MARKIDES ASSOCIATES

Transport Statement

Riverview House Uxbridge

4 July 2025

Prepared for Elmwin Bridge Ltd

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1. Introduction

1.1 Overview

1.1.1 This Transport Statement (TS) has been prepared by Markides Associates (MA) on behalf of Elmwin Bridge Ltd ('the Applicant') in support of a planning application for the residential proposals located at **Riverview House** ('the building') within the London Borough of Hillingdon (LBH).

1.1.2 The Proposed Development involves the provision of an additional two stories of the existing building to provide an additional 38 residential units. Access and parking is proposed to be retained. The existing and proposed site plans can be found in **Appendix B**.

1.1.3 As such, the Applicant is seeking to apply for Permitted Development rights under Class AA to which this TS pertains.

1.1.4 This TS has been prepared specifically in relation to the Riverview House AA Application. However, it should be noted that a similar (mirror) AA Application will all be submitted (by the Applicant) for the adjacent Waterside House which effectively sits within the same wider site as Riverview House. Together Riverview and Waterside Houses and its surroundings, including car parking, outbuildings and landscaping form the site (hereafter referred to as "the Site"). For the purposes of robustness in assessing the transport aspects of the Riverview House in light of the similar proposals for Waterside House adjacent, this TS considers the proposed elements of both buildings together.

1.1.5 The site application boundary, including the identification of Riverview House and Waterview House within their wider context is indicated in

1.1.6 .

1.1.7 With the provision of both the MA and AA applications, both Waterside and Riverview House will be provided with a total of 94 dwellings each.

1.2 Planning History

1.2.1 Prior Approval was obtained in 2020 for the change of use of Waterside and Riverview House, under Class O of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (GPDO), of the office buildings to residential. Two consents were obtained per building for 46 and 58 residential units.

1.2.2 In 2021 Prior Approval consent was granted under Class AA of the GPDO for a two-story vertical extension to each building to create 31 additional units. At the same time a full planning application was submitted per building for a new façade and external works which aligned with the Class AA applications and gave the building a more residential look and feel.

1.2.3 In 2022 a Section 96a application was submitted pursuant to the original Class O consents to amend the description of development to remove reference to the number of units (ref. 40050/APP/2022/1759 & 40050/APP/2022/1775). This was obtained to enable the submission of a Section 73 application to the original Class O consents to reduce the number of units per building from 58 to 56 (ref. 40050/APP/2022/1806 & 40050/APP/2022/1804). This was undertaken to enable the Class O and Class AA consents to be built out concurrently. Therefore, a total of 87 units per building were granted permission (174 in total).

1.2.4 In 2022, Section 73 applications (ref. 40050/APP/2022/2918 & 40050/APP/2022/2919) were submitted pursuant to the original façade permissions to make minor changes to windows and doors to take account of detailed design work to enable the delivery of the scheme. In addition, Section 73 applications (40050/APP/2022/2886 & 40050/APP/2022/2897) were also submitted pursuant to the Class AA permissions to address detailed design development.

1.2.5 The Class O permissions lapsed in May 2023 and the Class AA permissions in October 2024. The façade permissions have been implemented as a result of the works undertaken to the building.

1.3 Planning Policy Overview

1.3.1 The evolution of the proposals alongside this TS have been prepared with reference to all relevant national, regional and local policies.

1.3.2 The Proposed Development has been designed with specific reference to the following policy documents:

- National Planning Policy Framework (2024)

- London Plan (2021)
- Hillingdon Local Plan Part 1 (2012) and Part 2 (2020)

1.3.3 A summary of the relevant planning policies and standards for the Proposed Development is provided in **Appendix A** and is referenced elsewhere within this TS where relevant.

1.4 Report Structure

1.4.1 In support of the current proposal, the purpose of this TS is to outline the accessibility of the site by all modes and to evaluate the potential transport impacts of the development proposals on the existing transport network.

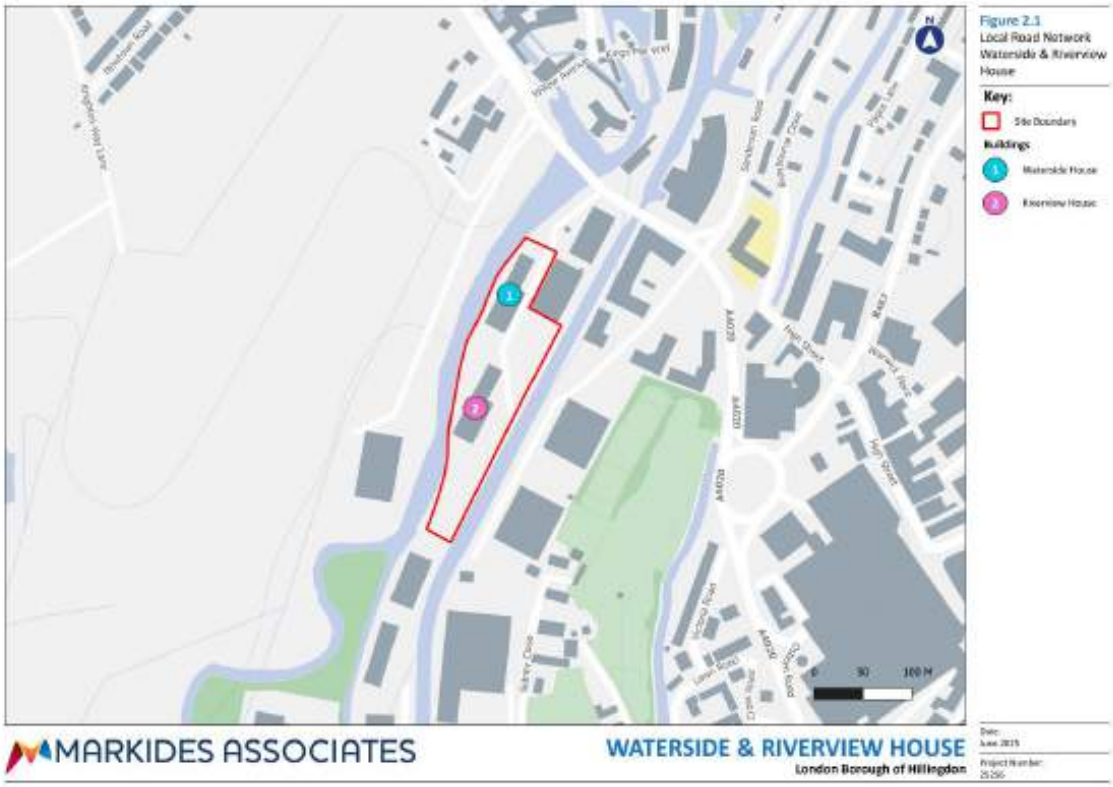
1.4.2 The remainder of this report is structured as follows:

- **Section 2 – Baseline Conditions** details the site and its location, and the surrounding areas in highways and transport terms, including analysis of the site's accessibility by walking, cycling and public transport.
- **Section 3 – Proposed Development** outlines the application proposals, site access, cycle provision and servicing arrangements.
- **Section 4 – Trip Generation and Impact** examines the likely vehicle trip generation, and the impact in transport and highways terms.
- **Section 5 – Summary and Conclusions** provides an overview of the key points of this report and concludes.

