

Transport Statement

Riverview House & Waterside House, Uxbridge

10 February 2021

Prepared for

PDI 7

Prepared for:

PDI 7

Prepared by:

Markides Associates
81 Southwark Bridge Road
London
SE1 0NQ

T: +44 (0)20 7442 2225
E: info@markidesassociates.co.uk
W: markidesassociates.co.uk

Project Number: 17257-01
Doc Number: 17257-01-TS07

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
A	Draft for Comment	SEC	DJT	SEC	DJT	05/02/2019
B	Final Report	SEC	DJT	SEC	DJT	10/02/2019

Copyright 2021 Markides Associates Ltd. The concepts and information contained in this document are the property of Markides Associates. Use or copying of this document in whole or in part without the written permission of Markides Associates constitutes an infringement of copyright.

Limitation: This report has been prepared on behalf of, and for the exclusive use of the client of Markides Associates, and is subject to, and issued in accordance with, the provisions of the contract between the client and Markides Associates. Markides Associates accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

Contents

1. INTRODUCTION	4
2. EXISTING SITUATION.....	7
3. PROPOSED DEVELOPMENT	13
4. TRIP GENERATION	16
5. SUMMARY AND CONCLUSIONS.....	20

Tables

Table 1.1	Summary of Relevant Planning History.....	5
Table 1.2	Accommodation and Parking Schedule	6
Table 2.1	Existing Buildings.....	7
Table 2.2	Walking Distance to Trip Attractors from Edge of Site	8
Table 2.3	Bus Services on Oxford Road.....	11
Table 2.4	KSIs 2015-2019	12
Table 3.1	Accommodation and Parking Mix – Rooftop Extension.....	13
Table 3.2	Accommodation and Parking Mix – Total Riverview and Waterside House.....	14
Table 3.3	Car or Van by Household for 1-3 bed Flats in Uxbridge South	14
Table 3.4	Car or Van – Total Development Riverview & Waterside House	15
Table 4.1	Existing Land Use: Vehicle Trips (factored)	16
Table 4.2	Total Person Trips – 31 Units	17
Table 4.3	Modal Share - C3 Residential Use	17
Table 4.4	Vehicular Trip Generation for 31 residential units.....	18
Table 4.5	Vehicular Trip Generation for 178 residential units.....	18
Table 4.6	Vehicular Trip Generation for 318 residential units.....	18
Table 4.7	Net Change in Trip Generation	19
Table 5.1	Parking Standards.....	26

Figures

Figure 1.1	Site Context Plan
Figure 2.1	Local Facilities Plan
Figure 2.2	KSI Location Plan

Appendices

Appendix A – Policy Review
Appendix B – PTAL Report
Appendix C – Proposed GF Layout
Appendix D – Traffic Data

Transport Statement

Riverview House & Waterside House, Uxbridge

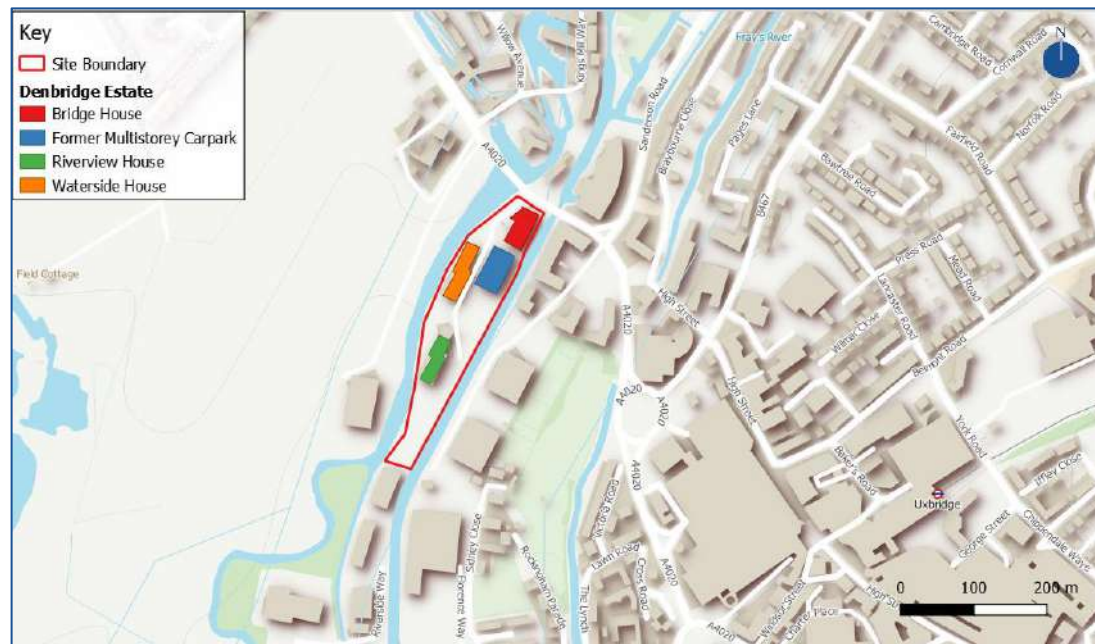
Appendix E – TRICS output – C3 Residential

1. Introduction

1.1 Preamble

- 1.1.1 Markides Associates (MA) have been appointed by PDI 7 to produce this Transport Statement (TS) for development of land at Riverview House and Waterside House, Denbridge Industrial Estate, Oxford Road, Uxbridge. A site location plan is attached as **Figure 1.1**, included as an extract below and at scale at the end of this report.

Figure 1.1 Site Context Plan



- 1.1.2 The site is located within the authoritative boundary of the London Borough of Hillingdon (LBH) which is also the relevant local highway authority.
- 1.1.3 As shown in **Figure 1.1**, Riverview House and Waterside House fit within the wider context of the Denbridge Estate, along with Bridge House, and a multi-storey carpark. At the time of writing this report, all buildings on the site are vacant.

1.2 Planning Context

- 1.2.1 The Denbridge estate has been subject to several planning permissions, which are summarised in **Table 1.1** overleaf.

Table 1.1 Summary of Relevant Planning History

Planning Reference	Property	Description	Date	Decision
40050/APP/2017/2438	Bridge House Riverview House Waterside House	Prior Approval Application for the change of use from B1 office to 237 residential units (15 x Studio and 224 x 1-Bed)	06-07-2017	Approval
40050/APP/2017/3358	Bridge House	Prior Approval Application for the change of use from B1 office to 76 residential units	19-09-2017	Approval
40050/APP/2018/1737	Bridge House	Demolition of existing rooftop plant room and replacement with two storey extension to provide 25 new residential units	09-05-2018	Approval
40050/APP/2020/1001	Riverview House	Prior Approval for the change of use from office to 43 residential units	24-03-2020	Approval
40050/APP/2020/1009	Riverview House	Prior Approval for the change of use from office to 58 residential units	24-03-2020	Approval
40050/APP/2020/1000	Waterside House	Prior Approval for the change of use from office to 43 residential units	24-03-2020	Approval
40050/APP/2020/999	Waterside House	Prior Approval for the change of use from office to 58 residential units	24-03-2020	Approval

- 1.2.2 As shown above, both Waterside House and Riverview House have permission for up to 58 units under Prior Approval rights.

1.3 Development Proposals

- 1.3.1 The proposals are for a 2-storey extension containing 31 residential units each to Riverview House and Waterside House. This would be built in conjunction with one extant permissions listed above. Main access taken from the existing site access from Oxford Road. The accommodation mix is summarised in **Table 1.2**, which is identical for both Riverview House and Waterside House. The mix has been assessed on the worst-case scenario, in which the 58-unit scheme is implemented for both buildings. Parking has been based on Hillingdon Local Plan Part 2 standards (2020).

Table 1.2 Accommodation and Parking Schedule

No. Units	Cycle Parking	Car Parking	Disabled Parking Spaces (10%)	Visitor Parking (10%)	Motorcycle Parking (5%)
58 (Approved)	58	58	6 Blue badge spaces + 3 Brown badge spaces	6	3
31 (Rooftop Extension Proposed)	31	31	3	3	2
89 (Units Proposed Total per Building)	89	89	9 + 3 brown badge spaces	9	5

1.3.2 Parking related to the Prior Approval scheme has already been approved. For the proposed extension, it is additionally proposed to provide the policy standard EV enabled charging spaces at 5% of long-stay provision, plus 5% passive. On this basis, 2 of the 31 spaces listed above will be charging enabled, and another 2 with passive provision.

1.3.3 A review of the relevant planning policy is given in **Appendix A**.

1.4 TS Structure

1.4.1 This TS is structured as follows:

- **Section 2** reviews the relevant transport related policy at national, regional, and local levels;
- **Section 3** describes the site location accessibility and existing transport infrastructure;
- **Section 4** describes the development proposals in detail, including scale, layout, pedestrian and vehicular access, parking provision;
- **Section 5** undertakes a trip generation exercise and evaluates the traffic impact of the proposed development; and,
- **Section 6** provides a summary and conclusion.

2. Existing Situation

2.1 Site Location

- 2.1.1 The site is located approximately 1km north west of Uxbridge Station (Zone 6) within the administrative boundary of the London Borough of Hillingdon and the Greater London Authority. The site is situated on land lying between the River Colne, which forms the western boundary of the site, and the Grand Union Canal, which forms the eastern boundary. The A4020 lies to the north of the site and commercial units lie to the south. A site location plan is shown in **Figure 1.1**.

2.2 Existing Use

- 2.2.1 The site to which this report relates to an existing office block known as Riverview House. Some 550 parking spaces are provided for the entire estate at surface level or in the multi-storey car park. The particulars of the building are summarised in **Table 3.1** below:

Table 2.1 Existing Buildings

Location	Height	GFA	Current situation
Riverview House	3 storeys	3,874sqm	Vacant
Waterside House	3 storeys	3,874sqm	Vacant

- 2.2.2 Both buildings have existing vehicular access from the A4020 via a private access road. The access is gated with a security booth and consists of a single carriageway road. The road is lit and forms a simple priority junction with the A4020, with good visibility in both directions. The end of the access road is a cul-de-sac that leads to a pedestrian footway. Vehicular access for each office building on site is from the access road. There is a separate pedestrian access for each office block and cycle parking located within the curtilage of the buildings.

2.3 Local Highway Network

- 2.3.1 Near the site, the A4020 Oxford Road is a single carriageway road approximately 12m wide, with footpaths along both sides. Oxford Road runs in a generally northwest-southeast direction between the A40, which lies 1.2km to the northwest of the site, and Shepherd's Bush, via Uxbridge town centre, Acton, Ealing, Hanwell, Southall, Hayes and Hillingdon.

2.4 Pedestrian and Cycle Accessibility

- 2.4.1 There are no footways on the internal access road in the vicinity of the security booth; however, there are wide footways on both sides of the A4020. There is a footpath on the eastern side of the Grand Union Canal which runs in proximity to the site and access through to this adjacent to Bridge House.
- 2.4.2 This towpath also forms National Cycle Route 6, which is a long-distance cycle route and passes through Watford and Luton before travelling north. More locally, Route 6 provides a

traffic-free route from London to Uxbridge and future works on this route will formalise cycle connections between Paddington and Northolt.

- 2.4.3 Additionally, a local cycleway additionally runs east-west along High Street, connecting the A4020 in the vicinity of the site access to Uxbridge Station. This route provides a quieter on-road route to Uxbridge Station with cycle provisions at key locations including at junctions, to facilitate cycle access in the town centre. There are no existing public rights of way in the immediate vicinity of the site.

