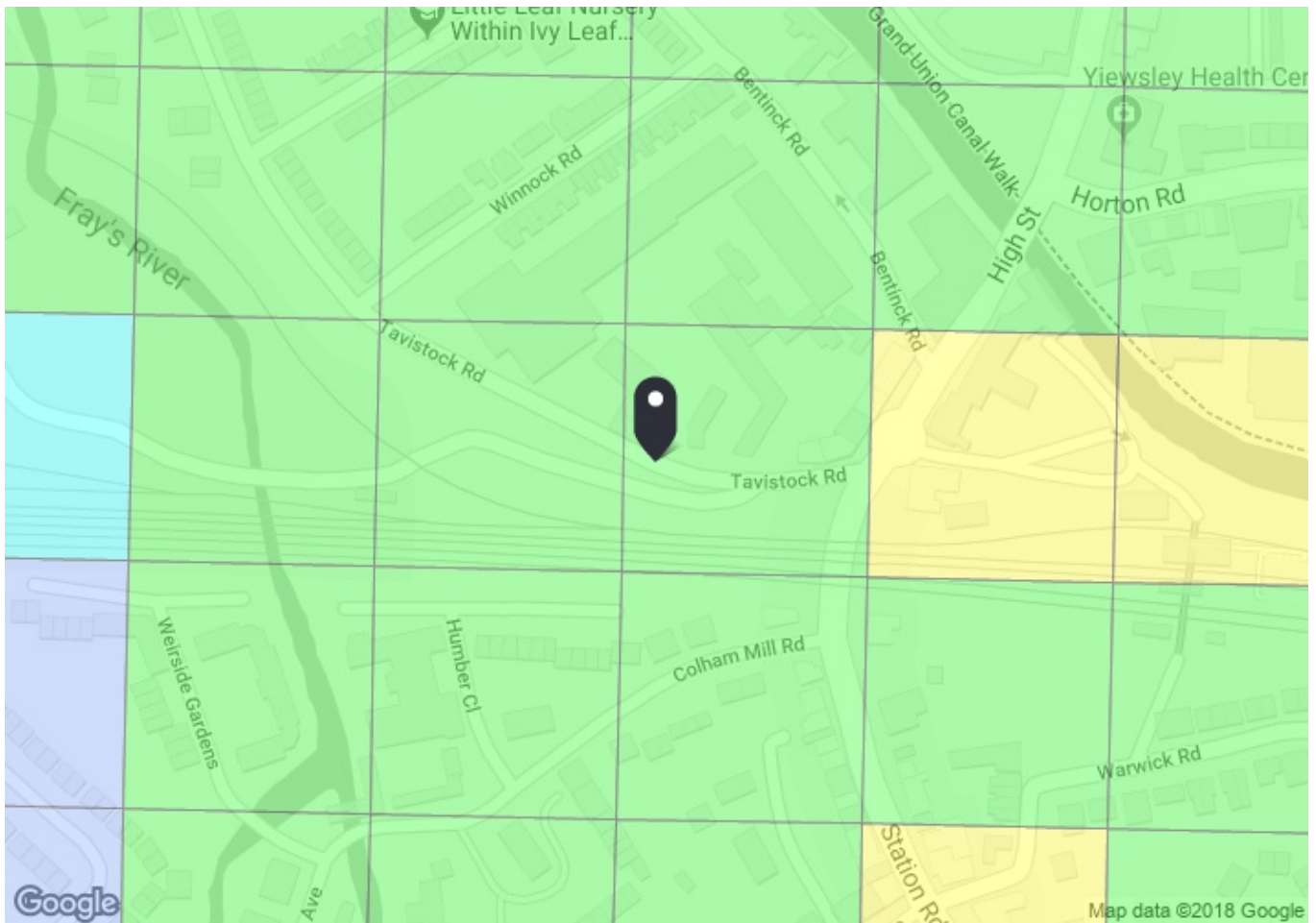
🚆 National Rail connection

✈️ Airport connection

* ✈️ Airports not on the Crossrail route - to travel to these airports passengers will need to travel on other connecting rail services. Step-free travel is possible but assistance will be required to get on and off some trains. Travel from Luton Airport Parkway Station to Luton Airport is via an accessible bus.



APPENDIX C



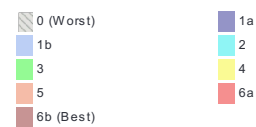
PTAL output for Base Year 3

Bentinck Rd, West Drayton UB7 7QX, UK
Easting: 505910, Northing: 180139

Grid Cell: 78575

Report generated: 18/10/2018

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

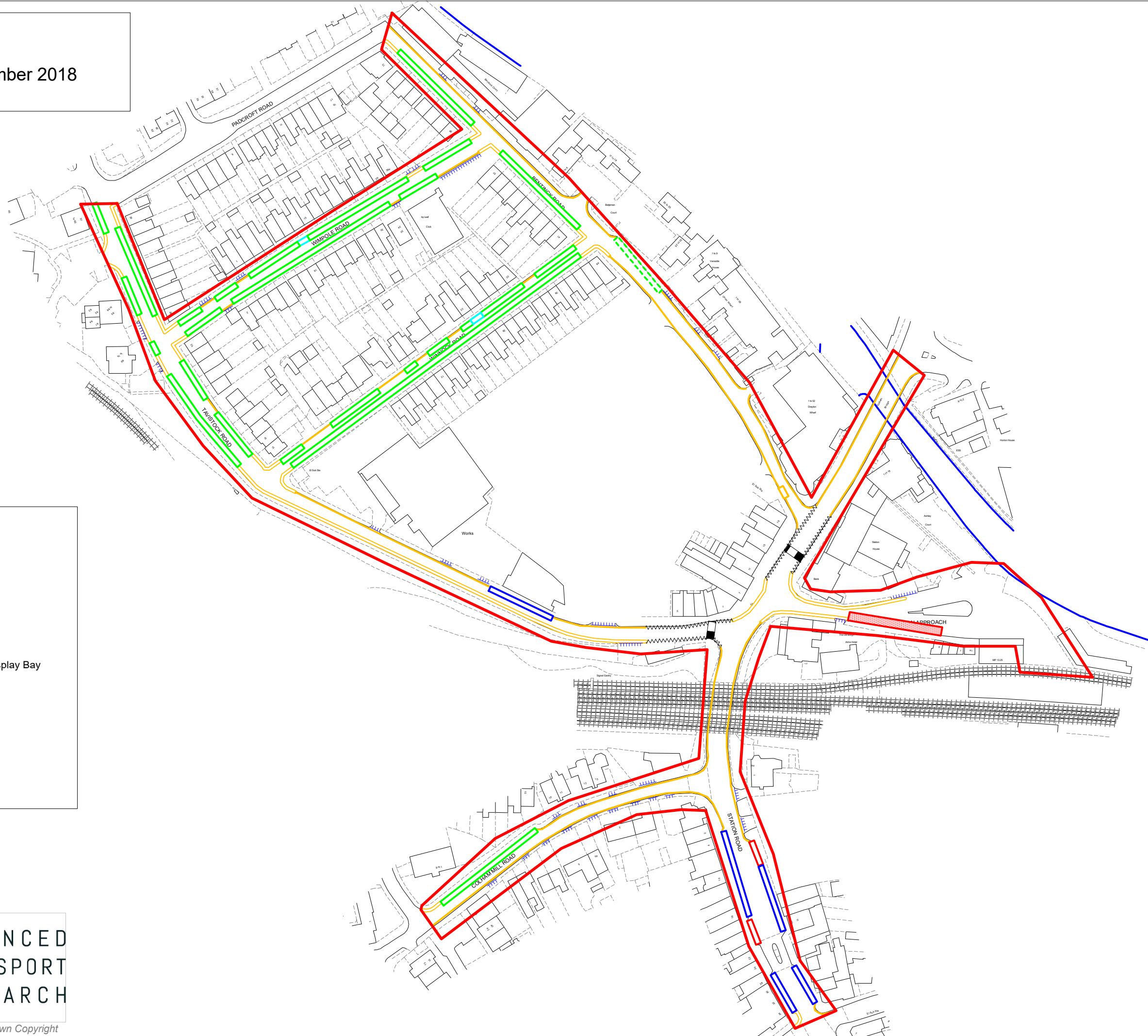
Calculation Parameters

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

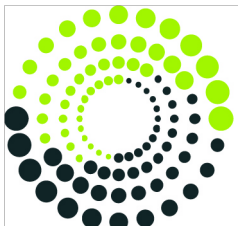
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WEST DRAYTON STATION	U5	171.02	5	2.14	8	10.14	2.96	0.5	1.48
Bus	WEST DRAYTON STATION	350	171.02	5	2.14	8	10.14	2.96	0.5	1.48
Bus	WEST DRAYTON STATION	222	171.02	7.5	2.14	6	8.14	3.69	1	3.69
Bus	WEST DRAYTON STATION	U3	171.02	5	2.14	8	10.14	2.96	0.5	1.48
Bus	WEST DRAYTON STATION	U1	171.02	4	2.14	9.5	11.64	2.58	0.5	1.29
Rail	West Drayton	'PADTON-OXFD 2N14'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
Rail	West Drayton	'PADTON-OXFD 2N16'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
Rail	West Drayton	'PADTON-OXFD 2N18'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
Rail	West Drayton	'PADTON-OXFD 2N22'	228.72	0.67	2.86	45.53	48.39	0.62	0.5	0.31
Rail	West Drayton	'PADTON-OXFD 2N24'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
Rail	West Drayton	'RDNGSTN-PADTON 2P09'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
Rail	West Drayton	'OXFD-PADTON 2P11'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
Rail	West Drayton	'RDNGSTN-PADTON 2P12'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
Rail	West Drayton	'RDNGSTN-PADTON 2P14'	228.72	1.33	2.86	23.31	26.17	1.15	0.5	0.57
Rail	West Drayton	'RDNGSTN-PADTON 2P17'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
Rail	West Drayton	'OXFD-PADTON 2P18'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
Rail	West Drayton	'BNBR-PADTON 2P20'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
Rail	West Drayton	'SLOUGH-PADTON 2P25'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
Rail	West Drayton	'SLOUGH-PADTON 2P32'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
Rail	West Drayton	'PADTON-RDNGSTN 2R13'	228.72	1.67	2.86	18.71	21.57	1.39	1	1.39
Rail	West Drayton	'PADTON-TWYFORD 2R21'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
Total Grid Cell AI:										13.76

APPENDIX D



- Single Yellow Line
- = Double Yellow Line
- ~~~~~ White Zigzag
- ▬▬▬ Pedestrian Crossing
- ▬▬▬ Dropped Kerb
- Motorcycle Bay
- Permit Holder OR Pay & Display Bay
- Permit Holder Bay
- Pay & Display Bay
- Loading Bay
- Disabled Permit Bay
- Bus Stop

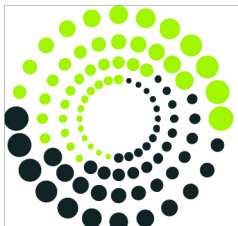
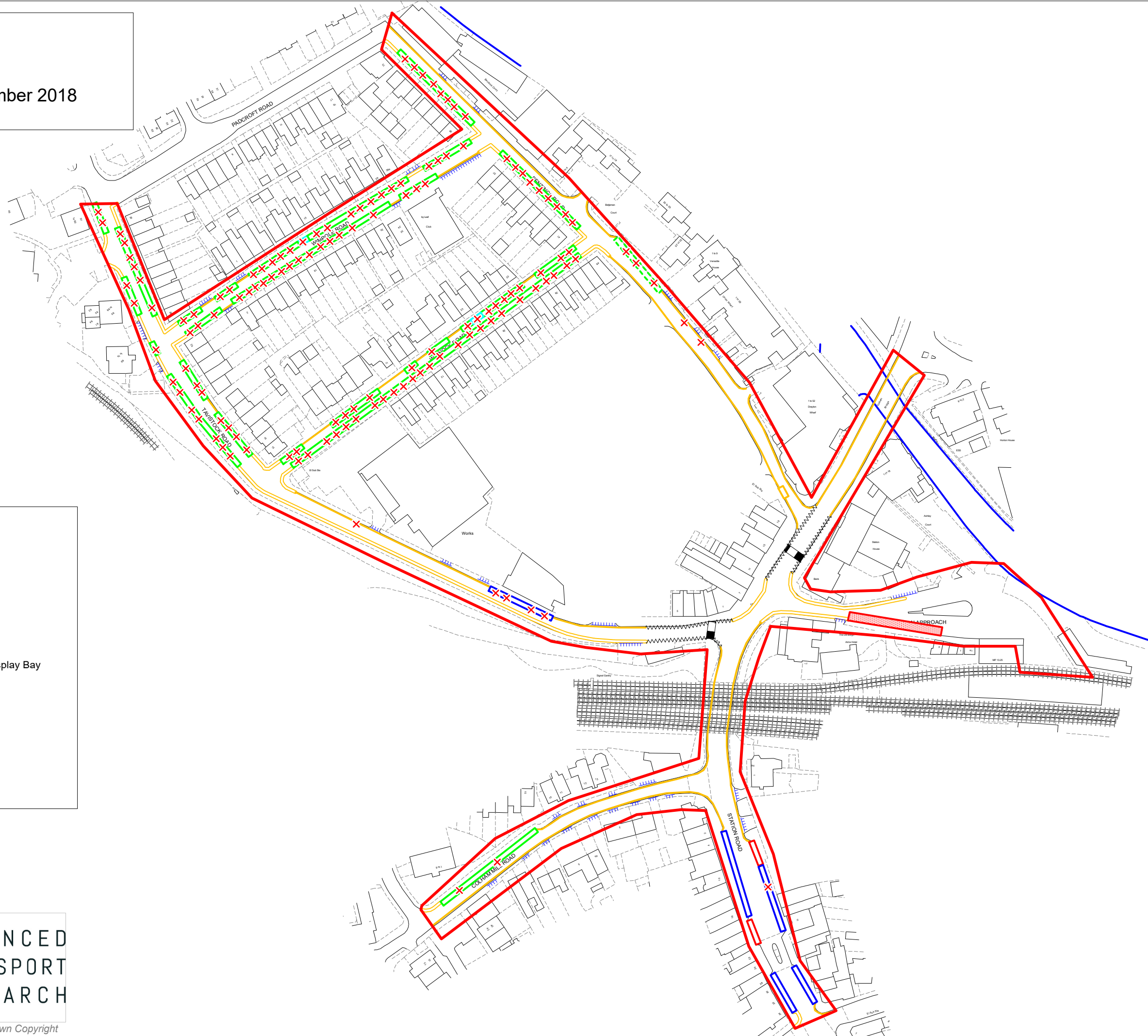


ADVANCED
TRANSPORT
RESEARCH

19716 West Drayton
Parking Beat
0500
Wednesday 21st November 2018



- Single Yellow Line
- Double Yellow Line
- White Zigzag
- Pedestrian Crossing
- Dropped Kerb
- Motorcycle Bay
- Permit Holder OR Pay & Display Bay
- Permit Holder Bay
- Pay & Display Bay
- Loading Bay
- Disabled Permit Bay
- Bus Stop



ADVANCED
TRANSPORT
RESEARCH

Based on Ordnance Survey mapping (C) Crown Copyright

19716 West Drayton
Parking Beat
0500
Thursday 22nd November 2018



- Single Yellow Line
- Double Yellow Line
- White Zigzag
- Pedestrian Crossing
- Dropped Kerb
- Motorcycle Bay
- Permit Holder OR Pay & Display Bay
- Permit Holder Bay
- Pay & Display Bay
- Loading Bay
- Disabled Permit Bay
- Bus Stop



ADVANCED
TRANSPORT
RESEARCH

Based on Ordnance Survey mapping (C) Crown Copyright

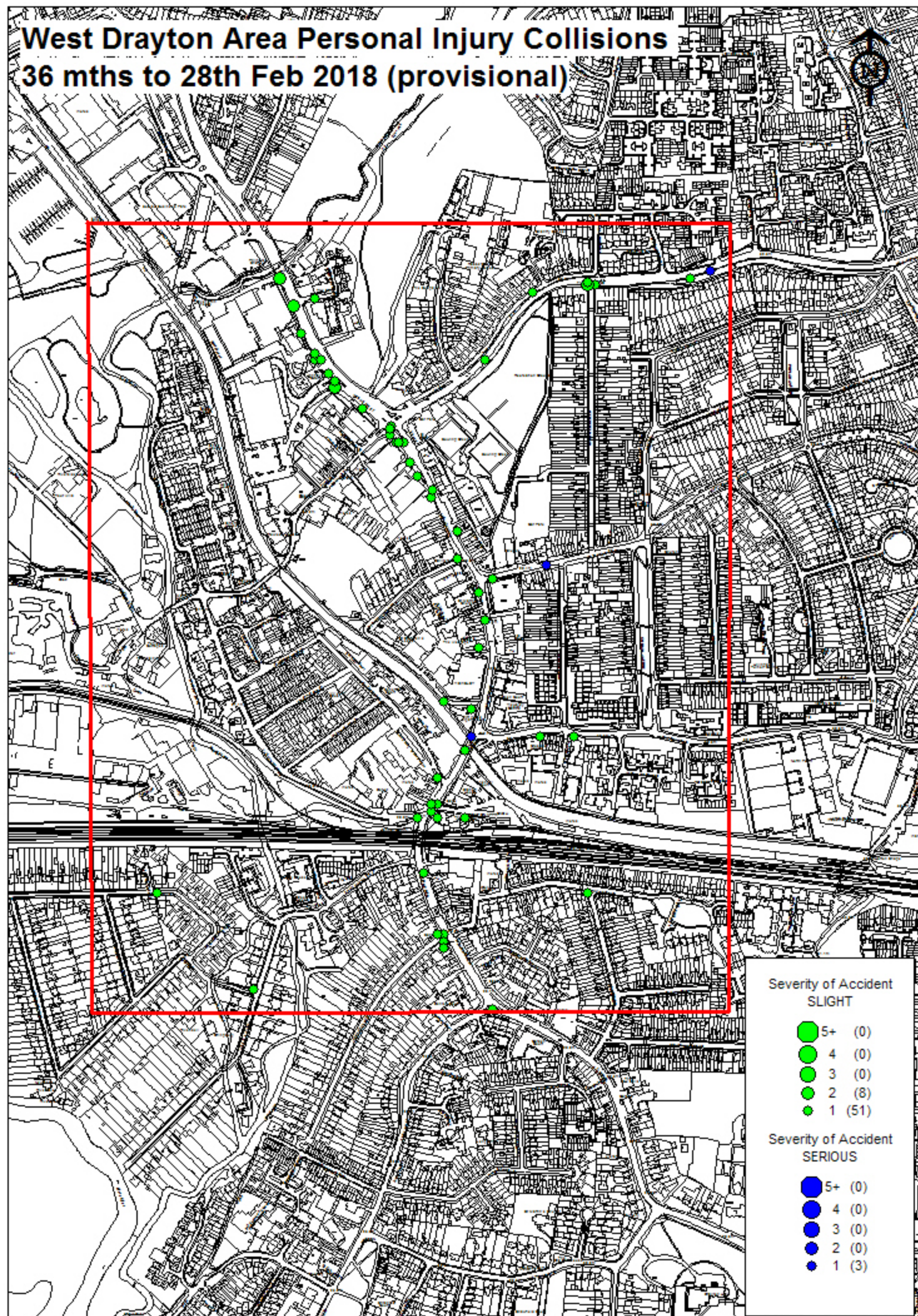
				Permit Holder Bays			Permit Holder OR Pay & Display Bay				Pay & Display Bay				Disabled Permit Bay				Loading Bay				Single Yellow Line					
0500 Wednesday 21st November 2018	Street	Total Length of Available Kerb Space	Length of Bus stops/ other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	
	Bentinck Road	148.5	13.5	85	17	17	100%	25	5	3	60%										25	5	2	40%				
	Tavistock Road	258.6	18.6	155	31	25	81%					30	5	4	80%									55	11	1	9%	
	Wimpole Road	244.4	14.4	225	45	41	91%									5	1	1	100%									
	Winnock Road	262.7	7.7	250	50	42	84%									5	1	1	100%									
	Station Road	118.6	2										96.6	18	1	6%					20	4	0	0%				
	Colham Mill Road	99.7	9.7	50	10	2	20%																	40	8	0	0%	
	Total per Beat by restriction				153	127	83%		5	3	60%		23	5	22%		2	2	100%		4	0	0%		24	3	13%	
Total per Beat				187	140	75%																						

				Permit Holder Bays				Permit Holder OR Pay & Display Bay				Pay & Display Bay				Disabled Permit Bay				Loading Bay				Single Yellow Line				
0500 Thursday 22nd November 2018	Street	Total Length of Available Kerb Space	Length of Bus stops/ other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	
	Bentinck Road	148.5	13.5	85	17	18	106%	25	5	5	100%													25	5	4	80%	
	Tavistock Road	258.6	18.6	155	31	27	87%					30	5	4	80%									55	11	2	18%	
	Wimpole Road	244.4	14.4	225	45	39	87%									5	1	1	100%									
	Winnock Road	262.7	7.7	250	50	44	88%									5	1	1	100%									
	Station Road	118.6	2										96.6	18	0	0%					20	4	0	0%				
	Colham Mill Road	99.7	9.7	50	10	3	30%																	40	8	0	0%	
	Total per Beat by restriction				153	131	86%		5	5	100%		23	4	17%		2	2	100%		4	0	0%		24	6	25%	
Total per Beat				187	148	79%																						

APPENDIX E

West Drayton Area Personal Injury Collisions

36 mths to 28th Feb 2018 (provisional)



**West Drayton Area Personal Injury Collisions 36 mths to 28th Feb 2018 (provisional)****Summary of Accidents Selected**

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
WX GIS AREA B26 West Drayton (P)	36 MTS TO FEB-2018	62

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation



West Drayton Area Personal Injury Collisions 36 mths to 28th Feb 2018 (provisional)

WX GIS AREA B26 West Drayton (P)							36 MTS TO FEB-2018 SORTED BY DATE			
	1	2	3	4	5	6	7	8	9	10
Accident Reference	0115XH30120	0115XH30231	0115XH30361	0115XH30514	0115XH30521	0115XH30547	0115XH30550	0115XH30562	0115XH30633	0115XH30696
Day	WEDNESDAY	THURSDAY	MONDAY	MONDAY	WEDNESDAY	WEDNESDAY	FRIDAY	THURSDAY	SUNDAY	MONDAY
Date	04/03/2015	16/04/2015	01/06/2015	20/07/2015	22/07/2015	29/07/2015	31/07/2015	06/08/2015	30/08/2015	21/09/2015
Time	15:25	18:00	15:00	21:20	11:04	21:05	08:49	17:15	17:40	18:45
Light Conditions	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	0									
Contributory Factors (* denotes pre 2005)	802 C001 A	403 V001 A 405 V001 A 407 V001 A 408 V002 A	405 V001 A 403 V001 A 602 V001 A	403 V001 A 405 V001 A 602 V001 A 605 V001 A	405 V001 A 403 V001 A	405 V001 A	403 V001 A 405 V001 A 403 V002 A 405 V002 A	405 V001 A 602 V001 A	406 V001 A 406 V002 A	406 V002 A 403 V002 A
Easting/Northing	506240 180910	505860 180760	506020 180300	505900 180730	505780 180920	505860 180760	506020 179960	505860 180770	506000 180140	506040 180510

Pedestrian	15	24 %
Wet	14	23 %
Dark	15	24 %

Site Diagram



Severity / Months To	12 02/2016	12 02/2017	12 02/2018	Total	Pct
Fatal	0	0	0	0	0.0 %
Serious	0	0	3	3	4.8 %
Slight	21	17	21	59	95.2 %
Total	21	17	24	62	
Pct	33.9 %	27.4 %	38.7 %		

**West Drayton Area Personal Injury Collisions 36 mths to 28th Feb 2018 (provisional)**

WX GIS AREA B26 West Drayton (P)										36 MTS TO FEB-2018 SORTED BY DATE
	11	12	13	14	15	16	17	18	19	20
Accident Reference	0115XH30721	0115XH30789	0115XH30837	0115XH30913	0115XH30917	0116XH30048	0116XH30065	0116XH30002	0116XH30082	0116XH30095
Day	TUESDAY	TUESDAY	WEDNESDAY	SUNDAY	MONDAY	FRIDAY	WEDNESDAY	MONDAY	SATURDAY	THURSDAY
Date	06/10/2015	03/11/2015	25/11/2015	20/12/2015	21/12/2015	08/01/2016	13/01/2016	18/01/2016	06/02/2016	11/02/2016
Time	13:25	08:30	19:25	09:27	12:56	14:43	20:07	16:25	15:25	04:39
Light Conditions	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK
Road Surface	WET	DRY	DRY	DRY	WET	WET	WET	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location				X	0			0		
Contributory Factors (* denotes pre 2005)	408 V001 A	402 V001 A 403 V001 A 405 V001 A 302 V001 A	402 V002 A 403 V002 A 405 V002 A 302 V002 A	802 C001 A 803 C001 A 804 C001 A 808 C001 A	405 V001 B 710 V001 B 802 C001 B 803 C001 B 999 C001 B	999 C001 A	510 V001 A 409 V001 A 410 V001 A 405 V001 A 602 V001 A	801 C001 A 808 C001 A	306 V002 A 602 V002 A 405 V002 A	406 V002 A 602 V002 A
Easting/Northing	506070 180460	506230 180910	506230 180910	505940 180690	506150 180900	506010 180150	506050 180230	506210 180250	506080 180420	505960 180680



West Drayton Area Personal Injury Collisions 36 mths to 28th Feb 2018 (provisional)

WX GIS AREA B26 West Drayton (P)										36 MTS TO FEB-2018 SORTED BY DATE
	21	22	23	24	25	26	27	28	29	30
Accident Reference	0116XH30139	0116XH30219	0116XH30217	0116XH30534	0116XH30536	0116XH30577	0116XH30589	01160020687	01160021557	01160000884
Day	WEDNESDAY	MONDAY	TUESDAY	SUNDAY	SUNDAY	FRIDAY	SUNDAY	WEDNESDAY	THURSDAY	WEDNESDAY
Date	17/02/2016	04/04/2016	05/04/2016	14/08/2016	14/08/2016	26/08/2016	28/08/2016	07/09/2016	29/09/2016	09/11/2016
Time	10:15	13:45	10:15	14:51	15:38	16:50	18:30	20:20	12:50	06:51
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK
Road Surface	DRY	WET	DRY	DRY	DRY	DRY	DRY	UNKN (S/R)	WET	WET
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location			0			0			0	0
Contributory Factors (* denotes pre 2005)	403 V002 A 405 V002 A 602 V002 A 402 V002 A	405 V001 A 403 V001 A 602 V001 A 405 V002 A	405 V001 A 803 C001 A	403 V001 A 405 V001 A 406 V001 A 403 V002 A 405 V002 A 406 V002 A	407 V001 A 710 V001 A 403 V001 B 405 V002 A 406 V002 A 602 V002 A	403 V001 A 405 V001 A 802 C001 A 803 C001 A 808 C001 A	601 V002 A		602 V001 A 410 V001 B 405 V001 A 403 V001 A	802 C001 A 803 C001 A 999 C001 B 808 C001 B
Easting/Northing	505800 180880	505970 180650	505810 180840	506000 180600	505980 180130	506020 179950	506080 180800	506010 179960	505600 180020	506010 180130

**West Drayton Area Personal Injury Collisions 36 mths to 28th Feb 2018 (provisional)**

WX GIS AREA B26 West Drayton (P)										36 MTS TO FEB-2018 SORTED BY DATE
	31	32	33	34	35	36	37	38	39	40
Accident Reference	01160003821	01160004722	01160006957	01160006232	01170010233	01170010771	01170018385	01170021413	01170026663	01170030243
Day	MONDAY	FRIDAY	SATURDAY	SATURDAY	SATURDAY	TUESDAY	TUESDAY	MONDAY	TUESDAY	SATURDAY
Date	28/11/2016	02/12/2016	03/12/2016	10/12/2016	07/01/2017	10/01/2017	14/02/2017	27/02/2017	14/03/2017	25/03/2017
Time	19:11	18:01	18:15	17:25	01:40	10:26	22:40	11:14	13:29	12:00
Light Conditions	DARK	DARK	LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	WET	WET	DRY	DRY	WET	UNKN (S/R)	UNKN (S/R)
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		0		0				0		0
Contributory Factors (* denotes pre 2005)	310 V002 A 405 V002 A 410 V002 A	403 V001 A		403 V001 A	501 V001 A	406 V002 A 404 V001 B	403 V002 A 602 V002 B	710 V001 A		
Easting/Northing	506010 180190	506230 180020	506230 180915	505980 180630	505740 179880	506040 180550	505850 180780	506070 180380	506020 179940	505830 180890

**West Drayton Area Personal Injury Collisions 36 mths to 28th Feb 2018 (provisional)**

WX GIS AREA B26 West Drayton (P)										36 MTS TO FEB-2018 SORTED BY DATE
	41	42	43	44	45	46	47	48	49	50
Accident Reference	01170028374	01170029158	01170031084	01170036289	01170032574	01170045023	01170052106	01170047030	01170048571	01170051124
Day	MONDAY	THURSDAY	SATURDAY	SUNDAY	TUESDAY	MONDAY	WEDNESDAY	THURSDAY	SATURDAY	SATURDAY
Date	27/03/2017	30/03/2017	08/04/2017	16/04/2017	18/04/2017	26/06/2017	28/06/2017	06/07/2017	15/07/2017	29/07/2017
Time	16:02	21:47	21:25	20:00	13:32	21:10	15:45	15:15	20:15	15:20
Light Conditions	LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET
Severity	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	0									0
Contributory Factors (* denotes pre 2005)	808 C001 A 803 C001 A 407 V001 B	403 V002 A 602 V001 B 602 V002 B	701 V001 A		403 V001 B 601 V001 B 602 V001 B	405 V002 A 605 V002 B		406 V002 B	405 V001 A 403 V001 A	405 V001 A
Easting/Northing	506060 180290	506003 180610	506170 180500	506000 180150	506050 180130	505830 180800	505800 180880	505830 180810	505840 180800	506090 179850

**West Drayton Area Personal Injury Collisions 36 mths to 28th Feb 2018 (provisional)**

WX GIS AREA B26 West Drayton (P)										36 MTS TO FEB-2018 SORTED BY DATE
	51	52	53	54	55	56	57	58	59	60
Accident Reference	01170052298	01170055839	01170060802	01170064303	01170067870	01170068055	01170068411	01170078793	01180081969	01180082963
Day	SUNDAY	THURSDAY	SUNDAY	FRIDAY	THURSDAY	FRIDAY	MONDAY	SUNDAY	SUNDAY	THURSDAY
Date	06/08/2017	24/08/2017	24/09/2017	13/10/2017	26/10/2017	03/11/2017	06/11/2017	17/12/2017	07/01/2018	11/01/2018
Time	11:29	13:50	17:37	08:45	13:30	15:15	06:45	20:50	10:20	13:40
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	WET	DRY	WET	WET	DRY	DRY
Severity	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
Conflict										
Pedestrian Location							0			
Contributory Factors (* denotes pre 2005)	408 V002 A 999 V002 B	306 V001 B 307 V001 A 601 V001 A 605 V001 A 901 V001 A	406 V002 A	408 V001 A 999 V001 A		808 C001 B	802 C001 B 802 C002 B	301 V001 B 405 V001 B 406 V001 B 509 V001 B	501 V002 A 405 V002 B	410 V001 A
Easting/Northing	505780 180920	506380 180920	506410 180930	506060 180250	505950 180680	505942 180703	505990 180050	505940 180700	506060 180250	506090 180480

**West Drayton Area Personal Injury Collisions 36 mths to 28th Feb 2018 (provisional)**

WX GIS AREA B26 West Drayton (P)		36 MTS TO FEB-2018 SORTED BY DATE
	61	62
Accident Reference	01180088345	01180089034
Day	TUESDAY	FRIDAY
Date	06/02/2018	09/02/2018
Time	11:29	10:40
Light Conditions	LIGHT	LIGHT
Road Surface	DRY	DRY
Severity	SLIGHT	SLIGHT
Conflict		
Pedestrian Location		
Contributory Factors (* denotes pre 2005)	405 V001 A 405 V002 B	405 V001 B 706 V001 B
Easting/Northing	506160 180250	505953 180680

APPENDIX F

K&MTRAFFIC SURVEYS

SITE: SITE 1 - WEST DRAYTON TAVISTOCK RD LOCATION: Attached to lamppost

GRID REFERENCE: 51.5106180, -0.4766252 DIRECTION: EASTBOUND SPEED LIMIT: 30mph

09 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
0400	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	19.1	-
0500	21	15	0	6	0	0	0	0	0	0	0	0	0	0	0	19.4	23
0600	64	56	0	6	0	0	0	0	0	0	0	0	0	0	2	18.6	21.9
0700	107	90	0	9	2	1	0	0	0	0	0	0	0	2	3	18.5	21.8
0800	118	101	0	9	3	1	0	0	0	0	0	0	0	1	3	17.6	21.6
0900	80	65	0	9	1	1	0	0	1	1	0	0	0	0	2	18.3	22
1000	85	63	0	19	0	3	0	0	0	0	0	0	0	0	0	18.8	22.5
1100	90	68	0	15	2	3	0	0	0	0	0	0	0	2	0	18.3	22.3
1200	66	53	0	7	2	2	0	0	0	0	0	0	0	1	1	18	21.6
1300	93	78	0	8	3	2	0	1	0	0	0	0	0	1	0	19.1	24.5
1400	99	87	0	7	0	3	0	0	0	0	0	0	0	0	2	19.5	24.4
1500	105	90	0	11	1	2	0	0	0	0	0	0	0	1	0	18.8	23.9
1600	121	112	0	5	0	0	0	0	0	0	0	0	0	1	3	19.2	23.5
1700	179	166	0	12	0	0	0	0	0	0	0	0	0	0	1	19.2	23
1800	90	86	0	3	1	0	0	0	0	0	0	0	0	0	0	21.1	26
1900	78	76	0	2	0	0	0	0	0	0	0	0	0	0	0	20	24.8
2000	50	45	0	3	0	0	0	0	0	0	0	0	0	0	2	19.5	23.7
2100	55	53	0	2	0	0	0	0	0	0	0	0	0	0	0	20	23.2
2200	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	20.4	25
2300	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	25.4
07-19	1233	1059	0	114	15	18	0	1	1	1	0	0	0	9	15	18.9	23
06-22	1480	1289	0	127	15	18	0	1	1	1	0	0	0	9	19	19	23.1
06-00	1524	1331	0	129	15	18	0	1	1	1	0	0	0	9	19	19	23.1
00-00	1568	1366	0	138	15	18	0	1	1	1	0	0	0	9	19	19.1	23.2

10 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	22.5
0100	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	21.6	-
0200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-
0300	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
0400	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	19.7	22.7
0500	16	12	0	3	0	0	0	0	0	0	0	0	0	1	0	20.3	23.4
0600	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	17.6	22.7
0700	44	36	0	5	1	1	0	0	0	0	0	0	0	0	1	16.8	20.1
0800	55	48	0	5	1	0	0	0	0	0	0	0	0	1	0	18	21.8
0900	77	61	0	12	2	0	0	0	0	0	0	0	0	1	1	17.9	21.8
1000	103	89	0	13	0	0	0	0	0	0	0	0	0	0	1	19.3	23.1
1100	73	65	0	5	0	1	0	0	0	0	0	0	0	2	0	19.3	24.5
1200	108	99	0	9	0	0	0	0	0	0	0	0	0	0	0	19.3	23.8
1300	122	112	0	9	0	0	0	0	0	0	0	0	0	1	0	19.4	24.6
1400	88	86	0	2	0	0	0	0	0	0	0	0	0	0	0	17.9	22.5
1500	99	94	0	4	0	0	0	0	0	0	0	0	0	0	1	17.8	21.8
1600	84	80	0	4	0	0	0	0	0	0	0	0	0	0	0	18.2	22
1700	78	72	0	5	0	0	0	0	0	0	0	0	0	0	1	19.6	22.5
1800	54	51	0	3	0	0	0	0	0	0	0	0	0	0	0	19.1	23
1900	55	52	0	2	0	0	0	0	0	0	0	0	0	1	0	20.5	24.8
2000	41	39	0	2	0	0	0	0	0	0	0	0	0	0	0	21.1	25.3
2100	34	33	0	0	0	0	0	0	0	0	0	0	0	0	1	20.3	24.7
2200	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	20.2	26.3
2300	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	20.5	24.3
07-19	985	893	0	76	4	2	0	0	0	0	0	0	0	5	5	18.7	22.7
06-22	1143	1043	0	82	4	2	0	0	0	0	0	0	0	6	6	18.9	23
06-00	1178	1076	0	84	4	2	0	0	0	0	0	0	0	6	6	18.9	23
00-00	1247	1135	0	92	4	2	0	0	0	0	0	0	0	7	7	18.9	23

11 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
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0600	66	55	0	7	0	1	0	0	0	0	0	0	0	1	2	18.6	23
0700	104	84	1	13	2	1	0	0	0	0	0	0	0	0	3	18.4	22.4
0800	95	89	0	2	1	0	0	0	0	0	0	0	0	2	1	18.1	22.3
0900	77	56	0	15	2	0	0	0	0	0	0	0	0	1	3	18.6	21.7
1000	75	58	0	15	2	0	0	0	0	0	0	0	0	0	0	18.1	21.8
1100	72	52	0	14	1	1	0	0	0	1	0	0	0	1	2	16.6	21
1200	82	68	0	12	0	1	0	0	0	0	0	0	0	1	0	18.1	21.3
1300	90	78	0	11	0	0	0	0	0	0	0	0	0	0	1	19	23.3
1400	92	76	0	11	2	1	0	0	0	0	0	0	0	0	2	18.5	22.4
1500	88	76	0	7	1	1	0	0	0	0	0	0	0	1	2	18.5	23.2
1600	131	115	0	11	0	1	0	0	1	0	0	0	0	0	3	18.9	23.4
1700	142	138	0	3	0	0	0	0	0	0	0	0	0	0	1	19.1	22.9
1800	60	54	1	3	0	0	0	0	0	0	0	0	0	1	1	20.1	23.9
1900	72	69	0	3	0	0	0	0	0	0	0	0	0	0	0	20.2	24.2