1.5 Other Documentation

1.5.1 Alongside this Transport Statement, an Operation Waste Management Plan (OWMP), a Delivery and Servicing Plan (DSP) and a Travel Plan (TP) have also been submitted as part of the application, which should be read in conjunction with this TS.

Figure 1.1 Site Context



2. Baseline Conditions

2.1 Overview

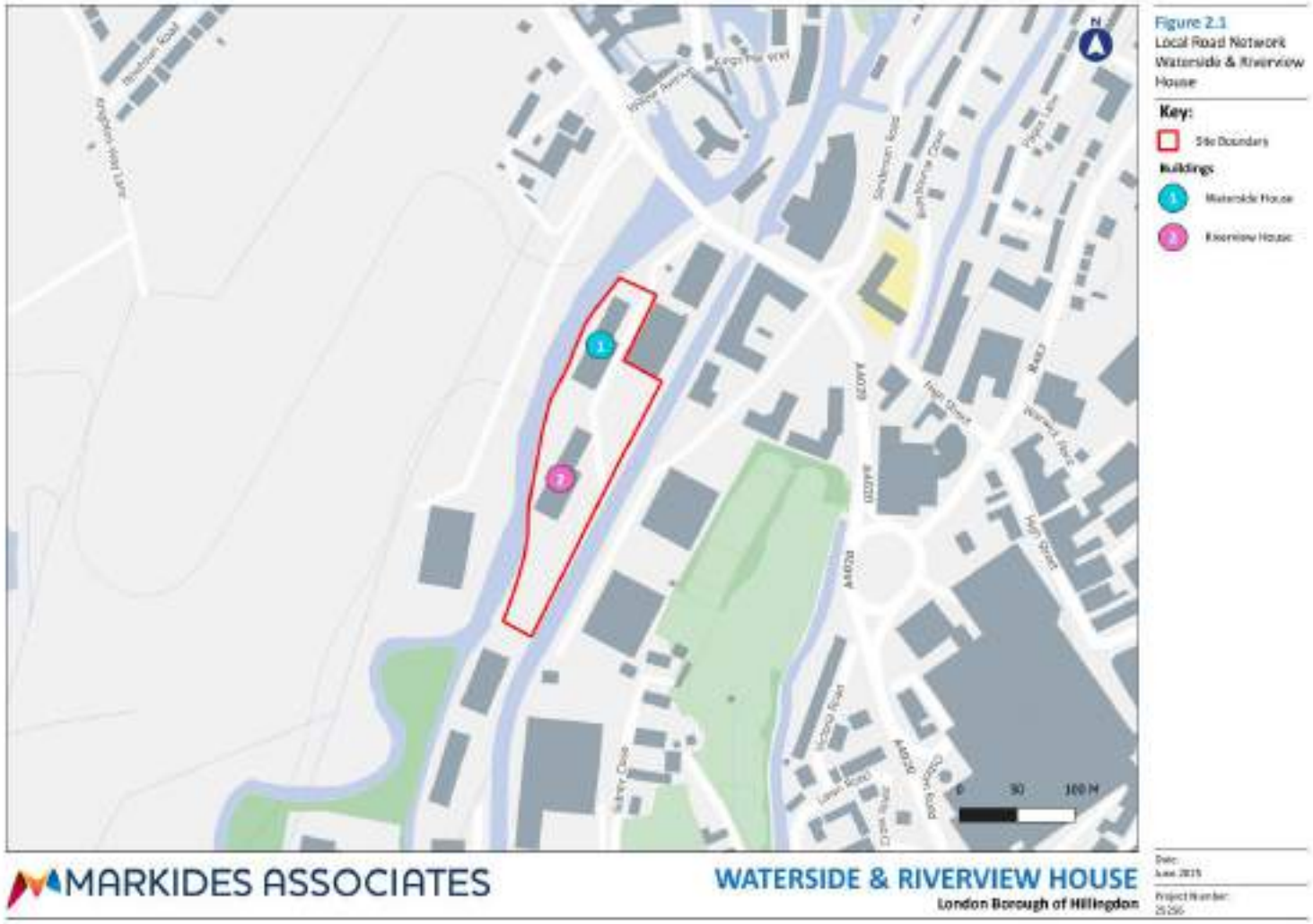
2.1.1 This section of the report provides details of the existing site, its permitted uses, access arrangements, and accessibility by all modes of transport.

2.2 Site Description

2.2.1 The site currently comprises of two office buildings with associated landscaping and parking that sits on a connected island bound by River Colne to the west, and the Grand Union Canal to the east, with access to the site from Oxford Road (A4020) to the north; refer to **Figure 2.1** for the site context. The surrounding area contains a mixture of industrial, retail and residential uses.

2.2.2 The two existing buildings are 3-storeys tall and are located within 100m of each other. The northern building is known as the Waterside House, and the southern building as Riverview House. These have been included in **Figure 2.1** for reference.

Figure 2.1 Local Road Network



2.3 Local Facilities

2.3.1 The site benefits from numerous amenities accessible by foot or pedal cycle. A large proportion of these are located within the Uxbridge local centre, approximately 10-minutes from the site on foot. Additionally, some facilities are located nearby just north of the local centre on Oxford Road/A4020. A selection of the local amenities most likely to be frequented by sites users is summarised in **Table 2.1** overleaf, with their locations mapped correspondingly in **Figure 2.2**.

2.3.2 As demonstrated in **Table 2.1** and **Figure 2.2**, the site is located in an accessible location that is within easy reach of transport nodes, grocery stores, places to eat and drink , local schools, greenspaces, medical facilities and sporting facilities easily within a 20-minute walk or 10-minute cycle.