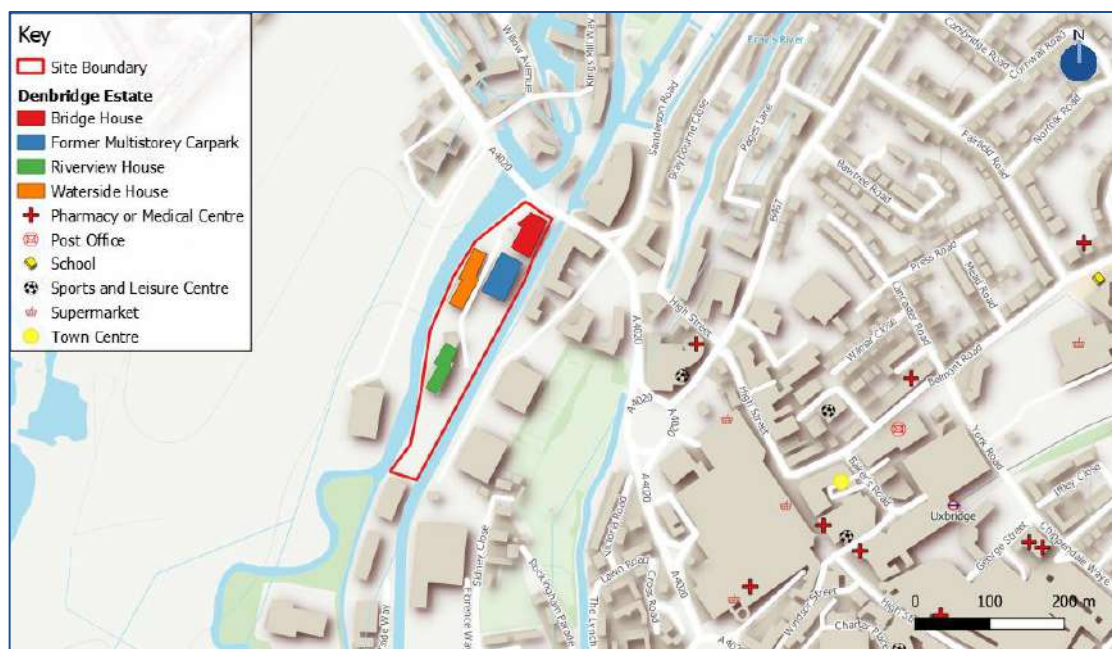
2.5 Local Services and Facilities

- 2.5.1 The site benefits from being located within proximity to a range of social infrastructure that acts as typical trip attractors for a residential land use. These uses include education, food retail, leisure, and health land uses, ensuring residents would not be wholly reliant on travel by private car to access essential goods and services.
- 2.5.2 A summary of some of the key social infrastructure, and their associated walk distance from the site access are detailed below in **Figure 2.1** and indicated in Figure 3.1, duplicated at scale at the end of this report. It should be noted that walking distances below 1200m and cycling distances below 5km are considered appropriate.

Table 2.2 Walking Distance to Trip Attractors from Edge of Site

Attractor Land Use	Site	Distance (km)	Walk Time (min)	Cycle Time (min)
School	Saint Mary's Catholic Primary School	0.9	12	6
	Hermitage Primary School	1.0	14	6
Sports or Leisure Centre	Futunity UK (Dance School)	0.4	5	3
	Yogaroma with Amanda	0.5	8	4
	Active for Less	0.7	9	4
	truGym	1.0	12	5
	Uxbridge Sports Club	1.6	21	12
Medical Centre or Pharmacy	Simply Clinic	0.3	5	3
	Superdrug	0.6	9	4
	Boots	1.0	14	5
	Belmont Medical Centre	0.7	10	5
	The Laser Clinic Group	0.9	11	5
	Flora Fountain Pharmacy	0.9	12	4
	Central Uxbridge Surgery	1.0	13	4
	Frays Dental Care	0.9	12	4
	NHS Hillingdon	1.0	13	4
Post Office	Post Office	0.7	9	3
Supermarket	Spar	0.5	5	1
	Tesco Metro	0.5	7	2
	Marks and Spencer	0.5	7	3
	Iceland	0.7	10	3
	Continental Food Store	0.9	14	4
	Sainsbury's	0.9	11	4

Figure 2.1 Local Facilities Plan



2.6 Public Transport

PTAL Report

- 2.6.1 Public Transport Accessibility Levels (PTALs) are a theoretical measure of accessibility of a given point to the public transport network, considering walk access time and service availability. All bus routes with 640m and underground/railway station within 960m are considered.
- 2.6.2 The PTAL score ranges between 1a and 6b, where 1a represents a poor level of accessibility and 6b an excellent level.
- 2.6.3 A PTAL assessment using the TfL land use planning PTAL assessment tool WebCAT has therefore been undertaken (<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>).
- 2.6.4 The WebCAT assessment of the site location identifies a PTAL rating of 1a-3 across the site in the base year assessment. The full PTAL assessment report is included as **Appendix B**.
- 2.6.5 Although this PTAL rating is low to average, the site does not suffer an unreasonable level of inaccessibility. The local topography is generally flat and there is good pedestrian and cycle infrastructure in the vicinity of the A4020 and High Street, allowing car-free access to the town centre.
- 2.6.6 The local bus stops are a 6-minute walk. Additionally, Uxbridge town centre, shops and local services lie only 800m southeast of the site, or a 10-minute walk, with pedestrian crossings at the junction of the A4020 and Sanderson Road to allow safe access to High Street.

- 2.6.7 Uxbridge Station is a 12-minute walk from the site and accessible by bus, providing a significant interchange facility with circa 140 buses and 12 train services per peak hour.
- 2.6.8 On this basis, it is considered that the site location is optimal for residential development.

London Underground

- 2.6.9 Uxbridge Station is located 900m to the southeast of the site and is served by London Underground Metropolitan and Piccadilly Line services to central London, Aldgate, Arnos Grove and Cockfosters. Direct journey times to Central London are approximately 45 minutes.

Buses

- 2.6.10 The nearest bus stops are located on the A4020, some 500m to the northwest of the centre of the site. These stops are served by the 331, 580, 581, 730, 740 and A40 bus services, with more than 5 buses per hour in each direction on a weekday, serving destinations including Ruislip, Hemel Hempstead, Heathrow Airport and Uxbridge town centre.
- 2.6.11 Additional stops are located on High Street, some 600m – 800m to the southeast. These stops are served by the previously mentioned bus routes, and additionally the number 3, 222, 427, 583, 607, A10, U1, U4, U5, U7, U9, U10 and N207 bus services. **Table 2.3** summarises these services, their routes and approximate frequency.

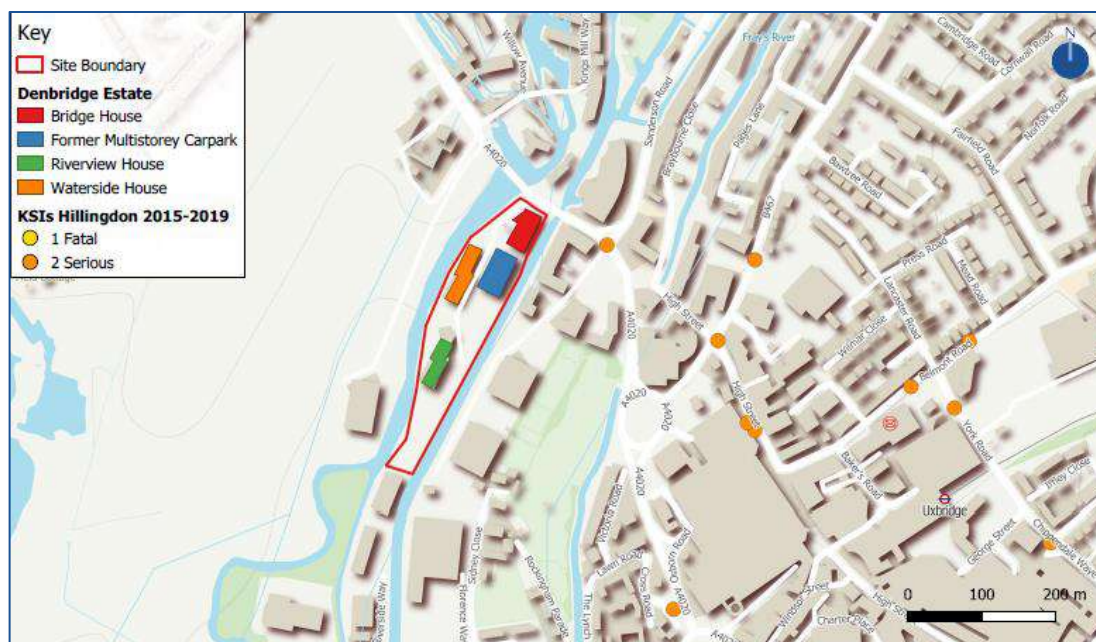
Table 2.3 Bus Services on Oxford Road

Bus Service	Route	Key Destinations	Daily Service Frequency	
			Weekday	Weekend
Services on A4020 to the northwest of the site				
331	Ruislip Station – Belmont Road	Ruislip, Northwood, Harefield	20-30 mins	20-30 mins
580	High Wycombe - Uxbridge	Beaconsfield, Chalfonts, Gerrards Cross	6 per day	5 per day
581	Beaconsfield – Uxbridge	Gerrards Cross, Higher Denham, Denham Green, Denham	3 per day	3 per day
730	Hemel Hempstead – Uxbridge	Bovingdon, Chesham, Amersham, Chalfont St Giles, Chalfont St Peter, Gerrards Cross, Denham	Hourly	Hourly
740/A40	High Wycombe - Heathrow	Beaconsfield, Gerrards Cross, Denham, Uxbridge	15-45 mins	30-60 mins
Services on A4020 to the southeast of the site				
3	Slough - Uxbridge	Iver	25-35 mins	30-35 mins
222	Uxbridge Station – Hounslow Bus Station	West Drayton, Cranford	8-30 mins	9-30 mins
427	York Road – Acton Old Town Hall	Southall, Ealing	6-15 mins	7-15 mins
583	Slough – Uxbridge	Hedgerley, Stoke Poges, Wexham Park Hospital, Langley Village, Richings Park, Iver	4 per day	4 per day
N207	Uxbridge – Holborn	Southall, Ealing, Shepherd’s Bush, Queensway	7 services 0000-0405	11 services 2355-0400
U1	Ruislip Station – West Drayton Station	Hillingdon Hospital, Brunel University London, Ickenham, West Ruislip	15-30 mins	13-30 mins
U3	Uxbridge – Heathrow Central Bus Station	Yiewsley, Colham Green, Hillingdon Hospital, Harmondworth	10-20 mins	9-30 mins
U4	Prologis Park -Belmont Road	Brunel University London, Hayes	8-20 mins	10-20 mins
U5	York Road – Blyth Road	Hillingdon Hospital, West Drayton	10-20 mins	12-20 mins
U7	Uxbridge Station – Lombardy Retail Park	Brunel University London, Hillingdon Hospital	27-30 mins	30 mins

2.7 Collisions Analysis

- 2.7.1 TfL Killed and Seriously Injured (KSI) collision data has been extracted for Hillingdon for the 2015-2018 five-year period and the results are shown in **Figure 2.2** overleaf.

Figure 2.2 KSI Location Plan



2.7.2 The collisions shown on the plan are summarised in **Table 2.4** below.

Table 2.4 KSIs 2015-2019

Classification/Year	2015	2016	2017	2018	2019	Total
Fatal	0	0	0	0	0	0
Serious	3	0	2	3	2	10
Total	3	0	2	3	2	10

2.7.3 **Table 2.4** shows that in the study area there have been 10 KSIs within the past five years, none of which were fatal.

2.7.4 Very few accidents have occurred during the audit period in the section between the site access and the Mahjack's Roundabout, and there is no noticeable cluster or pattern of collision in any particular location. Therefore, it is not considered that there are any safety concerns that would require any form of mitigation. In addition, the proposed development is not expected to increase the number of accidents occurring within the study area owing to the reduced number of trips that the site will generate. This is explored further in Section 5 of this report.

3. Proposed Development

3.1 Introduction

- 3.1.1 This section describes the development proposals in more detail and should be considered against the site masterplan, attached as **Appendix C**.

3.2 Development Schedule and Site Layout

- 3.2.1 The application is for a 2-storey rooftop extension containing 31 units. This would be implemented in conjunction with the approved permitted development scheme for either 43 or 58 units. The split of the proposed housing provision and associated parking allocation in accordance with New London Plan policy (cycling) and vehicle parking (LBH standard) for each dwelling type is summarised in **Table 3.1** below.

Table 3.1 Accommodation and Parking Mix – Rooftop Extension

Riverview House	No. Units	Max LBH Car Parking	Max LBH Cycle Parking	Visitor Parking	Motorcycle Parking	Disabled Parking Spaces
Studio	0	0	0	3	2	3
1-bed	22	22	22			
2-bed/ 3-person	4	4	4			
2-bed/ 4-person	5	5	5			2
Total	31	31	31			
Waterside House	No. Units	Max LBH Car Parking	Max LBH Cycle Parking	Visitor Parking	Motorcycle Parking	Disabled Parking Spaces
Studio	0	0	0	3	2	3
1-bed	22	22	22			
2-bed/ 3-person	4	4	4			
2-bed/ 4-person	5	5	5			2
Total	31	31	31			

- 3.2.2 The parking ratio shown above is 1:1. Vehicular access to the site will be from the existing priority junction on Oxford Road. The access has visibility splays of 2.4m x 43m as required for an access onto a road with a 30mph speed limit and is in accordance with Manual for Streets. Pedestrian access to the site will be from the existing pedestrian access.

3.2.3 The total worst case scenario development is also given below in **Table 3.2**, which assumes that:

- Both Riverview House and Waterside House are developed; and
- That the 58-unit scheme in both cases is implemented.