2000	36	33	0	3	0	0	0	0	0	0	0	0	0	0	0	20.5	28.1
2100	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	22.7	26.9
2200	28	26	0	1	1	0	0	0	0	0	0	0	0	0	0	20.3	23.6
2300	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	24.6
07-19	1108	944	2	117	11	6	0	0	1	1	0	0	0	7	19	18.5	22.6
06-22	1311	1128	2	132	11	7	0	0	1	1	0	0	0	8	21	18.8	22.9
06-00	1362	1177	2	133	12	7	0	0	1	1	0	0	0	8	21	18.8	22.9
00-00	1403	1210	2	141	12	7	0	0	1	1	0	0	0	8	21	18.9	23

13 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
0400	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1	-
0500	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	21.7	25.8
0600	73	64	0	5	1	0	0	0	0	0	0	0	0	0	3	18.7	23.1
0700	90	73	0	6	4	3	1	0	0	0	0	0	0	2	1	18.2	21.8
0800	118	106	0	8	2	2	0	0	0	0	0	0	0	0	0	18.4	23.8
0900	63	48	0	9	2	1	0	0	0	0	0	0	0	0	3	18.6	22.6
1000	62	49	0	11	2	0	0	0	0	0	0	0	0	0	0	17.8	21.6
1100	84	69	0	11	2	1	0	0	0	0	0	0	0	1	0	17.8	22.4

1200	74	66	0	5	0	0	0	0	0	0	0	0	0	0	3	17.7	22.3
1300	67	48	0	17	1	0	0	0	0	1	0	0	0	0	0	19.5	23.6
1400	88	73	0	11	1	2	0	0	0	0	0	0	0	1	0	19	23.7
1500	100	84	0	12	0	0	0	0	0	0	0	0	0	2	2	17.9	22.2
1600	104	99	0	2	0	1	0	0	0	0	0	0	0	0	2	18.8	23
1700	137	122	1	9	1	0	0	0	0	0	0	0	0	0	4	18.7	23.5
1800	83	79	0	2	2	0	0	0	0	0	0	0	0	0	0	19.9	24.5
1900	72	66	0	4	0	0	0	0	0	0	0	0	0	1	1	21.4	25.7
2000	57	54	0	1	1	0	0	0	0	0	0	0	0	1	0	19.9	24.2
2100	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	21.3	25.5
2200	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	21	24.7
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
07-19	1070	916	1	103	17	10	1	0	0	1	0	0	0	6	15	18.5	23
06-22	1304	1131	1	114	19	10	1	0	0	1	0	0	0	8	19	18.8	23.3
06-00	1338	1164	1	115	19	10	1	0	0	1	0	0	0	8	19	18.9	23.3
00-00	1379	1201	1	119	19	10	1	0	0	1	0	0	0	8	19	19	23.4

14 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	18.8	-
0500	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	23.3	26.8
0600	60	52	0	6	0	0	0	0	0	0	0	0	0	0	2	19.4	24.3
0700	97	76	0	16	0	1	0	0	1	0	0	0	0	1	2	18.8	23.1
0800	124	107	0	12	2	1	0	0	0	0	0	0	0	1	1	18.6	22.6
0900	71	51	0	16	0	1	0	1	0	1	0	0	0	0	1	17.1	20.7
1000	72	55	0	14	0	1	0	0	0	0	0	0	0	1	1	17.8	22.5
1100	81	64	0	15	1	0	0	0	0	0	0	0	0	1	0	17.9	21.2
1200	84	68	0	10	0	2	0	0	1	0	0	0	0	2	1	17	22.8
1300	71	51	0	15	1	2	0	0	0	0	0	0	0	1	1	18	22.2
1400	73	65	0	7	0	0	1	0	0	0	0	0	0	0	0	16.7	21.7
1500	85	74	0	9	0	0	0	0	0	0	0	0	0	1	1	18.5	22.9
1600	91	81	0	5	0	0	0	0	0	0	0	0	0	2	3	19.6	23.9
1700	188	169	0	10	1	0	0	0	0	0	0	0	0	2	6	20	24.8

1800	82	79	0	1	0	0	0	0	0	0	0	0	0	2	0	21.1	26.1
1900	66	61	0	4	1	0	0	0	0	0	0	0	0	0	0	21.7	25.8
2000	46	42	0	1	0	0	0	0	0	0	0	0	0	1	2	23.6	27.8
2100	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	23.1	31.8
2200	17	14	0	2	1	0	0	0	0	0	0	0	0	0	0	22	25.9
2300	17	12	0	4	0	0	0	0	0	0	0	0	0	1	0	21.5	24.8
07-19	1119	940	0	130	5	8	1	1	2	1	0	0	0	14	17	18.6	23.3
06-22	1318	1120	0	143	6	8	1	1	2	1	0	0	0	15	21	19.1	23.9
06-00	1352	1146	0	149	7	8	1	1	2	1	0	0	0	16	21	19.2	24
00-00	1388	1178	0	153	7	8	1	1	2	1	0	0	0	16	21	19.2	24.1

15 November 2018

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07-19	1088	877	1	144	8	23	0	1	1	3	0	0	0	13	17	19.1	23.6
06-22	1304	1069	1	159	9	25	0	1	1	3	0	0	0	14	22	19.4	23.8
06-00	1339	1101	1	161	9	25	0	1	1	3	0	0	0	15	22	19.5	23.8
00-00	1389	1143	1	168	9	25	0	1	1	3	0	0	0	15	23	19.6	23.9

K&M TRAFFIC SURVEYS

SITE: SITE 1 - WEST DRAYTON TAVISTOCK RD

LOCATION: Attached to lamppost

GRID REFERENCE: 51.5106180, -0.4766252

DIRECTION: EASTBOUND

SPEED LIMIT: 30mph

09 November 2018

[illegible]

10 November 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	21	0	9	10	2	0	0	0	0	0	0	0	0	0	0	0	18.8	22.5
0100	7	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	21.6	-
0200	7	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	17	-
0300	7	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	19	-
0400	11	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	19.7	22.7
0500	16	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0	20.3	23.4
0600	28	3	15	8	2	0	0	0	0	0	0	0	0	0	0	0	17.6	22.7
0700	44	3	33	8	0	0	0	0	0	0	0	0	0	0	0	0	16.8	20.1
0800	55	4	26	25	0	0	0	0	0	0	0	0	0	0	0	0	18	21.8
0900	77	4	43	26	4	0	0	0	0	0	0	0	0	0	0	0	17.9	21.8
1000	103	3	40	55	4	1	0	0	0	0	0	0	0	0	0	0	19.3	23.1
1100	73	5	31	27	9	1	0	0	0	0	0	0	0	0	0	0	19.3	24.5
1200	108	6	38	53	11	0	0	0	0	0	0	0	0	0	0	0	19.3	23.8
1300	122	9	44	53	15	1	0	0	0	0	0	0	0	0	0	0	19.4	24.6
1400	88	7	46	31	4	0	0	0	0	0	0	0	0	0	0	0	17.9	22.5
1500	99	3	59	33	3	1	0	0	0	0	0	0	0	0	0	0	17.8	21.8
1600	84	4	46	30	4	0	0	0	0	0	0	0	0	0	0	0	18.2	22
1700	78	3	25	46	4	0	0	0	0	0	0	0	0	0	0	0	19.6	22.5
1800	54	1	25	26	1	1	0	0	0	0	0	0	0	0	0	0	19.1	23
1900	55	0	16	32	7	0	0	0	0	0	0	0	0	0	0	0	20.5	24.8
2000	41	1	10	24	6	0	0	0	0	0	0	0	0	0	0	0	21.1	25.3
2100	34	1	11	17	4	1	0	0	0	0	0	0	0	0	0	0	20.3	24.7
2200	22	0	8	10	4	0	0	0	0	0	0	0	0	0	0	0	20.2	26.3
2300	13	1	3	8	0	1	0	0	0	0	0	0	0	0	0	0	20.5	24.3
07-19	985	52	456	413	59	5	0	0	0	0	0	0	0	0	0	0	18.7	22.7
06-22	1143	57	508	494	78	6	0	0	0	0	0	0	0	0	0	0	18.9	23
06-00	1178	58	519	512	82	7	0	0	0	0	0	0	0	0	0	0	18.9	23
00-00	1247	60	544	549	86	8	0	0	0	0	0	0	0	0	0	0	18.9	23

11 November 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
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[illegible]

13 November 2018

[illegible]

[illegible]

14 November 2018

[illegible]

[illegible]

15 November 2018

[illegible]

[illegible]

Grand Total

[illegible]

K&MTRAFFIC SURVEYS

SITE: SITE 1 - WEST DRAYTON TAVISTOCK RD LOCATION: Attached to lamppost

GRID REFERENCE: 51.5106180, -0.4766252 DIRECTION: EASTBOUND SPEED LIMIT: 30mph

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	09-Nov	10-Nov	11-Nov	12-Nov	13-Nov	14-Nov	15-Nov	1 - 5.	1 - 7.
Hour									
0000-0100	6	21	28	7	7	0	6	5.2	10.7
0100-0200	2	7	5	6	3	3	0	2.8	3.7
0200-0300	4	7	7	4	5	5	11	5.8	6.1
0300-0400	2	7	11	4	3	0	4	2.6	4.4
0400-0500	9	11	10	5	6	7	9	7.2	8.1
0500-0600	21	16	12	15	17	21	20	18.8	17.4
0600-0700	64	28	15	66	73	60	65	65.6	53
0700-0800	107	44	23	104	90	97	94	98.4	79.9
0800-0900	118	55	37	95	118	124	123	115.6	95.7
0900-1000	80	77	43	77	63	71	72	72.6	69
1000-1100	85	103	63	75	62	72	74	73.6	76.3
1100-1200	90	73	66	72	84	81	86	82.6	78.9
1200-1300	66	108	75	82	74	84	88	78.8	82.4
1300-1400	93	122	102	90	67	71	66	77.4	87.3
1400-1500	99	88	83	92	88	73	71	84.6	84.9
1500-1600	105	99	88	88	100	85	94	94.4	94.1
1600-1700	121	84	61	131	104	91	108	111	100
1700-1800	179	78	68	142	137	188	123	153.8	130.7
1800-1900	90	54	54	60	83	82	89	80.8	73.1
1900-2000	78	55	54	72	72	66	75	72.6	67.4
2000-2100	50	41	31	36	57	46	52	48.2	44.7
2100-2200	55	34	22	29	32	27	24	33.4	31.9
2200-2300	29	22	24	28	29	17	25	25.6	24.9
2300-2400	15	13	17	23	5	17	10	14	14.3
Totals									
0700-1900	1233	985	763	1108	1070	1119	1088	1123.6	1052.3
0600-2200	1480	1143	885	1311	1304	1318	1304	1343.4	1249.3
0600-0000	1524	1178	926	1362	1338	1352	1339	1383	1288.4
0000-0000	1568	1247	999	1403	1379	1388	1389	1425.4	1339
AM Peak	800	1000	1100	700	800	800	800		
	118	103	66	104	118	124	123		
PM Peak	1700	1300	1300	1700	1700	1700	1700		
	179	122	102	142	137	188	123		

K&MTRAFFIC SURVEYS

SITE: SITE 1 - WEST DRAYTON TAVISTOCK RD LOCATION: Attached to lamppost

GRID REFERENCE: 51.5106180, -0.4766252 DIRECTION: WESTBOUND SPEED LIMIT: 30mph

09 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	15.1	-
0400	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	16.9	-
0500	12	10	0	1	1	0	0	0	0	0	0	0	0	0	0	20.9	23.7
0600	32	24	0	4	1	0	0	0	0	0	0	0	0	0	3	17.3	22.1
0700	63	55	0	4	1	1	0	0	0	0	0	0	0	0	2	17.7	21.7
0800	77	64	0	9	3	1	0	0	0	0	0	0	0	0	0	20.1	24.4
0900	47	40	0	5	1	0	0	0	0	0	0	0	0	0	1	20.3	23.5
1000	40	32	0	8	0	0	0	0	0	0	0	0	0	0	0	18.7	23
1100	49	33	0	7	7	1	0	0	0	0	0	0	0	1	0	18.9	22.9
1200	41	33	0	4	2	1	0	0	0	0	0	0	0	1	0	19.1	24.4
1300	39	34	0	2	1	1	0	0	0	0	0	0	0	1	0	19.1	23
1400	39	32	0	2	4	1	0	0	0	0	0	0	0	0	0	21.4	25.9
1500	62	55	0	1	5	0	1	0	0	0	0	0	0	0	0	19.9	23.7
1600	62	54	0	2	4	0	0	0	0	1	0	0	0	0	1	19.7	23.3
1700	73	67	0	3	1	0	0	0	0	0	0	0	0	1	1	19.3	23.3
1800	49	47	0	0	1	0	0	0	0	0	0	0	0	0	1	20.5	24.9
1900	47	44	0	1	0	0	0	0	0	0	0	0	0	1	1	21.3	25.6
2000	35	31	0	2	0	0	0	0	0	0	0	0	0	0	2	18.8	23.7
2100	32	30	0	1	0	0	0	0	0	0	0	0	0	0	1	19.3	25.5
2200	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	21.4	25.5
2300	14	13	0	0	0	0	0	0	0	0	0	0	0	0	1	21	25.2
07-19	641	546	0	47	30	6	1	0	0	1	0	0	0	4	6	19.5	23.9
06-22	787	675	0	55	31	6	1	0	0	1	0	0	0	5	13	19.5	23.9
06-00	821	707	0	56	31	6	1	0	0	1	0	0	0	5	14	19.6	24.1
00-00	852	734	0	59	32	6	1	0	0	1	0	0	0	5	14	19.6	24.2

10 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
0100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	21.2	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0300	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	18.8	-
0400	7	4	0	3	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0500	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	11.7	-
0600	18	16	0	0	1	0	0	0	0	0	0	0	0	1	0	19.1	25.8
0700	29	24	0	3	0	0	0	0	0	0	0	0	0	0	2	16.7	20.2
0800	25	21	0	3	0	1	0	0	0	0	0	0	0	0	0	17	21
0900	36	28	0	5	3	0	0	0	0	0	0	0	0	0	0	18.9	22.5
1000	45	40	0	4	0	0	0	0	0	0	0	0	0	0	1	19.9	23.2
1100	39	36	0	1	1	0	0	0	0	0	0	0	0	1	0	18.4	22.1
1200	58	49	0	8	0	0	0	0	0	0	0	0	0	0	1	18.3	23.1
1300	48	43	0	4	0	1	0	0	0	0	0	0	0	0	0	19	23.3
1400	54	47	0	6	1	0	0	0	0	0	0	0	0	0	0	18.7	22.6
1500	47	39	0	5	1	1	0	0	0	0	0	0	0	1	0	18.9	22.6
1600	43	40	0	3	0	0	0	0	0	0	0	0	0	0	0	18.7	23.2
1700	37	32	0	5	0	0	0	0	0	0	0	0	0	0	0	19.6	24.2
1800	42	38	0	3	0	0	0	0	0	0	0	0	0	0	1	19.2	23.6
1900	28	25	0	1	2	0	0	0	0	0	0	0	0	0	0	21.6	24.4
2000	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	20.9	27.8
2100	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	21.4	25.4
2200	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	27.1
2300	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	22.4
07-19	503	437	0	50	6	3	0	0	0	0	0	0	0	2	5	18.7	22.7
06-22	602	528	0	54	9	3	0	0	0	0	0	0	0	3	5	19.1	23.1
06-00	640	566	0	54	9	3	0	0	0	0	0	0	0	3	5	19.2	23.1
00-00	671	589	0	61	9	3	0	0	0	0	0	0	0	3	6	19.2	23.1

11 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
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0000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	19	20.3
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
0400	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	23	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
0600	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	21.2	30.9
0700	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	17.1	24.2
0800	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	16.8	21.2
0900	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.7
1000	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0	17.7	22
1100	32	28	0	4	0	0	0	0	0	0	0	0	0	0	0	19.8	23.1
1200	32	31	0	0	0	1	0	0	0	0	0	0	0	0	0	17.6	21.3
1300	39	34	1	3	0	0	0	0	0	0	0	0	0	0	1	18.8	23.6
1400	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	19.1	23.1
1500	45	36	0	5	2	0	0	0	0	0	0	0	0	2	0	19.2	22.9
1600	42	38	0	3	0	0	0	0	0	0	0	0	0	0	1	18.5	21.8
1700	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	21.3	24.7
1800	34	30	0	3	0	1	0	0	0	0	0	0	0	0	0	19.3	23.8
1900	40	34	0	2	2	1	0	0	0	0	0	0	0	0	1	20.5	24.9
2000	18	17	0	0	0	0	0	0	0	0	0	0	0	0	1	19.9	24.6
2100	21	17	0	4	0	0	0	0	0	0	0	0	0	0	0	20.9	24.3
2200	20	17	0	3	0	0	0	0	0	0	0	0	0	0	0	21.8	27
2300	15	13	0	1	1	0	0	0	0	0	0	0	0	0	0	21.5	25
07-19	365	328	1	28	2	2	0	0	0	0	0	0	0	2	2	18.8	22.8
06-22	456	406	1	36	4	3	0	0	0	0	0	0	0	2	4	19.2	23.3
06-00	491	436	1	40	5	3	0	0	0	0	0	0	0	2	4	19.4	23.5
00-00	525	468	1	42	5	3	0	0	0	0	0	0	0	2	4	19.4	23.6

12 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	17.8	-
0100	7	5	0	0	0	0	0	0	0	0	0	0	0	0	2	19.6	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.4	-
0500	15	11	0	2	0	1	0	0	0	0	0	0	0	0	1	21.5	26

0600	25	22	0	2	0	0	0	0	0	0	0	0	0	0	1	19.9	25.2
0700	49	40	1	3	1	3	0	0	0	0	0	0	0	0	1	18	22.3
0800	56	48	0	6	1	0	0	0	0	0	0	0	0	0	1	20.6	24.4
0900	43	33	0	8	2	0	0	0	0	0	0	0	0	0	0	18.9	20.9
1000	43	28	1	10	3	0	0	0	0	0	0	0	0	0	1	17.2	20.9
1100	48	32	0	10	1	4	0	0	0	0	0	0	0	1	0	17.3	21.9
1200	56	44	0	7	4	1	0	0	0	0	0	0	0	0	0	18.6	21.9
1300	39	31	0	6	1	0	0	0	0	0	0	0	0	0	1	19.4	23.2
1400	43	32	0	5	4	2	0	0	0	0	0	0	0	0	0	19.5	23.2
1500	48	41	0	4	3	0	0	0	0	0	0	0	0	0	0	18.5	23.2
1600	56	45	0	7	1	0	0	0	0	1	0	0	0	0	2	19.6	24
1700	73	69	0	2	0	0	0	0	0	0	0	0	0	0	2	18.5	23.6
1800	41	38	0	1	1	0	0	0	0	0	0	0	0	1	0	21.3	25.1
1900	46	43	0	1	1	0	0	0	0	0	0	0	0	0	1	20.1	23.1
2000	26	20	0	4	1	0	0	0	0	0	0	0	0	1	0	22.4	26.8
2100	16	14	0	1	0	0	0	0	0	0	0	0	0	1	0	22.1	26.5
2200	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	21.4	24.3
2300	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	19.7	-
07-19	595	481	2	69	22	10	0	0	0	1	0	0	0	2	8	18.9	23.2
06-22	708	580	2	77	24	10	0	0	0	1	0	0	0	4	10	19.3	23.3
06-00	736	604	2	81	24	10	0	0	0	1	0	0	0	4	10	19.3	23.3
00-00	771	631	2	85	24	11	0	0	0	1	0	0	0	4	13	19.3	23.4

13 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-
0200	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	19.7	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0500	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0600	30	26	0	0	1	0	0	0	0	0	0	0	0	0	3	20.4	26.4
0700	64	57	0	0	1	4	0	0	0	0	0	0	0	0	2	18	22.7
0800	65	58	0	3	1	1	0	0	0	0	0	0	0	0	2	19.1	22.8
0900	35	26	0	4	3	1	0	0	0	0	0	0	0	1	0	20	23.4
1000	41	28	0	9	1	1	0	0	0	1	0	0	0	0	1	20.1	25.1
1100	40	30	0	8	1	0	0	0	0	1	0	0	0	0	0	18.5	21.6

1200	35	28	0	4	2	1	0	0	0	0	0	0	0	0	0	20.5	25.4
1300	42	28	0	6	4	1	1	0	0	0	0	0	0	0	2	20.1	23.6
1400	46	36	0	6	3	0	0	0	0	0	0	0	0	0	1	20	24.7
1500	51	41	0	6	3	0	0	0	0	1	0	0	0	0	0	19.2	22
1600	71	60	0	3	4	1	0	0	0	0	0	0	0	1	2	18.9	24.2
1700	61	55	0	2	2	0	0	1	0	0	0	0	0	1	0	18.4	22.3
1800	58	53	0	3	1	0	0	0	0	0	0	0	0	1	0	20.3	24.6
1900	44	42	0	2	0	0	0	0	0	0	0	0	0	0	0	22.7	26
2000	29	24	0	2	0	0	0	0	0	0	0	0	0	1	2	22	28.9
2100	22	20	0	1	1	0	0	0	0	0	0	0	0	0	0	22.1	26.8
2200	17	14	0	1	1	0	0	0	0	0	0	0	0	1	0	23.1	25
2300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	20.8	-
07-19	609	500	0	54	26	10	1	1	0	3	0	0	0	4	10	19.3	23.2
06-22	734	612	0	59	28	10	1	1	0	3	0	0	0	5	15	19.7	24.1
06-00	759	633	0	61	29	10	1	1	0	3	0	0	0	6	15	19.8	24.2
00-00	782	655	0	61	29	10	1	1	0	3	0	0	0	6	16	19.9	24.2

14 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	-
0500	11	8	0	1	0	1	0	0	0	0	0	0	0	0	1	21	26.8
0600	34	26	0	4	2	0	0	0	0	0	0	0	0	0	2	18.6	23.1
0700	55	47	1	3	0	1	0	0	0	0	0	0	0	0	3	18.1	22.4
0800	66	58	0	4	3	0	0	0	0	0	0	0	0	0	1	20.6	23.7
0900	41	29	0	8	3	0	0	1	0	0	0	0	0	0	0	18	22.2
1000	44	32	0	9	3	0	0	0	0	0	0	0	0	0	0	19	23.7
1100	52	39	0	7	4	0	0	0	0	0	0	0	0	0	2	19.4	23.9
1200	43	34	0	4	1	3	0	0	0	0	0	0	0	0	1	17.8	23.7
1300	38	28	0	5	3	1	0	0	0	0	0	0	0	1	0	21.1	26.2
1400	37	29	0	5	2	0	0	0	0	0	0	0	0	0	1	16	22.1
1500	63	50	1	7	3	1	0	0	0	0	0	0	0	0	1	19.4	23.8
1600	61	49	0	4	5	0	0	0	0	0	0	0	0	1	2	19.3	24.3
1700	73	66	1	1	1	0	0	0	0	0	0	0	0	2	2	18.5	22.8

1800	68	62	0	2	2	0	0	0	0	0	0	0	0	1	1	20	24.5
1900	34	28	0	3	1	0	0	0	0	0	0	0	0	1	1	21.6	27
2000	24	21	0	2	0	1	0	0	0	0	0	0	0	0	0	25.1	28.8
2100	21	20	0	0	1	0	0	0	0	0	0	0	0	0	0	23	26.4
2200	22	19	0	0	2	1	0	0	0	0	0	0	0	0	0	24.2	28.1
2300	13	9	0	2	1	0	0	0	0	0	0	0	0	1	0	20.9	25.6
07-19	641	523	3	59	30	6	0	1	0	0	0	0	0	5	14	19	23.7
06-22	754	618	3	68	34	7	0	1	0	0	0	0	0	6	17	19.4	24.1
06-00	789	646	3	70	37	8	0	1	0	0	0	0	0	7	17	19.6	24.4
00-00	810	663	3	72	37	9	0	1	0	0	0	0	0	7	18	19.6	24.4

15 November 2018

[illegible]

07-19	605	472	2	78	28	13	0	1	0	1	0	0	0	3	7	19.5	23.5
06-22	706	558	2	87	30	13	0	1	0	2	0	0	0	5	8	19.8	23.8
06-00	731	580	2	88	30	13	0	1	0	2	0	0	0	7	8	19.9	23.9
00-00	766	605	2	94	32	14	0	1	0	2	0	0	0	7	9	20	24.4

K&M TRAFFIC SURVEYS

SITE: SITE 1 - WEST DRAYTON TAVISTOCK RD

LOCATION: Attached to lamppost

GRID REFERENCE: 51.5106180, -0.4766252

DIRECTION: WESTBOUND

SPEED LIMIT: 30mph

09 November 2018

[illegible]

10 November 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	20.4	-
0100	6	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	21.2	-
0200	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0300	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
0400	7	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0500	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-
0600	18	1	9	5	3	0	0	0	0	0	0	0	0	0	0	0	19.1	25.8
0700	29	6	15	7	1	0	0	0	0	0	0	0	0	0	0	0	16.7	20.2
0800	25	4	11	8	2	0	0	0	0	0	0	0	0	0	0	0	17	21
0900	36	2	17	15	2	0	0	0	0	0	0	0	0	0	0	0	18.9	22.5
1000	45	2	14	25	4	0	0	0	0	0	0	0	0	0	0	0	19.9	23.2
1100	39	3	18	17	0	1	0	0	0	0	0	0	0	0	0	0	18.4	22.1
1200	58	4	27	22	5	0	0	0	0	0	0	0	0	0	0	0	18.3	23.1
1300	48	5	17	22	4	0	0	0	0	0	0	0	0	0	0	0	19	23.3
1400	54	2	27	22	3	0	0	0	0	0	0	0	0	0	0	0	18.7	22.6
1500	47	3	18	23	3	0	0	0	0	0	0	0	0	0	0	0	18.9	22.6
1600	43	2	20	18	3	0	0	0	0	0	0	0	0	0	0	0	18.7	23.2
1700	37	0	14	20	3	0	0	0	0	0	0	0	0	0	0	0	19.6	24.2
1800	42	2	17	20	2	1	0	0	0	0	0	0	0	0	0	0	19.2	23.6
1900	28	0	6	19	2	1	0	0	0	0	0	0	0	0	0	0	21.6	24.4
2000	27	0	10	12	5	0	0	0	0	0	0	0	0	0	0	0	20.9	27.8
2100	26	0	5	15	6	0	0	0	0	0	0	0	0	0	0	0	21.4	25.4
2200	24	1	5	13	4	0	1	0	0	0	0	0	0	0	0	0	21.4	27.1
2300	14	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0	18.9	22.4
07-19	503	35	215	219	32	2	0	0	0	0	0	0	0	0	0	0	18.7	22.7
06-22	602	36	245	270	48	3	0	0	0	0	0	0	0	0	0	0	19.1	23.1
06-00	640	37	256	291	52	3	1	0	0	0	0	0	0	0	0	0	19.2	23.1
00-00	671	39	265	306	56	4	1	0	0	0	0	0	0	0	0	0	19.2	23.1

11 November 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
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[illegible]

12 November 2018

[illegible]

[illegible]

13 November 2018

[illegible]

[illegible]

14 November 2018

[illegible]

[illegible]

15 November 2018

[illegible]

K&MTRAFFIC SURVEYS

SITE: SITE 1 - WEST DRAYTON TAVISTOCK RD

LOCATION: Attached to lamppost

GRID REFERENCE: 51.5106180, -0.4766252

DIRECTION: WESTBOUND

SPEED LIMIT: 30mph

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	09-Nov	10-Nov	11-Nov	12-Nov	13-Nov	14-Nov	15-Nov	1 - 5.	1 - 7.