Table 2.1 Local Facilities

Facility	Location	Distance from Centre of Site	Travel Time (mins)	
			Walk	Cycle
Rail Station				
Uxbridge Underground	UB8 1JZ	850m	12	5
Groceries				
Convenience Day 1	UB9 4DQ	300m	4	1
Tesco Express	UB8 1ND	600m	9	4
Marks and Spencer	UB8 1TL	800m	12	4
Uxbridge Grocery	UB8 1AB	900m	13	5
Iceland Supermarket	UB8 1LH	950m	13	4
Places to Drink				
Swan & Bottle	UB8 1LZ	190m	3	2
The Crown & Treaty	UB8 1LU	280m	4	3
Bite Sandwich Bar	UB9 4DQ	290m	4	1
Syrup Bar Cocktail Lounge	UB9 4DQ	350m	4	1
Javitri Indian Restaurant	UB8 1JA	400m	6	3
Wenzel's The Bakers	UB9 4DH	550m	8	3
McDonalds	UB9 4DA	600m	8	2
The Good Yarn – JD Wetherspoon	UB8 1JX	600m	9	4
The Rusty Bike Café	UB8 2UW	750m	10	5
Bertram's Café	UB9 4DE	900m	12	3
Schools				
Buckinghamshire New University	UB8 1NA	290m	4	3
St Mary's Catholic Primary School	UB8 2UA	1.1km	15	7
Hermitage Primary School	UB8 1RB	1.2km	18	7
Greenspace				
Fassnidge Park	UB8 2UW	750m	10	5
Medical				
Specsavers	UB1 1JP	700m	10	4
Flora Fountain Pharmacy	UB8 1LQ	1km	15	6
Boots Pharmacy	UB8 1GA	1km	15	7
Uxbridge Health Centre	UB8 1UB	1.1km	16	6
Central Uxbridge Surgery	UB8 1UB	1.2km	17	6
Sport				
JD Gyms	UB8 1JR	450m	7	3
The Gym Group	UB9 1TD	1.1km	15	4
PureGym	UB8 1LA	1.1km	16	6

Figure 2.2 Local Facilities

2.4 Active Transport

Pedestrian Environment

2.4.1 There is a well-established network of footways within the area, providing access to numerous local amenities and bus stops, with street lighting throughout.

2.4.2 A variety of leisure walking trails also exist within the vicinity of the site, including the London Loop (London Outer Orbital Path), which forms part of a 242km ring around Greater London. The section of the trail nearest to the site goes along the directly adjacent Grand Union Canal, with users having the option of walking northwards or southwards along the trail.

Cycle Environment

2.4.3 In terms of cycle infrastructure, the site is closely situated to Cycle Route 6 / 61, which is part of the National Cycle Network and connects Uxbridge northwards to Rickmansworth and Watford. Some sections of the route are on road, with dedicated cycle lanes located on Oxford Road and largely commencing from Park Road adjacent to Uxbridge Common. Where Cycle Route 6 / 61 operates on the Grand Union Canal towpath, this provided as dedicated off-road cycleway.

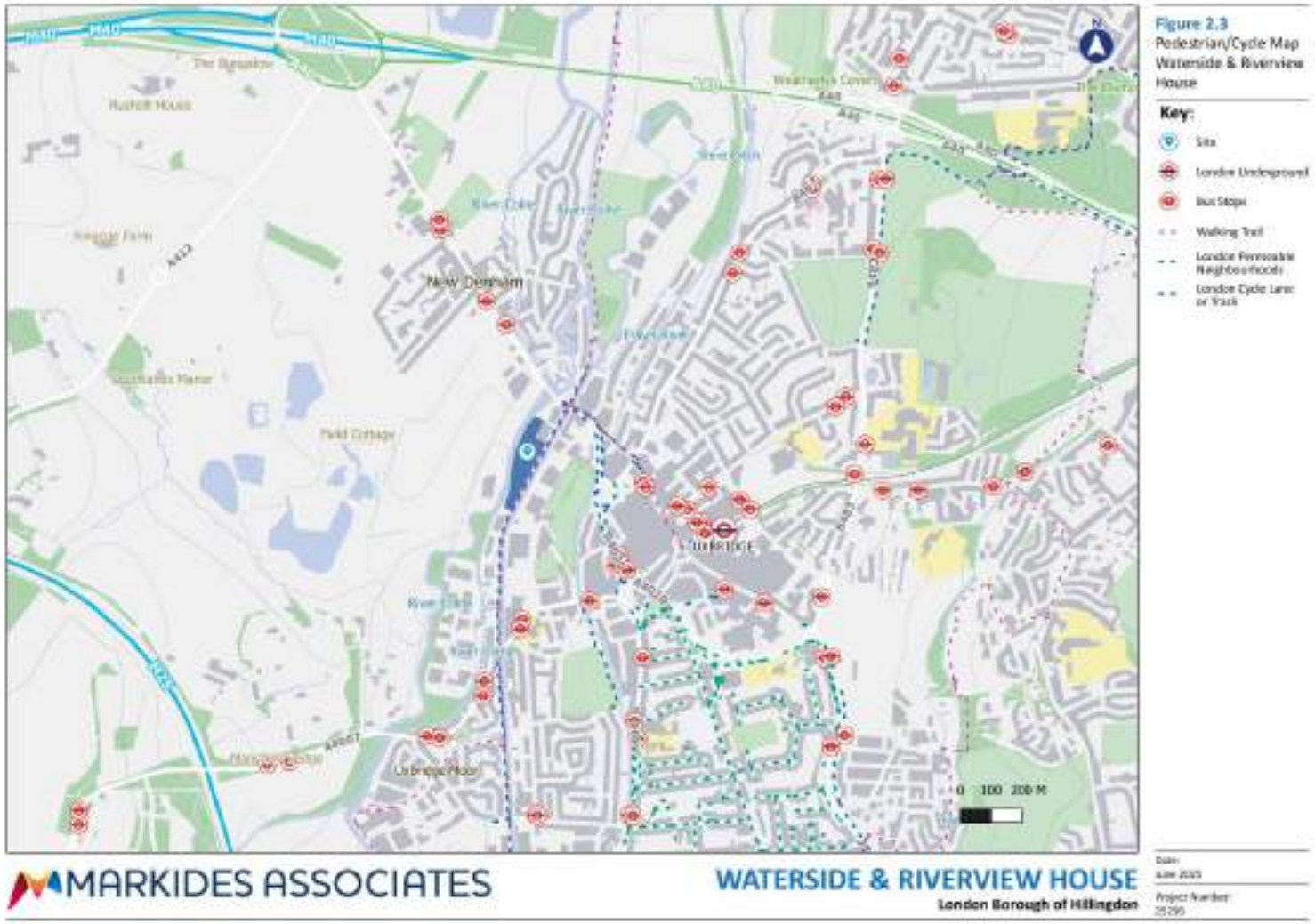
2.4.4 There are also Advanced Stop Lines (ASLs) for cyclists at a majority of the local signalised crossings, which allow for cyclists to queue at the front of the line of traffic in order for them to be seen easily.