Table 3.2 Accommodation and Parking Mix – Total Riverview and Waterside House

Riverview House	No. Units	Max LBH Car Parking	Max LBH Cycle Parking	Visitor Parking	Motorcycle Parking	Disabled Parking Spaces
Studio	2	2	2	18	9	18
1-bed	156	156	156			
2-bed/ 3-person	10	10	10			
2-bed/ 4-person	10	10	10			9
Total	178	178	178			

3.2.4 As shown in the table above, the total combined development at Waterside House and Riverview House is 178 residential flats.

3.2.5 If the extant permissions at Bridge House (some 140 units) are also implemented, then the grand total net development across the whole of the Denbridge Estate is 318 units.

3.3 Parking

3.3.1 To determine and appropriate level of parking provision, the availability of Car or van by household and all tenures for 1-3 bed flats has been extracted from the 2011 Census for the Uxbridge South ward, which includes the site and the area local to it. The findings are included in **Table 3.3**.

Table 3.3 Car or Van by Household for 1-3 bed Flats in Uxbridge South

Car or van availability	Number of households	%
No car or van	738	57%
1 car or van	493	38%
2 cars or vans	59	5%
3 or more vehicles	4	0%
Total	1,294	100%

- 3.3.2 **Table 3.3** demonstrates that within the local area the majority of 1-3 bed flats do not have access to a car or van, 38% have access to 1 car or van and only 5% have access to 2 cars or vans.
- 3.3.3 The above car or van availability data has been applied to the proposed development to examine the potential car or van ownership of the 178 residential units and the results are summarised in **Table 3.4** below.

Table 3.4 Car or Van – Total Development Riverview & Waterside House

Car or van availability	Number of households	Number of cars/vans	%
No car or van	101	0	57%
1 car or van	68	68	38%
2 cars or vans	9	18	5%
3 or more vehicles	0	0	0%
Total	178	85	100%

- 3.3.4 **Table 3.4** demonstrates that the total worst-case development (both buildings with the 58-unit scheme) would require parking for some 85 cars or vans as per the typical demand of similar households in the local area, equating to a parking ratio of around 0.5 per unit.
- 3.3.5 Car parking spaces will be provided at a ratio of 1:1, of which up 10% would be Blue Badge disabled accessible (or enlarged/convertible), and 5% would be allocated for Brown Badge use. An additional 10% residential visitor parking spaces would be provided with 5% motorcycle or scooter parking spaces.
- 3.3.6 The car parking provision will be equipped with 5% active electric vehicle charging provision and 5% passive provision.
- 3.3.7 The residential standard car parking provision proposed above is in line with the New Hillingdon standards as shown in **Table 5.1** and in excess of demand typical for 1-3 bed flats in the local area. Additional visitor parking and motorcycle spaces have not been included in the maximum for car parking but considered as additional spaces. Finally, cycle, disabled and electric vehicle provision are in line with the as Hillingdon Standard.
- 3.3.8 It should also be noted there are existing Parking Management Areas within the vicinity of the site, which limit the opportunity for overspill outside of the site and a Travel Plan and Parking Management Plan will both be implemented to monitor parking demand on the site and seek to reduce the number of trips by private car.
- 3.3.9 Final allocation of parking spaces shall be agreed prior to occupation via a Parking Allocation Plan as per planning application reference: 40050/APP/2018/1737 and 40050/APP/2019/1865.

4. Trip Generation

4.1 Introduction

- 4.1.1 This section of the TS provides a comparison between the vehicular trip generation associated with the existing uses and the proposed residential development. It also sets out the net change in traffic flow that will arise as a result of the redevelopment.

4.2 Existing Land Use

- 4.2.1 To establish the existing trip generation, a junction count survey of the site access was undertaken on 18/01/2018 during 0600-2000. At that time, Riverview House and Waterside House were occupied. The recorded flows are shown in **Appendix D**.
- 4.2.2 As per TS01 (2018, associated with approved planning applications 40050/APP/2017/3358 and 40050/APP/2018/1737) the flows have been factored to account for Bridge House, which was vacant at the time of survey. The resulting calculated flows for the entire Denbridge estate are shown in **Table 4.1**. below.

Table 4.1 Existing Land Use: Vehicle Trips (factored)

Vehicle Trips	Inbound	Outbound	Two-Way
AM Peak (07:30-08:30)	277	28	305
PM Peak (17:15-18:15)	15	255	270

4.3 Proposed Development

- 4.3.1 The TS has relied upon the industry standard TRICS database to quantify the trip generation associated with the proposed residential land use.
- 4.3.2 Surveys of sites meeting the following criteria have been used:
- Flats privately owned used as worst-case scenario;
 - Sites with PTAL of 1a-3 have been chosen; and
 - Sites in Greater London have been chosen.
- 4.3.3 The total person trip rates have been derived from the selected sites and are summarised in **Table 4.2**. The full output files are included in **Appendix E**.

Table 4.4 Total Person Trip Rates – C3 Residential Use

Person Trip Rates (per dwelling)	Inbound	Outbound	Two-Way
AM Peak (0800-0900)	0.08	0.39	0.47
PM Peak (1700-0800)	0.26	0.12	0.37
Daily	2.38	2.28	4.66

- 4.3.4 The trip rates have then been applied to the proposed 31 flats. The total person trips for the AM and PM peak are shown in **Table 4.2**.

Table 4.2 Total Person Trips – 31 Units

Person Trip Rates (per dwelling)	Inbound	Outbound	Two-Way
AM Peak (0800-0900)	2	12	15
PM Peak (1700-0800)	8	4	11
Daily	74	71	144

- 4.3.5 To calculate the number of trips made by each mode, the modal share percentages have been extracted from the 'Method of Travel to Work' data from Census 2011 for the Mid Layer Super Output Area 'Hillingdon O16', these are summarised in **Table 4.3**.

Table 4.3 Modal Share - C3 Residential Use

Method of Travel to Work (Hillingdon O16)	Modal Share
Underground, metro, light rail, tram	15.0%
Train	3.3%
Bus, minibus, or coach	12.7%
Taxi	0.3%
Motorcycle, scooter or moped	0.7%
Driving a car or van	43.3%
Passenger in a car or van	3.0%
Bicycle	1.9%
On foot	19.4%
Other method of travel to work	0.4%
Total	100.0%

- 4.3.6 The 'driving a car or van' modal share in **Table 4.3** has then been applied to the total person trips in **Table 4.2** to deduce the vehicular trip generation for the proposed development which is shown in **Table 4.4**.

Table 4.4 Vehicular Trip Generation for 31 residential units

Period	Inbound	Outbound	Two-Way
AM Peak (0800-0900)	1	5	6
PM Peak (1700-0800)	3	2	5
Daily	32	31	63

- 4.3.7 The table above shows that each rooftop extension could generate a total of 63 two-way vehicle movements across the day, with 6 in the AM peak and 5 in the PM peak.

4.4 Cumulative Trip Generation

- 4.4.1 The same trip generation process given above has been used to assess the cumulative development scenarios.
- 4.4.2 Firstly, the total development at Riverview and Waterside House has been calculated, assuming cumulative development of both 58-unit prior approval schemes and a rooftop extension of 31 units per building for a total of 178 units. The results are given in **Table 4.5** below.

Table 4.5 Vehicular Trip Generation for 178 residential units

Period	Inbound	Outbound	Two-Way
AM Peak (0800-0900)	6	29	35
PM Peak (1700-0800)	20	9	28
Daily	179	172	351

- 4.4.3 The table above shows that the combined development at Riverview and Waterside House could generate a total of 351 two-way vehicle trips per day, or 35 in the AM peak and 28 in the PM peak.
- 4.4.4 Finally, the net total development for the whole of the Denbridge Estate has been calculated, based on the flows in **Table 4.5** above plus the flows associated with an additional 140 units within Bridge House, making a grand total of 318 units. The results are given in **Table 4.6**.

Table 4.6 Vehicular Trip Generation for 318 residential units

Period	Inbound	Outbound	Two-Way
AM Peak (0800-0900)	11	54	65
PM Peak (1700-0800)	36	17	51
Daily	328	314	642

- 4.4.5 The table above shows that the whole estate could generate a total of 642 two-way vehicle movements per day or 65 in the AM peak and 51 in the PM peak.

4.5 Net Trip Generation

- 4.5.1 Following the analysis above, the net change in trip generation as a result of the change of use has been calculated, based on the flows in the net estate development in **Table 4.6**, compared to the historic uses given in **Table 4.1**. The results are set out in **Table 4.7** overleaf.

Table 4.7 Net Change in Trip Generation

Period	Inbound	Outbound	Two-Way
AM Peak (0800-0900)	-266	26	-240
PM Peak (1700-0800)	21	-238	-219

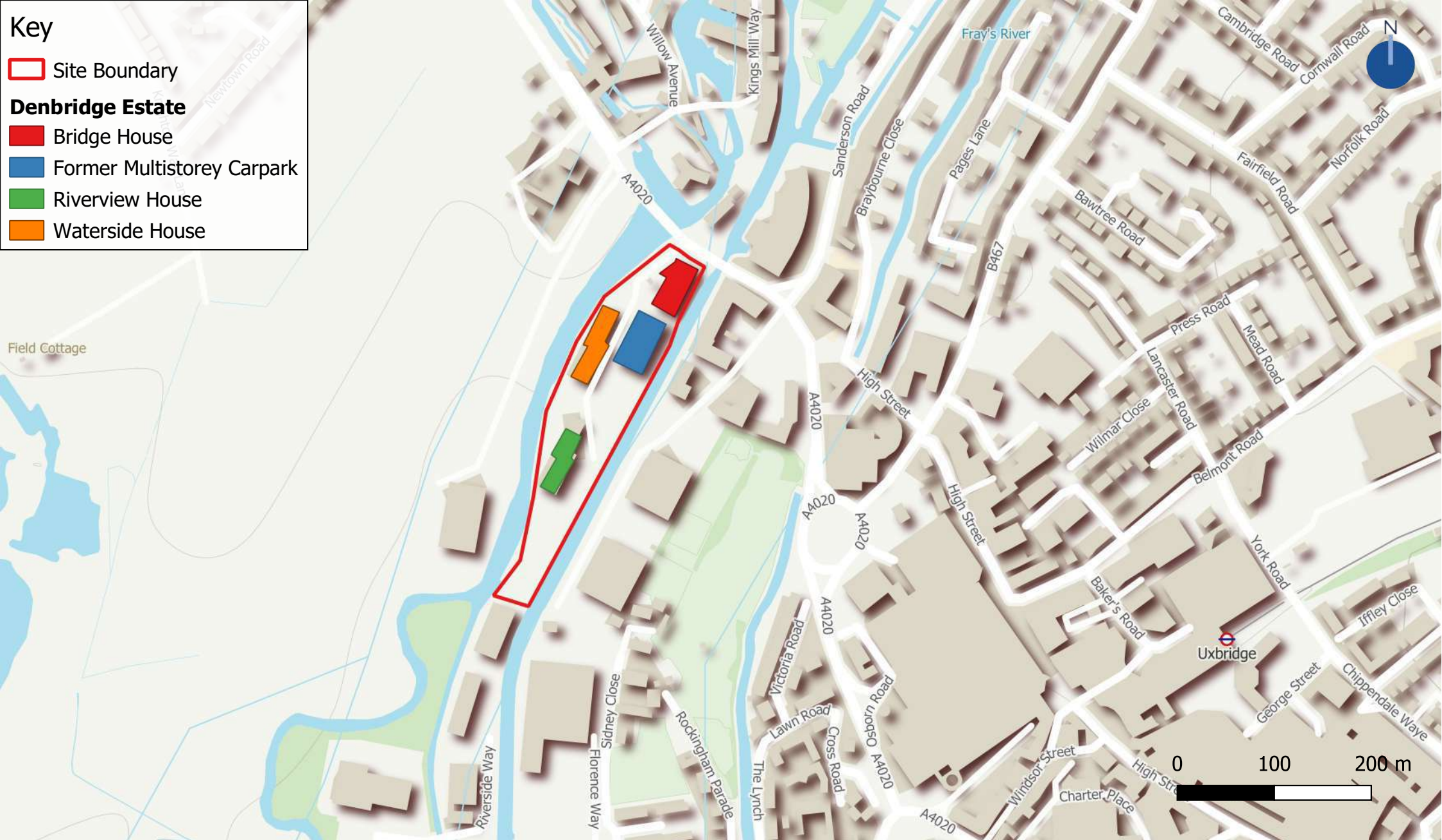
- 4.5.2 As is evident from the calculations set out in **Table 4.7** that the net impact of the development proposals would be a significant reduction in vehicle trips at peak hour when compared to that historically generated by the site.