Hour									
0000-0100	7	8	12	8	5	5	6	6.2	7.3
0100-0200	3	6	3	7	2	1	1	2.8	3.3
0200-0300	3	3	4	1	3	1	4	2.4	2.7
0300-0400	2	4	7	3	2	0	4	2.2	3.1
0400-0500	4	7	6	1	2	3	6	3.2	4.1
0500-0600	12	3	2	15	9	11	14	12.2	9.4
0600-0700	32	18	12	25	30	34	24	29	25
0700-0800	63	29	11	49	64	55	43	54.8	44.9
0800-0900	77	25	17	56	65	66	59	64.6	52.1
0900-1000	47	36	21	43	35	41	33	39.8	36.6
1000-1100	40	45	24	43	41	44	48	43.2	40.7
1100-1200	49	39	32	48	40	52	43	46.4	43.3
1200-1300	41	58	32	56	35	43	40	43	43.6
1300-1400	39	48	39	39	42	38	46	40.8	41.6
1400-1500	39	54	38	43	46	37	48	42.6	43.6
1500-1600	62	47	45	48	51	63	63	57.4	54.1
1600-1700	62	43	42	56	71	61	56	61.2	55.9
1700-1800	73	37	30	73	61	73	65	69	58.9
1800-1900	49	42	34	41	58	68	61	55.4	50.4
1900-2000	47	28	40	46	44	34	31	40.4	38.6
2000-2100	35	27	18	26	29	24	27	28.2	26.6
2100-2200	32	26	21	16	22	21	19	22	22.4
2200-2300	20	24	20	21	17	22	17	19.4	20.1
2300-2400	14	14	15	7	8	13	8	10	11.3
Totals									
0700-1900	641	503	365	595	609	641	605	618.2	565.6
0600-2200	787	602	456	708	734	754	706	737.8	678.1
0600-0000	821	640	491	736	759	789	731	767.2	709.6
0000-0000	852	671	525	771	782	810	766	796.2	739.6
AM Peak	800	1000	1100	800	800	800	800		
	77	45	32	56	65	66	59		
PM Peak	1700	1200	1500	1700	1600	1700	1700		
	73	58	45	73	71	73	65		

K&MTRAFFIC SURVEYS

SITE: SITE 2 - WEST DRAYTON HIGH STREET LOCATION: Attached to lamppost

GRID REFERENCE: 51.5106180, -0.4733768 DIRECTION: NORTHBOUND SPEED LIMIT: 30mph

09 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	92	72	0	18	0	0	0	0	0	0	0	0	0	2	0	25.6	31.4
0100	43	35	0	5	1	0	0	0	0	0	0	0	0	1	1	24.5	28.9
0200	39	33	0	5	0	0	0	0	0	0	0	0	0	0	1	25.3	31.4
0300	41	31	0	8	1	0	1	0	0	0	0	0	0	0	0	26	33.4
0400	49	39	0	8	1	0	0	0	0	0	0	0	0	1	0	25.6	30.3
0500	146	117	0	23	1	0	0	0	0	0	0	0	0	3	2	25.5	30.5
0600	376	310	0	58	1	1	1	0	1	0	0	0	0	3	1	23.3	27.5
0700	623	553	3	57	1	3	0	1	1	0	0	0	0	3	1	20.4	24
0800	759	688	3	58	0	2	0	0	0	1	0	0	0	2	5	19.4	23
0900	602	518	4	66	1	5	0	1	0	2	0	0	0	1	4	20.8	24.6
1000	589	515	2	61	2	7	0	0	0	0	0	0	0	1	1	20.6	24.5
1100	594	534	3	45	3	3	1	2	0	0	0	0	0	1	2	20.3	24.5
1200	618	543	6	57	1	3	1	0	0	1	0	0	0	4	2	19.7	23.4
1300	630	569	4	46	4	4	0	0	1	0	0	0	0	0	2	18.1	23
1400	658	600	3	48	0	1	0	0	0	0	1	1	0	0	4	19.1	23.1
1500	660	619	1	24	3	5	1	0	0	0	0	0	0	3	4	18.3	22.9
1600	567	531	2	25	1	2	1	0	0	2	0	0	0	1	2	18.2	21.7
1700	628	602	2	15	0	1	1	0	0	0	0	0	0	3	4	17.8	21.6
1800	636	591	9	20	5	1	0	0	1	3	0	0	0	5	1	18.3	22.6
1900	597	558	1	25	4	1	1	1	0	0	0	0	0	4	2	20.4	25.1
2000	436	399	0	34	0	1	0	0	0	0	0	0	0	2	0	23.4	27
2100	343	316	2	24	0	0	0	0	0	0	0	0	0	0	1	23.7	28
2200	252	226	1	21	0	0	0	0	0	1	0	0	0	3	0	23.9	28.1
2300	167	143	0	22	0	0	0	0	0	0	0	0	0	2	0	24.5	28.7
07-19	7564	6863	42	522	21	37	5	4	3	9	1	1	0	24	32	19.2	23.3
06-22	9316	8446	45	663	26	40	7	5	4	9	1	1	0	33	36	19.8	24.2
06-00	9735	8815	46	706	26	40	7	5	4	10	1	1	0	38	36	20	24.4
00-00	10145	9142	46	773	30	40	8	5	4	10	1	1	0	45	40	20.2	24.7

10 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	139	117	0	20	0	1	0	0	0	0	0	0	0	1	0	25.2	30.2
0100	70	64	0	5	0	0	0	0	0	0	0	0	0	1	0	26.6	31.5
0200	38	34	0	3	0	0	0	0	0	0	0	0	0	1	0	26.3	31.3
0300	52	48	0	3	0	0	0	0	0	1	0	0	0	0	0	26.4	30.5
0400	42	34	0	7	0	0	0	0	0	0	0	0	0	0	1	24.2	30.6
0500	87	65	1	18	0	1	0	0	0	0	0	0	0	1	1	25.4	30.8
0600	187	157	0	26	0	0	1	0	1	0	0	0	0	2	0	25.2	29.4
0700	274	222	0	46	0	4	0	0	0	0	0	0	0	2	0	23.8	28.6
0800	446	390	0	49	0	0	0	0	0	1	0	0	0	2	4	23.6	27.4
0900	571	512	0	50	0	0	0	1	1	0	0	0	0	3	4	22.1	26
1000	657	603	3	45	3	0	0	0	0	0	0	0	1	1	1	20.5	24.8
1100	666	615	3	40	2	2	0	0	1	1	0	0	0	1	1	20.2	24
1200	641	605	1	26	3	1	1	0	0	1	0	0	0	2	1	19.1	23.4
1300	643	615	1	18	0	0	0	4	0	1	1	0	0	0	3	18.3	22.8
1400	647	609	1	30	3	1	0	0	1	0	0	0	0	1	1	20.1	23.7
1500	601	563	1	29	0	1	1	0	0	0	0	0	0	4	2	20.2	24
1600	588	552	1	28	3	0	0	0	1	0	0	0	0	3	0	18.8	23
1700	543	493	3	41	1	1	0	0	0	2	0	0	0	2	0	21.6	25.4
1800	440	418	0	16	1	1	0	0	0	0	0	0	0	3	1	20.6	24.8
1900	393	368	1	22	0	0	0	0	0	0	0	0	0	2	0	22.7	26.2
2000	350	323	0	25	0	0	0	0	0	0	0	0	0	2	0	23.9	28.2
2100	272	244	1	25	0	0	0	0	0	0	0	0	0	2	0	24.2	27.9
2200	224	201	0	21	0	0	0	0	0	1	0	0	0	1	0	24	27.7
2300	190	170	0	18	0	0	0	0	0	0	0	0	0	2	0	25.6	30.1
07-19	6717	6197	14	418	16	11	2	5	4	6	1	0	1	24	18	20.5	24.7
06-22	7919	7289	16	516	16	11	3	5	5	6	1	0	1	32	18	21	25.3
06-00	8333	7660	16	555	16	11	3	5	5	7	1	0	1	35	18	21.2	25.6
00-00	8761	8022	17	611	16	13	3	5	5	8	1	0	1	39	20	21.4	25.9

11 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
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0000	131	114	0	15	0	0	0	0	0	0	0	0	0	2	0	24.9	28.9
0100	90	84	0	6	0	0	0	0	0	0	0	0	0	0	0	25.6	30.7
0200	60	55	0	4	0	0	0	0	0	1	0	0	0	0	0	25.8	31
0300	35	32	0	3	0	0	0	0	0	0	0	0	0	0	0	26.8	32.8
0400	39	35	0	4	0	0	0	0	0	0	0	0	0	0	0	27	31.7
0500	58	45	0	13	0	0	0	0	0	0	0	0	0	0	0	25.6	29.8
0600	81	65	0	16	0	0	0	0	0	0	0	0	0	0	0	24.9	31.2
0700	142	120	0	19	0	0	0	0	1	0	0	0	0	1	1	25.4	29.7
0800	191	152	0	37	0	0	0	0	0	0	0	0	0	2	0	25.4	30.1
0900	340	301	0	33	1	0	0	0	0	0	0	0	0	1	4	23.4	28.1
1000	574	544	0	23	1	3	0	0	0	0	0	0	0	3	0	21.6	25.6
1100	598	564	3	27	1	1	0	0	0	0	0	0	0	1	1	20.4	25
1200	692	645	3	24	4	3	0	0	0	1	0	0	0	6	6	18.7	23.4
1300	667	640	1	20	0	1	0	0	0	2	0	0	0	2	1	20.4	24.9
1400	629	601	2	17	0	0	0	0	0	3	0	0	0	3	3	21.2	24.8
1500	572	532	1	29	0	4	0	0	0	0	0	0	0	3	3	21.8	26.3
1600	405	372	2	29	0	0	1	0	0	0	0	0	0	1	0	23	27.2
1700	468	433	1	27	1	1	0	0	0	1	0	0	0	2	2	22.4	26.1
1800	418	387	0	25	0	0	0	1	0	0	0	0	0	5	0	22.9	27
1900	377	346	2	25	0	0	0	0	0	0	0	0	0	2	2	23.9	28.2
2000	292	253	1	32	0	1	0	0	0	0	0	0	0	3	2	24.2	28
2100	197	175	0	15	0	0	0	0	0	0	0	0	0	7	0	25.7	31
2200	166	143	0	17	0	1	0	0	0	0	0	0	0	5	0	24.7	29.8
2300	126	106	0	19	0	1	0	0	0	0	0	0	0	0	0	24.9	29
07-19	5696	5291	13	310	8	13	1	1	1	7	0	0	0	30	21	21.6	26
06-22	6643	6130	16	398	8	14	1	1	1	7	0	0	0	42	25	22	26.6
06-00	6935	6379	16	434	8	16	1	1	1	7	0	0	0	47	25	22.1	26.7
00-00	7348	6744	16	479	8	16	1	1	1	8	0	0	0	49	25	22.3	27

12 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	60	45	0	14	0	0	0	0	0	0	0	0	0	1	0	24.3	29
0100	33	23	0	8	0	0	0	0	0	0	0	0	0	2	0	25.4	30.9
0200	24	18	0	6	0	0	0	0	0	0	0	0	0	0	0	27	37.4
0300	21	14	0	6	1	0	0	0	0	0	0	0	0	0	0	26.8	31.7
0400	38	23	0	10	2	1	0	0	0	0	0	0	0	0	2	24.7	29.9
0500	128	99	0	24	1	0	0	0	0	0	0	0	0	2	2	25.1	30.4

0600	336	282	0	45	2	1	0	0	0	0	0	0	0	4	2	22.9	27.1
0700	617	544	0	55	2	6	0	2	0	1	0	0	0	4	3	20.5	24.4
0800	814	734	2	52	4	5	2	0	0	1	0	0	0	3	11	18.5	22.3
0900	588	515	1	55	4	3	1	3	0	1	0	0	0	0	5	19.6	23.8
1000	541	467	3	63	1	1	0	0	1	0	0	0	0	4	1	20.4	24.5
1100	612	549	1	54	0	2	0	0	0	1	0	0	0	1	4	19	23.5
1200	581	507	1	58	1	4	0	1	0	3	0	0	0	3	3	20.9	24.6
1300	557	483	3	62	3	1	1	1	1	1	0	0	0	1	0	21.1	24.9
1400	592	536	2	43	3	2	1	0	0	1	0	0	0	2	2	20.8	24.5
1500	565	520	0	31	3	5	0	0	0	0	0	1	0	4	1	18.6	23.4
1600	587	557	1	22	1	0	0	0	0	0	0	0	0	1	5	18.2	21.9
1700	589	558	2	19	0	0	0	0	0	1	0	0	0	4	5	18.7	22
1800	549	508	1	31	1	0	0	0	0	0	0	0	0	6	2	20	24.3
1900	493	449	3	34	0	1	0	0	0	0	0	0	0	3	3	20.9	25
2000	335	299	0	28	2	0	0	0	0	1	0	0	0	5	0	22.8	26.8
2100	218	187	2	19	1	0	0	0	0	1	0	0	0	5	3	24.2	27.8
2200	208	181	0	22	1	0	0	0	0	0	0	0	0	4	0	25	30.1
2300	138	119	0	14	0	0	0	0	1	0	0	0	0	3	1	25	28.8
07-19	7192	6478	17	545	23	29	5	7	2	10	0	1	0	33	42	19.7	23.8
06-22	8574	7695	22	671	28	31	5	7	2	12	0	1	0	50	50	20.1	24.3
06-00	8920	7995	22	707	29	31	5	7	3	12	0	1	0	57	51	20.3	24.6
00-00	9224	8217	22	775	33	32	5	7	3	12	0	1	0	62	55	20.5	24.8

13 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	80	68	0	9	3	0	0	0	0	0	0	0	0	0	0	26.2	33.1
0100	29	24	0	2	1	0	0	0	0	0	0	0	0	2	0	26.1	32.2
0200	28	21	0	7	0	0	0	0	0	0	0	0	0	0	0	25.6	30.3
0300	23	18	0	5	0	0	0	0	0	0	0	0	0	0	0	26.8	33.7
0400	41	31	0	7	0	0	0	0	0	0	0	0	0	1	2	25	30.7
0500	151	118	0	24	5	0	0	0	0	0	0	0	0	2	2	25	29
0600	358	299	2	47	3	0	0	0	0	1	0	0	0	5	1	24.1	28.2
0700	687	606	3	59	8	2	1	0	0	0	0	0	0	2	6	19.7	23.3
0800	774	711	1	50	0	2	0	1	0	1	1	0	0	2	5	18.9	22.9
0900	627	544	1	68	1	2	0	0	0	0	0	0	0	8	3	20.6	24.9
1000	519	455	2	57	3	1	0	0	0	0	0	0	0	0	1	19.9	24.8
1100	596	529	2	53	1	5	1	0	0	1	1	0	0	1	2	19.8	23.7

1200	555	499	3	48	2	1	0	0	1	0	0	0	0	1	0	20.5	24.4
1300	574	500	1	59	2	1	1	0	0	4	0	0	0	3	3	21.7	25.3
1400	541	476	2	49	2	3	0	0	0	1	0	0	0	4	4	19.6	23.8
1500	572	523	2	37	1	2	0	0	0	0	0	0	0	2	5	17.9	22.4
1600	599	552	1	31	1	4	0	0	0	2	0	0	0	5	3	18.1	22.3
1700	561	531	2	21	1	1	0	0	0	1	0	0	0	0	4	17.6	22.2
1800	580	532	3	36	0	0	0	0	0	0	0	0	0	4	5	20.4	23.8
1900	509	466	2	34	2	0	0	0	0	0	0	0	0	5	0	21.4	24.9
2000	328	292	0	24	2	0	0	0	0	0	0	0	0	6	4	22.7	27.3
2100	262	236	0	20	0	0	0	0	0	0	0	0	0	5	1	24.1	28.8
2200	189	168	0	15	2	2	0	0	0	0	0	0	0	2	0	25.2	29.8
2300	144	124	0	15	2	0	0	0	0	0	0	0	0	1	2	25	29.8
07-19	7185	6458	23	568	22	24	3	1	1	10	2	0	0	32	41	19.5	23.8
06-22	8642	7751	27	693	29	24	3	1	1	11	2	0	0	53	47	20.1	24.5
06-00	8975	8043	27	723	33	26	3	1	1	11	2	0	0	56	49	20.3	24.8
00-00	9327	8323	27	777	42	26	3	1	1	11	2	0	0	61	53	20.5	25.1

14 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	80	61	0	12	4	0	0	0	0	0	0	0	0	2	1	24.9	30.6
0100	42	35	0	5	0	0	0	0	0	0	0	0	0	2	0	29.3	36.5
0200	33	29	0	3	1	0	0	0	0	0	0	0	0	0	0	25.5	31.4
0300	33	24	0	9	0	0	0	0	0	0	0	0	0	0	0	27.1	33.8
0400	42	32	0	7	0	0	0	0	0	0	0	0	0	1	2	25.7	31.5
0500	151	119	2	24	3	0	0	0	0	0	0	0	0	2	1	24.7	28.4
0600	346	293	0	40	5	1	0	0	1	0	0	0	0	4	2	23.7	28
0700	664	585	1	55	6	1	0	1	0	1	0	0	0	6	8	20.8	24.2
0800	779	696	6	54	6	4	1	0	0	1	0	0	0	2	9	17.9	22.2
0900	589	504	0	68	2	5	1	0	0	3	0	1	0	2	3	20	24.1
1000	536	463	2	60	4	2	0	0	0	1	1	0	0	3	0	20.6	24.1
1100	533	464	2	50	5	3	1	0	1	1	0	0	0	2	4	20.3	24.5
1200	557	482	0	64	1	2	0	3	1	1	0	0	0	3	0	20.7	24.4
1300	581	524	3	43	1	4	1	1	0	0	0	0	0	4	0	20.2	24.9
1400	595	534	1	49	3	3	1	0	0	2	0	0	0	1	1	20.6	24.3
1500	585	536	3	33	4	3	1	0	0	0	0	0	0	3	2	16.5	21.8
1600	589	538	0	37	2	1	1	0	0	1	0	0	0	2	7	17.9	22.3
1700	563	544	0	13	1	0	0	1	0	0	1	0	0	1	2	18.3	22.7

1800	619	582	0	28	3	2	0	0	0	0	0	0	0	2	2	18.9	22.9
1900	528	498	0	23	1	0	0	0	0	0	0	0	0	3	3	21.5	25.9
2000	344	299	1	35	2	0	0	0	0	0	0	0	0	3	4	22.5	26.6
2100	278	250	0	20	2	2	0	0	0	1	0	0	0	1	2	23.5	27.3
2200	209	194	0	11	2	0	0	0	0	0	0	0	0	2	0	24.6	29.1
2300	144	124	0	15	0	0	0	0	0	0	0	0	0	4	1	23.7	27.9
07-19	7190	6452	18	554	38	30	7	6	2	11	2	1	0	31	38	19.4	23.6
06-22	8686	7792	19	672	48	33	7	6	3	12	2	1	0	42	49	19.9	24.3
06-00	9039	8110	19	698	50	33	7	6	3	12	2	1	0	48	50	20.1	24.6
00-00	9420	8410	21	758	58	33	7	6	3	12	2	1	0	55	54	20.3	24.8

15 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	91	69	0	21	0	0	0	0	0	0	0	0	0	1	0	24.1	28.9
0100	46	39	0	6	0	0	0	0	0	0	0	0	0	1	0	25.4	30.5
0200	39	35	0	3	0	0	0	0	0	0	0	0	0	0	1	25.9	33.7
0300	28	24	0	3	1	0	0	0	0	0	0	0	0	0	0	25.9	32.2
0400	50	37	0	7	2	1	0	0	0	0	0	0	0	0	3	24	30.1
0500	136	110	1	22	0	0	0	0	0	0	0	0	0	2	1	24.9	30.1
0600	341	299	0	35	2	0	0	0	0	0	0	0	0	3	2	24	28.1
0700	705	601	1	73	6	8	2	0	1	1	0	0	0	3	9	19.9	23.9
0800	766	688	5	58	1	1	2	0	1	2	0	0	0	3	5	17.3	21.5
0900	616	542	3	51	7	3	0	1	2	1	0	0	1	2	3	18.8	22.7
1000	566	495	3	63	0	0	2	1	0	0	0	0	0	1	1	21.2	25.4
1100	581	498	3	65	0	4	1	0	2	2	0	0	0	2	4	20.1	24.2
1200	581	510	1	49	6	7	0	0	0	1	0	0	0	7	0	20.1	24.8
1300	596	520	3	58	1	2	1	0	1	1	0	0	0	6	3	19.9	23.7
1400	652	582	0	56	5	2	0	0	0	0	0	0	0	4	3	20.1	23.9
1500	590	527	0	45	3	5	2	0	0	0	0	0	0	6	2	18.2	23.3
1600	613	564	0	39	2	1	1	0	0	1	0	0	0	1	4	19.1	23
1700	640	606	1	24	0	1	0	0	0	1	0	0	0	4	3	18	22.5
1800	616	580	3	27	1	2	0	0	0	0	0	0	0	2	1	20.1	24
1900	502	457	2	30	0	2	0	1	0	0	0	0	0	8	2	21.4	25.5
2000	373	332	1	30	0	0	0	0	0	0	0	0	0	4	6	22.7	27.1
2100	280	252	0	21	0	0	0	0	0	0	0	0	0	4	3	23.4	27.5
2200	207	183	0	24	0	0	0	0	0	0	0	0	0	0	0	25.3	29.6
2300	145	126	0	17	0	0	0	0	0	0	0	0	0	1	1	24.3	29.4

07-19	7522	6713	23	608	32	36	11	2	7	10	0	0	1	41	38	19.4	23.6
06-22	9018	8053	26	724	34	38	11	3	7	10	0	0	1	60	51	19.9	24.4
06-00	9370	8362	26	765	34	38	11	3	7	10	0	0	1	61	52	20.1	24.7
00-00	9760	8676	27	827	37	39	11	3	7	10	0	0	1	65	57	20.3	24.9

10 November 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	139	0	13	52	60	10	3	1	0	0	0	0	0	0	0	0	25.2	30.2
0100	70	1	2	17	38	9	1	2	0	0	0	0	0	0	0	0	26.6	31.5
0200	38	0	3	12	17	5	0	0	1	0	0	0	0	0	0	0	26.3	31.3
0300	52	0	3	17	25	5	2	0	0	0	0	0	0	0	0	0	26.4	30.5
0400	42	1	8	12	16	3	2	0	0	0	0	0	0	0	0	0	24.2	30.6
0500	87	1	5	35	38	6	2	0	0	0	0	0	0	0	0	0	25.4	30.8
0600	187	0	11	74	85	15	2	0	0	0	0	0	0	0	0	0	25.2	29.4
0700	274	3	28	134	97	12	0	0	0	0	0	0	0	0	0	0	23.8	28.6
0800	446	2	40	253	139	10	1	1	0	0	0	0	0	0	0	0	23.6	27.4
0900	571	6	81	365	113	6	0	0	0	0	0	0	0	0	0	0	22.1	26
1000	657	16	191	359	86	5	0	0	0	0	0	0	0	0	0	0	20.5	24.8
1100	666	34	180	391	54	6	1	0	0	0	0	0	0	0	0	0	20.2	24
1200	641	52	212	323	51	3	0	0	0	0	0	0	0	0	0	0	19.1	23.4
1300	643	86	226	290	37	4	0	0	0	0	0	0	0	0	0	0	18.3	22.8
1400	647	26	155	406	58	1	1	0	0	0	0	0	0	0	0	0	20.1	23.7
1500	601	27	160	353	56	3	2	0	0	0	0	0	0	0	0	0	20.2	24
1600	588	58	191	294	41	4	0	0	0	0	0	0	0	0	0	0	18.8	23
1700	543	14	97	329	95	8	0	0	0	0	0	0	0	0	0	0	21.6	25.4
1800	440	8	122	252	55	3	0	0	0	0	0	0	0	0	0	0	20.6	24.8
1900	393	3	40	253	85	12	0	0	0	0	0	0	0	0	0	0	22.7	26.2
2000	350	0	27	201	106	12	4	0	0	0	0	0	0	0	0	0	23.9	28.2
2100	272	6	19	132	96	12	6	1	0	0	0	0	0	0	0	0	24.2	27.9
2200	224	0	16	118	81	9	0	0	0	0	0	0	0	0	0	0	24	27.7
2300	190	0	13	72	84	16	5	0	0	0	0	0	0	0	0	0	25.6	30.1
07-19	6717	332	1683	3749	882	65	5	1	0	0	0	0	0	0	0	0	20.5	24.7
06-22	7919	341	1780	4409	1254	116	17	2	0	0	0	0	0	0	0	0	21	25.3
06-00	8333	341	1809	4599	1419	141	22	2	0	0	0	0	0	0	0	0	21.2	25.6
00-00	8761	344	1843	4744	1613	179	32	5	1	0	0	0	0	0	0	0	21.4	25.9

11 November 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
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[illegible][illegible]

[illegible]

13 November 2018

[illegible]

1200	555	11	166	309	64	5	0	0	0	0	0	0	0	0	0	0	20.5	24.4
1300	574	5	106	361	98	4	0	0	0	0	0	0	0	0	0	0	21.7	25.3
1400	541	34	191	260	51	3	0	0	0	0	0	0	0	2	0	0	19.6	23.8
1500	572	74	259	204	25	4	2	2	0	0	2	0	0	0	0	0	17.9	22.4
1600	599	82	231	254	27	5	0	0	0	0	0	0	0	0	0	0	18.1	22.3
1700	561	90	213	238	20	0	0	0	0	0	0	0	0	0	0	0	17.6	22.2
1800	580	20	131	371	54	3	1	0	0	0	0	0	0	0	0	0	20.4	23.8
1900	509	2	118	312	67	8	2	0	0	0	0	0	0	0	0	0	21.4	24.9
2000	328	3	49	182	80	11	1	2	0	0	0	0	0	0	0	0	22.7	27.3
2100	262	3	25	124	89	19	1	0	1	0	0	0	0	0	0	0	24.1	28.8
2200	189	1	14	78	76	18	1	0	1	0	0	0	0	0	0	0	25.2	29.8
2300	144	1	11	53	65	12	2	0	0	0	0	0	0	0	0	0	25	29.8
07-19	7185	481	2320	3684	653	38	3	2	0	0	2	0	0	2	0	0	19.5	23.8
06-22	8642	491	2539	4486	1010	97	10	4	1	0	2	0	0	2	0	0	20.1	24.5
06-00	8975	493	2564	4617	1151	127	13	4	2	0	2	0	0	2	0	0	20.3	24.8
00-00	9327	497	2587	4753	1290	168	20	6	2	0	2	0	0	2	0	0	20.5	25.1

14 November 2018

[illegible]

1800	619	63	215	303	30	3	0	4	0	0	0	1	0	0	0	18.9	22.9
1900	528	18	98	309	94	9	0	0	0	0	0	0	0	0	0	21.5	25.9
2000	344	6	48	199	78	13	0	0	0	0	0	0	0	0	0	22.5	26.6
2100	278	2	29	146	94	5	2	0	0	0	0	0	0	0	0	23.5	27.3
2200	209	0	21	93	83	9	3	0	0	0	0	0	0	0	0	24.6	29.1
2300	144	2	16	74	44	7	1	0	0	0	0	0	0	0	0	23.7	27.9
07-19	7190	532	2304	3732	582	31	2	6	0	0	0	1	0	0	0	19.4	23.6
06-22	8686	566	2511	4554	973	69	6	6	0	0	0	1	0	0	0	19.9	24.3
06-00	9039	568	2548	4721	1100	85	10	6	0	0	0	1	0	0	0	20.1	24.6
00-00	9420	573	2565	4886	1242	125	21	7	0	0	0	1	0	0	0	20.3	24.8

[illegible]

07-19	7522	525	2509	3807	636	40	5	0	0	0	0	0	0	0	0	0	19.4	23.6
06-22	9018	542	2751	4590	1042	83	10	0	0	0	0	0	0	0	0	0	19.9	24.4
06-00	9370	544	2782	4726	1200	106	12	0	0	0	0	0	0	0	0	0	20.1	24.7
00-00	9760	549	2831	4871	1344	145	19	1	0	0	0	0	0	0	0	0	20.3	24.9

Grand Total

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	63985	3094	16719	33031	9806	1119	172	30	8	1	2	1	0	2	0	0	20.7	25.3

K&MTRAFFIC SURVEYS

SITE: SITE 2 - WEST DRAYTON HIGH STREET LOCATION: Attached to lamppost

GRID REFERENCE: 51.5106180, -0.4733768 DIRECTION: NORTHBOUND SPEED LIMIT: 30mph

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	09-Nov	10-Nov	11-Nov	12-Nov	13-Nov	14-Nov	15-Nov	1 - 5.	1 - 7.