2.4.5 Permeable neighbourhoods are also located within reasonable walking distance from the site. These help to facilitate ease of pedestrian and cyclist movement and connectivity through a combination of features such as mixed-use developments, integrated street networks and connected open spaces.

2.4.6 A summary of these routes has been included in **Figure 2.3**.

2.4.7 The site is therefore well placed to encourage trips to be undertaken on foot and by bicycle.

Figure 2.3 Pedestrian and Cycle Environment



2.5 Public Transport

PTAL

2.5.1 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 accessibility. All bus routes within 640m and underground/rail stations within 960m are considered within the calculation; any transport services beyond this distance are disregarded.

2.5.2 A PTAL score ranges between 0 and 6b, where 0 represents a poor level of accessibility and 6b an excellent level. The PTAL Rating of the site has been assessed using the TfL land use planning PTAL assessment too WebCAT. The WebCAT assessment of the site location identities a PTAL rating of 4 for Waterside House, which is considered to be a good level of accessibility, and a PTAL rating of 4 to 1b at the Riverview House site entrance, which is considered to be a good to poor level of accessibility. The 'good to poor' level of accessibility assigned to Riverview House is considered to be as a result of PTALs method of assessment, with the limitations of applying a PTAL score on the basis of a 100m square. Riverview House is considered to have a 'good' level of accessibility like Waterside House.

2.5.3 The PTAL report can be found in **Appendix E**.

Bus Network

2.5.4 The nearest bus stop is located on Oxford Road, approximately 500m or a 7-minute walk from the site. It serves bus routes 102, 104, 331 and 581.

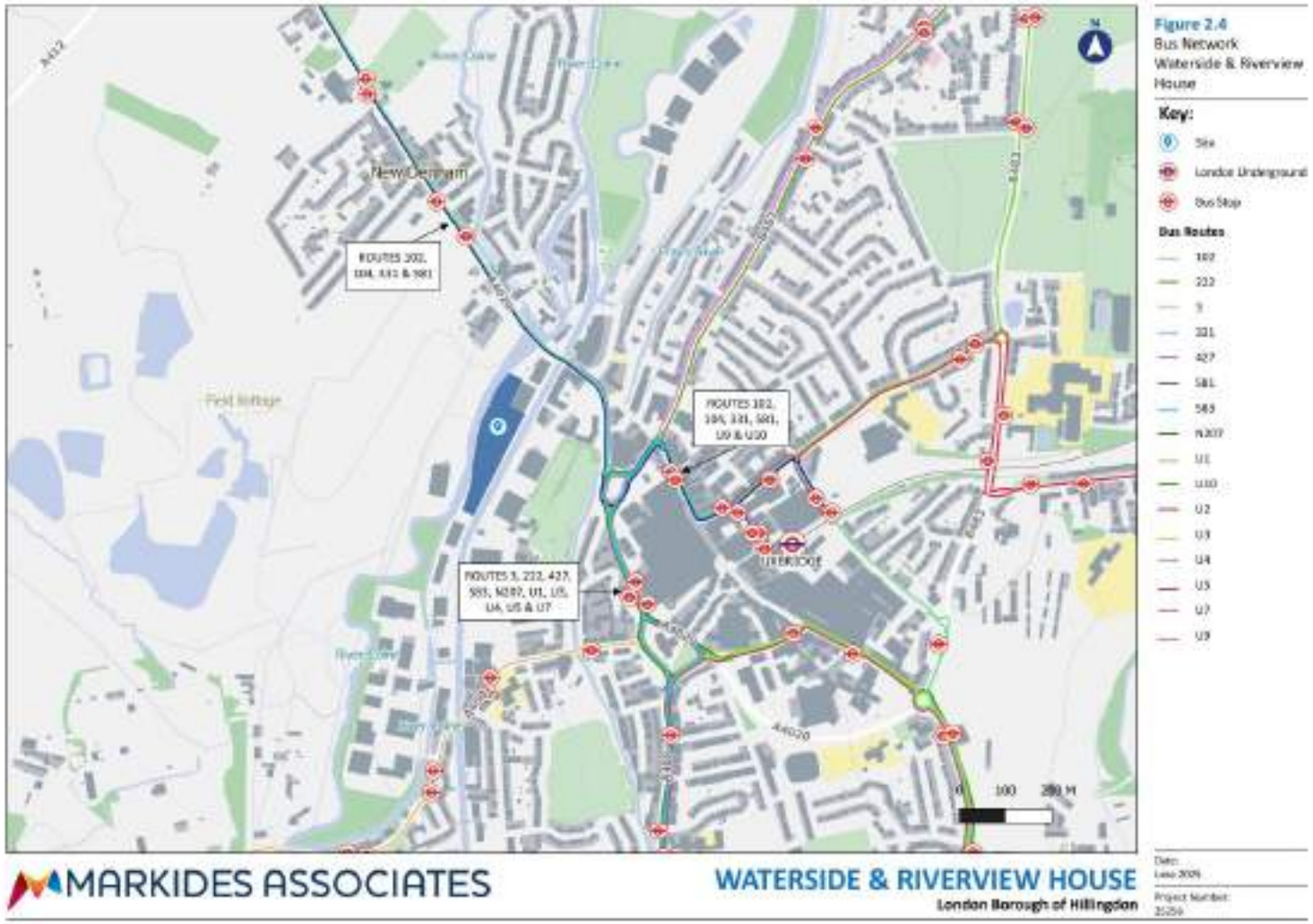
2.5.5 The next nearest bus stops are located on Uxbridge High Street, with Bus Stop A serving the above routes as well as the U9 and U10, and bus stop B servicing the routes 3, 222, 427, 583, N207, U1, U3, U4, U5 and U7. They are located approximately 550m, or an 8-minute walk from the site. There is also 'Bus Stop D' on Belmont Road which is the terminus and alight only bus stops for the above listed bus routes.

2.5.6 These routes have been summarised in **Table 2.2** including the bus stop, route and direction (northbound or southbound) and mapped in relation to the site in **Figure 2.4**. It should be noted that for routes arriving at Uxbridge Underground Station, which is located only one stop from the site have been omitted due to it being the terminus bus route.