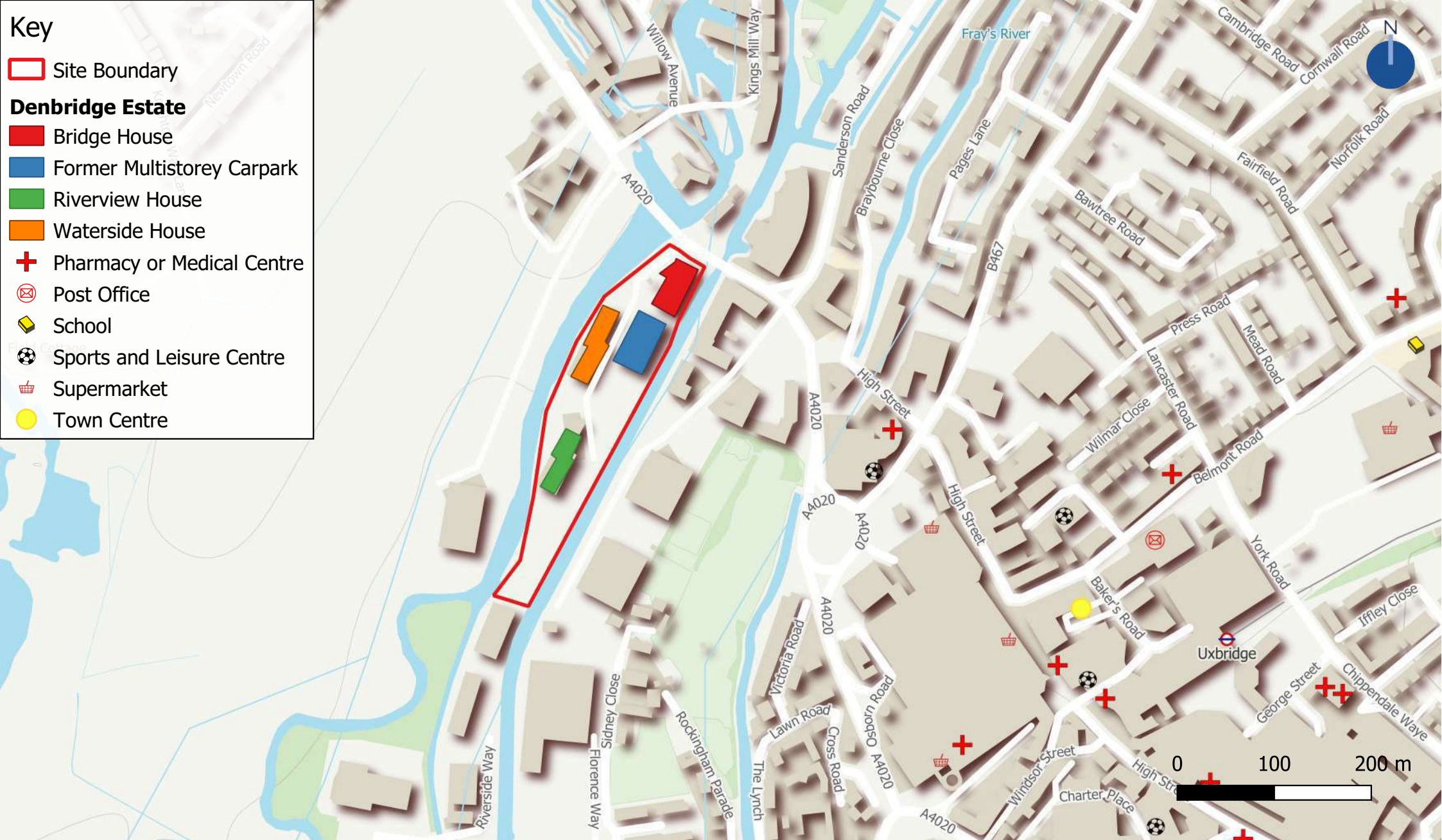
5. Summary and Conclusions

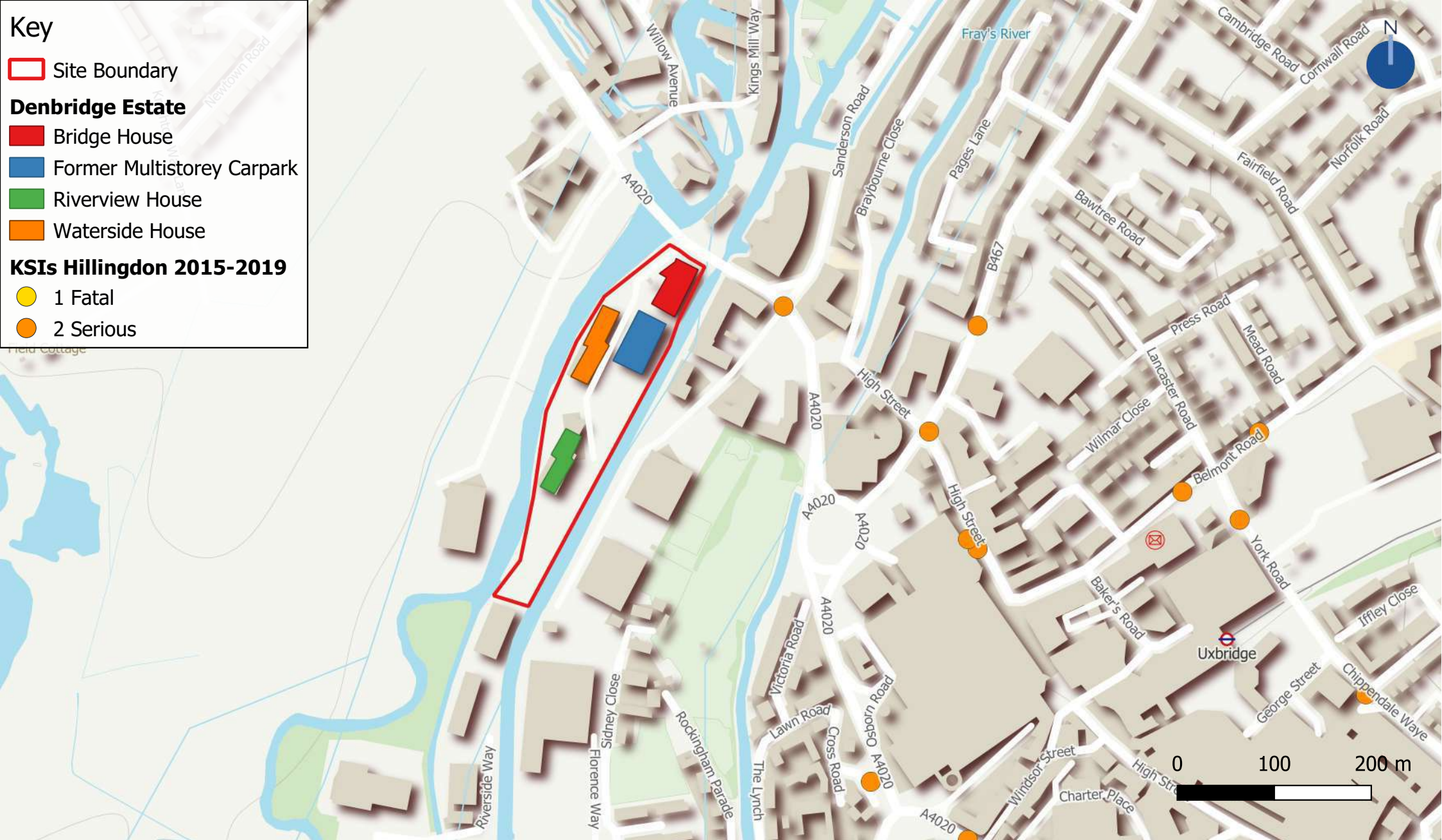
- 5.1.1 Markides Associates have been appointed by PDI 7 to undertake a Transport Study (TS) for development of land at Waterside House and Riverview House, Denbridge Industrial Estate, Oxford Road, Uxbridge.
- 5.1.2 Both buildings have permitted development for a change of use from B1 Offices to a C3 residential development of 58 units and for 43 units. The proposals are for a combined development of implementing those Prior Approval permissions with a new 2-storey rooftop extension containing 31 units.
- 5.1.3 The trip generation assessment has demonstrated that the proposals would result in a decrease in traffic generated by Riverview House and Waterside House, posing a benefit to the local highway when compared to its previous/ permitted uses.

FIGURES

Figure 1.1	Site Context Plan
Figure 2.1	Local Facilities Plan
Figure 2.2	KSI Location Plan







APPENDIX A – POLICY REVIEW

A1 National Planning Policy

A1.1 National Planning Policy Framework (NPPF) (July 2019)

The NPPF as of November 2019 sets out Government planning policy, provides a framework within which local planning policies should be produced, and is a material consideration in planning decisions.

With regards to transport, the NPPF states that: *“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.”*

Paragraph 110 continues that applications for 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 ultra-low emission vehicles in safe, accessible, and convenient locations.

Paragraph 111 states that: *“All developments that will generate significant amounts of movement should be required to provide a travel plan and should be supported by a transport statement or transport assessment.”*

A2 Regional Planning Policy

A2.1 The London Plan (2016)

The London Plan sets out the integrated economic, environment, transport, and social framework for the development of London over the next 20-25 years. It also forms part of the LBC Development Plan. The London Plan was adopted in January 2011, and has subsequently been revised several times, with the most recent being the Minor Alterations to the London Plan 2015, which were published in March 2016.

Specific transport policies are described within Chapter 6 of the London Plan. Without reproducing the detailed content of each policy, integrating transport and development is the central theme, with an aspiration to encourage development that reduces the need to travel, especially by car, and locating developments that generate high levels of trips at locations with either current or committed high levels of accessibility to public transport, cycling and pedestrian networks.

The London Plan identifies that development proposals should support sustainable travel through the inclusion of appropriate cycle parking and facilities, high quality pedestrian environments and details car parking standards for various forms of land use.

A2.2 The New London Plan

The draft new London Plan has been developed and public consultation on this document closed on 2nd March 2018. The document has passed inspection and expected to be formally adopted later in 2021.

Chapter 10 of this document deals with transport and Policy T1 sets the overarching approach to transport strategy for the city. Policy T1 states that development Plans and development proposals should support 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 the proposed transport schemes set out in Table 10.1.

Policy T1 continues, *"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."*

The Draft London Plan additionally includes a new concept; 'Healthy Streets'. These are defined by 10 indicators as follows:

- Pedestrians from all walks of life;
- Easy to cross;
- Shade and shelter;
- Places to stop and rest;
- Not too noisy;
- People choose to walk, cycle, and use public transport;
- People feel safe;
- Things to see and do;
- People feel relaxed; and
- Clean air.

Policy T2 states that development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance; reduce the dominance of vehicles on London's streets whether stationary

or moving; and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

A3 Local Planning Policy

A3.1 LBH Local Plan: Part 1 – Strategic Policies Document (2012)

The Hillingdon Local Plan: Part 1 – Strategic Policies was adopted in November 2012 and is the key strategic planning document for Hillingdon which sets out the long-term vision and objective for the Borough, against which development proposals are assessed.

With regards to Transport, the SO12 strategic objective promotes the reduction of reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans.

Policy T1 states that the council will steer development to the most appropriate location to reduce their impact on the transport network and all development should encourage access by sustainable modes including walking and cycling.

A3.2 Local Plan: Part 2 – 2020

The LBH Local Plan Part 2 was adopted early in 2020 and contains the development management policies for the borough.

Policy DMH 3: Office Conversions states that

- A) Where offices are found to be redundant, their demolition and redevelopment for office accommodation will be supported.

It continues:

- B) All conversions that fall outside of existing permitted development rights will be expected to accord with National and London Plan minimum space and parking standards and meet the requirements of all other policies in this plan, including those in Policy DME 3: Office Development.

Section 8 of the Plan contains matters pertaining to highways and transport. This section sets out the principle of Transport Assessment and Travel Planning and the need for development to be permitted where no significant impact is created, in line with the NPPF.

Policy DMT 1, 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. 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.

Paragraph 8.21 states: Development proposals will be required to ensure that they are well integrated with public transport facilities and adjoining land uses and that they provide safe and convenient pedestrian and cyclist movement for all users. Impacts such as noise, vibration, and security issues should be designed out of the proposals at the earliest stage.

Paragraph 8.25 states: All development proposals are required to provide good connectivity for pedestrians and cyclists and good permeability within the site where relevant. Connections are required to be of high quality, with safety and ease of access in mind. Development proposals must ensure that any existing pedestrian or cycle access is retained without deterioration to convenience or usability. Public routes must comply with the principles of Secured by Design through consultation with Hillingdon's Designing Out Crime Officer. They must comply with the principles of inclusive access and meet the requirements of the Accessible Hillingdon SPD.

Paragraph 8.26 continues: Development proposals will be required to meet the Council's cycle parking standards as set out in Appendix C Table 1. Employment uses should include facilities for safe and secure cycle storage and changing facilities.