Hour									
0000-0100	92	139	131	60	80	80	91	80.6	96.1
0100-0200	43	70	90	33	29	42	46	38.6	50.4
0200-0300	39	38	60	24	28	33	39	32.6	37.3
0300-0400	41	52	35	21	23	33	28	29.2	33.3
0400-0500	49	42	39	38	41	42	50	44	43
0500-0600	146	87	58	128	151	151	136	142.4	122.4
0600-0700	376	187	81	336	358	346	341	351.4	289.3
0700-0800	623	274	142	617	687	664	705	659.2	530.3
0800-0900	759	446	191	814	774	779	766	778.4	647
0900-1000	602	571	340	588	627	589	616	604.4	561.9
1000-1100	589	657	574	541	519	536	566	550.2	568.9
1100-1200	594	666	598	612	596	533	581	583.2	597.1
1200-1300	618	641	692	581	555	557	581	578.4	603.6
1300-1400	630	643	667	557	574	581	596	587.6	606.9
1400-1500	658	647	629	592	541	595	652	607.6	616.3
1500-1600	660	601	572	565	572	585	590	594.4	592.1
1600-1700	567	588	405	587	599	589	613	591	564
1700-1800	628	543	468	589	561	563	640	596.2	570.3
1800-1900	636	440	418	549	580	619	616	600	551.1
1900-2000	597	393	377	493	509	528	502	525.8	485.6
2000-2100	436	350	292	335	328	344	373	363.2	351.1
2100-2200	343	272	197	218	262	278	280	276.2	264.3
2200-2300	252	224	166	208	189	209	207	213	207.9
2300-2400	167	190	126	138	144	144	145	147.6	150.6
Totals									
0700-1900	7564	6717	5696	7192	7185	7190	7522	7330.6	7009.4
0600-2200	9316	7919	6643	8574	8642	8686	9018	8847.2	8399.7
0600-0000	9735	8333	6935	8920	8975	9039	9370	9207.8	8758.1
0000-0000	10145	8761	7348	9224	9327	9420	9760	9575.2	9140.7
AM Peak	800	1100	1100	800	800	800	800		
	759	666	598	814	774	779	766		
PM Peak	1500	1400	1200	1400	1600	1800	1400		
	660	647	692	592	599	619	652		

K&MTRAFFIC SURVEYS

SITE: SITE 2 - WEST DRAYTON HIGH STREET

LOCATION: Attached to lamppost

GRID REFERENCE: 51.5106180, -0.4733768

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30mph

09 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	89	73	0	13	0	0	0	0	0	0	0	0	0	2	1	26.3	32.5
0100	66	55	0	8	0	0	0	0	0	0	0	0	0	2	1	25.6	30.4
0200	25	19	0	5	1	0	0	0	0	0	0	0	0	0	0	26.4	33
0300	37	26	0	11	0	0	0	0	0	0	0	0	0	0	0	26.5	32.9
0400	57	39	0	13	2	0	0	0	0	0	0	0	0	2	1	26.1	31.6
0500	114	90	0	20	0	0	0	0	1	0	0	0	0	1	2	26.1	31.3
0600	332	259	1	63	0	1	0	1	0	0	0	0	0	2	5	23.7	28.5
0700	498	427	2	58	1	0	1	2	0	0	0	0	0	1	6	18.3	24.2
0800	608	540	1	55	3	3	1	1	0	0	0	0	0	1	3	17.8	22.9
0900	556	471	6	67	3	1	0	0	0	1	1	0	0	5	1	18.9	24
1000	554	471	6	62	4	5	0	3	0	0	0	1	0	2	0	18.1	22.9
1100	602	517	8	60	1	5	0	0	0	5	0	0	0	4	2	17.8	22.8
1200	625	547	7	51	2	6	1	1	0	0	0	0	0	7	3	17.8	22.3
1300	613	556	7	31	2	3	1	2	2	2	0	1	0	4	2	16.3	21.4
1400	680	611	4	50	4	5	0	2	0	0	0	0	0	4	0	15.9	21.4
1500	751	670	10	30	6	11	1	2	0	3	0	0	0	11	7	13.6	18
1600	680	616	11	37	3	4	2	0	0	1	0	0	0	2	4	11.3	14.1
1700	729	674	12	18	3	6	3	1	0	1	0	0	0	8	3	11.7	14.9
1800	699	646	9	27	2	6	1	1	0	0	0	0	0	4	3	15.4	21.2
1900	634	581	12	27	0	1	1	1	1	2	0	0	0	6	2	16.9	23.1
2000	555	512	4	36	0	0	0	0	0	0	0	0	0	3	0	21.5	26.1
2100	421	398	1	14	0	0	0	2	0	0	0	0	0	3	3	22.4	26.7
2200	290	263	0	25	0	1	0	0	0	0	0	0	0	1	0	24.1	27.5
2300	194	174	2	17	0	0	0	1	0	0	0	0	0	0	0	24.4	28.2
07-19	7595	6746	83	546	34	55	11	15	2	13	1	2	0	53	34	15.8	21.8
06-22	9537	8496	101	686	34	57	12	19	3	15	1	2	0	67	44	16.8	23.2
06-00	10021	8933	103	728	34	58	12	20	3	15	1	2	0	68	44	17.1	23.7
00-00	10409	9235	103	798	37	58	12	20	4	15	1	2	0	75	49	17.5	24.2

10 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	134	110	0	19	0	0	0	0	0	0	0	0	0	3	2	25.9	31.3
0100	83	77	0	5	0	0	0	0	0	0	0	0	0	0	1	26.6	31
0200	46	39	0	5	1	0	0	0	0	0	0	0	0	1	0	26.1	30.7
0300	50	44	0	4	0	0	0	0	0	0	0	0	0	1	1	25.5	30
0400	61	48	0	9	0	0	0	0	1	0	0	0	0	2	1	26.4	31.7
0500	68	46	1	20	0	0	0	0	0	0	0	0	0	1	0	26.2	31.4
0600	162	130	1	29	0	0	0	0	0	0	0	0	0	0	2	24.9	29
0700	220	168	1	49	0	0	0	0	0	0	0	0	0	0	2	24	28
0800	332	286	1	36	0	2	0	1	0	0	0	0	0	4	2	22.3	26.6
0900	470	404	1	58	0	2	2	0	0	0	0	0	0	2	1	21.6	25.7
1000	538	474	5	47	1	4	2	1	0	0	0	0	0	1	3	18.8	23.6
1100	621	580	5	30	0	2	0	0	0	1	0	0	0	1	2	18.2	23.5
1200	684	609	12	44	3	6	0	3	1	1	0	0	0	3	2	16	22
1300	708	650	7	31	2	7	0	3	0	0	0	0	0	5	3	16	21.2
1400	646	592	9	32	3	4	1	2	0	1	0	0	0	2	0	17.5	22.6
1500	606	555	9	33	2	4	2	0	0	0	0	0	0	0	1	17.4	22.5
1600	652	611	11	21	0	3	1	0	0	0	0	0	0	4	1	16.5	21.5
1700	648	586	5	49	2	3	0	1	0	0	0	0	0	2	0	18.5	23.4
1800	490	462	5	13	1	4	2	1	0	1	0	0	0	1	0	15.2	22.1
1900	490	455	2	30	0	1	0	0	0	0	0	0	0	2	0	21.6	25.8
2000	377	352	2	22	0	0	0	0	0	0	0	0	0	1	0	23.1	27.3
2100	335	315	0	17	0	0	0	1	0	0	0	0	0	1	1	23.1	27.5
2200	244	220	0	21	0	0	0	0	0	0	0	0	0	2	1	23.8	27.8
2300	205	187	0	18	0	0	0	0	0	0	0	0	0	0	0	24.8	28.9
07-19	6615	5977	71	443	14	41	10	12	1	4	0	0	0	25	17	17.9	23.6
06-22	7979	7229	76	541	14	42	10	13	1	4	0	0	0	29	20	18.8	24.5
06-00	8428	7636	76	580	14	42	10	13	1	4	0	0	0	31	21	19.1	24.9
00-00	8870	8000	77	642	15	42	10	13	2	4	0	0	0	39	26	19.4	25.3

11 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
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0000	161	141	0	18	0	0	0	0	0	0	0	0	0	2	0	25	29.1
0100	83	75	0	7	0	0	0	0	0	0	0	0	0	1	0	27.4	31.3
0200	71	65	0	4	0	0	0	0	0	0	0	0	0	1	1	26.1	30.9
0300	52	46	0	6	0	0	0	0	0	0	0	0	0	0	0	26	29.5
0400	48	41	0	7	0	0	0	0	0	0	0	0	0	0	0	26	31.4
0500	62	49	0	12	0	0	0	0	0	0	0	0	0	0	1	25.7	31
0600	84	62	0	20	1	0	0	0	0	0	0	0	0	1	0	24.5	29
0700	118	92	0	23	0	0	0	0	0	0	0	0	0	0	3	25	28.7
0800	160	130	0	29	0	0	0	0	0	0	0	0	0	1	0	24.8	28.6
0900	257	222	2	30	1	0	0	0	0	0	0	0	0	1	1	22.6	27.1
1000	372	345	2	21	0	0	0	0	0	0	0	0	0	0	4	21.5	26
1100	539	487	4	42	1	2	0	0	0	1	0	0	0	2	0	20.7	24.8
1200	643	598	9	24	0	2	1	2	0	3	0	1	0	2	1	17.4	23
1300	699	650	9	23	2	3	0	1	0	2	0	0	0	2	7	17.7	22.8
1400	654	600	10	29	1	5	0	0	0	1	0	0	0	7	1	18.9	23.5
1500	650	598	7	32	3	6	0	0	0	0	0	0	0	4	0	18.5	23.9
1600	608	557	7	32	2	4	0	0	0	1	0	0	0	4	1	19.7	24
1700	550	502	0	33	2	0	1	0	0	0	0	0	0	9	3	20.9	24.8
1800	457	412	7	24	2	3	0	1	0	0	0	0	0	6	2	21.9	26.4
1900	419	392	2	22	1	0	0	0	0	0	0	0	0	2	0	22.7	26.8
2000	323	284	2	30	0	1	0	0	0	0	0	0	0	4	2	23.6	27
2100	207	178	0	21	0	2	0	1	0	0	0	0	0	3	2	24.2	29.1
2200	183	164	0	16	0	0	0	0	0	0	0	0	0	3	0	24.8	29.3
2300	120	97	0	21	0	0	0	0	0	0	0	0	0	1	1	25	30.2
07-19	5707	5193	57	342	14	25	2	4	0	8	0	1	0	38	23	19.8	24.9
06-22	6740	6109	61	435	16	28	2	5	0	8	0	1	0	48	27	20.4	25.4
06-00	7043	6370	61	472	16	28	2	5	0	8	0	1	0	52	28	20.6	25.7
00-00	7520	6787	61	526	16	28	2	5	0	8	0	1	0	56	30	20.9	26.2

12 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	70	53	0	14	0	0	0	0	0	0	0	0	0	1	2	24.1	28.6
0100	55	47	0	7	0	0	0	0	0	0	0	0	0	1	0	27.5	32.3
0200	33	29	0	3	0	0	0	0	0	0	0	0	0	1	0	25.2	29.3
0300	28	22	0	5	1	0	0	0	0	0	0	0	0	0	0	27.1	32.3
0400	40	29	0	8	1	0	0	0	0	0	0	0	0	1	1	25.9	30.4
0500	115	91	0	22	1	0	0	0	0	0	0	0	0	1	0	25.9	30.5

0600	324	255	0	54	2	2	0	1	0	0	0	0	0	2	8	22	26.8
0700	488	418	6	52	0	2	0	0	0	1	0	0	0	3	6	18.5	23.8
0800	620	555	7	44	2	3	0	3	1	0	0	0	0	2	3	17	21.9
0900	565	480	4	61	3	6	2	1	0	0	0	0	0	2	6	17.4	21.8
1000	534	451	7	62	2	2	1	2	0	1	0	0	0	4	2	18.5	23.6
1100	527	464	6	51	2	1	0	0	0	0	0	0	0	0	3	18.2	22.9
1200	573	508	3	54	1	1	0	1	0	0	0	0	0	4	1	19.1	24.4
1300	597	513	10	58	0	5	1	0	0	2	0	1	0	5	2	17.5	22.9
1400	573	508	5	40	1	8	2	2	0	0	0	0	0	3	4	17.8	23.3
1500	691	623	11	41	1	7	3	0	1	0	0	0	0	2	2	13.4	18.3
1600	698	628	9	33	3	10	2	1	1	1	0	0	0	10	0	11.8	16.1
1700	699	639	8	26	2	5	4	0	1	1	2	0	0	4	7	12.1	16.1
1800	718	659	10	30	2	5	2	0	0	0	0	2	0	5	3	16.6	22.2
1900	622	561	11	31	2	5	1	0	0	0	0	0	0	9	2	17.6	23.4
2000	422	362	3	40	1	1	0	0	0	0	0	0	0	8	7	22.4	27.4
2100	323	285	1	27	0	0	0	0	0	0	0	0	0	5	5	23.6	27.6
2200	229	204	1	20	0	0	0	0	0	0	0	0	0	4	0	24.8	29.2
2300	147	124	2	17	0	0	0	0	0	0	0	0	0	3	1	24.3	29.1
07-19	7283	6446	86	552	19	55	17	10	4	6	2	3	0	44	39	16.2	22.1
06-22	8974	7909	101	704	24	63	18	11	4	6	2	3	0	68	61	17.1	23.2
06-00	9350	8237	104	741	24	63	18	11	4	6	2	3	0	75	62	17.4	23.7
00-00	9691	8508	104	800	27	63	18	11	4	6	2	3	0	80	65	17.7	24.1

13 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	74	58	1	14	0	0	0	0	0	0	0	0	0	0	1	25.4	29.1
0100	35	27	0	5	1	0	0	0	0	0	0	0	0	1	1	24.6	31.7
0200	26	21	0	4	0	0	0	0	0	0	0	0	0	1	0	27	32.6
0300	34	26	0	6	0	0	0	0	0	0	0	0	0	0	2	26.1	33.7
0400	53	36	1	13	1	0	0	0	0	0	0	0	0	2	0	27.3	35.3
0500	104	75	0	25	0	0	0	0	0	0	0	0	0	4	0	25.1	28.6
0600	326	251	1	61	4	0	0	0	0	0	1	0	0	1	7	23.2	27.2
0700	529	455	3	51	1	6	1	0	1	1	1	0	0	0	9	17.6	23.1
0800	591	514	10	47	4	3	1	2	0	0	0	0	0	2	8	17	22.4
0900	595	511	4	68	0	3	1	0	2	1	0	0	0	4	1	18.2	23.7
1000	533	463	4	58	0	4	0	0	0	0	0	0	0	2	2	18.5	24
1100	561	478	7	62	1	6	0	0	0	0	0	0	0	3	4	18	23

1200	615	534	14	50	2	5	0	1	0	0	0	0	0	4	5	17.8	23.4
1300	562	494	5	50	2	1	1	1	0	1	0	0	0	4	3	19.7	24.4
1400	610	544	6	42	1	6	3	0	0	0	0	0	0	2	6	16.8	22.4
1500	686	615	11	36	3	8	0	2	0	2	0	0	0	5	4	14.5	19.6
1600	705	631	11	43	3	4	0	2	1	0	0	1	0	2	7	14.1	18.1
1700	735	656	10	34	9	8	3	2	0	3	0	0	0	3	7	13.4	17.5
1800	668	608	8	35	4	4	1	0	0	0	0	2	0	3	3	16.2	21.5
1900	571	517	3	41	4	1	1	0	0	0	0	0	0	2	2	18.5	23.9
2000	412	364	1	34	3	0	0	0	0	0	0	0	0	6	4	21.7	26.7
2100	306	267	0	25	1	1	0	0	0	0	0	0	0	7	5	22.6	27.1
2200	241	210	4	22	1	0	0	0	0	0	0	0	0	4	0	24.2	28.8
2300	158	132	0	23	0	0	0	0	0	0	0	0	0	2	1	24.5	29.3
07-19	7390	6503	93	576	30	58	11	10	4	8	1	3	0	34	59	16.6	22.4
06-22	9005	7902	98	737	42	60	12	10	4	8	2	3	0	50	77	17.4	23.3
06-00	9404	8244	102	782	43	60	12	10	4	8	2	3	0	56	78	17.7	23.8
00-00	9730	8487	104	849	45	60	12	10	4	8	2	3	0	64	82	18	24.1

14 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	71	57	0	12	0	0	0	0	0	0	0	0	0	1	1	26.4	30.7
0100	35	26	0	7	0	0	0	0	0	0	0	0	0	2	0	28	31.9
0200	32	25	0	4	1	0	0	0	0	0	0	0	0	1	1	25.9	32.8
0300	28	22	0	5	0	0	0	0	0	0	0	0	0	0	1	25.8	33
0400	44	30	0	12	0	0	0	0	0	0	0	0	0	1	1	24.8	29.3
0500	127	103	0	19	0	0	0	0	0	0	0	0	0	2	3	25.1	29.6
0600	336	263	1	58	8	0	0	1	0	0	0	0	0	3	2	22	27.7
0700	523	451	3	56	2	1	1	0	0	1	0	0	0	3	5	18.9	23.4
0800	576	515	4	43	3	5	0	1	1	0	0	0	0	0	4	16.9	21.9
0900	551	460	3	78	1	2	1	2	2	0	0	0	0	1	1	17.9	23.2
1000	559	478	7	60	1	4	0	1	0	0	0	0	0	4	4	16.6	22.3
1100	548	467	5	65	2	5	0	0	0	1	0	0	0	3	0	18.4	22.8
1200	582	501	5	55	4	5	0	3	0	1	0	0	0	4	4	19	23.5
1300	589	522	6	49	3	3	0	0	1	0	0	0	0	3	2	18.7	23.5
1400	635	551	11	53	4	3	2	0	1	0	1	1	0	3	5	17.4	22.6
1500	675	606	19	30	4	7	1	1	0	0	0	0	0	5	2	12.6	16.8
1600	697	620	10	40	6	2	5	2	1	0	0	0	0	6	5	13.7	19.5
1700	598	553	4	19	3	5	2	1	1	0	0	0	0	4	6	11.4	15.7

1800	677	626	6	28	1	3	0	0	1	0	0	0	0	9	3	14.9	20.9
1900	610	551	2	40	2	1	1	0	0	2	0	0	0	3	8	18	23.7
2000	423	377	0	32	3	1	0	1	0	0	0	0	0	5	4	22	26
2100	338	304	0	26	0	1	0	0	0	0	0	0	0	3	4	23.5	27.4
2200	258	233	2	18	0	1	0	1	0	0	0	0	0	1	2	23.6	28.1
2300	173	145	0	18	2	0	0	0	0	0	0	0	0	3	5	25	29.1
07-19	7210	6350	83	576	34	45	12	11	8	3	1	1	0	45	41	16.2	22.1
06-22	8917	7845	86	732	47	48	13	13	8	5	1	1	0	59	59	17.1	23.3
06-00	9348	8223	88	768	49	49	13	14	8	5	1	1	0	63	66	17.4	23.7
00-00	9685	8486	88	827	50	49	13	14	8	5	1	1	0	70	73	17.7	24.1

15 November 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	81	63	0	14	1	0	0	0	0	0	0	0	0	2	1	24.9	30.8
0100	39	31	0	6	1	0	0	0	0	0	0	0	0	1	0	24.5	30.4
0200	25	19	0	5	1	0	0	0	0	0	0	0	0	0	0	27.3	32.3
0300	33	23	0	7	1	0	0	0	0	0	0	0	0	1	1	25.3	29.6
0400	52	36	0	11	1	0	0	0	0	0	0	0	0	1	3	25.2	30.1
0500	127	103	0	18	1	1	0	0	0	0	0	0	0	2	2	26	30.7
0600	329	262	1	54	3	2	0	0	0	0	0	0	0	2	5	22.9	27.2
0700	510	443	4	49	3	2	0	0	1	1	0	0	0	3	4	18.8	24.1
0800	543	496	4	27	1	6	1	0	1	0	0	0	0	2	5	16.8	21.8
0900	560	492	4	52	2	4	0	1	0	0	0	0	0	2	3	18.1	23.1
1000	525	439	4	75	3	0	1	0	0	0	0	0	0	1	2	19.3	23.5
1100	563	498	5	52	2	2	1	1	1	0	0	0	0	1	0	18.3	23
1200	618	535	3	57	4	3	3	3	0	0	0	0	0	9	1	18.5	23.1
1300	584	513	1	53	5	1	0	0	0	0	0	0	0	5	6	17.9	23.2
1400	639	557	4	64	2	3	0	2	0	0	0	0	0	5	2	17.9	22.9
1500	704	633	5	35	4	8	1	1	0	1	0	1	0	6	9	16.2	21.3
1600	714	641	7	41	2	11	1	2	0	0	0	0	0	3	6	15.2	20.7
1700	751	672	14	29	4	14	3	1	0	1	0	0	0	6	7	13.7	18.7
1800	670	612	9	31	2	3	3	1	1	0	0	1	0	2	5	16	21.5
1900	635	578	4	37	2	1	1	1	0	0	0	0	0	6	5	18.8	24.2
2000	446	396	3	36	0	0	0	0	0	1	0	0	0	3	7	21.5	26
2100	308	276	1	22	2	0	0	0	0	0	0	0	0	3	4	23.5	27.6
2200	229	206	1	18	0	0	0	0	0	0	0	0	0	2	2	24.9	28.6
2300	179	157	0	16	0	0	0	0	0	0	0	0	0	4	2	24.3	29.1

07-19	7381	6531	64	565	34	57	14	12	4	3	0	2	0	45	50	17.1	22.5
06-22	9099	8043	73	714	41	60	15	13	4	4	0	2	0	59	71	17.8	23.4
06-00	9507	8406	74	748	41	60	15	13	4	4	0	2	0	65	75	18.1	23.9
00-00	9864	8681	74	809	47	61	15	13	4	4	0	2	0	72	82	18.4	24.2

K&MTRAFFIC SURVEYS

SITE: SITE 2 - WEST DRAYTON HIGH STREET LOCATION: Attached to lamppost

GRID REFERENCE: 51.5106180, -0.4733768 DIRECTION: SOUTHBOUND SPEED LIMIT: 30mph

09 November 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	89	0	6	35	32	13	3	0	0	0	0	0	0	0	0	0	26.3	32.5
0100	66	0	11	16	32	5	1	0	1	0	0	0	0	0	0	0	25.6	30.4
0200	25	0	3	6	9	7	0	0	0	0	0	0	0	0	0	0	26.4	33
0300	37	0	2	13	15	6	1	0	0	0	0	0	0	0	0	0	26.5	32.9
0400	57	0	4	20	24	5	4	0	0	0	0	0	0	0	0	0	26.1	31.6
0500	114	1	7	39	49	16	1	1	0	0	0	0	0	0	0	0	26.1	31.3
0600	332	5	35	159	117	15	1	0	0	0	0	0	0	0	0	0	23.7	28.5
0700	498	88	161	188	59	2	0	0	0	0	0	0	0	0	0	0	18.3	24.2
0800	608	103	231	224	45	4	1	0	0	0	0	0	0	0	0	0	17.8	22.9
0900	556	70	172	258	55	1	0	0	0	0	0	0	0	0	0	0	18.9	24
1000	554	81	225	211	30	4	0	0	1	2	0	0	0	0	0	0	18.1	22.9
1100	602	95	219	252	34	2	0	0	0	0	0	0	0	0	0	0	17.8	22.8
1200	625	80	268	244	31	2	0	0	0	0	0	0	0	0	0	0	17.8	22.3
1300	613	134	297	150	29	3	0	0	0	0	0	0	0	0	0	0	16.3	21.4
1400	680	215	253	187	21	2	2	0	0	0	0	0	0	0	0	0	15.9	21.4
1500	751	370	283	78	18	2	0	0	0	0	0	0	0	0	0	0	13.6	18
1600	680	484	162	32	2	0	0	0	0	0	0	0	0	0	0	0	11.3	14.1
1700	729	456	227	45	1	0	0	0	0	0	0	0	0	0	0	0	11.7	14.9
1800	699	247	262	168	17	4	0	0	0	0	1	0	0	0	0	0	15.4	21.2
1900	634	145	245	195	43	4	2	0	0	0	0	0	0	0	0	0	16.9	23.1
2000	555	21	123	280	121	7	2	1	0	0	0	0	0	0	0	0	21.5	26.1
2100	421	17	70	213	104	16	1	0	0	0	0	0	0	0	0	0	22.4	26.7
2200	290	1	27	141	108	11	2	0	0	0	0	0	0	0	0	0	24.1	27.5
2300	194	2	11	97	73	10	1	0	0	0	0	0	0	0	0	0	24.4	28.2
07-19	7595	2423	2760	2037	342	26	3	0	1	2	1	0	0	0	0	0	15.8	21.8
06-22	9537	2611	3233	2884	727	68	9	1	1	2	1	0	0	0	0	0	16.8	23.2
06-00	10021	2614	3271	3122	908	89	12	1	1	2	1	0	0	0	0	0	17.1	23.7
00-00	10409	2615	3304	3251	1069	141	22	2	2	2	1	0	0	0	0	0	17.5	24.2

10 November 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	134	1	10	50	50	18	3	0	2	0	0	0	0	0	0	0	25.9	31.3
0100	83	1	1	28	41	10	2	0	0	0	0	0	0	0	0	0	26.6	31
0200	46	1	2	14	23	6	0	0	0	0	0	0	0	0	0	0	26.1	30.7
0300	50	1	2	17	25	4	1	0	0	0	0	0	0	0	0	0	25.5	30
0400	61	0	4	18	30	8	1	0	0	0	0	0	0	0	0	0	26.4	31.7
0500	68	0	3	21	33	11	0	0	0	0	0	0	0	0	0	0	26.2	31.4
0600	162	0	13	60	80	9	0	0	0	0	0	0	0	0	0	0	24.9	29
0700	220	1	19	106	89	5	0	0	0	0	0	0	0	0	0	0	24	28
0800	332	10	47	185	76	12	1	1	0	0	0	0	0	0	0	0	22.3	26.6
0900	470	14	96	254	94	10	2	0	0	0	0	0	0	0	0	0	21.6	25.7
1000	538	63	166	271	36	2	0	0	0	0	0	0	0	0	0	0	18.8	23.6
1100	621	98	228	248	44	3	0	0	0	0	0	0	0	0	0	0	18.2	23.5
1200	684	192	265	196	27	4	0	0	0	0	0	0	0	0	0	0	16	22
1300	708	190	288	209	19	2	0	0	0	0	0	0	0	0	0	0	16	21.2
1400	646	124	242	243	35	2	0	0	0	0	0	0	0	0	0	0	17.5	22.6
1500	606	107	248	210	39	2	0	0	0	0	0	0	0	0	0	0	17.4	22.5
1600	652	147	282	198	23	1	1	0	0	0	0	0	0	0	0	0	16.5	21.5
1700	648	92	229	276	46	2	1	0	0	1	0	0	0	0	1	0	18.5	23.4
1800	490	197	135	131	27	0	0	0	0	0	0	0	0	0	0	0	15.2	22.1
1900	490	12	87	286	92	12	1	0	0	0	0	0	0	0	0	0	21.6	25.8
2000	377	10	57	176	123	8	2	1	0	0	0	0	0	0	0	0	23.1	27.3
2100	335	9	49	155	113	8	1	0	0	0	0	0	0	0	0	0	23.1	27.5
2200	244	3	24	114	97	5	0	1	0	0	0	0	0	0	0	0	23.8	27.8
2300	205	0	14	81	100	10	0	0	0	0	0	0	0	0	0	0	24.8	28.9
07-19	6615	1235	2245	2527	555	45	5	1	0	1	0	0	0	0	1	0	17.9	23.6
06-22	7979	1266	2451	3204	963	82	9	2	0	1	0	0	0	0	1	0	18.8	24.5
06-00	8428	1269	2489	3399	1160	97	9	3	0	1	0	0	0	0	1	0	19.1	24.9
00-00	8870	1273	2511	3547	1362	154	16	3	2	1	0	0	0	0	1	0	19.4	25.3

11 November 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
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0000	161	0	18	54	79	7	3	0	0	0	0	0	0	0	0	25	29.1
0100	83	1	4	20	45	8	4	1	0	0	0	0	0	0	0	27.4	31.3
0200	71	2	3	20	36	10	0	0	0	0	0	0	0	0	0	26.1	30.9
0300	52	1	2	16	26	7	0	0	0	0	0	0	0	0	0	26	29.5
0400	48	0	3	16	21	8	0	0	0	0	0	0	0	0	0	26	31.4
0500	62	2	1	22	30	7	0	0	0	0	0	0	0	0	0	25.7	31
0600	84	3	5	38	31	6	1	0	0	0	0	0	0	0	0	24.5	29
0700	118	2	3	53	52	5	3	0	0	0	0	0	0	0	0	25	28.7
0800	160	0	8	76	68	8	0	0	0	0	0	0	0	0	0	24.8	28.6
0900	257	1	52	119	80	4	0	1	0	0	0	0	0	0	0	22.6	27.1
1000	372	16	69	197	85	5	0	0	0	0	0	0	0	0	0	21.5	26
1100	539	17	130	312	75	5	0	0	0	0	0	0	0	0	0	20.7	24.8
1200	643	117	244	242	38	2	0	0	0	0	0	0	0	0	0	17.4	23
1300	699	115	282	256	40	4	0	1	0	0	0	0	1	0	0	17.7	22.8
1400	654	81	208	302	62	1	0	0	0	0	0	0	0	0	0	18.9	23.5
1500	650	84	240	253	68	5	0	0	0	0	0	0	0	0	0	18.5	23.9
1600	608	47	194	301	60	4	2	0	0	0	0	0	0	0	0	19.7	24
1700	550	23	115	330	75	6	1	0	0	0	0	0	0	0	0	20.9	24.8
1800	457	16	87	236	102	13	2	1	0	0	0	0	0	0	0	21.9	26.4
1900	419	11	51	231	116	10	0	0	0	0	0	0	0	0	0	22.7	26.8
2000	323	1	33	174	104	8	3	0	0	0	0	0	0	0	0	23.6	27
2100	207	3	17	90	83	13	1	0	0	0	0	0	0	0	0	24.2	29.1
2200	183	1	15	85	65	14	2	0	1	0	0	0	0	0	0	24.8	29.3
2300	120	1	9	55	41	10	2	0	1	1	0	0	0	0	0	25	30.2
07-19	5707	519	1632	2677	805	62	8	3	0	0	0	0	1	0	0	19.8	24.9
06-22	6740	537	1738	3210	1139	99	13	3	0	0	0	0	1	0	0	20.4	25.4
06-00	7043	539	1762	3350	1245	123	17	3	2	1	0	0	1	0	0	20.6	25.7
00-00	7520	545	1793	3498	1482	170	24	4	2	1	0	0	1	0	0	20.9	26.2

[illegible]

0600	324	6	75	157	74	11	1	0	0	0	0	0	0	0	0	0	22	26.8
0700	488	64	196	175	49	1	0	1	0	1	0	0	0	0	0	1	18.5	23.8
0800	620	133	231	235	21	0	0	0	0	0	0	0	0	0	0	0	17	21.9
0900	565	89	245	208	21	2	0	0	0	0	0	0	0	0	0	0	17.4	21.8
1000	534	73	173	242	44	1	1	0	0	0	0	0	0	0	0	0	18.5	23.6
1100	527	77	187	224	39	0	0	0	0	0	0	0	0	0	0	0	18.2	22.9
1200	573	56	202	245	65	5	0	0	0	0	0	0	0	0	0	0	19.1	24.4
1300	597	98	239	222	32	6	0	0	0	0	0	0	0	0	0	0	17.5	22.9
1400	573	106	204	223	39	1	0	0	0	0	0	0	0	0	0	0	17.8	23.3
1500	691	344	257	75	13	1	0	1	0	0	0	0	0	0	0	0	13.4	18.3
1600	698	462	191	40	2	2	1	0	0	0	0	0	0	0	0	0	11.8	16.1
1700	699	435	217	42	5	0	0	0	0	0	0	0	0	0	0	0	12.1	16.1
1800	718	182	270	221	41	3	0	0	1	0	0	0	0	0	0	0	16.6	22.2
1900	622	128	214	226	49	4	1	0	0	0	0	0	0	0	0	0	17.6	23.4
2000	422	14	76	204	115	10	2	1	0	0	0	0	0	0	0	0	22.4	27.4
2100	323	3	36	167	105	12	0	0	0	0	0	0	0	0	0	0	23.6	27.6
2200	229	0	15	115	81	14	3	1	0	0	0	0	0	0	0	0	24.8	29.2
2300	147	0	20	61	55	9	1	1	0	0	0	0	0	0	0	0	24.3	29.1
07-19	7283	2119	2612	2152	371	22	2	2	1	1	0	0	0	0	0	1	16.2	22.1
06-22	8974	2270	3013	2906	714	59	6	3	1	1	0	0	0	0	0	1	17.1	23.2
06-00	9350	2270	3048	3082	850	82	10	5	1	1	0	0	0	0	0	1	17.4	23.7
00-00	9691	2273	3061	3212	1000	120	17	5	1	1	0	0	0	0	0	1	17.7	24.1

13 November 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	74	0	6	30	30	7	1	0	0	0	0	0	0	0	0	0	25.4	29.1
0100	35	1	4	12	12	5	0	1	0	0	0	0	0	0	0	0	24.6	31.7
0200	26	0	1	10	8	6	1	0	0	0	0	0	0	0	0	0	27	32.6
0300	34	2	1	12	11	6	2	0	0	0	0	0	0	0	0	0	26.1	33.7
0400	53	0	6	11	23	9	3	1	0	0	0	0	0	0	0	0	27.3	35.3
0500	104	0	6	45	44	8	0	0	1	0	0	0	0	0	0	0	25.1	28.6
0600	326	5	53	152	103	11	2	0	0	0	0	0	0	0	0	0	23.2	27.2
0700	529	106	182	208	29	3	1	0	0	0	0	0	0	0	0	0	17.6	23.1
0800	591	135	223	200	32	1	0	0	0	0	0	0	0	0	0	0	17	22.4
0900	595	93	204	247	46	5	0	0	0	0	0	0	0	0	0	0	18.2	23.7
1000	533	72	187	217	53	3	1	0	0	0	0	0	0	0	0	0	18.5	24
1100	561	95	189	238	36	1	1	0	0	0	0	1	0	0	0	0	18	23

1800	677	271	236	137	24	2	2	3	0	0	0	2	0	0	0	14.9	20.9
1900	610	109	201	237	59	3	1	0	0	0	0	0	0	0	0	18	23.7
2000	423	13	66	240	96	7	1	0	0	0	0	0	0	0	0	22	26
2100	338	3	32	186	105	11	1	0	0	0	0	0	0	0	0	23.5	27.4
2200	258	5	38	111	88	16	0	0	0	0	0	0	0	0	0	23.6	28.1
2300	173	0	18	56	88	9	1	1	0	0	0	0	0	0	0	25	29.1
07-19	7210	2115	2510	2215	335	22	6	3	0	1	0	2	1	0	0	16.2	22.1
06-22	8917	2263	2867	3021	696	54	9	3	0	1	0	2	1	0	0	17.1	23.3
06-00	9348	2268	2923	3188	872	79	10	4	0	1	0	2	1	0	0	17.4	23.7
00-00	9685	2272	2937	3315	1022	112	16	7	0	1	0	2	1	0	0	17.7	24.1

15 November 2018

[illegible]

07-19	7381	1546	2881	2537	394	20	2	1	0	0	0	0	0	0	0	0	17.1	22.5
06-22	9099	1666	3268	3347	761	53	3	1	0	0	0	0	0	0	0	0	17.8	23.4
06-00	9507	1668	3298	3527	938	69	6	1	0	0	0	0	0	0	0	0	18.1	23.9
00-00	9864	1669	3320	3672	1082	107	12	2	0	0	0	0	0	0	0	0	18.4	24.2

Grand Total

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	65769	12674	20142	23824	8029	925	123	27	8	6	3	3	2	1	1	1	18.4	24.6

K&MTRAFFIC SURVEYS

SITE: SITE 2 - WEST DRAYTON HIGH STREET LOCATION: Attached to lamppost

GRID REFERENCE: 51.5106180, -0.4733768 DIRECTION: SOUTHBOUND SPEED LIMIT: 30mph

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	09-Nov	10-Nov	11-Nov	12-Nov	13-Nov	14-Nov	15-Nov	1 - 5.	1 - 7.