Table 2.2 Bus Services

Route	Destinations	Direction	Peak Hour Frequency			Weekday Services	
			Weekday	Saturday	Sunday	First	Last
Oxford Road (New Denham near Oakside)							
102	High Wycombe - Heathrow Airport	NB	2	2	2	03:26	00:31
		SB	2	2	2	03:36	00:31
104	High Wycombe, Bus Station - Uxbridge, York Road	NB	1	1	1	07:02	19:37
		SB	1	1	1	07:24	20:26
331	Ruislip - Uxbridge	NB	4	3	2	06:01	23:37
		SB	4	3	2	06:44	0:11
581	Higher Denham, - Uxbridge, Belmont Road	NB	1	1	0	09:58	14:08
		SB	1	1	0	10:38	14:48
Uxbridge High Street (Stop A)							
U9	Uxbridge - Harefield Hospital	NB	3	2	1	05:39	20:50
U10	Uxbridge - Ruislip, Heathfield Rise	NB	1	1	0	06:50	18:52
Uxbridge High Street (Stop B) / Uxbridge Crown Walk (Stop P)							
3	Slough, Wellington Street - Uxbridge Rail Station	SB	2	2	1	06:06	20:05
222	Uxbridge - Hounslow	SB	6	6	5	00:07	23:54
427	Uxbridge - Southall, Merrick Road	SB	7	6	5	04:35	23:50
583	Hedgerley, Stevenson Road - Uxbridge, York Road	WB	1	1	0	10:51	15:00
N207	Uxbridge - Holborn	EB	1	3	2	00:05	04:05
U1	Ruislip - West Drayton	NB	4	4	2	05:20	00:46
		SB	4	4	2	05:58	01:23
U3	Uxbridge - Heathrow Central	SB	5	5	3	03:20	23:50
U4	Hayes, Prologis Park - Uxbridge	SB	6	5	5	05:16	00:01
U5	Uxbridge - Harlington Station	SB	5	5	3	05:02	00:02
U7	Uxbridge – Hayes, Sainsbury's	SB	2	2	2	05:25	00:55

Figure 2.4 Bus Network



Rail Services

2.5.7 Uxbridge is the nearest London Underground Rail Station to the site and serves as a northern terminus for the Metropolitan and Piccadilly lines. It is located approximately 850m, or a 12-minute walk from the site, with frequent services throughout the week.

2.5.8 A summary of the rail services for Uxbridge Underground Station is shown below in **Table 2.3**, demonstrating that there exists a train towards London approximately every 3 minutes during weekday peak hour.

Table 2.3 Rail Services

Line	Direction	Peak Hour Frequency			Weekday Services	
		Weekday	Saturday	Sunday	First	Last
Uxbridge Underground Station (Zone 6)						
Metropolitan	EB	15	12	12	06:16	00:13
Piccadilly	EB	4	3	3	05:20	00:20

2.5.9 The site therefore has very good access to public transport service facilities.

2.6 Local Highway and Parking

2.6.1 The access road into the site is a private road, served from a priority junction with right turn lane from the A4020 Oxford Road. As the site access road is private, it is subject to private parking restrictions.

2.6.2 The A4020 Oxford Road links directly to Uxbridge town centre to the south, and New Denham to the north, as well as the M40 motorway. It is a major A road linking the borough of Hillingdon with Shepherd's Bush to the east.

2.7 Local Characteristics

2.7.1 In order to establish local travel characteristics, the 2011 census was queried for method of travel to work data for the Middle Super Output Area (MSOA) Hillingdon 016, which includes the site. 2021 census data was not used as it was collected during COVID-19 which would have had an impact on travel to work habits. The results are presented in **Table 2.3** below.

Table 2.4 Method of Travel to Work - Residents

Method of Travel to Work	%
Underground, metro, light rail, tram	15%
Train	3%
Bus, minibus or coach	13%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	43%
Passenger in a car or van	3%
Bicycle	2%
On foot	19%
Total	**100%**

2.7.2 The table above shows that in the locality of the site, approximately 31% of residents travel to work by public transport, with a larger proportion of users (43%) travelling by private car.

2.8 Summary of Existing Conditions

2.8.1 The site is in a suitable location for residential use, with good transport accessibility and access by active modes to key local amenities, which are within a short walking of several public transport options. It is therefore well-positioned to accommodate the travel needs associated with the proposed C3 land use.

3. Proposed Development

3.1 Overview

3.1.1 The development comprises of the provision of an additional two storeys to provide an additional 38 dwellings at both Riverview House and hereafter referred to as the "Proposed Development" with the change in units shown in Table 3.1 below.

Table 3.1 Waterside House Proposed Development

	Existing	Proposed
Class E	3,606sqm	0
Residential Units (MA Application)	0	56
Residential Units (AA Application)	0	38
Total Residential Units (MA + AA Application)	0	94

3.1.2 As shown above, Riverview House is proposed to have 94 dwellings in total (subject to approval of both the MA and AA applications) comprising 85 one-bedroom dwellings and nine two-bedroom dwellings.

3.1.3 As outlined previously, the proposals within this application are submitted alongside similar proposals for the adjacent Waterside House resulting in a greater number of units within the wider site. **Table 3.2** shows the number of dwellings across both buildings for which the assessment of impact in the following chapter is made for robustness.

Table 3.2 Waterside House and Riverview House Proposals

Bedrooms	Riverview	Waterside
1 Bed	85	85
2 Bed	9	9
Total	**94**	**94**

3.1.4 Given both buildings share the same access, principal elements of circulation and car parking, the proposed site layouts for both Waterside House and Riverview House are presented respectively in **Appendix B**.

3.2 Pedestrian Access

3.2.1 Pedestrian access to Waterside House will remain directly from the existing access road, which is provided with a footway along its southern carriageway with leading into the site.

3.2.2 Additionally, a separate pedestrian path to the reception entrance will be located at each of the building, providing a direct path along the desire line from the north where the access road leads to the principal access of the development.

3.2.3 Residents and visitors will also be able to exit the building through three sets of stairs and exits, which are located on the northern and southern limits of the buildings, and to the centre of the building.

3.3 Cycle Parking

3.3.1 The Proposed Development will provide cycling parking in line with the London Plan (2021) in order to adequately cater to and encourage active transport to and from the site by residents and visitors. It is noted that the London plan has a higher cycle parking requirement than the cycle parking standards contained with the LBH's local Plan.