Paragraph 8.32 states: Car parking must accommodate spaces for wheelchair users and for those with restricted mobility and be designed in accordance with the relevant standards as outlined in the Accessible Hillingdon SPD and BS 8300. In addition to "blue badge" parking, the Council also operates a "brown badge" scheme for older residents with restricted mobility. In accordance with the Accessible Hillingdon SPD, 10% of car parking spaces must be for blue badge holders and 5% for brown badge holders, with at least one accessible on or off-street parking bay designated for blue badge holders, even if no general parking is provided.

A3.3 Car and Cycle Parking Standards

The adopted parking standards for Hillingdon Borough are contained within Appendix C of the Hillingdon Local Plan: Part 2 (2020)

It is emphasised that the parking standards for Hillingdon are based on the New London Plan standards with variance to account for local characteristics. The standards contained within Appendix 1 Table C are expressed as maximum levels and do not imply any minimum level.

Table 1 of Appendix C states that parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the Mayor's targets.

In terms of servicing and loading arrangements, Appendix C states that:

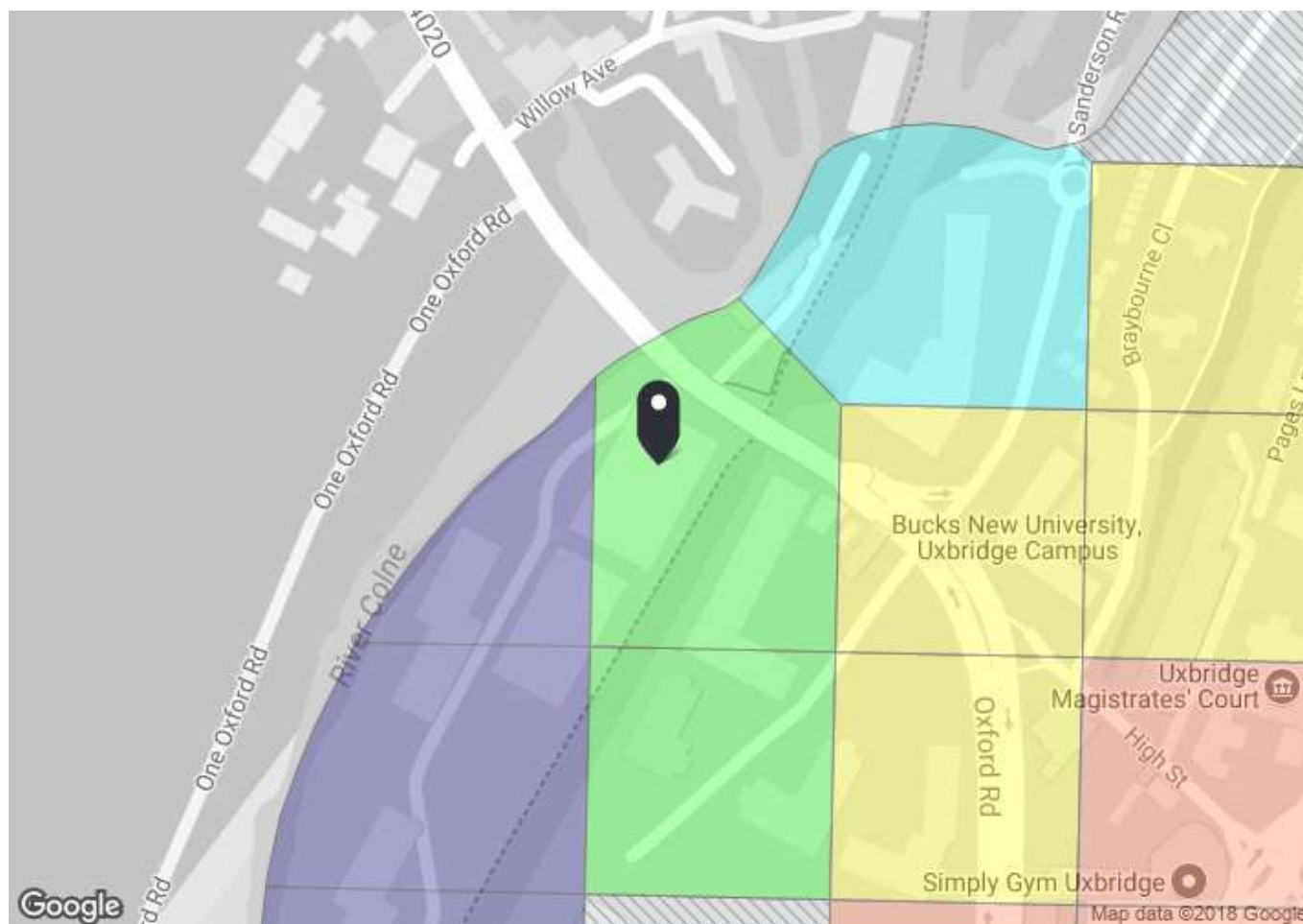
- (a) Sufficient space for the standing and manoeuvring of all goods and service vehicles likely to serve the development at any one time is essential.
- (b) The following minimum dimensions should be accommodated for service vehicles:
 - For smaller stores, town centre uses, hotels and residential institutions: 2.5m x 12m; and
- (c) Development layouts should allow all vehicles to load/unload and enter and leave the site in a forward gear.

1.16.6 The parking standards for the proposed residential development are outlined in **Table 5.1** below:

Table 5.1 Parking Standards

LP Part 2 2019 Modification Hillingdon Standards						
Land Use	Max. Car Parking Standard	Max. Cycle Parking Standard	Motorcycle Parking Standard	Disabled Provision	Electric Vehicle Provision	Visitor Spaces
C3 Residential Flats						
Studio	1 space per 2 flats	1 per flat	5% of spaces	10% blue badge holders + 5% brown badge	Minimum 5% of spaces + 5% passive provision	Car space: required; no quantum given
1-2 bed units	1.5-1 spaces per flat	1 per flat				Cycle space: No standard
3-4 bed units	2 spaces per unit	2 per flat				

APPENDIX B – PTAL REPORT



PTAL output for Base Year 3

Bridge House, Oxford Rd, Uxbridge UB8 1HS, UK
Easting: 505123, Northing: 184568

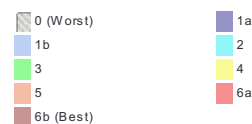
Grid Cell: 101221

Report generated: 09/02/2018

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

Map key - PTAL

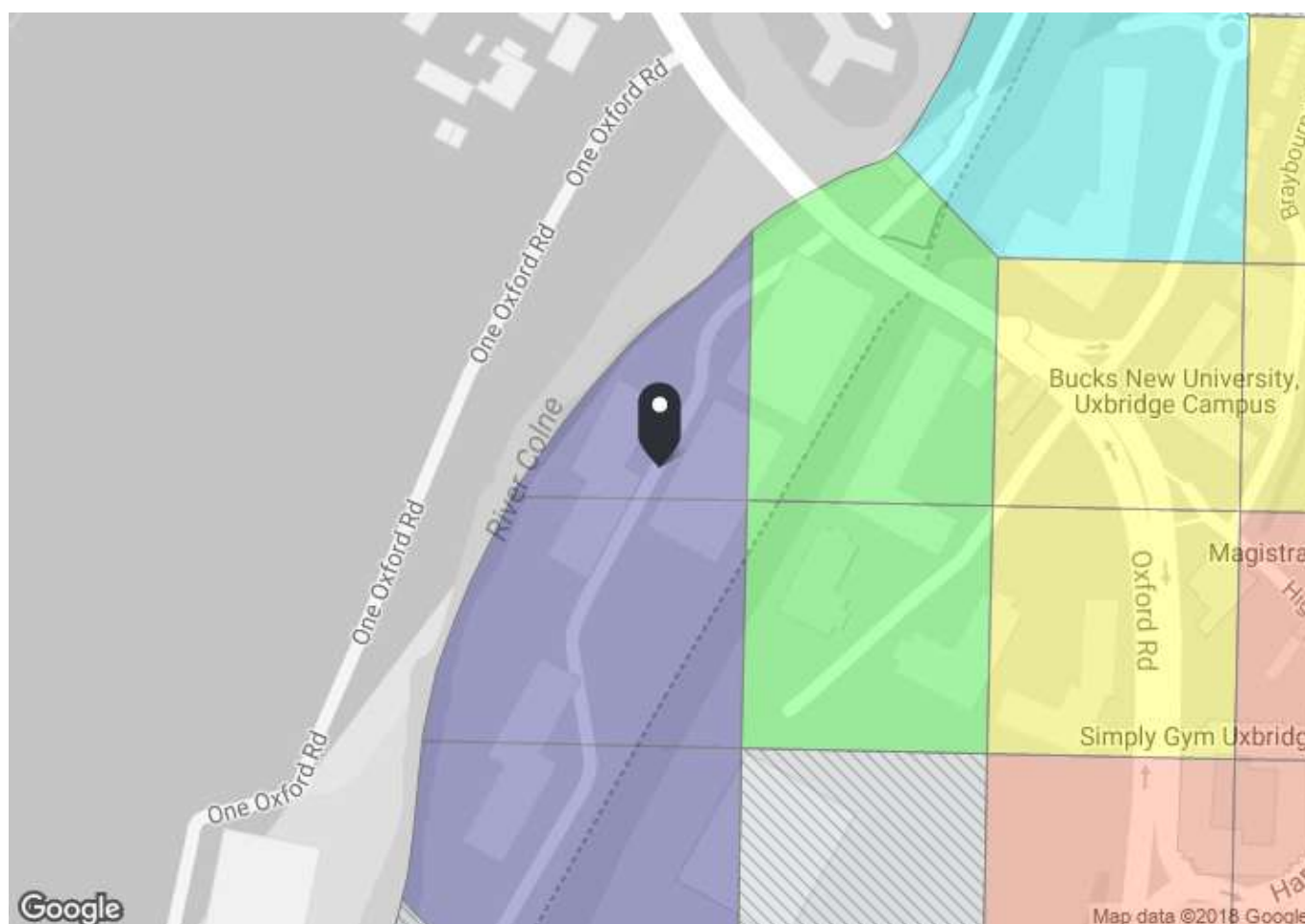


Map layers

PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE OXFORD ROAD	U7	581.68	2	7.27	17	24.27	1.24	0.5	0.62
Bus	UXBRIDGE OXFORD ROAD	U5	581.68	5	7.27	8	15.27	1.96	0.5	0.98
Bus	UXBRIDGE OXFORD ROAD	222	581.68	7.5	7.27	6	13.27	2.26	1	2.26
Bus	UXBRIDGE OXFORD ROAD	U3	581.68	5	7.27	8	15.27	1.96	0.5	0.98
Bus	UXBRIDGE OXFORD ROAD	U4	581.68	7.5	7.27	6	13.27	2.26	0.5	1.13
Bus	UXBRIDGE OXFORD ROAD	U1	581.68	4	7.27	9.5	16.77	1.79	0.5	0.89
Bus	UXBRIDGE OXFORD ROAD	427	581.68	7.5	7.27	6	13.27	2.26	0.5	1.13
Bus	OXFORD R WAGGON & HORSES	331	328.42	3	4.11	12	16.11	1.86	0.5	0.93
LUL	Uxbridge	'Uxbridge-AldSlow'	866.69	5.33	10.83	6.38	17.21	1.74	1	1.74
LUL	Uxbridge	'BkStr-UxbridgeSFast'	866.69	2.33	10.83	13.63	24.46	1.23	0.5	0.61
LUL	Uxbridge	'Uxbridge-BStreetSl'	866.69	3.67	10.83	8.92	19.76	1.52	0.5	0.76
LUL	Uxbridge	'HarrowHill-Uxbridge'	866.69	0.67	10.83	45.53	56.36	0.53	0.5	0.27
LUL	Uxbridge	'Uxbridge-Cockfosters'	866.69	3.67	10.83	8.92	19.76	1.52	0.5	0.76
LUL	Uxbridge	'ArnosGrove-Uxbridge'	866.69	1	10.83	30.75	41.58	0.72	0.5	0.36
LUL	Uxbridge	'Oakwood-Uxbridge'	866.69	0.33	10.83	91.66	102.49	0.29	0.5	0.15
Total Grid Cell AI:										13.58