Hour									
0000-0100	89	134	161	70	74	71	81	77	97.1
0100-0200	66	83	83	55	35	35	39	46	56.6
0200-0300	25	46	71	33	26	32	25	28.2	36.9
0300-0400	37	50	52	28	34	28	33	32	37.4
0400-0500	57	61	48	40	53	44	52	49.2	50.7
0500-0600	114	68	62	115	104	127	127	117.4	102.4
0600-0700	332	162	84	324	326	336	329	329.4	270.4
0700-0800	498	220	118	488	529	523	510	509.6	412.3
0800-0900	608	332	160	620	591	576	543	587.6	490
0900-1000	556	470	257	565	595	551	560	565.4	507.7
1000-1100	554	538	372	534	533	559	525	541	516.4
1100-1200	602	621	539	527	561	548	563	560.2	565.9
1200-1300	625	684	643	573	615	582	618	602.6	620
1300-1400	613	708	699	597	562	589	584	589	621.7
1400-1500	680	646	654	573	610	635	639	627.4	633.9
1500-1600	751	606	650	691	686	675	704	701.4	680.4
1600-1700	680	652	608	698	705	697	714	698.8	679.1
1700-1800	729	648	550	699	735	598	751	702.4	672.9
1800-1900	699	490	457	718	668	677	670	686.4	625.6
1900-2000	634	490	419	622	571	610	635	614.4	568.7
2000-2100	555	377	323	422	412	423	446	451.6	422.6
2100-2200	421	335	207	323	306	338	308	339.2	319.7
2200-2300	290	244	183	229	241	258	229	249.4	239.1
2300-2400	194	205	120	147	158	173	179	170.2	168
Totals									
0700-1900	7595	6615	5707	7283	7390	7210	7381	7371.8	7025.9
0600-2200	9537	7979	6740	8974	9005	8917	9099	9106.4	8607.3
0600-0000	10021	8428	7043	9350	9404	9348	9507	9526	9014.4
0000-0000	10409	8870	7520	9691	9730	9685	9864	9875.8	9395.6
AM Peak	800	1100	1100	800	900	800	1100		
	608	621	539	620	595	576	563		
PM Peak	1500	1300	1300	1800	1700	1600	1700		
	751	708	699	718	735	697	751		

K&M TRAFFIC SURVEYS

DATE : TUESDAY 13TH NOVEMBER 2018.

LOCATION : HIGH STREET, WEST DRAYTON - UB7 7QT.

	MOVEMENT 1						
	TAVISTOCK ROAD LEFT TURN TO HIGH STREET (NORTH)						
	CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	7	3	0	0	0	10	
0715-0730	5	2	0	0	0	7	
0730-0745	5	2	0	0	0	7	
0745-0800	4	3	0	0	0	7	
0800-0815	6	2	0	0	0	8	
0815-0830	4	3	0	0	0	7	
0830-0845	8	2	0	0	1	11	
0845-0900	7	5	0	0	0	12	
0900-0915	5	0	0	0	0	5	
0915-0930	1	2	0	0	0	3	
0930-0945	3	2	0	0	0	5	
0945-1000	3	6	0	0	0	9	
0700-1000	58	32	0	0	1	91	
0700-0800	21	10	0	0	0	31	
0715-0815	20	9	0	0	0	29	
0730-0830	19	10	0	0	0	29	
0745-0845	22	10	0	0	1	33	
0800-0900	25	12	0	0	1	38	
0815-0915	24	10	0	0	1	35	
0830-0930	21	9	0	0	1	31	
0845-0945	16	9	0	0	0	25	
0900-1000	12	10	0	0	0	22	

MOVEMENT 2						
TAVISTOCK ROAD STRAIGHT AHEAD TO STATION APPROACH						
CAR	HGV	BUS	MCY	PCY	TOT	
1	0	0	0	0	1	
2	0	0	0	0	2	
1	0	0	0	0	1	
0	0	0	0	0	0	
2	0	0	0	0	2	
1	0	0	0	0	1	
0	0	0	0	0	0	
0	0	0	0	0	0	
1	0	0	0	0	1	
1	0	0	0	0	1	
0	0	0	0	0	0	
9	0	0	0	0	9	
4	0	0	0	0	4	
5	0	0	0	0	5	
4	0	0	0	0	4	
3	0	0	0	0	3	
3	0	0	0	0	3	
1	0	0	0	0	1	
1	0	0	0	0	1	
2	0	0	0	0	2	
2	0	0	0	0	2	

MOVEMENT 3						
TAVISTOCK ROAD RIGHT TURN TO HIGH STREET (SOUTH)						
CAR	HGV	BUS	MCY	PCY	TOT	
16	8	0	1	1	26	
6	2	0	0	0	8	
15	5	1	0	1	22	
9	2	0	0	0	11	
25	4	0	0	0	29	
11	4	0	0	0	15	
16	7	0	0	0	23	
9	3	0	0	0	12	
7	7	1	0	0	15	
7	2	0	0	0	9	
14	7	0	0	0	21	
6	1	1	0	0	8	
141	52	3	1	2	199	
46	17	1	1	2	67	
55	13	1	0	1	70	
60	15	1	0	1	77	
61	17	0	0	0	78	
61	18	0	0	0	79	
43	21	1	0	0	65	
39	19	1	0	0	59	
37	19	1	0	0	57	
34	17	2	0	0	53	

MOVEMENT 4						
HIGH STREET (SOUTH) LEFT TURN TO TAVISTOCK ROAD						
CAR	HGV	BUS	MCY	PCY	TOT	
12	1	0	0	0	13	
8	4	0	0	0	12	
7	2	0	0	0	9	
16	3	0	0	0	19	
16	5	0	0	2	23	
7	1	1	0	0	9	
13	3	0	0	0	16	
14	1	0	0	0	15	
9	3	0	0	0	12	
3	1	0	1	0	5	
10	3	0	0	0	13	
6	1	0	0	0	7	
121	28	1	1	2	153	
43	10	0	0	0	53	
47	14	0	0	2	63	
46	11	1	0	2	60	
52	12	1	0	2	67	
50	10	1	0	2	63	
43	8	1	0	0	52	
39	8	0	1	0	48	
36	8	0	1	0	45	
28	8	0	1	0	37	

K&M TRAFFIC SURVEYS

DATE : TUESDAY 13TH NOVEMBER 2018.

LOCATION : HIGH STREET, WEST DRAYTON - UB7 7QT.

	MOVEMENT 1						
	TAVISTOCK ROAD LEFT TURN TO HIGH STREET (NORTH)						
	CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	7	1	0	0	1	9	
1615-1630	9	0	0	0	1	10	
1630-1645	10	0	0	0	0	10	
1645-1700	9	0	0	0	1	10	
1700-1715	14	2	0	0	0	16	
1715-1730	14	1	0	0	0	15	
1730-1745	5	1	0	0	0	6	
1745-1800	8	1	0	0	0	9	
1800-1815	11	0	0	0	0	11	
1815-1830	7	0	0	0	0	7	
1830-1845	9	0	0	0	0	9	
1845-1900	16	0	0	0	0	16	
1600-1900	119	6	0	0	3	128	
1600-1700	35	1	0	0	3	39	
1615-1715	42	2	0	0	2	46	
1630-1730	47	3	0	0	1	51	
1645-1745	42	4	0	0	1	47	
1700-1800	41	5	0	0	0	46	
1715-1815	38	3	0	0	0	41	
1730-1830	31	2	0	0	0	33	
1745-1845	35	1	0	0	0	36	
1800-1900	43	0	0	0	0	43	

MOVEMENT 2						
TAVISTOCK ROAD STRAIGHT AHEAD TO STATION APPROACH						
CAR	HGV	BUS	MCY	PCY	TOT	
2	0	0	0	0	2	
2	0	0	0	0	2	
2	0	0	0	0	2	
3	0	0	0	0	3	
0	0	0	0	0	0	
1	0	0	0	0	1	
2	0	0	0	0	2	
0	0	0	0	0	0	
0	0	0	0	0	0	
2	0	0	0	0	2	
0	0	0	0	0	0	
3	0	0	0	1	4	
17	0	0	0	1	18	
9	0	0	0	0	9	
7	0	0	0	0	7	
6	0	0	0	0	6	
6	0	0	0	0	6	
3	0	0	0	0	3	
3	0	0	0	0	3	
4	0	0	0	0	4	
2	0	0	0	0	2	
5	0	0	0	1	6	

MOVEMENT 3						
TAVISTOCK ROAD RIGHT TURN TO HIGH STREET (SOUTH)						
CAR	HGV	BUS	MCY	PCY	TOT	
19	2	0	0	1	22	
18	4	0	0	0	22	
18	0	0	0	0	18	
16	4	0	0	0	20	
40	1	0	1	0	42	
29	4	0	0	0	33	
22	0	0	1	1	24	
29	0	0	0	0	29	
27	1	0	0	0	28	
13	0	0	0	0	13	
14	1	0	0	0	15	
18	0	0	0	2	20	
263	17	0	2	4	286	
71	10	0	0	1	82	
92	9	0	1	0	102	
103	9	0	1	0	113	
107	9	0	2	1	119	
120	5	0	2	1	128	
107	5	0	1	1	114	
91	1	0	1	1	94	
83	2	0	0	0	85	
72	2	0	0	2	76	

MOVEMENT 4						
HIGH STREET (SOUTH) LEFT TURN TO TAVISTOCK ROAD						
CAR	HGV	BUS	MCY	PCY	TOT	
12	4	0	1	0	17	
10	3	0	0	3	16	
12	1	0	0	1	14	
12	4	0	0	0	16	
10	1	0	0	0	11	
10	3	0	2	0	15	
8	2	0	1	0	11	
18	0	0	0	0	18	
10	1	0	0	0	11	
14	2	0	0	0	16	
13	1	0	1	0	15	
12	1	0	0	0	13	
141	23	0	5	4	173	
46	12	0	1	4	63	
44	9	0	0	4	57	
44	9	0	2	1	56	
40	10	0	3	0	53	
46	6	0	3	0	55	
46	6	0	3	0	55	
50	5	0	1	0	56	
55	4	0	1	0	60	
49	5	0	1	0	55	

K&M TRAFFIC SURVEYS

DATE : TUESDAY 13TH NOVEMBER 2018.

LOCATION : HIGH STREET, WEST DRAYTON - UB7 7QT.

MOVEMENT 5							MOVEMENT 6							MOVEMENT 7							MOVEMENT 8						
HIGH STREET (SOUTH) STRAIGHT AHEAD TO HIGH STREET (NORTH)							HIGH STREET (SOUTH) RIGHT TURN TO STATION APPROACH							STATION APPROACH LEFT TURN TO HIGH STREET (SOUTH)							STATION APPROACH STRAIGHT AHEAD TO TAVISTOCK ROAD						
CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	78	5	4	1	1	89	4	0	5	0	0	9		12	0	5	0	0	17		1	0	0	0	0	1	
0715-0730	119	2	4	0	1	126	5	0	4	0	0	9		5	0	5	0	0	10		2	0	0	0	0	2	
0730-0745	135	5	5	1	1	147	6	0	5	1	0	12		3	1	5	0	0	9		1	0	0	0	0	1	
0745-0800	185	7	2	2	2	198	2	0	4	0	0	6		3	0	4	0	0	7		0	0	0	0	0	0	
0800-0815	225	4	0	0	4	233	8	1	5	0	0	14		11	0	5	0	0	16		1	0	0	0	0	1	
0815-0830	125	2	1	1	3	132	4	0	5	0	0	9		3	0	4	0	0	7		1	0	0	0	0	1	
0830-0845	175	5	0	0	3	183	2	0	5	0	0	7		3	0	4	0	0	7		0	0	0	0	0	0	
0845-0900	168	5	3	1	2	179	1	0	3	0	0	4		2	0	3	0	0	5		0	0	0	0	0	0	
0900-0915	141	8	1	1	1	152	1	0	6	0	0	7		5	0	3	0	0	8		0	0	0	0	0	0	
0915-0930	129	7	0	1	2	139	3	0	5	0	0	8		2	1	7	0	0	10		0	0	0	0	0	0	
0930-0945	143	4	0	6	0	153	5	0	3	0	0	8		3	0	5	0	0	8		0	0	0	0	0	0	
0945-1000	121	3	0	0	1	125	1	0	3	0	0	4		2	0	5	0	0	7		0	0	0	0	0	0	
0700-1000	1744	57	20	14	21	1856	42	1	53	1	0	97		54	2	55	0	0	111		6	0	0	0	0	6	
0700-0800	517	19	15	4	5	560	17	0	18	1	0	36		23	1	19	0	0	43		4	0	0	0	0	4	
0715-0815	664	18	11	3	8	704	21	1	18	1	0	41		22	1	19	0	0	42		4	0	0	0	0	4	
0730-0830	670	18	8	4	10	710	20	1	19	1	0	41		20	1	18	0	0	39		3	0	0	0	0	3	
0745-0845	710	18	3	3	12	746	16	1	19	0	0	36		20	0	17	0	0	37		2	0	0	0	0	2	
0800-0900	693	16	4	2	12	727	15	1	18	0	0	34		19	0	16	0	0	35		2	0	0	0	0	2	
0815-0915	609	20	5	3	9	646	8	0	19	0	0	27		13	0	14	0	0	27		1	0	0	0	0	1	
0830-0930	613	25	4	3	8	653	7	0	19	0	0	26		12	1	17	0	0	30		0	0	0	0	0	0	
0845-0945	581	24	4	9	5	623	10	0	17	0	0	27		12	1	18	0	0	31		0	0	0	0	0	0	
0900-1000	534	22	1	8	4	569	10	0	17	0	0	27		12	1	20	0	0	33		0	0	0	0	0	0	

K&M TRAFFIC SURVEYS

DATE : TUESDAY 13TH NOVEMBER 2018.

LOCATION : HIGH STREET, WEST DRAYTON - UB7 7QT.

	MOVEMENT 5						MOVEMENT 6						MOVEMENT 7						MOVEMENT 8					
	HIGH STREET (SOUTH) STRAIGHT AHEAD TO HIGH STREET (NORTH)						HIGH STREET (SOUTH) RIGHT TURN TO STATION APPROACH						STATION APPROACH LEFT TURN TO HIGH STREET (SOUTH)						STATION APPROACH STRAIGHT AHEAD TO TAVISTOCK ROAD					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	124	1	0	1	0	126	3	0	5	0	0	8	4	0	7	0	0	11	1	0	0	0	0	1
1615-1630	126	4	0	4	3	137	4	0	6	0	0	10	4	0	9	0	0	13	0	0	0	0	0	0
1630-1645	134	3	0	4	3	144	2	0	6	0	0	8	10	0	5	0	0	15	0	0	0	0	0	0
1645-1700	115	2	0	2	0	119	7	0	8	0	0	15	8	0	5	0	0	13	0	0	0	0	0	0
1700-1715	130	1	0	2	3	136	8	0	4	0	0	12	7	0	5	0	0	12	0	0	0	0	0	0
1715-1730	123	3	0	1	2	129	6	0	6	0	0	12	6	0	6	0	0	12	1	0	0	0	0	1
1730-1745	121	1	0	0	2	124	2	0	6	0	0	8	7	0	5	0	0	12	1	0	0	0	0	1
1745-1800	145	0	0	1	1	147	4	0	3	0	0	7	2	0	4	0	0	6	0	0	0	0	0	0
1800-1815	121	1	0	2	2	126	0	0	5	0	0	5	8	0	4	0	0	12	0	0	0	0	0	0
1815-1830	177	0	0	4	2	183	3	0	6	0	0	9	4	0	7	0	0	11	1	0	0	0	0	1
1830-1845	96	0	0	0	1	97	2	0	3	0	0	5	8	0	4	0	0	12	1	0	0	0	0	1
1845-1900	121	1	0	1	0	123	6	0	4	0	0	10	9	0	4	0	0	13	0	0	0	0	2	2
1600-1900	1533	17	0	22	19	1591	47	0	62	0	0	109	77	0	65	0	0	142	5	0	0	0	2	7
1600-1700	499	10	0	11	6	526	16	0	25	0	0	41	26	0	26	0	0	52	1	0	0	0	0	1
1615-1715	505	10	0	12	9	536	21	0	24	0	0	45	29	0	24	0	0	53	0	0	0	0	0	0
1630-1730	502	9	0	9	8	528	23	0	24	0	0	47	31	0	21	0	0	52	1	0	0	0	0	1
1645-1745	489	7	0	5	7	508	23	0	24	0	0	47	28	0	21	0	0	49	2	0	0	0	0	2
1700-1800	519	5	0	4	8	536	20	0	19	0	0	39	22	0	20	0	0	42	2	0	0	0	0	2
1715-1815	510	5	0	4	7	526	12	0	20	0	0	32	23	0	19	0	0	42	2	0	0	0	0	2
1730-1830	564	2	0	7	7	580	9	0	20	0	0	29	21	0	20	0	0	41	2	0	0	0	0	2
1745-1845	539	1	0	7	6	553	9	0	17	0	0	26	22	0	19	0	0	41	2	0	0	0	0	2
1800-1900	515	2	0	7	5	529	11	0	18	0	0	29	29	0	19	0	0	48	2	0	0	0	2	4

K&M TRAFFIC SURVEYS

DATE : TUESDAY 13TH NOVEMBER 2018.

LOCATION : HIGH STREET, WEST DRAYTON - UB7 7QT.

	MOVEMENT 9					
	STATION APPROACH RIGHT TURN TO HIGH STREET (NORTH)					
	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	15	0	6	0	0	21
0715-0730	8	0	3	0	0	11
0730-0745	18	0	9	0	1	28
0745-0800	8	0	5	0	0	13
0800-0815	10	0	7	0	2	19
0815-0830	6	2	5	0	0	13
0830-0845	7	0	6	0	1	14
0845-0900	5	0	4	0	1	10
0900-0915	6	0	8	0	1	15
0915-0930	4	0	5	0	0	9
0930-0945	4	0	6	0	1	11
0945-1000	2	1	5	0	0	8
0700-1000	93	3	69	0	7	172
0700-0800	49	0	23	0	1	73
0715-0815	44	0	24	0	3	71
0730-0830	42	2	26	0	3	73
0745-0845	31	2	23	0	3	59
0800-0900	28	2	22	0	4	56
0815-0915	24	2	23	0	3	52
0830-0930	22	0	23	0	3	48
0845-0945	19	0	23	0	3	45
0900-1000	16	1	24	0	2	43

MOVEMENT 10					
HIGH STREET (NORTH) LEFT TURN TO STATION APPROACH					
CAR	HGV	BUS	MCY	PCY	TOT
8	0	5	0	0	13
9	0	6	0	0	15
16	0	8	0	1	25
5	0	4	0	4	13
16	0	7	0	4	27
5	1	7	0	1	14
8	1	5	0	1	15
8	0	2	0	2	12
7	0	6	0	1	14
4	0	7	0	1	12
4	0	7	0	0	11
6	0	4	0	0	10
96	2	68	0	15	181
38	0	23	0	5	66
46	0	25	0	9	80
42	1	26	0	10	79
34	2	23	0	10	69
37	2	21	0	8	68
28	2	20	0	5	55
27	1	20	0	5	53
23	0	22	0	4	49
21	0	24	0	2	47

MOVEMENT 11					
HIGH STREET (NORTH) STRAIGHT AHEAD TO HIGH STREET (SOUTH)					
CAR	HGV	BUS	MCY	PCY	TOT
64	2	0	0	2	68
87	3	0	0	2	92
104	7	0	0	2	113
97	3	0	0	2	102
105	6	0	0	2	113
138	8	0	0	6	152
100	5	0	0	2	107
110	5	0	0	1	116
95	2	0	1	3	101
115	6	0	0	1	122
119	3	0	1	1	124
101	6	0	1	0	108
1235	56	0	3	24	1318
352	15	0	0	8	375
393	19	0	0	8	420
444	24	0	0	12	480
440	22	0	0	12	474
453	24	0	0	11	488
443	20	0	1	12	476
420	18	0	1	7	446
439	16	0	2	6	463
430	17	0	3	5	455

MOVEMENT 12					
HIGH STREET (NORTH) RIGHT TURN TO TAVISTOCK ROAD					
CAR	HGV	BUS	MCY	PCY	TOT
3	0	0	0	0	3
5	0	0	0	1	6
4	0	0	0	0	4
6	0	0	0	0	6
6	0	0	0	3	9
4	2	0	0	1	7
2	4	0	0	0	6
4	2	0	0	0	6
2	2	0	0	0	4
4	4	0	0	0	8
2	4	0	0	0	6
4	2	0	0	0	6
46	20	0	0	5	71
18	0	0	0	1	19
21	0	0	0	4	25
20	2	0	0	4	26
18	6	0	0	4	28
16	8	0	0	4	28
12	10	0	0	1	23
12	12	0	0	0	24
12	12	0	0	0	24
12	12	0	0	0	24

K&M TRAFFIC SURVEYS

DATE : TUESDAY 13TH NOVEMBER 2018.

LOCATION : HIGH STREET, WEST DRAYTON - UB7 7QT.