3.3.2 According to the London Plan, residential flats are required to provide long-stay cycle parking for residents, with minimum requirements outlined as:

- 1 per studio or 1 person 1 bedroom dwelling,
- 1.5 spaces per 2 person, 1 bedroom dwelling, and
- 2 per all other dwellings.

3.3.3 The proposed Long Stay Cycle Parking Provision for Waterside House (MA and AA Application) is shown in Error! Not a valid bookmark self-reference. below.

Table 3.3 Long Stay Cycle Parking Provision

Flat Type	Ratio	Number	Spaces Required
Waterside House			
1 person, 1 bedroom	1	75	75
2 person, 1 bedroom	1.5	10	15
> 2 person dwelling	2	9	18
Total		**94**	**108**

3.3.4 Furthermore, for short-stay cycle parking for visitors, the proposal meets the following requirements:

- 2 spaces for 5-40 dwellings, and
- 1 space per 40 dwellings thereafter.

3.3.5 The proposed short stay cycle parking provision is shown in Table 3.4.

Table 3.4 Short Stay Cycle Parking Requirements

Number of Dwellings	Ratio	Spaces Required
Riverview House		
5-40	2	2
40 thereafter	1	4
Total		**4**

3.3.6 As can be seen on the masterplan contained in **Appendix B**, the new cycle stores will be situated to the south of the building able to accommodate a total of 114 cycles (this comprising of 70 cycle parking spaces for the MA application and 44 cycle parking spaces for the AA application) in accordance with the London Plan cycle parking standards. The stores will provide a variety of parking options, including two-tier racks or bike lockers, standard Sheffield stands, and Sheffield stands with additional space to accommodate larger adapted bicycles. A total number of six of cycle parking spaces will be accessible to adapted cycles, therefore meeting the minimum requirement of 5% according to the London Plan.

3.3.7 The design and layout of these spaces have been developed in accordance with the London Cycle Design Standards (LCDS).

3.4 Car Parking

3.4.1 In line with the London Plan, car parking requirements are based upon the site's PTAL rating of 4 and its location in an outer London area, with the London Plan prescribing that a maximum parking provision of up to 0.5-0.75 spaces per dwelling should be provided.

3.4.2 Both Waterside and Riverview House will be provided with 71 parking spaces each (with 42 parking spaces for the MA application, and 29 for the AA application), this being consistent with the upper requirement of the London Plans parking standards, of 0.75 parking spaces per dwelling.

3.5 Delivery and Servicing Strategy

3.5.1 How deliveries and servicing will be achieved and managed on-site is detailed within the accompanying Delivery and Servicing Plan. A high-level summary has however been provided herein to confirm that suitable access arrangements are proposed.

General Deliveries

3.5.2 Delivery vehicles will enter as per all other vehicles from Oxford Road, into the site and will park adjacent to the buildings to service the buildings for the serving to occur. It will also be possible for smaller general delivery vehicles to make use of the retained turning heads adjacent to the buildings.

Waste Storage and Collection

3.5.3 The refuse storage will be located both the north and south of each building, refer to the masterplan contained in **Appendix B**. Refuse vehicles will enter the site from the A4040 Oxford Road, and proceed around the site, collecting bins, before leaving the site in forward gear. The swept path analysis shown in the **Drawings 25256-MA-XX-XX-DR-0001-0003** demonstrates compliance with Building Regulations Document M.

3.5.4 More detailed information regarding the waste storage area, waste arising assumptions and frequency of collections is detailed in the accompanying Operational Waste Management Plan (OWMP).

Emergency Vehicle Access

3.5.5 The **Drawings 25256-MA-XX-XX-DR-0004-0006** also presents the swept paths of a fire tender and confirms compliance with Building Regulations Document B.

4. Trip Generation and Assessment

4.1 Overview

4.1.1 This section of the report estimates the multi-modal trip generation for the proposed residential use and compares this to the estimated trips that had been generated for the existing office use when the buildings were in use. Whilst this TS relates specifically to Riverview House, the assessment of Riverview and Waterside House together has been undertaken for robustness.

4.1.2 This has been carried out by undertaking a multimodal trip generation assessment for each proposed land use using Trip Rate Information Computer System (TRICS), a comprehensive database of traffic and multi-modal transport surveys covering a wide range of development types. TRICS provides a trip rate which is then used to quantify the number of trips generated by the development. Trip rates have been derived for the morning (AM) and evening (PM) network peak periods as well as the daily flows.

4.2 Existing Use

4.2.1 As detailed within the MA application, Waterside and Riverview House are not in use and are therefore not generating any trips. However, under the existing office use class, they have the potential to be occupied for employment use purposes and have as such been considered for forecast trip generations should the site be occupied as an office.

4.2.2 There is no site-specific historical trip generation data. To calculate the potential trip generation for an office development at the site, the total people trip rates for the existing development have therefore been derived using the following TRICS parameters to ensure results comparative to the site:

- Land use: 02 – Employment;
- Category: A – Office;
- Location – Edge of Town Centre, Suburban Area, Edge of Town;
- Surveys undertaken on a weekday; and
- Comparable size of development and office occupation.

4.2.3 The TRICS data can be found in **Appendix C**.

4.2.4 The derived total people trip rates (by 100 sqm) has been used to forecast the total number of persons travelling to and from the site. As demonstrated below in **Table 4.1**, based on the existing 7,212sqm of office floor space at the Waterside and Riverview sites combined, an office use development is likely to generate approximately 1,029 daily person trips.

Table 4.1 Existing Use – Total People Trip Generation

Total People	AM Peak			PM Peak			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate	2.15	0.24	2.38	0.22	1.77	1.99	7.06	7.21	14.27
Forecast Trips	155	17	172	16	128	144	509	520	1029

4.2.5 The same method was applied to forecast the total number of vehicles travelling to and from the site, from which it is forecast that approximately 703 daily vehicle trips would be generated by an office development as summarised below in **Table 4.2**.

Table 4.2 Existing Use – Total Vehicles Trip Generation

Total Vehicles	AM Peak			PM Peak			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate	1.59	0.19	1.78	0.15	1.26	1.41	4.86	4.89	9.74
Forecast Trips	115	13	128	11	91	102	350	353	703

4.3 Proposed Trip Generation

4.3.1 In order to estimate the likely number of trips generated by the proposed residential development, the following TRICS parameters were applied:

- Land use: 03 – Residential;
- Category: C – Flats Privately Owned;
- Location – Edge of Town Centre, Suburban Area, Edge of Town;
- PTAL rating of between 1b and 4; and
- Surveys undertaken on a weekday.