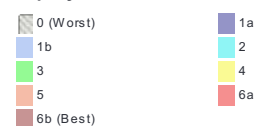
PTAL output for Base Year 1a

One Oxford Rd, Denham, Uxbridge UB9, UK
Easting: 505061, Northing: 184507

Grid Cell: 101220

Report generated: 09/02/2018

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

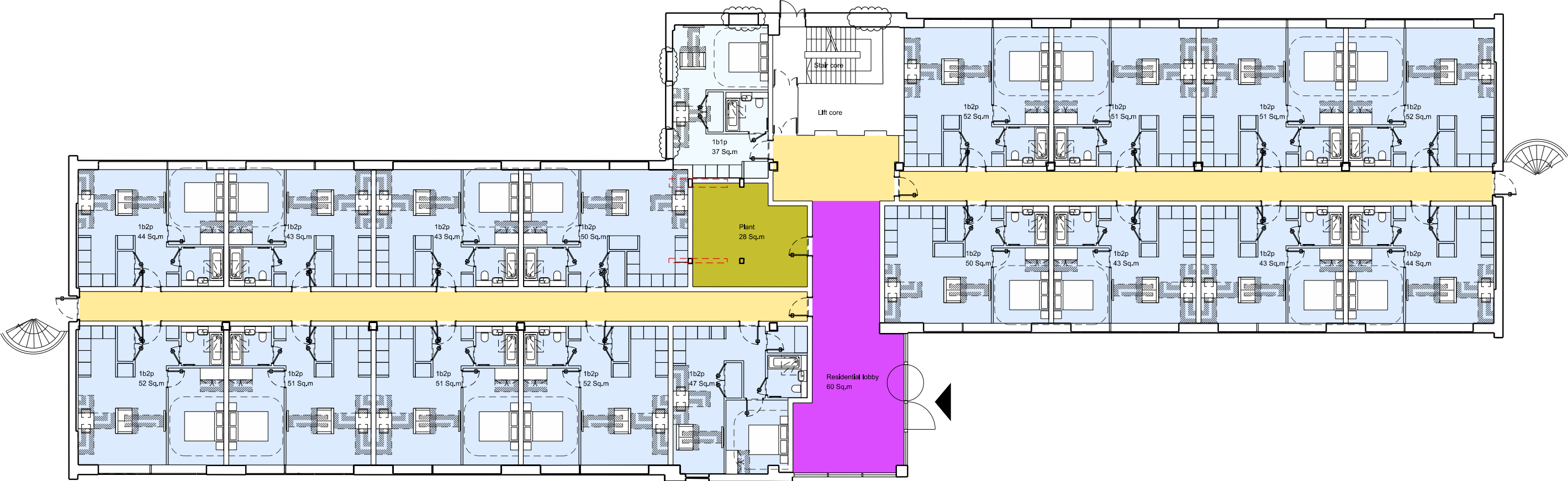
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	OXFORD R WAGGON & HORSES	331	419.92	3	5.25	12	17.25	1.74	1	1.74
Total Grid Cell AI:										1.74

Copyright TfL

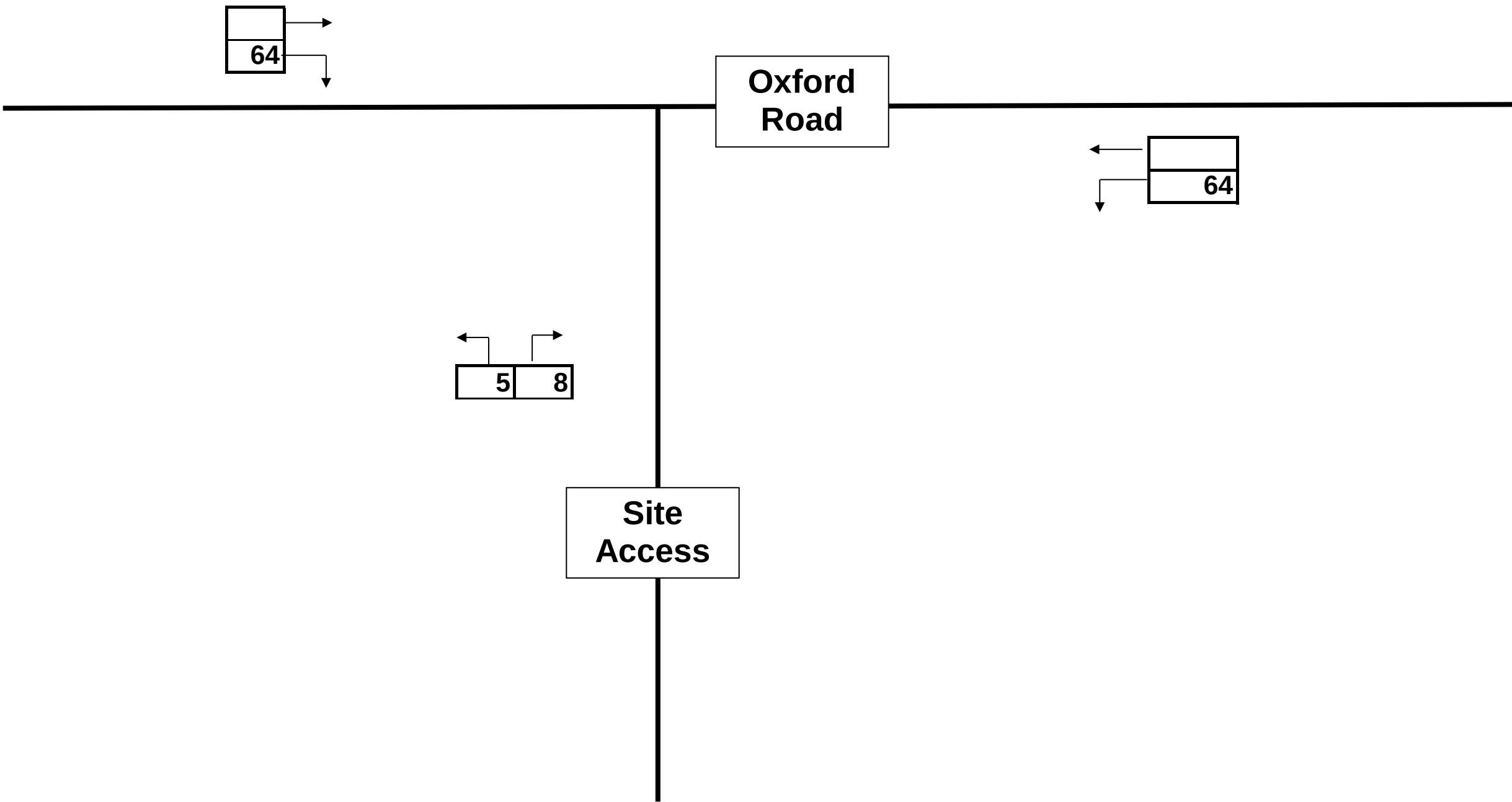
APPENDIX C – PROPOSED GF LAYOUT

Floor plans

Ground level



APPENDIX D – TRAFFIC DATA



Notes:

Job Title:

Bridge House, Riverview House and Waterside House, Dendridge Industrial Estate

Scale:

NTS

Drawing Title:

Existing Use AM Peak

Job No:

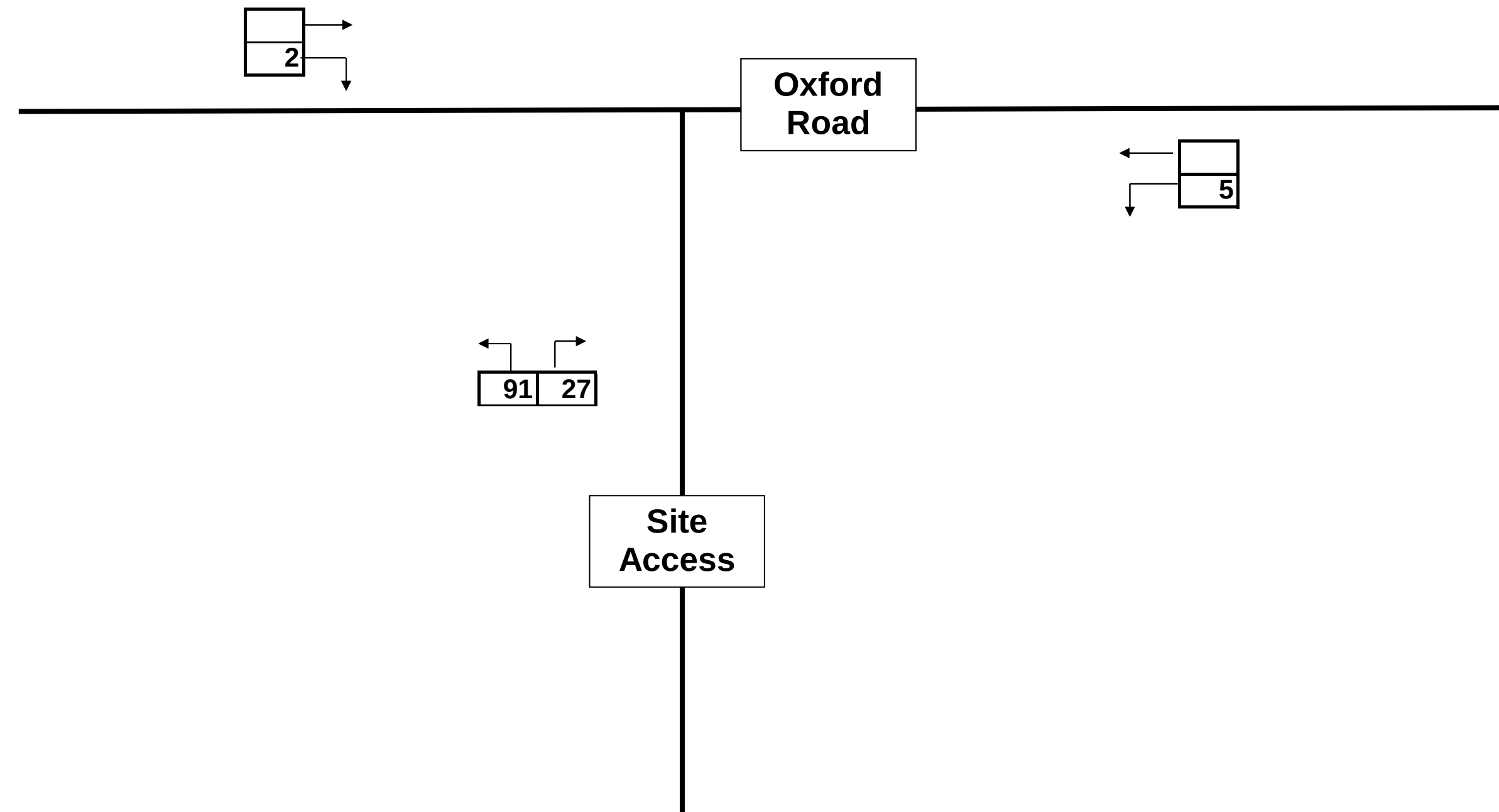
17257-00

Figure No:

Appendix I

Date:

FEB' 18



Notes:

Job Title:

Bridge House, Riverview House and Waterside House, Dendridge Industrial Estate

Scale:

NTS

Drawing Title:

Existing Use PM Peak

Job No:

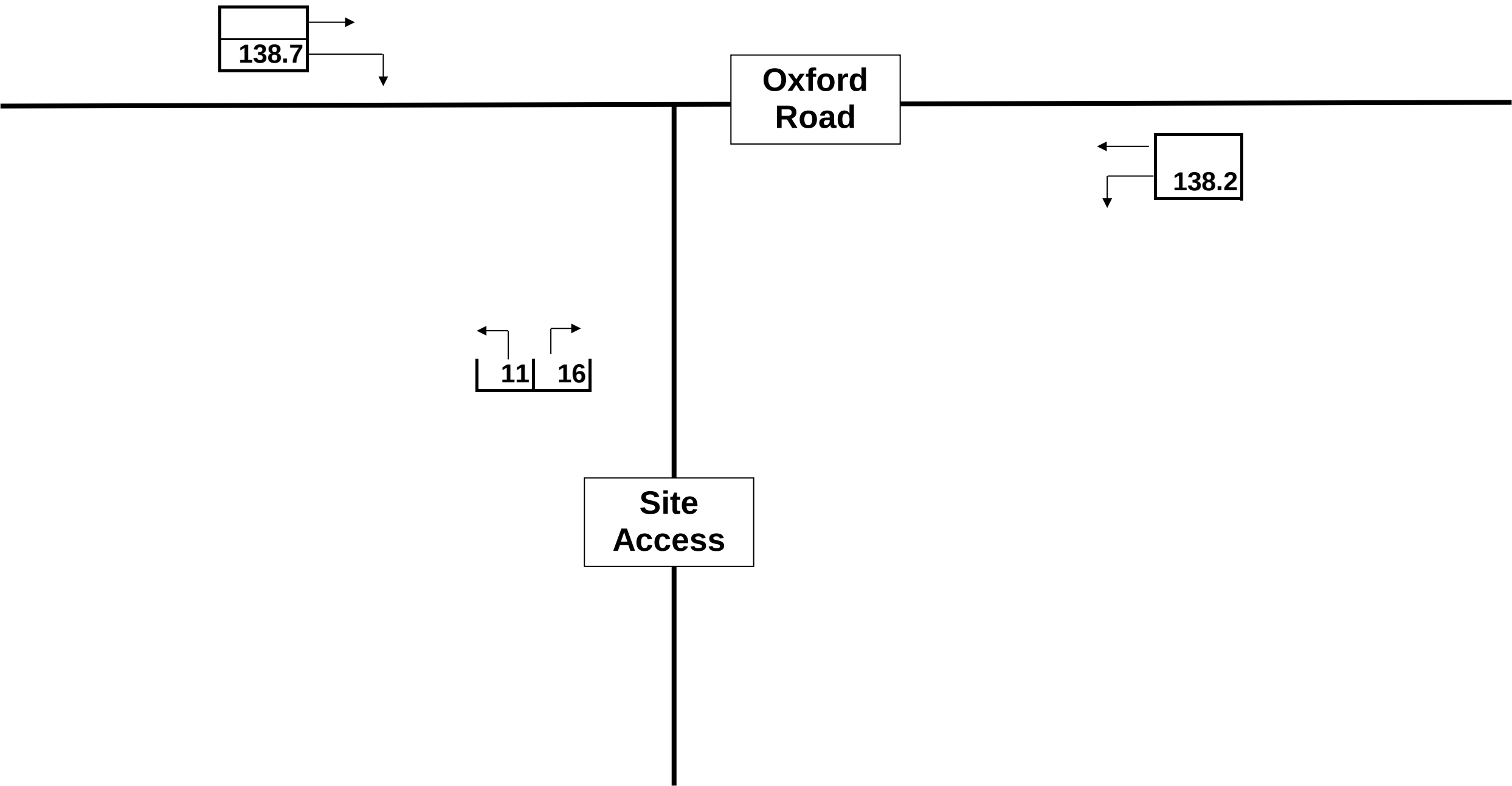
17257-00

Figure No:

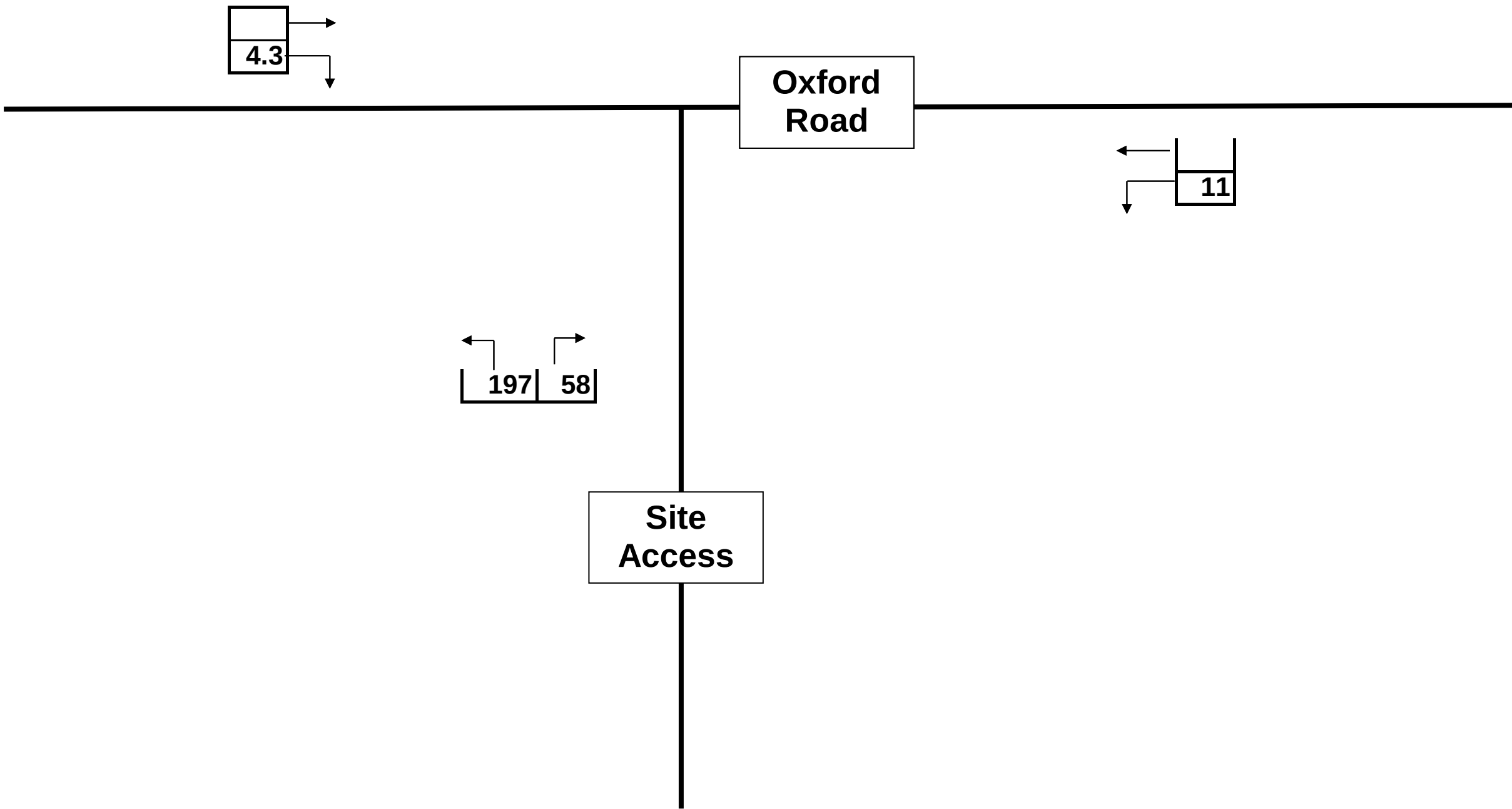
Appendix I

Date:

FEB' 18



 MARKIDES ASSOCIATES 9th Floor, The Tower Building London, SE1 7NX T: 020 7442 2225 E: enquiries@markidesassociates.co.uk W: www.markidesassociates.co.uk	Notes:	Job Title:	Scale:
		Bridge House, Riverview House and Waterside House, Dendridge Industrial Estate	NTS
		Drawing Title:	Job No:
		Existing Use (Bridge House operational) AM Peak	17257-00
		Figure No:	Date:
		Appendix I	FEB' 18



Notes:

Job Title:
Bridge House, Riverview House and Waterside House, Dendridge Industrial Estate

Scale:
NTS

Drawing Title:
Existing Use (Bridge House operational) PM Peak

Job No:
17257-00

Figure No:
Appendix I

Date:
FEB' 18

APPENDIX E – TRICS OUTPUT – C3 RESIDENTIAL

Calculation Reference: AUDIT-860401-180123-0120

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
HO	HOUNSLOW	1 days
HV	HAVERING	1 days
KI	KINGSTON	1 days
NH	NEWHAM	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: 12 to 493 (units:)
 Range Selected by User: 9 to 493 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 30/11/16

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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:

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

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	2
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	5 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	3 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	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	3 days
No	2 days

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

PTAL Rating:

2 Poor	3 days
3 Moderate	2 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-C-01	BLOCKS OF FLATS		BRENT
	LAKESIDE DRIVE			
	PARK ROYAL			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Number of dwellings:	170		
	Survey date: WEDNESDAY	28/09/16	Survey Type: MANUAL	
2	HO-03-C-03	BLOCKS OF FLATS		HOUNSLOW
	COMMERCE ROAD			
	BRENTFORD			
	Edge of Town Centre			
	Development Zone			
	Total Number of dwellings:	150		
	Survey date: FRIDAY	18/11/16	Survey Type: MANUAL	
3	HV-03-C-02	BLOCKS OF FLATS		HAVERING
	WATERLOO ROAD			
	ROMFORD			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of dwellings:	493		
	Survey date: TUESDAY	22/11/16	Survey Type: MANUAL	
4	KI-03-C-03	BLOCK OF FLATS		KINGSTON
	PORTSMOUTH ROAD			
	SURBITON			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL	
5	NH-03-C-01	BLOCK OF FLATS		NEWHAM
	ARTHINGWORTH STREET			
	STRATFORD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	12		
	Survey date: THURSDAY	14/11/13	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	5	169	0.043	5	169	0.083	5	169	0.126
08:00 - 09:00	5	169	0.031	5	169	0.096	5	169	0.127
09:00 - 10:00	5	169	0.045	5	169	0.050	5	169	0.095
10:00 - 11:00	5	169	0.045	5	169	0.060	5	169	0.105
11:00 - 12:00	5	169	0.039	5	169	0.059	5	169	0.098
12:00 - 13:00	5	169	0.044	5	169	0.043	5	169	0.087
13:00 - 14:00	5	169	0.057	5	169	0.060	5	169	0.117
14:00 - 15:00	5	169	0.041	5	169	0.050	5	169	0.091
15:00 - 16:00	5	169	0.079	5	169	0.062	5	169	0.141
16:00 - 17:00	5	169	0.098	5	169	0.065	5	169	0.163
17:00 - 18:00	5	169	0.108	5	169	0.062	5	169	0.170
18:00 - 19:00	5	169	0.110	5	169	0.066	5	169	0.176
19:00 - 20:00	3	113	0.103	3	113	0.076	3	113	0.179
20:00 - 21:00	3	113	0.088	3	113	0.068	3	113	0.156
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.931			0.900			1.831

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. 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	5	169	0.004	5	169	0.002	5	169	0.006
08:00 - 09:00	5	169	0.002	5	169	0.004	5	169	0.006
09:00 - 10:00	5	169	0.004	5	169	0.002	5	169	0.006
10:00 - 11:00	5	169	0.001	5	169	0.001	5	169	0.002
11:00 - 12:00	5	169	0.002	5	169	0.004	5	169	0.006
12:00 - 13:00	5	169	0.000	5	169	0.000	5	169	0.000
13:00 - 14:00	5	169	0.001	5	169	0.001	5	169	0.002
14:00 - 15:00	5	169	0.000	5	169	0.000	5	169	0.000
15:00 - 16:00	5	169	0.006	5	169	0.005	5	169	0.011
16:00 - 17:00	5	169	0.001	5	169	0.002	5	169	0.003
17:00 - 18:00	5	169	0.006	5	169	0.005	5	169	0.011
18:00 - 19:00	5	169	0.007	5	169	0.007	5	169	0.014
19:00 - 20:00	3	113	0.006	3	113	0.009	3	113	0.015
20:00 - 21:00	3	113	0.000	3	113	0.000	3	113	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.042			0.082

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. 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 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	5	169	0.004	5	169	0.005	5	169	0.009
08:00 - 09:00	5	169	0.001	5	169	0.000	5	169	0.001
09:00 - 10:00	5	169	0.005	5	169	0.005	5	169	0.010
10:00 - 11:00	5	169	0.006	5	169	0.005	5	169	0.011
11:00 - 12:00	5	169	0.001	5	169	0.001	5	169	0.002
12:00 - 13:00	5	169	0.000	5	169	0.000	5	169	0.000
13:00 - 14:00	5	169	0.004	5	169	0.006	5	169	0.010
14:00 - 15:00	5	169	0.001	5	169	0.001	5	169	0.002
15:00 - 16:00	5	169	0.000	5	169	0.001	5	169	0.001
16:00 - 17:00	5	169	0.000	5	169	0.000	5	169	0.000
17:00 - 18:00	5	169	0.002	5	169	0.001	5	169	0.003
18:00 - 19:00	5	169	0.000	5	169	0.000	5	169	0.000
19:00 - 20:00	3	113	0.000	3	113	0.000	3	113	0.000
20:00 - 21:00	3	113	0.000	3	113	0.000	3	113	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.024			0.025			0.049		

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. 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 PSVS

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	5	169	0.000	5	169	0.000	5	169	0.000
08:00 - 09:00	5	169	0.000	5	169	0.000	5	169	0.000
09:00 - 10:00	5	169	0.000	5	169	0.000	5	169	0.000
10:00 - 11:00	5	169	0.000	5	169	0.000	5	169	0.000
11:00 - 12:00	5	169	0.000	5	169	0.000	5	169	0.000
12:00 - 13:00	5	169	0.000	5	169	0.000	5	169	0.000
13:00 - 14:00	5	169	0.000	5	169	0.000	5	169	0.000
14:00 - 15:00	5	169	0.000	5	169	0.000	5	169	0.000
15:00 - 16:00	5	169	0.000	5	169	0.000	5	169	0.000
16:00 - 17:00	5	169	0.000	5	169	0.000	5	169	0.000
17:00 - 18:00	5	169	0.000	5	169	0.000	5	169	0.000
18:00 - 19:00	5	169	0.000	5	169	0.000	5	169	0.000
19:00 - 20:00	3	113	0.000	3	113	0.000	3	113	0.000
20:00 - 21:00	3	113	0.000	3	113	0.000	3	113	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. 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 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	5	169	0.004	5	169	0.008	5	169	0.012
08:00 - 09:00	5	169	0.004	5	169	0.011	5	169	0.015
09:00 - 10:00	5	169	0.002	5	169	0.006	5	169	0.008
10:00 - 11:00	5	169	0.000	5	169	0.004	5	169	0.004
11:00 - 12:00	5	169	0.001	5	169	0.001	5	169	0.002
12:00 - 13:00	5	169	0.001	5	169	0.000	5	169	0.001
13:00 - 14:00	5	169	0.005	5	169	0.002	5	169	0.007
14:00 - 15:00	5	169	0.001	5	169	0.007	5	169	0.008
15:00 - 16:00	5	169	0.002	5	169	0.002	5	169	0.004
16:00 - 17:00	5	169	0.004	5	169	0.000	5	169	0.004
17:00 - 18:00	5	169	0.006	5	169	0.002	5	169	0.008
18:00 - 19:00	5	169	0.004	5	169	0.004	5	169	0.008
19:00 - 20:00	3	113	0.015	3	113	0.000	3	113	0.015
20:00 - 21:00	3	113	0.006	3	113	0.000	3	113	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.047			0.102