MOVEMENT 9						
STATION APPROACH RIGHT TURN TO HIGH STREET (NORTH)						
CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	8	2	6	0	0	16
1615-1630	9	0	7	0	0	16
1630-1645	7	0	5	0	1	13
1645-1700	7	0	6	0	1	14
1700-1715	8	0	6	0	0	14
1715-1730	6	0	5	0	0	11
1730-1745	15	0	5	0	0	20
1745-1800	9	0	7	0	0	16
1800-1815	11	0	6	0	0	17
1815-1830	2	0	7	0	0	9
1830-1845	10	0	5	0	1	16
1845-1900	21	0	4	0	1	26
1600-1900	113	2	69	0	4	188
1600-1700	31	2	24	0	2	59
1615-1715	31	0	24	0	2	57
1630-1730	28	0	22	0	2	52
1645-1745	36	0	22	0	1	59
1700-1800	38	0	23	0	0	61
1715-1815	41	0	23	0	0	64
1730-1830	37	0	25	0	0	62
1745-1845	32	0	25	0	1	58
1800-1900	44	0	22	0	2	68

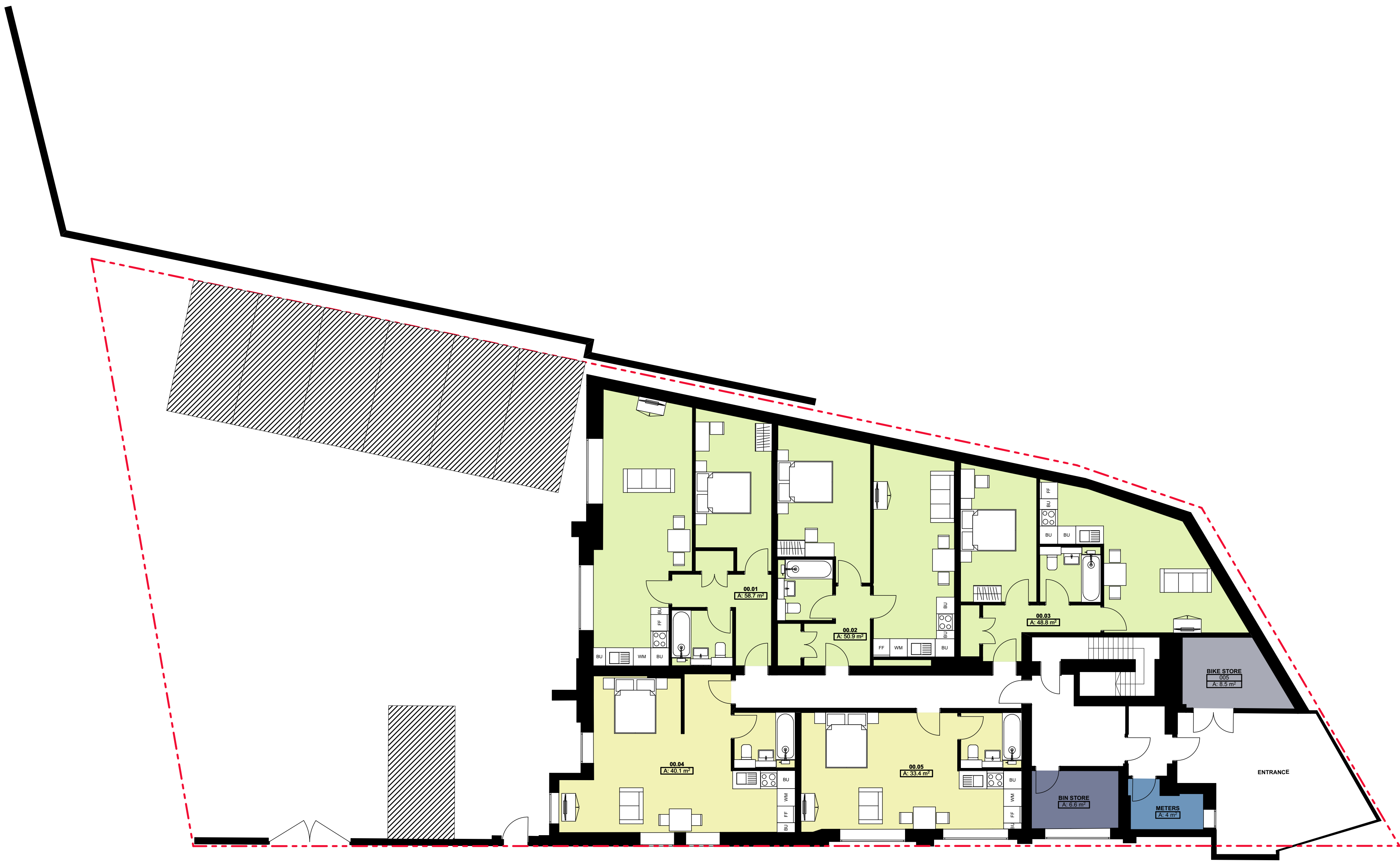
MOVEMENT 10						
HIGH STREET (NORTH) LEFT TURN TO STATION APPROACH						
CAR	HGV	BUS	MCY	PCY	TOT	
11	1	8	0	1	21	
7	0	5	0	0	12	
8	0	5	0	1	14	
4	0	7	0	1	12	
4	0	6	0	3	13	
8	0	5	0	0	13	
15	0	4	0	2	21	
9	0	6	0	1	16	
10	0	6	0	1	17	
9	0	6	0	2	17	
8	0	6	0	2	16	
14	0	7	0	1	22	
107	1	71	0	15	194	
30	1	25	0	3	59	
23	0	23	0	5	51	
24	0	23	0	5	52	
31	0	22	0	6	59	
36	0	21	0	6	63	
42	0	21	0	4	67	
43	0	22	0	6	71	
36	0	24	0	6	66	
41	0	25	0	6	72	

MOVEMENT 11						
HIGH STREET (NORTH) STRAIGHT AHEAD TO HIGH STREET (SOUTH)						
CAR	HGV	BUS	MCY	PCY	TOT	
142	5	0	2	6	155	
130	3	0	0	0	133	
140	8	0	1	2	151	
153	1	0	1	4	159	
183	2	0	5	4	194	
145	1	0	3	4	153	
131	3	0	2	4	140	
175	3	0	1	2	181	
164	0	0	1	2	167	
132	1	0	3	3	139	
116	1	1	2	2	122	
156	1	0	3	4	164	
1767	29	1	24	37	1858	
565	17	0	4	12	598	
606	14	0	7	10	637	
621	12	0	10	14	657	
612	7	0	11	16	646	
634	9	0	11	14	668	
615	7	0	7	12	641	
602	7	0	7	11	627	
587	5	1	7	9	609	
568	3	1	9	11	592	

MOVEMENT 12						
HIGH STREET (NORTH) RIGHT TURN TO TAVISTOCK ROAD						
CAR	HGV	BUS	MCY	PCY	TOT	
1	2	0	0	0	3	
0	2	0	0	0	2	
3	4	0	0	0	7	
0	2	0	0	0	2	
2	2	0	0	0	4	
1	0	0	0	0	1	
0	1	0	0	0	1	
1	0	0	0	0	1	
2	1	0	0	0	3	
1	1	0	0	0	2	
4	0	0	0	0	4	
2	0	0	0	1	3	
17	15	0	0	1	33	
4	10	0	0	0	14	
5	10	0	0	0	15	
6	8	0	0	0	14	
3	5	0	0	0	8	
4	3	0	0	0	7	
4	2	0	0	0	6	
4	3	0	0	0	7	
8	2	0	0	0	10	
9	2	0	0	1	12	

APPENDIX G

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BUILDING: ZZ
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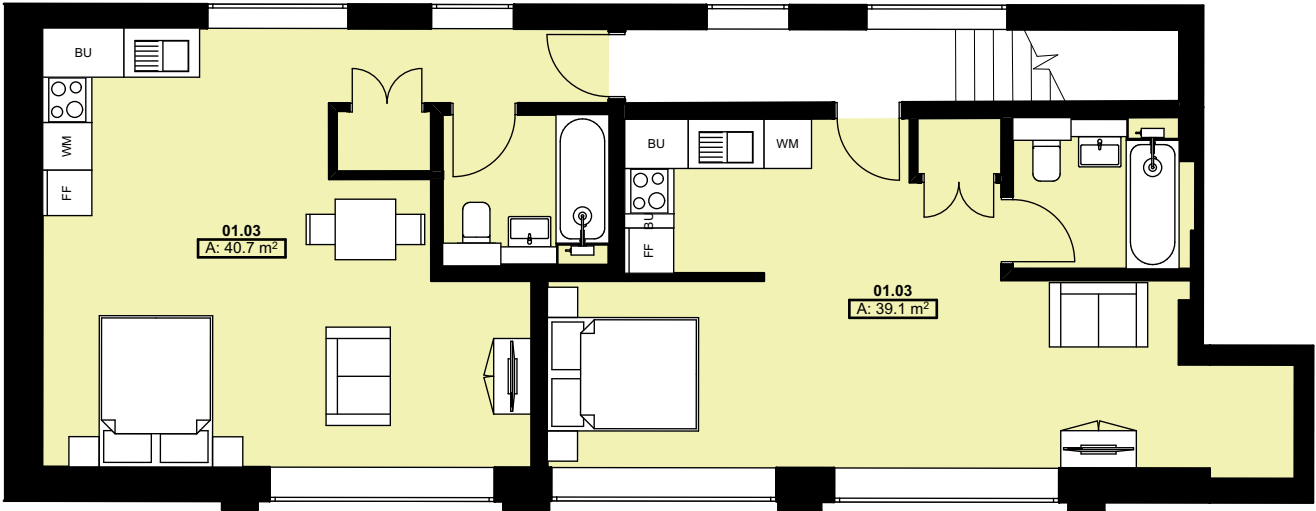
DRAWING NAME: GROUND FLOOR PLAN

DRAWING SERIES: 05-0000-0199 PLANS

CDA REF: 539 SCALE(S): 1:100 ORIGINAL PAPER SIZE: A1

REVISION: 01 REVISION DESCRIPTION: For Comment

PROJECT	ORGANIZATION	VOLUME	LEVEL	TYPE	ROLE	CLASS	NUMBER
539	- CDA	- ZZ	- 01	- DR	- A	- 05	- 0100



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PROJECT: Tavistock Works
BUILDING NAME: Viewsley, Tavistock Gardens
ADDRESS: UB7 7QX

DRAWING NAME: FIRST FLOOR PLAN

DRAWING SERIES: 0000-0199 PLANS

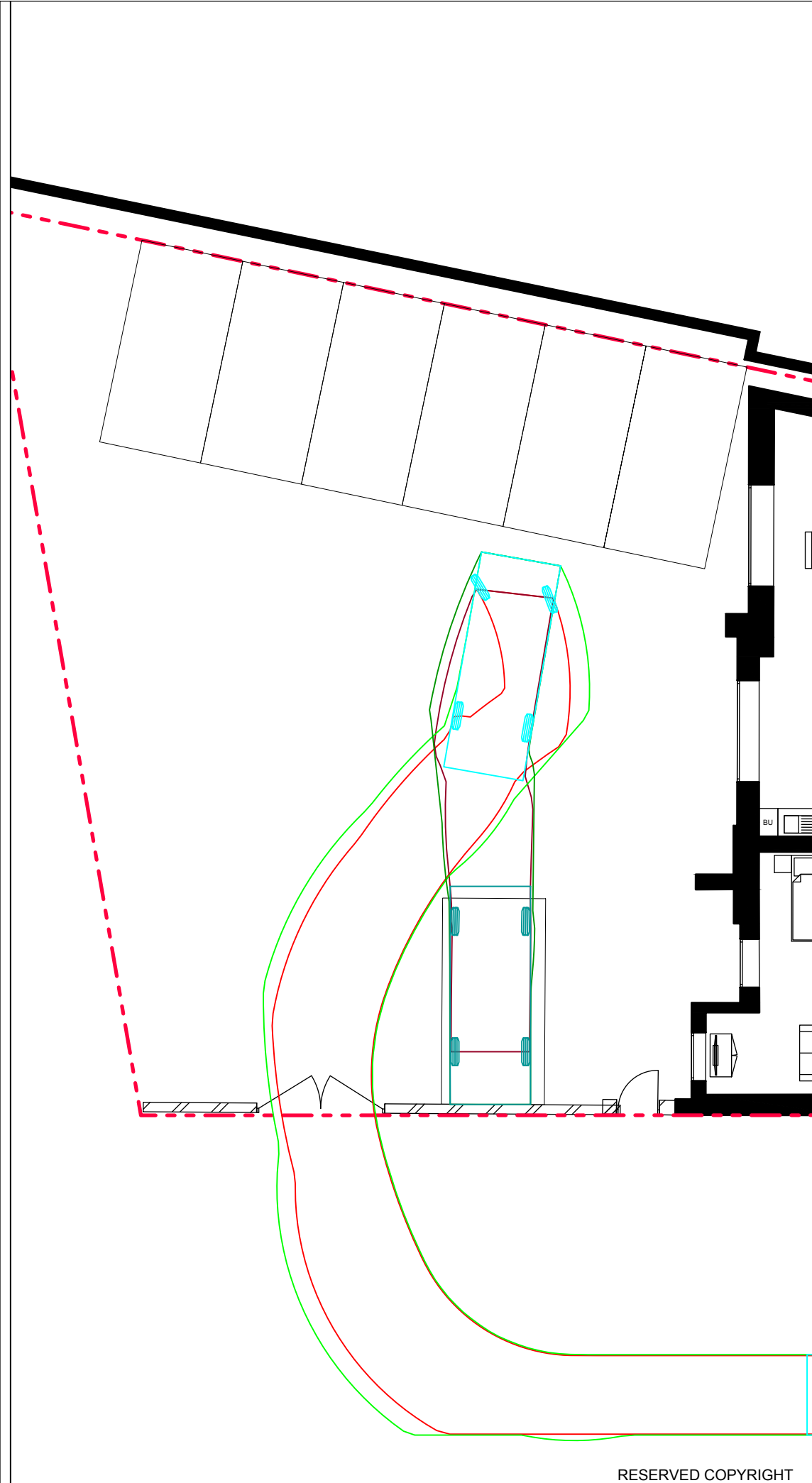
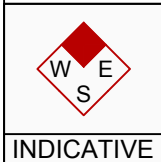
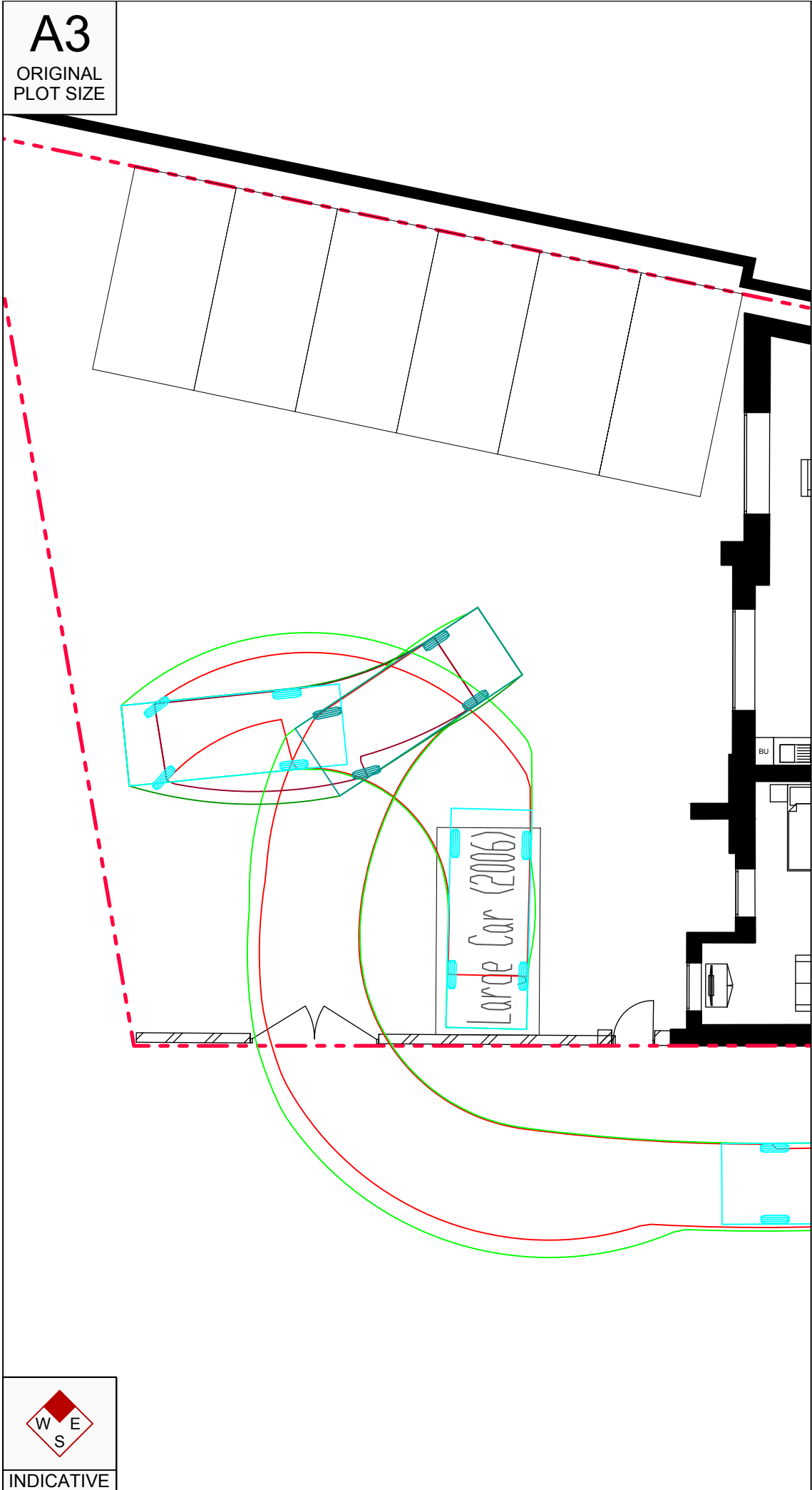
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REVISION: 01
REVISION DESCRIPTION: For Comment

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	CLASS	NUMBER
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APPENDIX H

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www.tpa.uk.com

CLIENT:

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PROJECT:

TAVISTOCK WORKS,
WEST DRAYTON

TITLE:

SWPT PATH ANALYSIS OF
A LARGE CAR

-

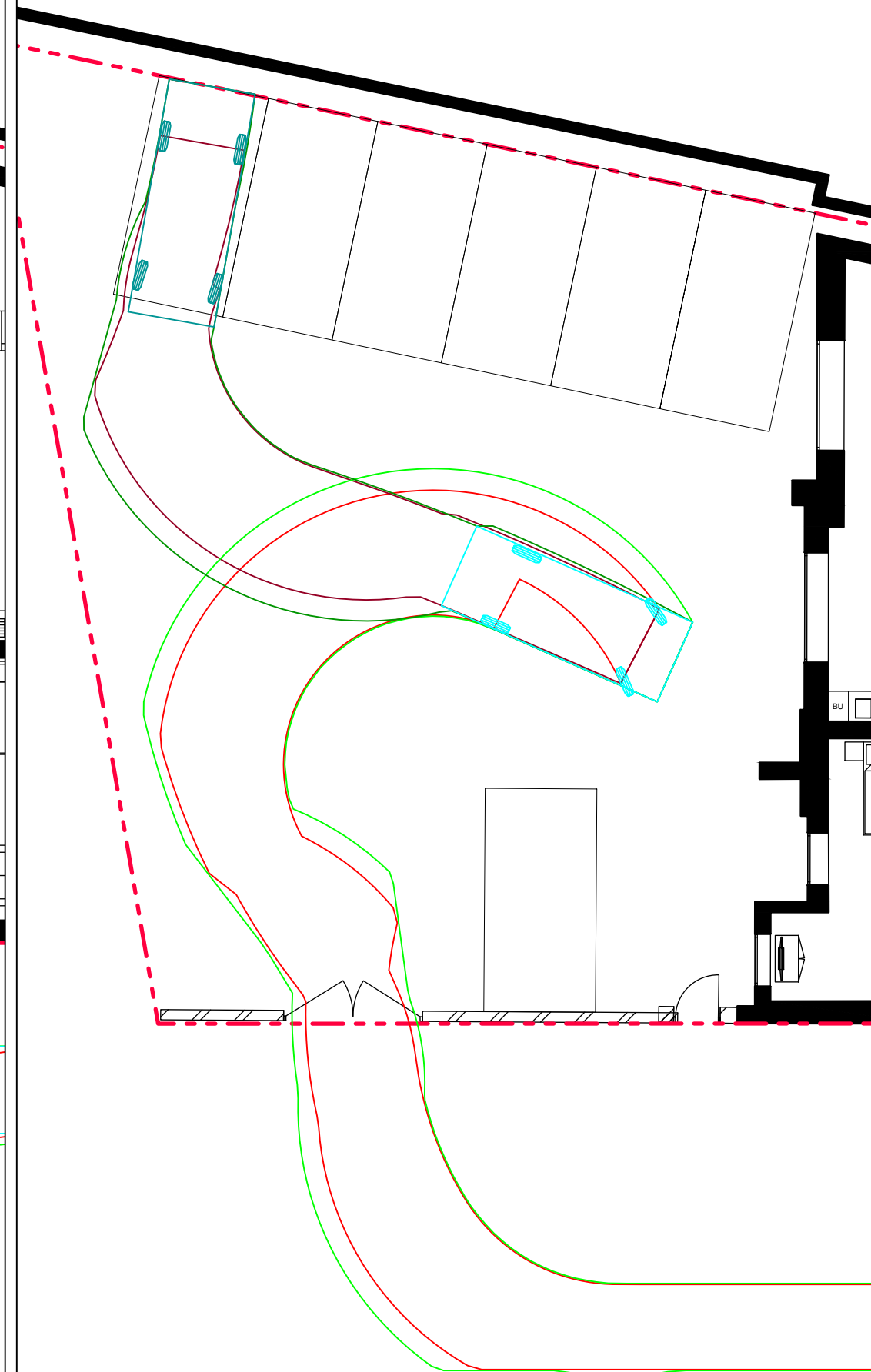
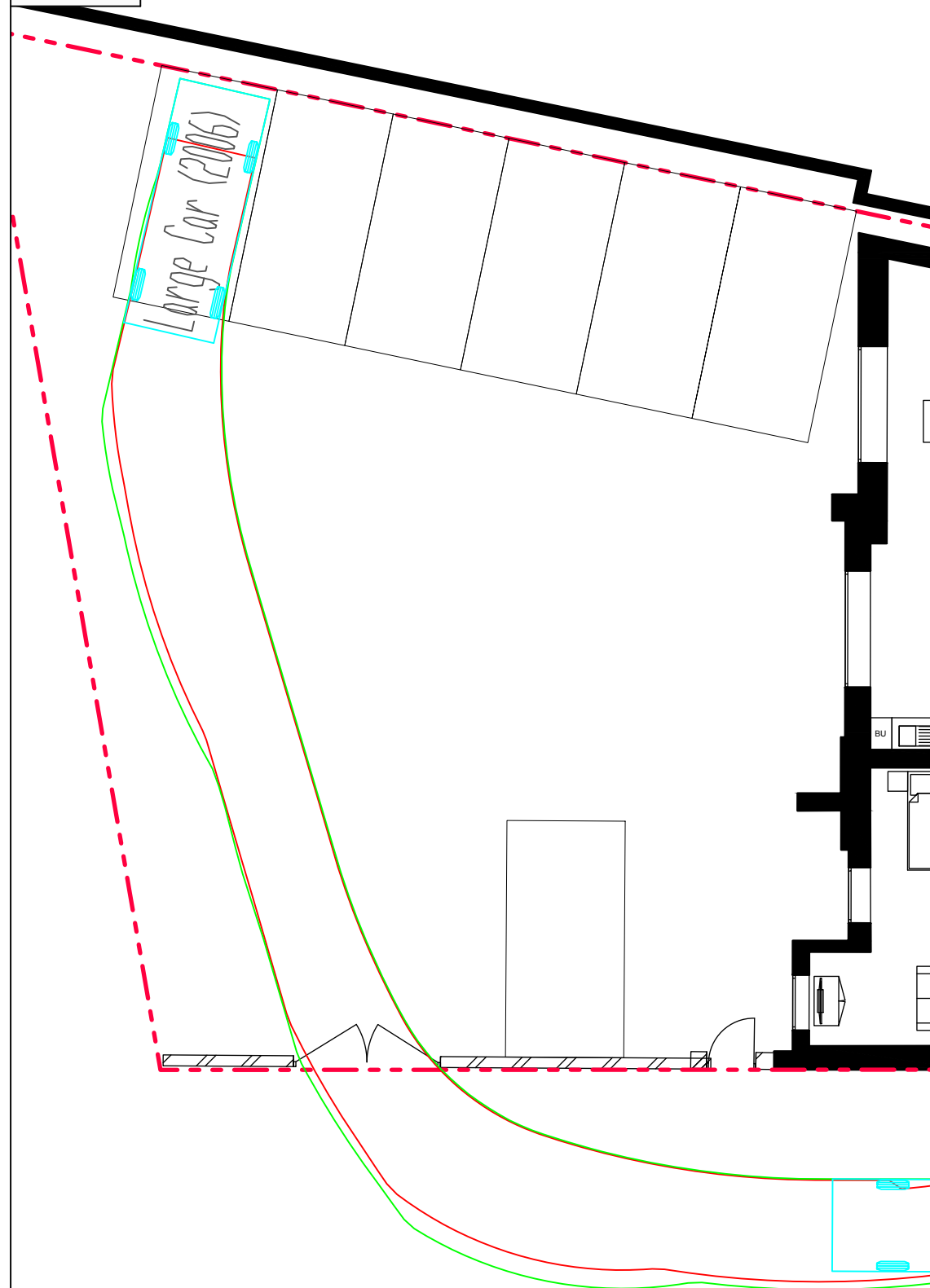
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SCALE: 1:125	DATE: 30/01/19	DRAWN: TW	CHECKED: DEF	APPROVED: DEF
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STATUS:

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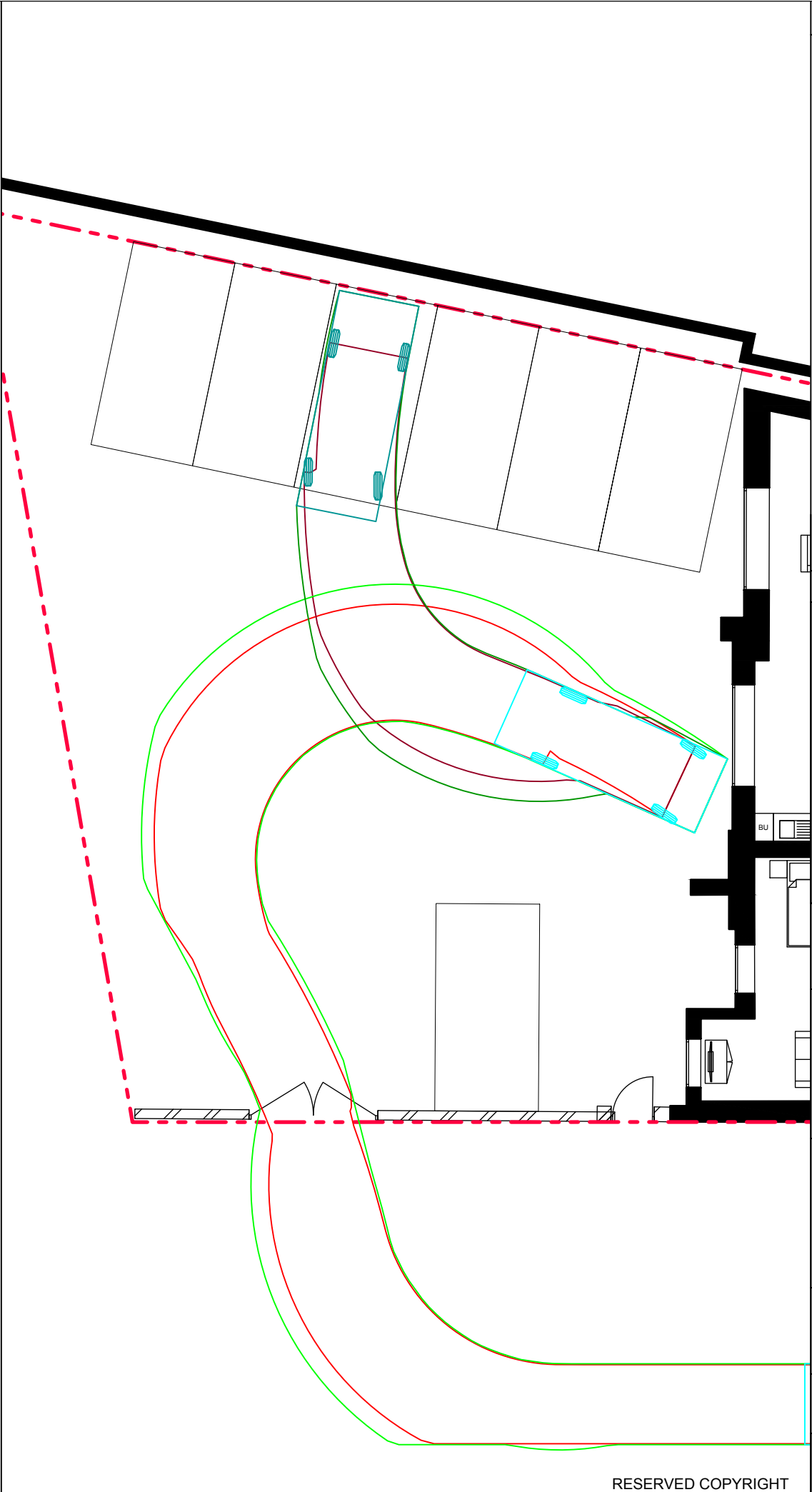
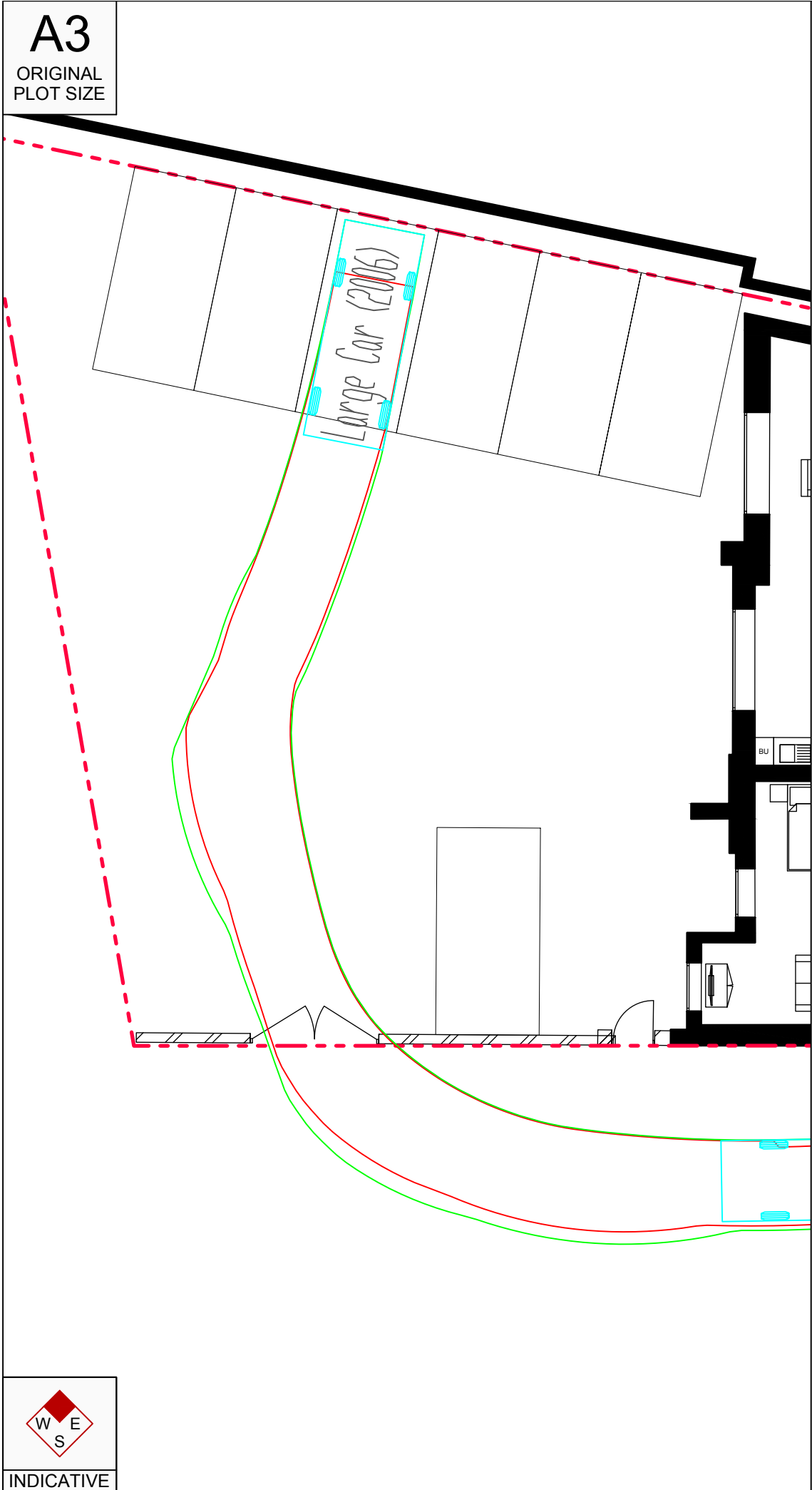
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PROJECT:

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TITLE:

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FOR INFORMATION

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JOB NO: 1809-32		DRAWING NO: SP23		REVISION: -

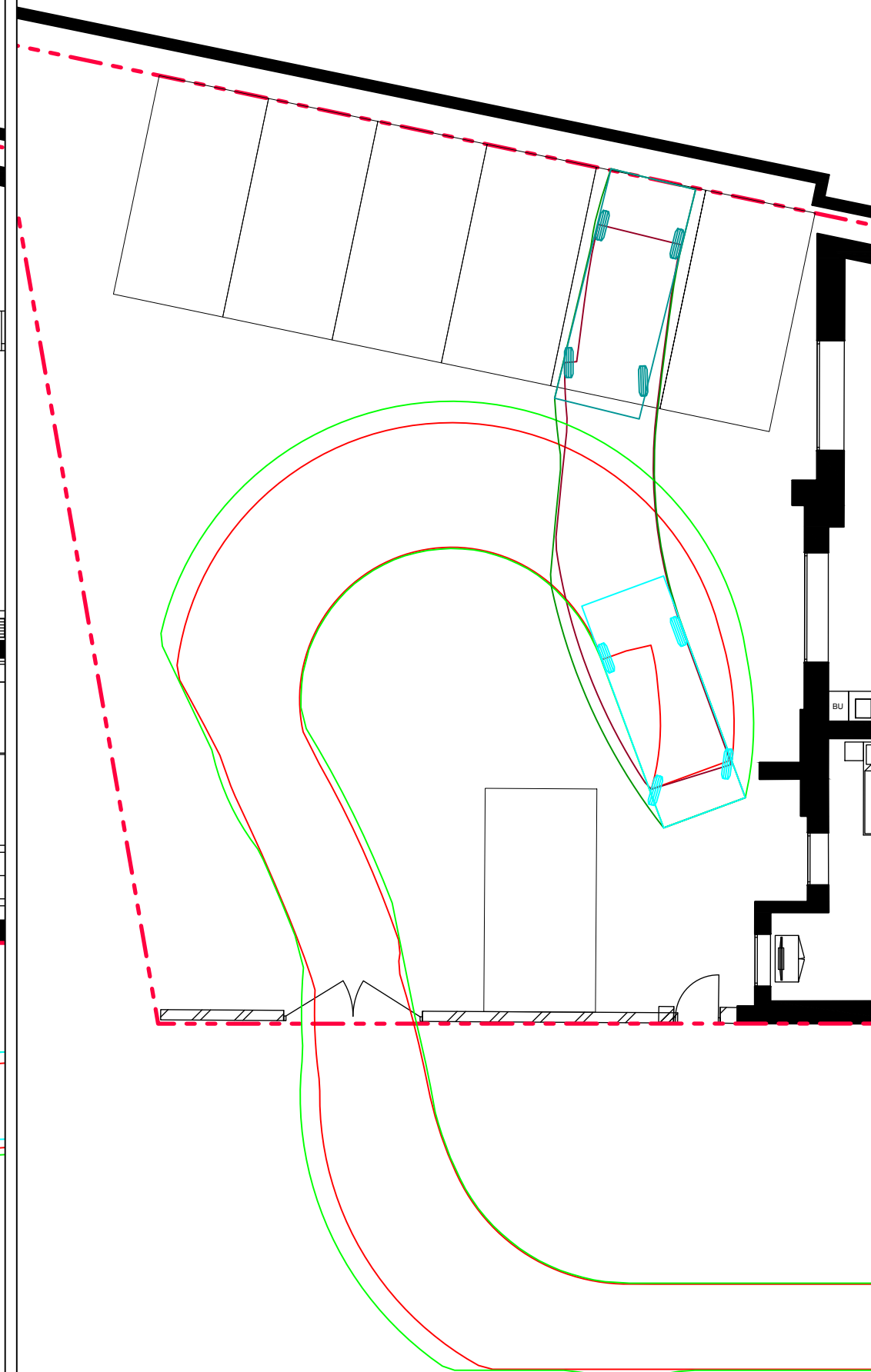
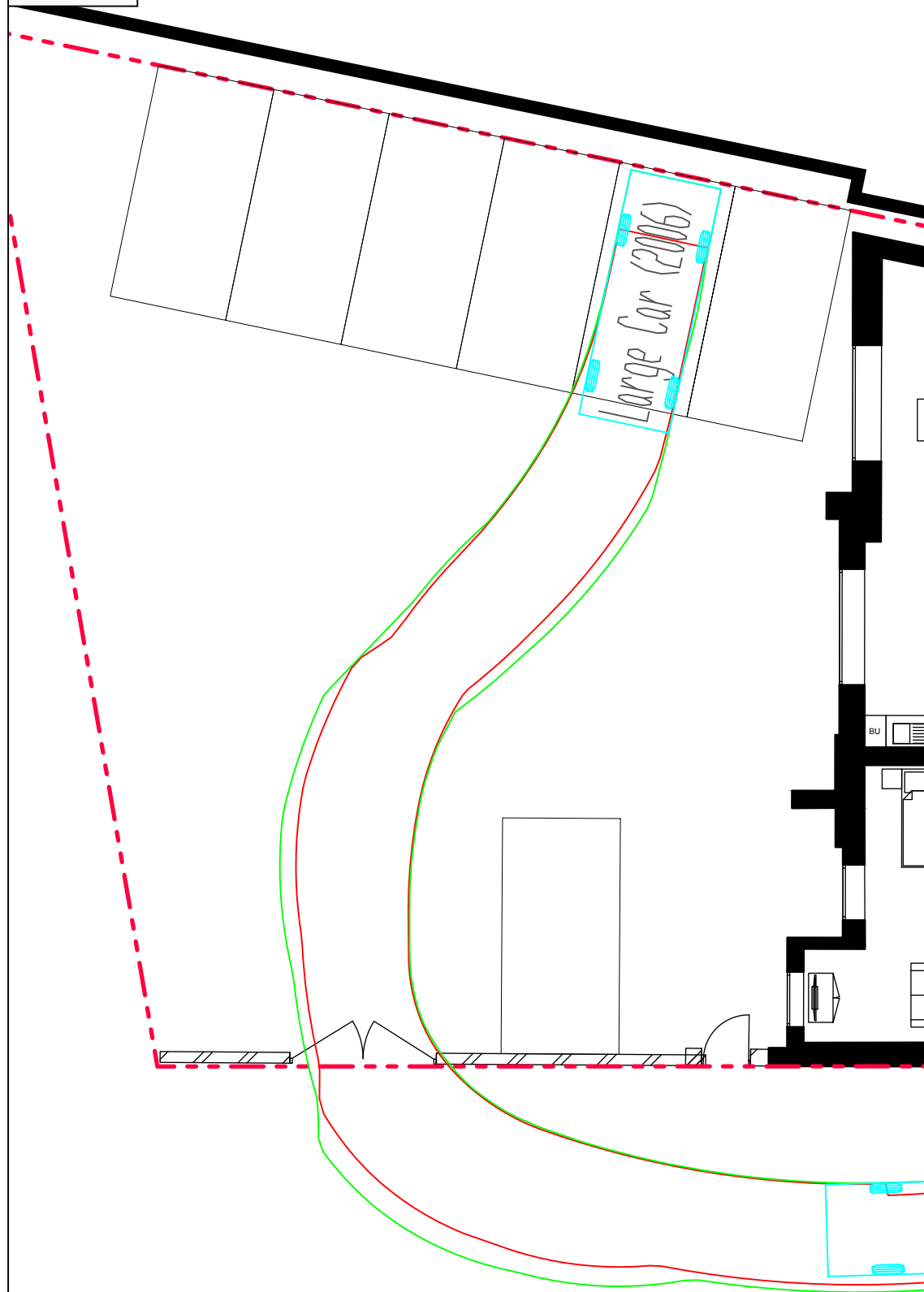


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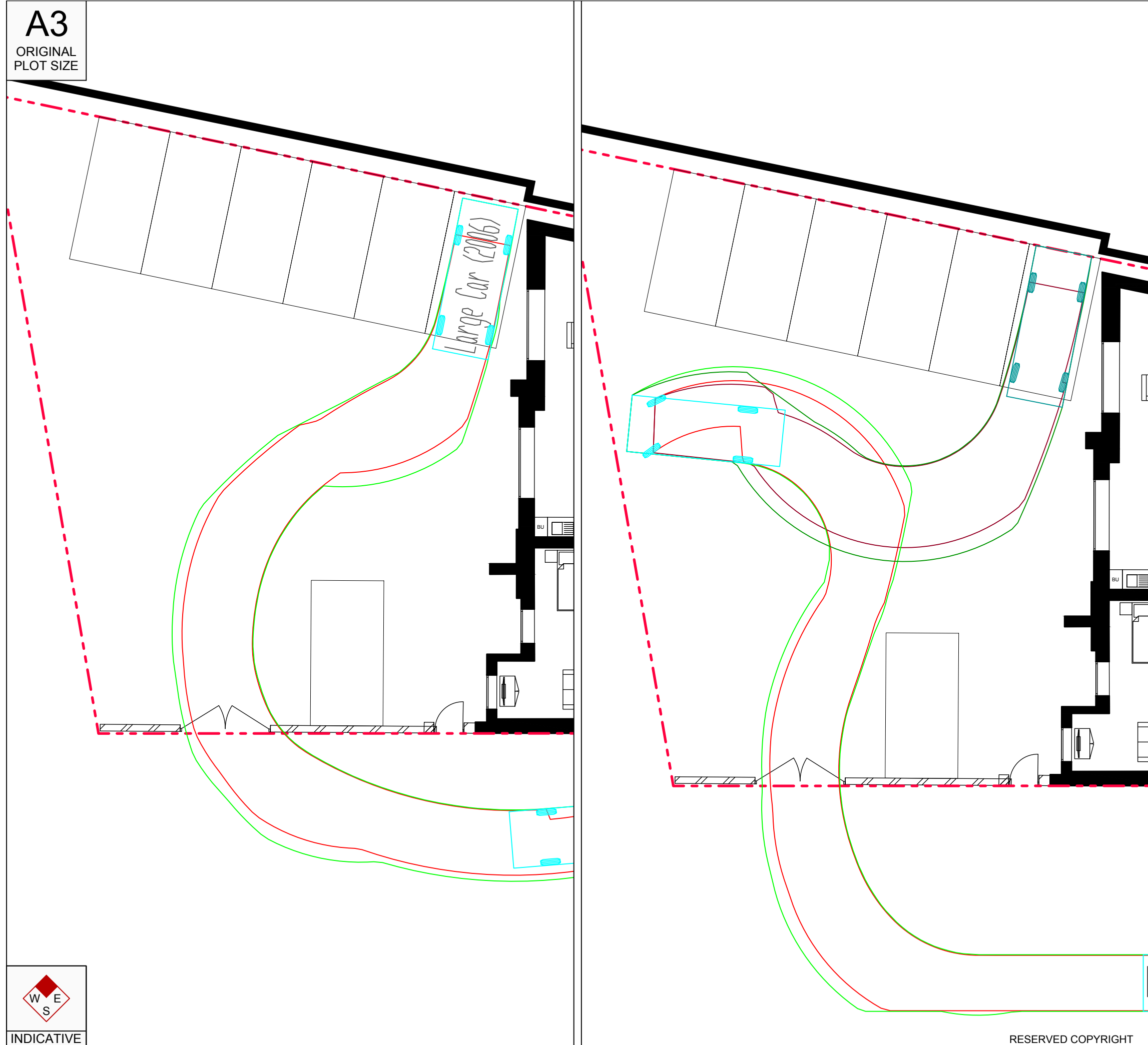
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STATUS:

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SCALE: 1:125	DATE: 30/01/19	DRAWN: TW	CHECKED: DEF	APPROVED: DEF
JOB NO: 1809-32		DRAWING NO: SP24		REVISION: -

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PROJECT:
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WEST DRAYTON**

TITLE:
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A LARGE CAR**
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STATUS:
FOR INFORMATION

SCALE: 1:125	DATE: 30/01/19	DRAWN: TW	CHECKED: DEF	APPROVED: DEF
JOB NO: 1809-32	DRAWING NO: SP25	REVISION: -		

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APPENDIX I

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	408-114000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	860-26639 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 26/06/18
Days of the week selected	Tuesday	2
	Wednesday	2
	Thursday	2
Main Location Types selected	Town Centre	2
	Edge of Town Centre	1
	Suburban Area (PPS6 Out of Centre)	3
Population <1 Mile ranges selected	10,001 to 15,000	1
	25,001 to 50,000	2
	50,001 to 100,000	2
	100,001 or More	1
Population <5 Mile ranges selected	250,001 to 500,000	1
	500,001 or More	5
Car Ownership <5 Mile ranges selected	0.6 to 1.0	5
	1.1 to 1.5	1
PTAL Rating	4 Good	1
	5 Very Good	3
	6a Excellent	1
	6b (High) Excellent	1

Calculation Reference: AUDIT-219602-181120-1156

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
BT	BRENT	3 days
CN	CAMDEN	1 days
HD	HILLINGDON	1 days
WH	WANDSWORTH	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 860 to 26639 (units: sqm)
Range Selected by User: 408 to 114000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 26/06/18

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3

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:

Commercial Zone	1
Development Zone	2
Built-Up Zone	3

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.

Secondary Filtering selection:

Use Class:

B1	6 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	2 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:

250,001 to 500,000	1 days
500,001 or More	5 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	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	3 days
No	3 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:

4 Good	1 days
5 Very Good	3 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BT-02-A-02	Gross floor area:	4750 sqm
Development Name:	OFFICE		
Location:	WEMBLEY		
Postcode:	HA9 8AD	Number of Employees:	450
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/06/10
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	5 Very Good	Parking Spaces:	43
Site(2):	BT-02-A-03	Gross floor area:	920 sqm
Development Name:	OFFICES		
Location:	WEMBLEY		
Postcode:	HA9 0AB	Number of Employees:	39
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	03/06/15
Sub-Location Type:	Development Zone	Survey Day:	Wednesday
PTAL:	6a Excellent	Parking Spaces:	
Site(3):	BT-02-A-04	Gross floor area:	10625 sqm
Development Name:	OFFICES		
Location:	WEMBLEY		
Postcode:	HA9 0PX	Number of Employees:	583
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	14/05/15
Sub-Location Type:	Development Zone	Survey Day:	Thursday
PTAL:	5 Very Good	Parking Spaces:	116
Site(4):	CN-02-A-03	Gross floor area:	26639 sqm
Development Name:	PLANNING & ENGINEERING		
Location:	FITZROVIA		
Postcode:	W1T 4BQ	Number of Employees:	2420
Main Location Type:	Town Centre	Survey Date:	06/12/17
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	6b (High) Excellent	Parking Spaces:	10
Site(5):	HD-02-A-09	Gross floor area:	12100 sqm
Development Name:	DATA CENTRE		
Location:	HAYES		
Postcode:	UB3 4AZ	Number of Employees:	956
Main Location Type:	Edge of Town Centre	Survey Date:	26/06/18
Sub-Location Type:	Commercial Zone	Survey Day:	Tuesday
PTAL:	4 Good	Parking Spaces:	425
Site(6):	WH-02-A-02	Gross floor area:	1215 sqm
Development Name:	OFFICES		
Location:	BATTERSEA		
Postcode:	SW11 3BY	Number of Employees:	115
Main Location Type:	Town Centre	Survey Date:	10/05/12
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	5 Very Good	Parking Spaces:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	9358	0.112	6	9358	0.011	6	9358	0.123
07:30 - 08:00	6	9358	0.201	6	9358	0.021	6	9358	0.222
08:00 - 08:30	6	9358	0.317	6	9358	0.023	6	9358	0.340
08:30 - 09:00	6	9358	0.321	6	9358	0.023	6	9358	0.344
09:00 - 09:30	6	9358	0.189	6	9358	0.025	6	9358	0.214
09:30 - 10:00	6	9358	0.107	6	9358	0.030	6	9358	0.137
10:00 - 10:30	6	9358	0.096	6	9358	0.045	6	9358	0.141
10:30 - 11:00	6	9358	0.057	6	9358	0.043	6	9358	0.100
11:00 - 11:30	6	9358	0.071	6	9358	0.068	6	9358	0.139
11:30 - 12:00	6	9358	0.036	6	9358	0.039	6	9358	0.075
12:00 - 12:30	6	9358	0.046	6	9358	0.071	6	9358	0.117
12:30 - 13:00	6	9358	0.055	6	9358	0.082	6	9358	0.137
13:00 - 13:30	6	9358	0.037	6	9358	0.034	6	9358	0.071
13:30 - 14:00	6	9358	0.025	6	9358	0.027	6	9358	0.052
14:00 - 14:30	6	9358	0.025	6	9358	0.041	6	9358	0.066
14:30 - 15:00	6	9358	0.039	6	9358	0.043	6	9358	0.082
15:00 - 15:30	6	9358	0.030	6	9358	0.061	6	9358	0.091
15:30 - 16:00	6	9358	0.030	6	9358	0.093	6	9358	0.123
16:00 - 16:30	6	9358	0.032	6	9358	0.160	6	9358	0.192
16:30 - 17:00	6	9358	0.028	6	9358	0.171	6	9358	0.199
17:00 - 17:30	6	9358	0.027	6	9358	0.233	6	9358	0.260
17:30 - 18:00	6	9358	0.028	6	9358	0.312	6	9358	0.340
18:00 - 18:30	6	9358	0.030	6	9358	0.187	6	9358	0.217
18:30 - 19:00	6	9358	0.011	6	9358	0.102	6	9358	0.113
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.950			1.945			3.895

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	860 - 26639 (units: sqm)
Survey date date range:	01/01/10 - 26/06/18
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
07:30 - 08:00	6	9358	0.004	6	9358	0.002	6	9358	0.006
08:00 - 08:30	6	9358	0.007	6	9358	0.004	6	9358	0.011
08:30 - 09:00	6	9358	0.011	6	9358	0.004	6	9358	0.015
09:00 - 09:30	6	9358	0.004	6	9358	0.000	6	9358	0.004
09:30 - 10:00	6	9358	0.005	6	9358	0.000	6	9358	0.005
10:00 - 10:30	6	9358	0.004	6	9358	0.004	6	9358	0.008
10:30 - 11:00	6	9358	0.002	6	9358	0.000	6	9358	0.002
11:00 - 11:30	6	9358	0.007	6	9358	0.007	6	9358	0.014
11:30 - 12:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
12:00 - 12:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
12:30 - 13:00	6	9358	0.004	6	9358	0.004	6	9358	0.008
13:00 - 13:30	6	9358	0.004	6	9358	0.002	6	9358	0.006
13:30 - 14:00	6	9358	0.002	6	9358	0.002	6	9358	0.004
14:00 - 14:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
14:30 - 15:00	6	9358	0.000	6	9358	0.002	6	9358	0.002
15:00 - 15:30	6	9358	0.000	6	9358	0.002	6	9358	0.002
15:30 - 16:00	6	9358	0.004	6	9358	0.009	6	9358	0.013
16:00 - 16:30	6	9358	0.000	6	9358	0.004	6	9358	0.004
16:30 - 17:00	6	9358	0.000	6	9358	0.004	6	9358	0.004
17:00 - 17:30	6	9358	0.002	6	9358	0.009	6	9358	0.011
17:30 - 18:00	6	9358	0.005	6	9358	0.005	6	9358	0.010
18:00 - 18:30	6	9358	0.005	6	9358	0.007	6	9358	0.012
18:30 - 19:00	6	9358	0.002	6	9358	0.002	6	9358	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.072			0.073			0.145

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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	9358	0.004	6	9358	0.002	6	9358	0.006
07:30 - 08:00	6	9358	0.000	6	9358	0.002	6	9358	0.002
08:00 - 08:30	6	9358	0.002	6	9358	0.002	6	9358	0.004
08:30 - 09:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
09:00 - 09:30	6	9358	0.005	6	9358	0.002	6	9358	0.007
09:30 - 10:00	6	9358	0.002	6	9358	0.002	6	9358	0.004
10:00 - 10:30	6	9358	0.000	6	9358	0.002	6	9358	0.002
10:30 - 11:00	6	9358	0.002	6	9358	0.000	6	9358	0.002
11:00 - 11:30	6	9358	0.002	6	9358	0.004	6	9358	0.006
11:30 - 12:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
12:00 - 12:30	6	9358	0.002	6	9358	0.002	6	9358	0.004
12:30 - 13:00	6	9358	0.000	6	9358	0.002	6	9358	0.002
13:00 - 13:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
13:30 - 14:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
14:00 - 14:30	6	9358	0.002	6	9358	0.000	6	9358	0.002
14:30 - 15:00	6	9358	0.000	6	9358	0.002	6	9358	0.002
15:00 - 15:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
15:30 - 16:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
16:00 - 16:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
16:30 - 17:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
17:00 - 17:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
17:30 - 18:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
18:00 - 18:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
18:30 - 19:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.021			0.022			0.043

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
07:30 - 08:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