4.3.2 The TRICS data can be found in **Appendix D**.

4.3.3 The resulting trip rates for both the total persons travelling to and from the site, as well as total vehicles, for the MA and AA application is shown below in **Table 4.3** and **Table 4.4** respectively.

Table 4.3 Proposed Development – Total People Trip Generation

Total People	AM Peak			PM Peak			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate	0.10	0.46	0.56	0.31	0.16	0.46	2.73	2.65	5.38
Forecast Trips - MA Application	11	52	63	34	17	52	306	297	602
Forecast Trips - AA Application	8	35	43	23	12	35	207	201	409
Total of MA and AA	19	87	106	57	29	87	513	498	1011

Table 4.4 Proposed Development – Total Vehicle Trip Generation

Total Vehicle	AM Peak			PM Peak			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate	0.04	0.11	0.15	0.12	0.07	0.19	0.97	0.94	1.90
Forecast Trips - MA Application	4	13	17	13	8	21	108	105	213
Forecast Trips - AA Application	3	9	11	9	6	14	73	71	145
Total of MA and AA	7	21	28	22	14	36	182	176	358

4.3.4 In comparing the forecast number of trips generated by all modes in **Table 4.4** to those that were generated by the previous office development in **Table 4.1**, it is evident that the residential proposal (the combined MA and AA application) will generate a fewer trips than the extant office land use, as discussed in **Section 4.4**.

4.4 Net Impact

4.4.1 As the site is not currently being used, the net trips generated that would arise from the proposed development are as per **Table 4.4**, this demonstrating that the proposal (both the MA and AA application) is forecast to generate no more than 36 vehicle trips in an hour. This increase in vehicle trips will have a negligible impact on the operation of the local highway and will be absorbed into the daily variation of flow on the local highway network.

4.4.2 However, should the existing use class be implemented for an office development, this would generate a considerably higher number of trips compared to the proposed residential development, the net impact of which is summarised in **Table 4.5**.

Table 4.5 Net Trip Impact

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	-108	8	-100	11	-77	-66	-169	-177	-345
Total People	-136	70	-66	41	-98	-57	4	-22	-18

4.4.3 As demonstrated, the proposed residential scheme (MA and AA application) is likely to generate 345 less vehicle movements over the course of a typical weekday compared to the extant office land use, and 18 less total persons travelling to and from the site by all modes. It is therefore evident that a conversion of the use class into a residential would have considerably less impact on the local road network.

4.5 Sustainable Mode Assessment

4.5.1 Using the Census 2011 'Travel to Work' information for the Middle Super Output Area of Hillingdon 016, as previously outlined in **Table 2.4** Method of Travel to Work - Residents**,** the total person trips forecast in **Table 4.3** were applied to understand the likely modal split of travel to work journeys for future residents of the proposed development.

Table 4.6 Forecast Work Journey Modal Share

Method of Travel to Work	%	Number of People
Underground, metro, light rail, tram	15%	91
Train	3%	20
Bus, minibus or coach	13%	77
Taxi	0%	2
Motorcycle, scooter or moped	1%	4
Driving a car or van	43%	262
Passenger in a car or van	3%	18
Bicycle	2%	11
On foot	19%	117
Total	**100%**	**602**

4.5.2 The site will however implement a Travel Plan, submitted as an accompanying report to this TS as part of the prior approval application, which will have the primary aim of seeking to reduce the number of vehicle trip to the site and promote sustainable modes of transport. The results in **Table 4.6** however show that local to the site there is already a good precedent for people choosing to travel either on foot or by public transport.

5. Summary

5.1.1 Markides Associates (MA) have been instructed by Elmwin Bridge Ltd ('the Applicant') to provide highways and transport planning advice and have prepared this Transport Statement (TS) in support of an application for the change of use class from Office to Residential at Riverview House within the London Borough of Hillingdon (LBH).

5.1.2 The Proposed Development is considered to align with both national and local transport planning policy, with the site being well located to public transport and local facilities. Amenities around the site include retail, employment and leisure facilities which are all within a short walk or cycle distance and train and bus services linking many surrounding areas

5.1.3 Vehicle parking and secure cycle storage is being provided in accordance with the London Plan standards and is therefore considered to be acceptable.

5.1.4 Considered alongside the proposals for the adjacent Waterside House, which mirror those proposed for Riverview House within this application, a trip generation exercise forecasting the number of vehicle trips that the proposal could generate has been undertaken. As demonstrated within this document, this is expected to be of limited impact, particularly when considered against the potential for office development in line with the existing office use class of traffic on the local highway network.

5.1.5 On this basis, the Proposed Development is considered to comply with relevant transport planning policy as well as the needs of the end occupier and as such there are no transport reasons to preclude planning consent being granted for the proposals.