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. 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 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	5	169	0.052	5	169	0.102	5	169	0.154
08:00 - 09:00	5	169	0.034	5	169	0.142	5	169	0.176
09:00 - 10:00	5	169	0.054	5	169	0.057	5	169	0.111
10:00 - 11:00	5	169	0.052	5	169	0.075	5	169	0.127
11:00 - 12:00	5	169	0.057	5	169	0.077	5	169	0.134
12:00 - 13:00	5	169	0.054	5	169	0.052	5	169	0.106
13:00 - 14:00	5	169	0.076	5	169	0.077	5	169	0.153
14:00 - 15:00	5	169	0.057	5	169	0.069	5	169	0.126
15:00 - 16:00	5	169	0.114	5	169	0.086	5	169	0.200
16:00 - 17:00	5	169	0.147	5	169	0.084	5	169	0.231
17:00 - 18:00	5	169	0.141	5	169	0.086	5	169	0.227
18:00 - 19:00	5	169	0.157	5	169	0.085	5	169	0.242
19:00 - 20:00	3	113	0.138	3	113	0.124	3	113	0.262
20:00 - 21:00	3	113	0.121	3	113	0.085	3	113	0.206
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.254			1.201			2.455

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. 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 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	5	169	0.012	5	169	0.041	5	169	0.053
08:00 - 09:00	5	169	0.032	5	169	0.105	5	169	0.137
09:00 - 10:00	5	169	0.041	5	169	0.043	5	169	0.084
10:00 - 11:00	5	169	0.017	5	169	0.044	5	169	0.061
11:00 - 12:00	5	169	0.031	5	169	0.036	5	169	0.067
12:00 - 13:00	5	169	0.058	5	169	0.030	5	169	0.088
13:00 - 14:00	5	169	0.033	5	169	0.033	5	169	0.066
14:00 - 15:00	5	169	0.027	5	169	0.032	5	169	0.059
15:00 - 16:00	5	169	0.071	5	169	0.028	5	169	0.099
16:00 - 17:00	5	169	0.036	5	169	0.032	5	169	0.068
17:00 - 18:00	5	169	0.047	5	169	0.015	5	169	0.062
18:00 - 19:00	5	169	0.031	5	169	0.041	5	169	0.072
19:00 - 20:00	3	113	0.079	3	113	0.059	3	113	0.138
20:00 - 21:00	3	113	0.071	3	113	0.044	3	113	0.115
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.586			0.583			1.169

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. 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 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	5	169	0.002	5	169	0.028	5	169	0.030
08:00 - 09:00	5	169	0.008	5	169	0.045	5	169	0.053
09:00 - 10:00	5	169	0.011	5	169	0.015	5	169	0.026
10:00 - 11:00	5	169	0.007	5	169	0.007	5	169	0.014
11:00 - 12:00	5	169	0.004	5	169	0.008	5	169	0.012
12:00 - 13:00	5	169	0.008	5	169	0.007	5	169	0.015
13:00 - 14:00	5	169	0.004	5	169	0.013	5	169	0.017
14:00 - 15:00	5	169	0.009	5	169	0.002	5	169	0.011
15:00 - 16:00	5	169	0.008	5	169	0.014	5	169	0.022
16:00 - 17:00	5	169	0.013	5	169	0.012	5	169	0.025
17:00 - 18:00	5	169	0.025	5	169	0.005	5	169	0.030
18:00 - 19:00	5	169	0.015	5	169	0.018	5	169	0.033
19:00 - 20:00	3	113	0.024	3	113	0.012	3	113	0.036
20:00 - 21:00	3	113	0.015	3	113	0.012	3	113	0.027
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.153			0.198			0.351		

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 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	5	169	0.004	5	169	0.059	5	169	0.063
08:00 - 09:00	5	169	0.004	5	169	0.084	5	169	0.088
09:00 - 10:00	5	169	0.006	5	169	0.021	5	169	0.027
10:00 - 11:00	5	169	0.002	5	169	0.015	5	169	0.017
11:00 - 12:00	5	169	0.006	5	169	0.013	5	169	0.019
12:00 - 13:00	5	169	0.005	5	169	0.007	5	169	0.012
13:00 - 14:00	5	169	0.005	5	169	0.006	5	169	0.011
14:00 - 15:00	5	169	0.011	5	169	0.007	5	169	0.018
15:00 - 16:00	5	169	0.009	5	169	0.012	5	169	0.021
16:00 - 17:00	5	169	0.012	5	169	0.005	5	169	0.017
17:00 - 18:00	5	169	0.038	5	169	0.008	5	169	0.046
18:00 - 19:00	5	169	0.063	5	169	0.002	5	169	0.065
19:00 - 20:00	3	113	0.118	3	113	0.006	3	113	0.124
20:00 - 21:00	3	113	0.050	3	113	0.009	3	113	0.059
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.333			0.254			0.587		

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. 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 COACH 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	5	169	0.000	5	169	0.000	5	169	0.000
08:00 - 09:00	5	169	0.000	5	169	0.000	5	169	0.000
09:00 - 10:00	5	169	0.000	5	169	0.000	5	169	0.000
10:00 - 11:00	5	169	0.000	5	169	0.000	5	169	0.000
11:00 - 12:00	5	169	0.000	5	169	0.000	5	169	0.000
12:00 - 13:00	5	169	0.000	5	169	0.000	5	169	0.000
13:00 - 14:00	5	169	0.000	5	169	0.000	5	169	0.000
14:00 - 15:00	5	169	0.000	5	169	0.000	5	169	0.000
15:00 - 16:00	5	169	0.000	5	169	0.000	5	169	0.000
16:00 - 17:00	5	169	0.000	5	169	0.000	5	169	0.000
17:00 - 18:00	5	169	0.000	5	169	0.000	5	169	0.000
18:00 - 19:00	5	169	0.000	5	169	0.000	5	169	0.000
19:00 - 20:00	3	113	0.000	3	113	0.000	3	113	0.000
20:00 - 21:00	3	113	0.000	3	113	0.000	3	113	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. 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 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	5	169	0.006	5	169	0.088	5	169	0.094
08:00 - 09:00	5	169	0.012	5	169	0.129	5	169	0.141
09:00 - 10:00	5	169	0.017	5	169	0.037	5	169	0.054
10:00 - 11:00	5	169	0.009	5	169	0.022	5	169	0.031
11:00 - 12:00	5	169	0.009	5	169	0.021	5	169	0.030
12:00 - 13:00	5	169	0.013	5	169	0.014	5	169	0.027
13:00 - 14:00	5	169	0.008	5	169	0.019	5	169	0.027
14:00 - 15:00	5	169	0.020	5	169	0.009	5	169	0.029
15:00 - 16:00	5	169	0.018	5	169	0.026	5	169	0.044
16:00 - 17:00	5	169	0.025	5	169	0.017	5	169	0.042
17:00 - 18:00	5	169	0.063	5	169	0.013	5	169	0.076
18:00 - 19:00	5	169	0.078	5	169	0.020	5	169	0.098
19:00 - 20:00	3	113	0.141	3	113	0.018	3	113	0.159
20:00 - 21:00	3	113	0.065	3	113	0.021	3	113	0.086
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.484			0.454			0.938

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. 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 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	5	169	0.073	5	169	0.239	5	169	0.312
08:00 - 09:00	5	169	0.082	5	169	0.387	5	169	0.469
09:00 - 10:00	5	169	0.115	5	169	0.142	5	169	0.257
10:00 - 11:00	5	169	0.078	5	169	0.144	5	169	0.222
11:00 - 12:00	5	169	0.098	5	169	0.135	5	169	0.233
12:00 - 13:00	5	169	0.127	5	169	0.096	5	169	0.223
13:00 - 14:00	5	169	0.122	5	169	0.131	5	169	0.253
14:00 - 15:00	5	169	0.105	5	169	0.117	5	169	0.222
15:00 - 16:00	5	169	0.205	5	169	0.143	5	169	0.348
16:00 - 17:00	5	169	0.211	5	169	0.133	5	169	0.344
17:00 - 18:00	5	169	0.257	5	169	0.117	5	169	0.374
18:00 - 19:00	5	169	0.270	5	169	0.150	5	169	0.420
19:00 - 20:00	3	113	0.374	3	113	0.200	3	113	0.574
20:00 - 21:00	3	113	0.262	3	113	0.150	3	113	0.412
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.379			2.284			4.663

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. 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 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	5	169	0.031	5	169	0.069	5	169	0.100
08:00 - 09:00	5	169	0.025	5	169	0.083	5	169	0.108
09:00 - 10:00	5	169	0.031	5	169	0.034	5	169	0.065
10:00 - 11:00	5	169	0.030	5	169	0.045	5	169	0.075
11:00 - 12:00	5	169	0.024	5	169	0.043	5	169	0.067
12:00 - 13:00	5	169	0.034	5	169	0.033	5	169	0.067
13:00 - 14:00	5	169	0.041	5	169	0.045	5	169	0.086
14:00 - 15:00	5	169	0.034	5	169	0.040	5	169	0.074
15:00 - 16:00	5	169	0.059	5	169	0.043	5	169	0.102
16:00 - 17:00	5	169	0.079	5	169	0.051	5	169	0.130
17:00 - 18:00	5	169	0.083	5	169	0.045	5	169	0.128
18:00 - 19:00	5	169	0.093	5	169	0.050	5	169	0.143
19:00 - 20:00	3	113	0.082	3	113	0.059	3	113	0.141
20:00 - 21:00	3	113	0.079	3	113	0.062	3	113	0.141
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.725			0.702			1.427		

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. 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 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	5	169	0.004	5	169	0.002	5	169	0.006
08:00 - 09:00	5	169	0.001	5	169	0.001	5	169	0.002
09:00 - 10:00	5	169	0.006	5	169	0.006	5	169	0.012
10:00 - 11:00	5	169	0.008	5	169	0.009	5	169	0.017
11:00 - 12:00	5	169	0.011	5	169	0.011	5	169	0.022
12:00 - 13:00	5	169	0.009	5	169	0.009	5	169	0.018
13:00 - 14:00	5	169	0.011	5	169	0.007	5	169	0.018
14:00 - 15:00	5	169	0.006	5	169	0.007	5	169	0.013
15:00 - 16:00	5	169	0.009	5	169	0.011	5	169	0.020
16:00 - 17:00	5	169	0.014	5	169	0.011	5	169	0.025
17:00 - 18:00	5	169	0.011	5	169	0.009	5	169	0.020
18:00 - 19:00	5	169	0.004	5	169	0.005	5	169	0.009
19:00 - 20:00	3	113	0.000	3	113	0.003	3	113	0.003
20:00 - 21:00	3	113	0.000	3	113	0.000	3	113	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.091			0.185

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. 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 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	5	169	0.000	5	169	0.002	5	169	0.002
08:00 - 09:00	5	169	0.001	5	169	0.006	5	169	0.007
09:00 - 10:00	5	169	0.000	5	169	0.002	5	169	0.002
10:00 - 11:00	5	169	0.000	5	169	0.000	5	169	0.000
11:00 - 12:00	5	169	0.001	5	169	0.001	5	169	0.002
12:00 - 13:00	5	169	0.000	5	169	0.000	5	169	0.000
13:00 - 14:00	5	169	0.000	5	169	0.001	5	169	0.001
14:00 - 15:00	5	169	0.000	5	169	0.000	5	169	0.000
15:00 - 16:00	5	169	0.002	5	169	0.000	5	169	0.002
16:00 - 17:00	5	169	0.001	5	169	0.000	5	169	0.001
17:00 - 18:00	5	169	0.005	5	169	0.001	5	169	0.006
18:00 - 19:00	5	169	0.005	5	169	0.004	5	169	0.009
19:00 - 20:00	3	113	0.015	3	113	0.006	3	113	0.021
20:00 - 21:00	3	113	0.009	3	113	0.006	3	113	0.015
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.029			0.068

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	5
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.