08:00 - 08:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
08:30 - 09:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
09:00 - 09:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
09:30 - 10:00	6	9358	0.002	6	9358	0.002	6	9358	0.004
10:00 - 10:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
10:30 - 11:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
11:00 - 11:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
11:30 - 12:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
12:00 - 12:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
12:30 - 13:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
13:00 - 13:30	6	9358	0.002	6	9358	0.002	6	9358	0.004
13:30 - 14:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
14:00 - 14:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
14:30 - 15:00	6	9358	0.002	6	9358	0.000	6	9358	0.002
15:00 - 15:30	6	9358	0.000	6	9358	0.002	6	9358	0.002
15:30 - 16:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
16:00 - 16:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
16:30 - 17:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
17:00 - 17:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
17:30 - 18:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
18:00 - 18:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
18:30 - 19:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.006			0.006			0.012

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	9358	0.027	6	9358	0.000	6	9358	0.027
07:30 - 08:00	6	9358	0.023	6	9358	0.002	6	9358	0.025
08:00 - 08:30	6	9358	0.085	6	9358	0.000	6	9358	0.085
08:30 - 09:00	6	9358	0.096	6	9358	0.000	6	9358	0.096
09:00 - 09:30	6	9358	0.087	6	9358	0.007	6	9358	0.094
09:30 - 10:00	6	9358	0.025	6	9358	0.002	6	9358	0.027
10:00 - 10:30	6	9358	0.025	6	9358	0.011	6	9358	0.036
10:30 - 11:00	6	9358	0.004	6	9358	0.002	6	9358	0.006
11:00 - 11:30	6	9358	0.007	6	9358	0.005	6	9358	0.012
11:30 - 12:00	6	9358	0.002	6	9358	0.000	6	9358	0.002
12:00 - 12:30	6	9358	0.007	6	9358	0.005	6	9358	0.012
12:30 - 13:00	6	9358	0.004	6	9358	0.014	6	9358	0.018
13:00 - 13:30	6	9358	0.004	6	9358	0.011	6	9358	0.015
13:30 - 14:00	6	9358	0.000	6	9358	0.005	6	9358	0.005
14:00 - 14:30	6	9358	0.000	6	9358	0.004	6	9358	0.004
14:30 - 15:00	6	9358	0.004	6	9358	0.002	6	9358	0.006
15:00 - 15:30	6	9358	0.005	6	9358	0.005	6	9358	0.010
15:30 - 16:00	6	9358	0.000	6	9358	0.009	6	9358	0.009
16:00 - 16:30	6	9358	0.002	6	9358	0.009	6	9358	0.011
16:30 - 17:00	6	9358	0.000	6	9358	0.014	6	9358	0.014
17:00 - 17:30	6	9358	0.000	6	9358	0.045	6	9358	0.045
17:30 - 18:00	6	9358	0.002	6	9358	0.107	6	9358	0.109
18:00 - 18:30	6	9358	0.000	6	9358	0.098	6	9358	0.098
18:30 - 19:00	6	9358	0.002	6	9358	0.052	6	9358	0.054
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		0.411			0.409			0.820	

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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	9358	0.116	6	9358	0.011	6	9358	0.127
07:30 - 08:00	6	9358	0.224	6	9358	0.020	6	9358	0.244
08:00 - 08:30	6	9358	0.342	6	9358	0.025	6	9358	0.367
08:30 - 09:00	6	9358	0.329	6	9358	0.012	6	9358	0.341
09:00 - 09:30	6	9358	0.212	6	9358	0.027	6	9358	0.239
09:30 - 10:00	6	9358	0.123	6	9358	0.032	6	9358	0.155
10:00 - 10:30	6	9358	0.118	6	9358	0.048	6	9358	0.166
10:30 - 11:00	6	9358	0.062	6	9358	0.043	6	9358	0.105
11:00 - 11:30	6	9358	0.100	6	9358	0.085	6	9358	0.185
11:30 - 12:00	6	9358	0.036	6	9358	0.050	6	9358	0.086
12:00 - 12:30	6	9358	0.052	6	9358	0.084	6	9358	0.136
12:30 - 13:00	6	9358	0.069	6	9358	0.105	6	9358	0.174
13:00 - 13:30	6	9358	0.053	6	9358	0.045	6	9358	0.098
13:30 - 14:00	6	9358	0.028	6	9358	0.028	6	9358	0.056
14:00 - 14:30	6	9358	0.032	6	9358	0.048	6	9358	0.080
14:30 - 15:00	6	9358	0.046	6	9358	0.048	6	9358	0.094
15:00 - 15:30	6	9358	0.032	6	9358	0.073	6	9358	0.105
15:30 - 16:00	6	9358	0.039	6	9358	0.112	6	9358	0.151
16:00 - 16:30	6	9358	0.030	6	9358	0.167	6	9358	0.197
16:30 - 17:00	6	9358	0.036	6	9358	0.187	6	9358	0.223
17:00 - 17:30	6	9358	0.032	6	9358	0.274	6	9358	0.306
17:30 - 18:00	6	9358	0.021	6	9358	0.342	6	9358	0.363
18:00 - 18:30	6	9358	0.025	6	9358	0.221	6	9358	0.246
18:30 - 19:00	6	9358	0.012	6	9358	0.116	6	9358	0.128
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		2.169			2.203			4.372	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	9358	0.027	6	9358	0.014	6	9358	0.041
07:30 - 08:00	6	9358	0.080	6	9358	0.045	6	9358	0.125
08:00 - 08:30	6	9358	0.159	6	9358	0.062	6	9358	0.221
08:30 - 09:00	6	9358	0.203	6	9358	0.085	6	9358	0.288
09:00 - 09:30	6	9358	0.155	6	9358	0.102	6	9358	0.257
09:30 - 10:00	6	9358	0.196	6	9358	0.087	6	9358	0.283
10:00 - 10:30	6	9358	0.166	6	9358	0.162	6	9358	0.328
10:30 - 11:00	6	9358	0.166	6	9358	0.192	6	9358	0.358
11:00 - 11:30	6	9358	0.089	6	9358	0.059	6	9358	0.148
11:30 - 12:00	6	9358	0.126	6	9358	0.155	6	9358	0.281
12:00 - 12:30	6	9358	0.121	6	9358	0.344	6	9358	0.465
12:30 - 13:00	6	9358	0.317	6	9358	0.362	6	9358	0.679
13:00 - 13:30	6	9358	0.376	6	9358	0.424	6	9358	0.800
13:30 - 14:00	6	9358	0.399	6	9358	0.240	6	9358	0.639
14:00 - 14:30	6	9358	0.194	6	9358	0.093	6	9358	0.287
14:30 - 15:00	6	9358	0.114	6	9358	0.053	6	9358	0.167
15:00 - 15:30	6	9358	0.036	6	9358	0.043	6	9358	0.079
15:30 - 16:00	6	9358	0.082	6	9358	0.114	6	9358	0.196
16:00 - 16:30	6	9358	0.045	6	9358	0.039	6	9358	0.084
16:30 - 17:00	6	9358	0.055	6	9358	0.064	6	9358	0.119
17:00 - 17:30	6	9358	0.028	6	9358	0.089	6	9358	0.117
17:30 - 18:00	6	9358	0.043	6	9358	0.130	6	9358	0.173
18:00 - 18:30	6	9358	0.014	6	9358	0.066	6	9358	0.080
18:30 - 19:00	6	9358	0.016	6	9358	0.034	6	9358	0.050
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.207			3.058			6.265

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	9358	0.021	6	9358	0.000	6	9358	0.021
07:30 - 08:00	6	9358	0.043	6	9358	0.002	6	9358	0.045
08:00 - 08:30	6	9358	0.128	6	9358	0.004	6	9358	0.132
08:30 - 09:00	6	9358	0.175	6	9358	0.005	6	9358	0.180
09:00 - 09:30	6	9358	0.166	6	9358	0.005	6	9358	0.171
09:30 - 10:00	6	9358	0.082	6	9358	0.011	6	9358	0.093
10:00 - 10:30	6	9358	0.068	6	9358	0.025	6	9358	0.093
10:30 - 11:00	6	9358	0.052	6	9358	0.027	6	9358	0.079
11:00 - 11:30	6	9358	0.020	6	9358	0.014	6	9358	0.034
11:30 - 12:00	6	9358	0.032	6	9358	0.018	6	9358	0.050
12:00 - 12:30	6	9358	0.027	6	9358	0.052	6	9358	0.079
12:30 - 13:00	6	9358	0.036	6	9358	0.036	6	9358	0.072
13:00 - 13:30	6	9358	0.048	6	9358	0.028	6	9358	0.076
13:30 - 14:00	6	9358	0.034	6	9358	0.045	6	9358	0.079
14:00 - 14:30	6	9358	0.023	6	9358	0.027	6	9358	0.050
14:30 - 15:00	6	9358	0.036	6	9358	0.041	6	9358	0.077
15:00 - 15:30	6	9358	0.018	6	9358	0.036	6	9358	0.054
15:30 - 16:00	6	9358	0.011	6	9358	0.036	6	9358	0.047
16:00 - 16:30	6	9358	0.016	6	9358	0.073	6	9358	0.089
16:30 - 17:00	6	9358	0.009	6	9358	0.078	6	9358	0.087
17:00 - 17:30	6	9358	0.012	6	9358	0.098	6	9358	0.110
17:30 - 18:00	6	9358	0.011	6	9358	0.203	6	9358	0.214
18:00 - 18:30	6	9358	0.004	6	9358	0.110	6	9358	0.114
18:30 - 19:00	6	9358	0.000	6	9358	0.048	6	9358	0.048
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		1.072			1.022			2.094	

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	9358	0.093	6	9358	0.002	6	9358	0.095
07:30 - 08:00	6	9358	0.203	6	9358	0.002	6	9358	0.205
08:00 - 08:30	6	9358	0.538	6	9358	0.005	6	9358	0.543
08:30 - 09:00	6	9358	0.796	6	9358	0.023	6	9358	0.819
09:00 - 09:30	6	9358	0.721	6	9358	0.021	6	9358	0.742
09:30 - 10:00	6	9358	0.337	6	9358	0.020	6	9358	0.357
10:00 - 10:30	6	9358	0.180	6	9358	0.037	6	9358	0.217
10:30 - 11:00	6	9358	0.087	6	9358	0.030	6	9358	0.117
11:00 - 11:30	6	9358	0.064	6	9358	0.055	6	9358	0.119
11:30 - 12:00	6	9358	0.045	6	9358	0.028	6	9358	0.073
12:00 - 12:30	6	9358	0.043	6	9358	0.075	6	9358	0.118
12:30 - 13:00	6	9358	0.046	6	9358	0.110	6	9358	0.156
13:00 - 13:30	6	9358	0.052	6	9358	0.118	6	9358	0.170
13:30 - 14:00	6	9358	0.062	6	9358	0.077	6	9358	0.139
14:00 - 14:30	6	9358	0.021	6	9358	0.039	6	9358	0.060
14:30 - 15:00	6	9358	0.034	6	9358	0.085	6	9358	0.119
15:00 - 15:30	6	9358	0.036	6	9358	0.148	6	9358	0.184
15:30 - 16:00	6	9358	0.018	6	9358	0.119	6	9358	0.137
16:00 - 16:30	6	9358	0.036	6	9358	0.183	6	9358	0.219
16:30 - 17:00	6	9358	0.023	6	9358	0.251	6	9358	0.274
17:00 - 17:30	6	9358	0.030	6	9358	0.449	6	9358	0.479
17:30 - 18:00	6	9358	0.023	6	9358	0.796	6	9358	0.819
18:00 - 18:30	6	9358	0.016	6	9358	0.520	6	9358	0.536
18:30 - 19:00	6	9358	0.005	6	9358	0.198	6	9358	0.203
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		3.509			3.391			6.900	

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	9358	0.114	6	9358	0.002	6	9358	0.116
07:30 - 08:00	6	9358	0.246	6	9358	0.004	6	9358	0.250
08:00 - 08:30	6	9358	0.666	6	9358	0.009	6	9358	0.675
08:30 - 09:00	6	9358	0.971	6	9358	0.028	6	9358	0.999
09:00 - 09:30	6	9358	0.887	6	9358	0.027	6	9358	0.914
09:30 - 10:00	6	9358	0.419	6	9358	0.030	6	9358	0.449
10:00 - 10:30	6	9358	0.248	6	9358	0.062	6	9358	0.310
10:30 - 11:00	6	9358	0.139	6	9358	0.057	6	9358	0.196
11:00 - 11:30	6	9358	0.084	6	9358	0.069	6	9358	0.153
11:30 - 12:00	6	9358	0.077	6	9358	0.046	6	9358	0.123
12:00 - 12:30	6	9358	0.069	6	9358	0.126	6	9358	0.195
12:30 - 13:00	6	9358	0.082	6	9358	0.146	6	9358	0.228
13:00 - 13:30	6	9358	0.100	6	9358	0.146	6	9358	0.246
13:30 - 14:00	6	9358	0.096	6	9358	0.121	6	9358	0.217
14:00 - 14:30	6	9358	0.045	6	9358	0.066	6	9358	0.111
14:30 - 15:00	6	9358	0.069	6	9358	0.126	6	9358	0.195
15:00 - 15:30	6	9358	0.053	6	9358	0.183	6	9358	0.236
15:30 - 16:00	6	9358	0.028	6	9358	0.155	6	9358	0.183
16:00 - 16:30	6	9358	0.052	6	9358	0.256	6	9358	0.308
16:30 - 17:00	6	9358	0.032	6	9358	0.329	6	9358	0.361
17:00 - 17:30	6	9358	0.043	6	9358	0.547	6	9358	0.590
17:30 - 18:00	6	9358	0.034	6	9358	0.999	6	9358	1.033
18:00 - 18:30	6	9358	0.020	6	9358	0.630	6	9358	0.650
18:30 - 19:00	6	9358	0.005	6	9358	0.246	6	9358	0.251
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		4.579			4.410			8.989	

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	9358	0.283	6	9358	0.027	6	9358	0.310
07:30 - 08:00	6	9358	0.573	6	9358	0.069	6	9358	0.642
08:00 - 08:30	6	9358	1.252	6	9358	0.096	6	9358	1.348
08:30 - 09:00	6	9358	1.599	6	9358	0.126	6	9358	1.725
09:00 - 09:30	6	9358	1.341	6	9358	0.162	6	9358	1.503
09:30 - 10:00	6	9358	0.762	6	9358	0.151	6	9358	0.913
10:00 - 10:30	6	9358	0.556	6	9358	0.283	6	9358	0.839
10:30 - 11:00	6	9358	0.370	6	9358	0.294	6	9358	0.664
11:00 - 11:30	6	9358	0.280	6	9358	0.219	6	9358	0.499
11:30 - 12:00	6	9358	0.240	6	9358	0.251	6	9358	0.491
12:00 - 12:30	6	9358	0.249	6	9358	0.559	6	9358	0.808
12:30 - 13:00	6	9358	0.472	6	9358	0.627	6	9358	1.099
13:00 - 13:30	6	9358	0.533	6	9358	0.625	6	9358	1.158
13:30 - 14:00	6	9358	0.524	6	9358	0.395	6	9358	0.919
14:00 - 14:30	6	9358	0.271	6	9358	0.210	6	9358	0.481
14:30 - 15:00	6	9358	0.233	6	9358	0.230	6	9358	0.463
15:00 - 15:30	6	9358	0.126	6	9358	0.305	6	9358	0.431
15:30 - 16:00	6	9358	0.150	6	9358	0.390	6	9358	0.540
16:00 - 16:30	6	9358	0.128	6	9358	0.472	6	9358	0.600
16:30 - 17:00	6	9358	0.123	6	9358	0.595	6	9358	0.718
17:00 - 17:30	6	9358	0.103	6	9358	0.955	6	9358	1.058
17:30 - 18:00	6	9358	0.100	6	9358	1.578	6	9358	1.678
18:00 - 18:30	6	9358	0.059	6	9358	1.015	6	9358	1.074
18:30 - 19:00	6	9358	0.036	6	9358	0.447	6	9358	0.483
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		10.363			10.081			20.444	

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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL Servicing Vehicles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	9358	0.007	6	9358	0.004	6	9358	0.011
07:30 - 08:00	6	9358	0.005	6	9358	0.005	6	9358	0.010
08:00 - 08:30	6	9358	0.005	6	9358	0.007	6	9358	0.012
08:30 - 09:00	6	9358	0.004	6	9358	0.002	6	9358	0.006
09:00 - 09:30	6	9358	0.005	6	9358	0.002	6	9358	0.007
09:30 - 10:00	6	9358	0.002	6	9358	0.002	6	9358	0.004
10:00 - 10:30	6	9358	0.009	6	9358	0.011	6	9358	0.020
10:30 - 11:00	6	9358	0.011	6	9358	0.011	6	9358	0.022
11:00 - 11:30	6	9358	0.002	6	9358	0.005	6	9358	0.007
11:30 - 12:00	6	9358	0.004	6	9358	0.004	6	9358	0.008
12:00 - 12:30	6	9358	0.011	6	9358	0.012	6	9358	0.023
12:30 - 13:00	6	9358	0.005	6	9358	0.005	6	9358	0.010
13:00 - 13:30	6	9358	0.002	6	9358	0.002	6	9358	0.004
13:30 - 14:00	6	9358	0.004	6	9358	0.000	6	9358	0.004
14:00 - 14:30	6	9358	0.002	6	9358	0.000	6	9358	0.002
14:30 - 15:00	6	9358	0.005	6	9358	0.005	6	9358	0.010
15:00 - 15:30	6	9358	0.004	6	9358	0.005	6	9358	0.009
15:30 - 16:00	6	9358	0.000	6	9358	0.002	6	9358	0.002
16:00 - 16:30	6	9358	0.004	6	9358	0.002	6	9358	0.006
16:30 - 17:00	6	9358	0.011	6	9358	0.012	6	9358	0.023
17:00 - 17:30	6	9358	0.004	6	9358	0.005	6	9358	0.009
17:30 - 18:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
18:00 - 18:30	6	9358	0.000	6	9358	0.000	6	9358	0.000
18:30 - 19:00	6	9358	0.000	6	9358	0.000	6	9358	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.106			0.103			0.209

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.

APPENDIX J

Calculation Reference: AUDIT-219602-181024-1025

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
BT	BRENT	1 days
HG	HARINGEY	1 days
HV	HAVERING	1 days

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

Secondary 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:	Number of dwellings
Actual Range:	30 to 493 (units:)
Range Selected by User:	9 to 200 (units:)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/10 to 03/07/18
-------------	----------------------

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
------------------------------------	---

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:

Development Zone	1
Residential Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3	3 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 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	2 days
No	1 days

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

PTAL Rating:

2 Poor	1 days
3 Moderate	1 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-C-01 LAKESIDE DRIVE PARK ROYAL	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of dwellings: 170 Survey date: WEDNESDAY 28/09/16 Survey Type: MANUAL		
2	HG-03-C-02 HIGH ROAD WOOD GREEN WOODSIDE PARK	BLOCK OF FLATS	HARINGEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 30 Survey date: WEDNESDAY 01/10/14 Survey Type: MANUAL		
3	HV-03-C-02 WATERLOO ROAD ROMFORD	BLOCKS OF FLATS	HAVERING
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of dwellings: 493 Survey date: TUESDAY 22/11/16 Survey Type: MANUAL		

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.045	3	231	0.074	3	231	0.119
08:00 - 09:00	3	231	0.026	3	231	0.084	3	231	0.110
09:00 - 10:00	3	231	0.042	3	231	0.045	3	231	0.087
10:00 - 11:00	3	231	0.040	3	231	0.053	3	231	0.093
11:00 - 12:00	3	231	0.029	3	231	0.049	3	231	0.078
12:00 - 13:00	3	231	0.033	3	231	0.033	3	231	0.066
13:00 - 14:00	3	231	0.056	3	231	0.056	3	231	0.112
14:00 - 15:00	3	231	0.046	3	231	0.049	3	231	0.095
15:00 - 16:00	3	231	0.065	3	231	0.052	3	231	0.117
16:00 - 17:00	3	231	0.081	3	231	0.058	3	231	0.139
17:00 - 18:00	3	231	0.091	3	231	0.052	3	231	0.143
18:00 - 19:00	3	231	0.100	3	231	0.061	3	231	0.161
19:00 - 20:00	1	170	0.118	1	170	0.059	1	170	0.177
20:00 - 21:00	1	170	0.118	1	170	0.071	1	170	0.189
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.890			0.796			1.686

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	30 - 493 (units:)
Survey date date range:	01/01/10 - 03/07/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.004	3	231	0.003	3	231	0.007
08:00 - 09:00	3	231	0.001	3	231	0.003	3	231	0.004
09:00 - 10:00	3	231	0.004	3	231	0.003	3	231	0.007
10:00 - 11:00	3	231	0.001	3	231	0.001	3	231	0.002
11:00 - 12:00	3	231	0.000	3	231	0.001	3	231	0.001
12:00 - 13:00	3	231	0.000	3	231	0.000	3	231	0.000
13:00 - 14:00	3	231	0.001	3	231	0.001	3	231	0.002
14:00 - 15:00	3	231	0.000	3	231	0.000	3	231	0.000
15:00 - 16:00	3	231	0.004	3	231	0.004	3	231	0.008
16:00 - 17:00	3	231	0.000	3	231	0.000	3	231	0.000
17:00 - 18:00	3	231	0.003	3	231	0.003	3	231	0.006
18:00 - 19:00	3	231	0.003	3	231	0.003	3	231	0.006
19:00 - 20:00	1	170	0.012	1	170	0.012	1	170	0.024
20:00 - 21:00	1	170	0.000	1	170	0.000	1	170	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.034			0.067

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.004	3	231	0.006	3	231	0.010
08:00 - 09:00	3	231	0.001	3	231	0.000	3	231	0.001
09:00 - 10:00	3	231	0.003	3	231	0.004	3	231	0.007
10:00 - 11:00	3	231	0.007	3	231	0.006	3	231	0.013
11:00 - 12:00	3	231	0.000	3	231	0.001	3	231	0.001
12:00 - 13:00	3	231	0.000	3	231	0.000	3	231	0.000
13:00 - 14:00	3	231	0.000	3	231	0.001	3	231	0.001
14:00 - 15:00	3	231	0.001	3	231	0.001	3	231	0.002
15:00 - 16:00	3	231	0.000	3	231	0.000	3	231	0.000
16:00 - 17:00	3	231	0.000	3	231	0.000	3	231	0.000
17:00 - 18:00	3	231	0.003	3	231	0.001	3	231	0.004
18:00 - 19:00	3	231	0.000	3	231	0.000	3	231	0.000
19:00 - 20:00	1	170	0.000	1	170	0.000	1	170	0.000
20:00 - 21:00	1	170	0.000	1	170	0.000	1	170	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.020			0.039

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.000	3	231	0.003	3	231	0.003
08:00 - 09:00	3	231	0.001	3	231	0.004	3	231	0.005
09:00 - 10:00	3	231	0.003	3	231	0.004	3	231	0.007
10:00 - 11:00	3	231	0.000	3	231	0.001	3	231	0.001
11:00 - 12:00	3	231	0.000	3	231	0.000	3	231	0.000
12:00 - 13:00	3	231	0.001	3	231	0.000	3	231	0.001
13:00 - 14:00	3	231	0.001	3	231	0.003	3	231	0.004
14:00 - 15:00	3	231	0.000	3	231	0.007	3	231	0.007
15:00 - 16:00	3	231	0.003	3	231	0.003	3	231	0.006
16:00 - 17:00	3	231	0.006	3	231	0.001	3	231	0.007
17:00 - 18:00	3	231	0.004	3	231	0.001	3	231	0.005
18:00 - 19:00	3	231	0.003	3	231	0.001	3	231	0.004
19:00 - 20:00	1	170	0.000	1	170	0.000	1	170	0.000
20:00 - 21:00	1	170	0.000	1	170	0.000	1	170	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.028			0.050

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.056	3	231	0.091	3	231	0.147
08:00 - 09:00	3	231	0.030	3	231	0.134	3	231	0.164
09:00 - 10:00	3	231	0.049	3	231	0.049	3	231	0.098
10:00 - 11:00	3	231	0.046	3	231	0.069	3	231	0.115
11:00 - 12:00	3	231	0.042	3	231	0.065	3	231	0.107
12:00 - 13:00	3	231	0.046	3	231	0.039	3	231	0.085
13:00 - 14:00	3	231	0.066	3	231	0.071	3	231	0.137
14:00 - 15:00	3	231	0.062	3	231	0.071	3	231	0.133
15:00 - 16:00	3	231	0.095	3	231	0.079	3	231	0.174
16:00 - 17:00	3	231	0.128	3	231	0.072	3	231	0.200
17:00 - 18:00	3	231	0.121	3	231	0.074	3	231	0.195
18:00 - 19:00	3	231	0.136	3	231	0.078	3	231	0.214
19:00 - 20:00	1	170	0.147	1	170	0.076	1	170	0.223
20:00 - 21:00	1	170	0.153	1	170	0.088	1	170	0.241
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.177			1.056			2.233

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.009	3	231	0.023	3	231	0.032
08:00 - 09:00	3	231	0.017	3	231	0.097	3	231	0.114
09:00 - 10:00	3	231	0.033	3	231	0.027	3	231	0.060
10:00 - 11:00	3	231	0.010	3	231	0.040	3	231	0.050
11:00 - 12:00	3	231	0.025	3	231	0.029	3	231	0.054
12:00 - 13:00	3	231	0.046	3	231	0.020	3	231	0.066
13:00 - 14:00	3	231	0.022	3	231	0.029	3	231	0.051
14:00 - 15:00	3	231	0.029	3	231	0.019	3	231	0.048
15:00 - 16:00	3	231	0.066	3	231	0.023	3	231	0.089
16:00 - 17:00	3	231	0.032	3	231	0.023	3	231	0.055
17:00 - 18:00	3	231	0.046	3	231	0.020	3	231	0.066
18:00 - 19:00	3	231	0.023	3	231	0.014	3	231	0.037
19:00 - 20:00	1	170	0.076	1	170	0.065	1	170	0.141
20:00 - 21:00	1	170	0.029	1	170	0.047	1	170	0.076
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.463			0.476			0.939	

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.001	3	231	0.017	3	231	0.018
08:00 - 09:00	3	231	0.004	3	231	0.016	3	231	0.020
09:00 - 10:00	3	231	0.001	3	231	0.009	3	231	0.010
10:00 - 11:00	3	231	0.001	3	231	0.007	3	231	0.008
11:00 - 12:00	3	231	0.000	3	231	0.001	3	231	0.001
12:00 - 13:00	3	231	0.007	3	231	0.000	3	231	0.007
13:00 - 14:00	3	231	0.000	3	231	0.003	3	231	0.003
14:00 - 15:00	3	231	0.007	3	231	0.003	3	231	0.010
15:00 - 16:00	3	231	0.012	3	231	0.010	3	231	0.022
16:00 - 17:00	3	231	0.014	3	231	0.012	3	231	0.026
17:00 - 18:00	3	231	0.013	3	231	0.004	3	231	0.017
18:00 - 19:00	3	231	0.014	3	231	0.006	3	231	0.020
19:00 - 20:00	1	170	0.006	1	170	0.012	1	170	0.018
20:00 - 21:00	1	170	0.018	1	170	0.006	1	170	0.024
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.106			0.204

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.001	3	231	0.065	3	231	0.066
08:00 - 09:00	3	231	0.003	3	231	0.094	3	231	0.097
09:00 - 10:00	3	231	0.000	3	231	0.027	3	231	0.027
10:00 - 11:00	3	231	0.003	3	231	0.016	3	231	0.019
11:00 - 12:00	3	231	0.006	3	231	0.014	3	231	0.020
12:00 - 13:00	3	231	0.007	3	231	0.010	3	231	0.017
13:00 - 14:00	3	231	0.006	3	231	0.012	3	231	0.018
14:00 - 15:00	3	231	0.014	3	231	0.009	3	231	0.023
15:00 - 16:00	3	231	0.012	3	231	0.014	3	231	0.026
16:00 - 17:00	3	231	0.014	3	231	0.003	3	231	0.017
17:00 - 18:00	3	231	0.042	3	231	0.012	3	231	0.054
18:00 - 19:00	3	231	0.085	3	231	0.004	3	231	0.089
19:00 - 20:00	1	170	0.212	1	170	0.012	1	170	0.224
20:00 - 21:00	1	170	0.082	1	170	0.018	1	170	0.100
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.487			0.310			0.797

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.003	3	231	0.082	3	231	0.085
08:00 - 09:00	3	231	0.007	3	231	0.110	3	231	0.117
09:00 - 10:00	3	231	0.001	3	231	0.036	3	231	0.037
10:00 - 11:00	3	231	0.004	3	231	0.023	3	231	0.027
11:00 - 12:00	3	231	0.006	3	231	0.016	3	231	0.022
12:00 - 13:00	3	231	0.014	3	231	0.010	3	231	0.024
13:00 - 14:00	3	231	0.006	3	231	0.014	3	231	0.020
14:00 - 15:00	3	231	0.022	3	231	0.012	3	231	0.034
15:00 - 16:00	3	231	0.023	3	231	0.025	3	231	0.048
16:00 - 17:00	3	231	0.029	3	231	0.014	3	231	0.043
17:00 - 18:00	3	231	0.055	3	231	0.016	3	231	0.071
18:00 - 19:00	3	231	0.100	3	231	0.010	3	231	0.110
19:00 - 20:00	1	170	0.218	1	170	0.024	1	170	0.242
20:00 - 21:00	1	170	0.100	1	170	0.024	1	170	0.124
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.588			0.416			1.004

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.068	3	231	0.199	3	231	0.267
08:00 - 09:00	3	231	0.056	3	231	0.345	3	231	0.401
09:00 - 10:00	3	231	0.087	3	231	0.117	3	231	0.204
10:00 - 11:00	3	231	0.061	3	231	0.134	3	231	0.195
11:00 - 12:00	3	231	0.072	3	231	0.110	3	231	0.182
12:00 - 13:00	3	231	0.108	3	231	0.069	3	231	0.177
13:00 - 14:00	3	231	0.095	3	231	0.117	3	231	0.212
14:00 - 15:00	3	231	0.113	3	231	0.108	3	231	0.221
15:00 - 16:00	3	231	0.188	3	231	0.130	3	231	0.318
16:00 - 17:00	3	231	0.195	3	231	0.111	3	231	0.306
17:00 - 18:00	3	231	0.227	3	231	0.111	3	231	0.338
18:00 - 19:00	3	231	0.261	3	231	0.104	3	231	0.365
19:00 - 20:00	1	170	0.441	1	170	0.165	1	170	0.606
20:00 - 21:00	1	170	0.282	1	170	0.159	1	170	0.441
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.254			1.979			4.233	

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.030	3	231	0.059	3	231	0.089
08:00 - 09:00	3	231	0.023	3	231	0.078	3	231	0.101
09:00 - 10:00	3	231	0.029	3	231	0.030	3	231	0.059
10:00 - 11:00	3	231	0.023	3	231	0.036	3	231	0.059
11:00 - 12:00	3	231	0.019	3	231	0.035	3	231	0.054
12:00 - 13:00	3	231	0.026	3	231	0.026	3	231	0.052
13:00 - 14:00	3	231	0.048	3	231	0.049	3	231	0.097
14:00 - 15:00	3	231	0.039	3	231	0.043	3	231	0.082
15:00 - 16:00	3	231	0.056	3	231	0.042	3	231	0.098
16:00 - 17:00	3	231	0.074	3	231	0.052	3	231	0.126
17:00 - 18:00	3	231	0.075	3	231	0.042	3	231	0.117
18:00 - 19:00	3	231	0.089	3	231	0.048	3	231	0.137
19:00 - 20:00	1	170	0.088	1	170	0.041	1	170	0.129
20:00 - 21:00	1	170	0.112	1	170	0.065	1	170	0.177
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.731			0.646			1.377

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.006	3	231	0.004	3	231	0.010
08:00 - 09:00	3	231	0.000	3	231	0.001	3	231	0.001
09:00 - 10:00	3	231	0.006	3	231	0.004	3	231	0.010
10:00 - 11:00	3	231	0.009	3	231	0.010	3	231	0.019
11:00 - 12:00	3	231	0.010	3	231	0.010	3	231	0.020
12:00 - 13:00	3	231	0.007	3	231	0.007	3	231	0.014
13:00 - 14:00	3	231	0.007	3	231	0.004	3	231	0.011
14:00 - 15:00	3	231	0.006	3	231	0.004	3	231	0.010
15:00 - 16:00	3	231	0.003	3	231	0.006	3	231	0.009
16:00 - 17:00	3	231	0.007	3	231	0.006	3	231	0.013
17:00 - 18:00	3	231	0.007	3	231	0.006	3	231	0.013
18:00 - 19:00	3	231	0.003	3	231	0.006	3	231	0.009
19:00 - 20:00	1	170	0.000	1	170	0.000	1	170	0.000
20:00 - 21:00	1	170	0.000	1	170	0.000	1	170	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.068			0.139

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.000	3	231	0.001	3	231	0.001
08:00 - 09:00	3	231	0.000	3	231	0.001	3	231	0.001
09:00 - 10:00	3	231	0.000	3	231	0.003	3	231	0.003
10:00 - 11:00	3	231	0.000	3	231	0.000	3	231	0.000
11:00 - 12:00	3	231	0.000	3	231	0.001	3	231	0.001
12:00 - 13:00	3	231	0.000	3	231	0.000	3	231	0.000
13:00 - 14:00	3	231	0.000	3	231	0.000	3	231	0.000
14:00 - 15:00	3	231	0.000	3	231	0.000	3	231	0.000
15:00 - 16:00	3	231	0.001	3	231	0.000	3	231	0.001
16:00 - 17:00	3	231	0.000	3	231	0.000	3	231	0.000
17:00 - 18:00	3	231	0.003	3	231	0.000	3	231	0.003
18:00 - 19:00	3	231	0.004	3	231	0.004	3	231	0.008
19:00 - 20:00	1	170	0.018	1	170	0.006	1	170	0.024
20:00 - 21:00	1	170	0.006	1	170	0.006	1	170	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.032			0.022			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 Underground Passengers

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.001	3	231	0.048	3	231	0.049
08:00 - 09:00	3	231	0.000	3	231	0.046	3	231	0.046
09:00 - 10:00	3	231	0.000	3	231	0.012	3	231	0.012
10:00 - 11:00	3	231	0.003	3	231	0.010	3	231	0.013
11:00 - 12:00	3	231	0.004	3	231	0.007	3	231	0.011
12:00 - 13:00	3	231	0.004	3	231	0.006	3	231	0.010
13:00 - 14:00	3	231	0.006	3	231	0.009	3	231	0.015
14:00 - 15:00	3	231	0.013	3	231	0.009	3	231	0.022
15:00 - 16:00	3	231	0.007	3	231	0.013	3	231	0.020
16:00 - 17:00	3	231	0.010	3	231	0.003	3	231	0.013
17:00 - 18:00	3	231	0.013	3	231	0.007	3	231	0.020
18:00 - 19:00	3	231	0.040	3	231	0.004	3	231	0.044
19:00 - 20:00	1	170	0.182	1	170	0.012	1	170	0.194
20:00 - 21:00	1	170	0.076	1	170	0.018	1	170	0.094
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.359			0.204			0.563

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL DLR Passengers

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.000	3	231	0.000	3	231	0.000
08:00 - 09:00	3	231	0.001	3	231	0.001	3	231	0.002
09:00 - 10:00	3	231	0.000	3	231	0.000	3	231	0.000
10:00 - 11:00	3	231	0.000	3	231	0.000	3	231	0.000
11:00 - 12:00	3	231	0.000	3	231	0.000	3	231	0.000
12:00 - 13:00	3	231	0.000	3	231	0.001	3	231	0.001
13:00 - 14:00	3	231	0.000	3	231	0.000	3	231	0.000
14:00 - 15:00	3	231	0.000	3	231	0.000	3	231	0.000
15:00 - 16:00	3	231	0.000	3	231	0.000	3	231	0.000
16:00 - 17:00	3	231	0.000	3	231	0.000	3	231	0.000
17:00 - 18:00	3	231	0.000	3	231	0.000	3	231	0.000
18:00 - 19:00	3	231	0.000	3	231	0.000	3	231	0.000
19:00 - 20:00	1	170	0.000	1	170	0.000	1	170	0.000
20:00 - 21:00	1	170	0.000	1	170	0.000	1	170	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL National Rail Passengers

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.000	3	231	0.017	3	231	0.017
08:00 - 09:00	3	231	0.001	3	231	0.046	3	231	0.047
09:00 - 10:00	3	231	0.000	3	231	0.016	3	231	0.016
10:00 - 11:00	3	231	0.000	3	231	0.006	3	231	0.006
11:00 - 12:00	3	231	0.001	3	231	0.007	3	231	0.008
12:00 - 13:00	3	231	0.003	3	231	0.003	3	231	0.006
13:00 - 14:00	3	231	0.000	3	231	0.003	3	231	0.003
14:00 - 15:00	3	231	0.001	3	231	0.000	3	231	0.001
15:00 - 16:00	3	231	0.004	3	231	0.001	3	231	0.005
16:00 - 17:00	3	231	0.004	3	231	0.000	3	231	0.004
17:00 - 18:00	3	231	0.029	3	231	0.004	3	231	0.033
18:00 - 19:00	3	231	0.045	3	231	0.000	3	231	0.045
19:00 - 20:00	1	170	0.029	1	170	0.000	1	170	0.029
20:00 - 21:00	1	170	0.006	1	170	0.000	1	170	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.123			0.103			0.226	

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.001	3	231	0.017	3	231	0.018
08:00 - 09:00	3	231	0.004	3	231	0.016	3	231	0.020
09:00 - 10:00	3	231	0.001	3	231	0.009	3	231	0.010
10:00 - 11:00	3	231	0.001	3	231	0.007	3	231	0.008
11:00 - 12:00	3	231	0.000	3	231	0.001	3	231	0.001
12:00 - 13:00	3	231	0.007	3	231	0.000	3	231	0.007
13:00 - 14:00	3	231	0.000	3	231	0.003	3	231	0.003
14:00 - 15:00	3	231	0.007	3	231	0.003	3	231	0.010
15:00 - 16:00	3	231	0.012	3	231	0.010	3	231	0.022
16:00 - 17:00	3	231	0.014	3	231	0.012	3	231	0.026
17:00 - 18:00	3	231	0.013	3	231	0.004	3	231	0.017
18:00 - 19:00	3	231	0.014	3	231	0.006	3	231	0.020
19:00 - 20:00	1	170	0.006	1	170	0.012	1	170	0.018
20:00 - 21:00	1	170	0.018	1	170	0.006	1	170	0.024
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.106			0.204

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	231	0.003	3	231	0.001	3	231	0.004
08:00 - 09:00	3	231	0.000	3	231	0.000	3	231	0.000
09:00 - 10:00	3	231	0.003	3	231	0.003	3	231	0.006
10:00 - 11:00	3	231	0.010	3	231	0.012	3	231	0.022
11:00 - 12:00	3	231	0.003	3	231	0.001	3	231	0.004
12:00 - 13:00	3	231	0.003	3	231	0.004	3	231	0.007
13:00 - 14:00	3	231	0.003	3	231	0.001	3	231	0.004
14:00 - 15:00	3	231	0.003	3	231	0.003	3	231	0.006
15:00 - 16:00	3	231	0.001	3	231	0.000	3	231	0.001
16:00 - 17:00	3	231	0.001	3	231	0.003	3	231	0.004
17:00 - 18:00	3	231	0.000	3	231	0.001	3	231	0.001
18:00 - 19:00	3	231	0.000	3	231	0.000	3	231	0.000
19:00 - 20:00	1	170	0.000	1	170	0.000	1	170	0.000
20:00 - 21:00	1	170	0.000	1	170	0.000	1	170	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.029			0.059

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.