FIGURES

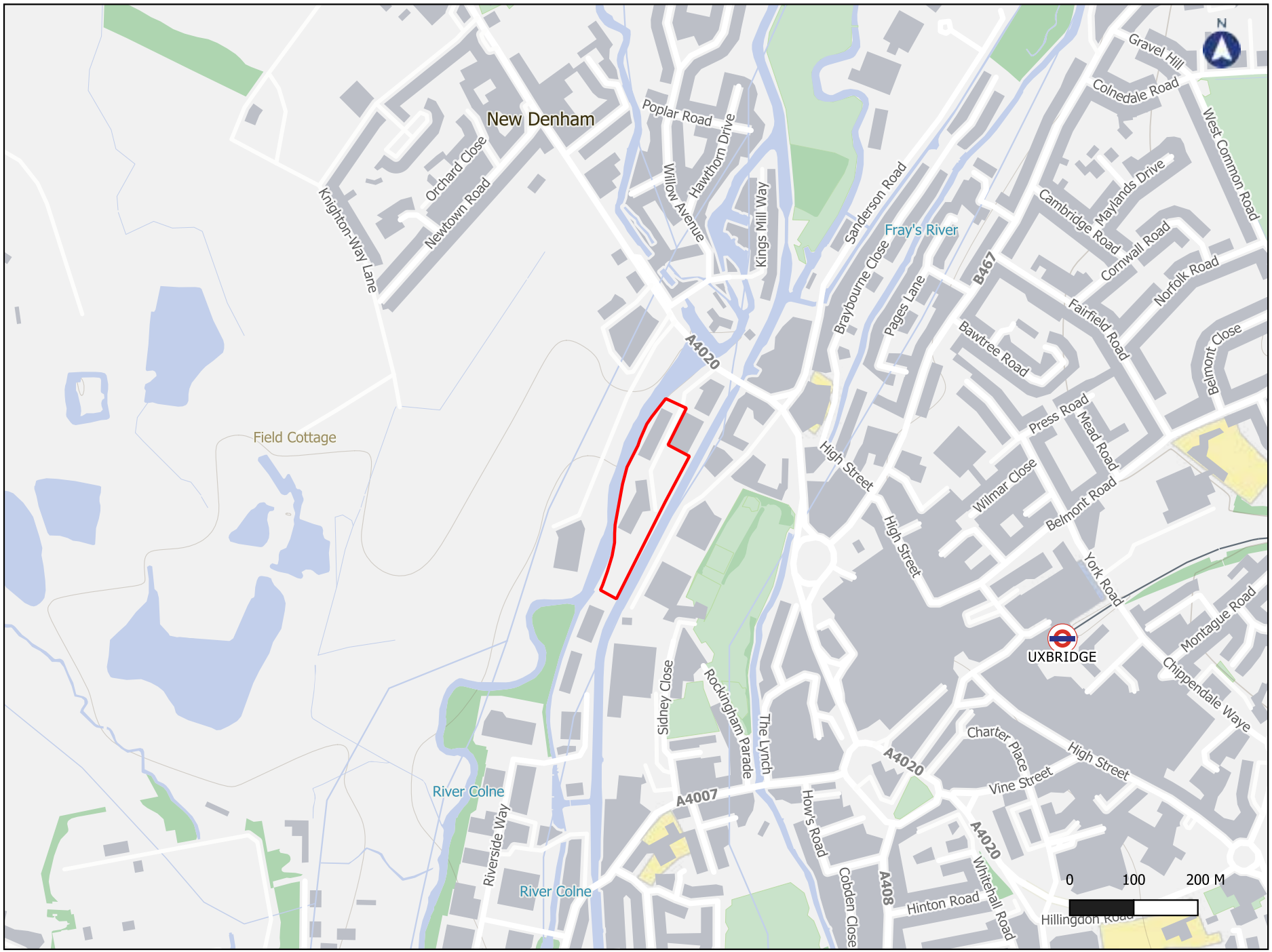


Figure 1.1
Site Context
Waterside & Riverview House

Key:

- Site Boundary
- London Underground

MARKIDES ASSOCIATES

WATERSIDE & RIVERVIEW HOUSE

London Borough of Hillingdon

Date:
June 2025

Project Number:
25256

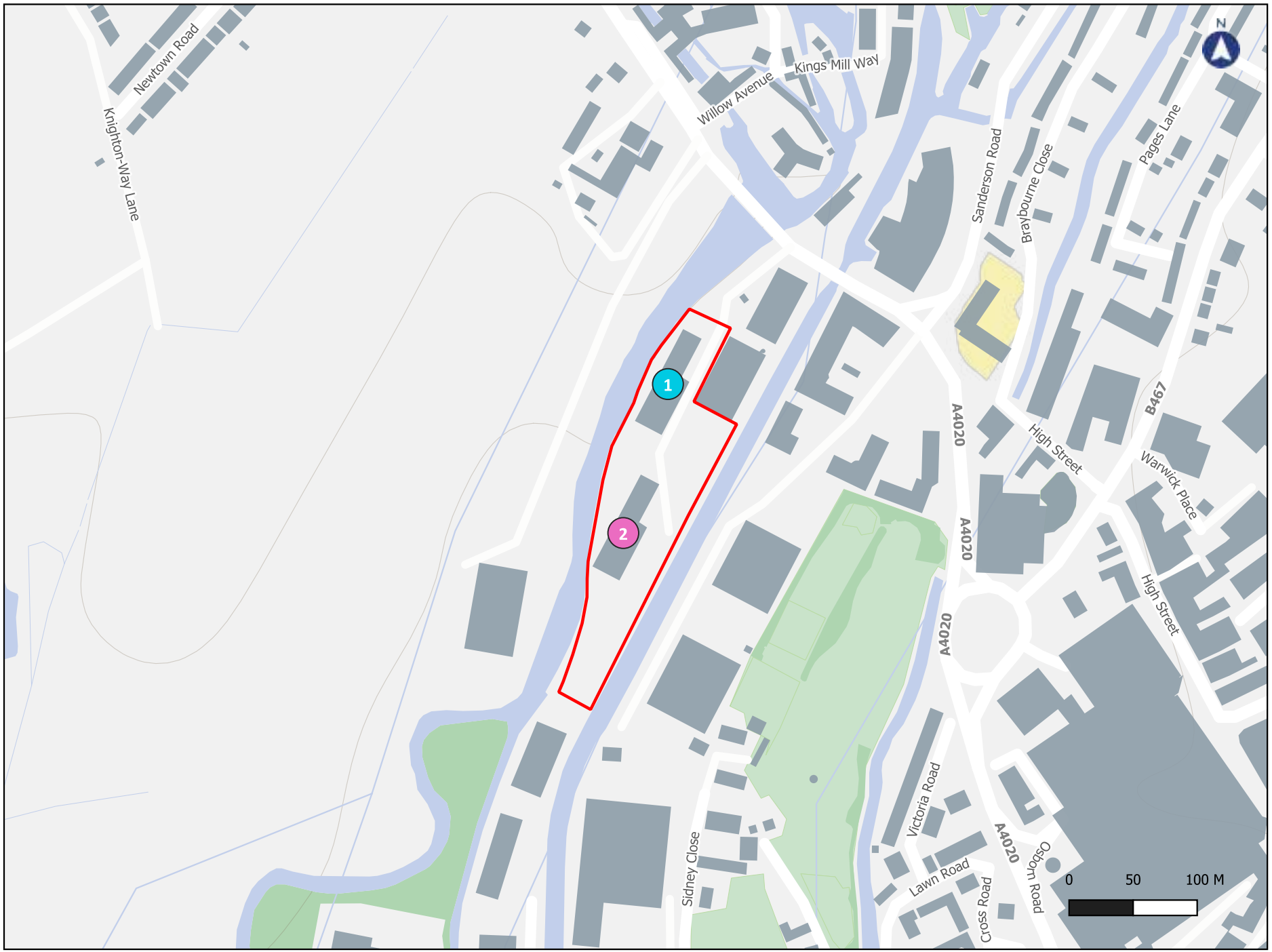


Figure 2.1
Local Road Network
Waterside & Riverview House

Key:

Site Boundary

Buildings

1 Waterside House

2 Riverview House

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WATERSIDE & RIVERVIEW HOUSE

London Borough of Hillingdon

Date:
June 2025

Project Number:
25256

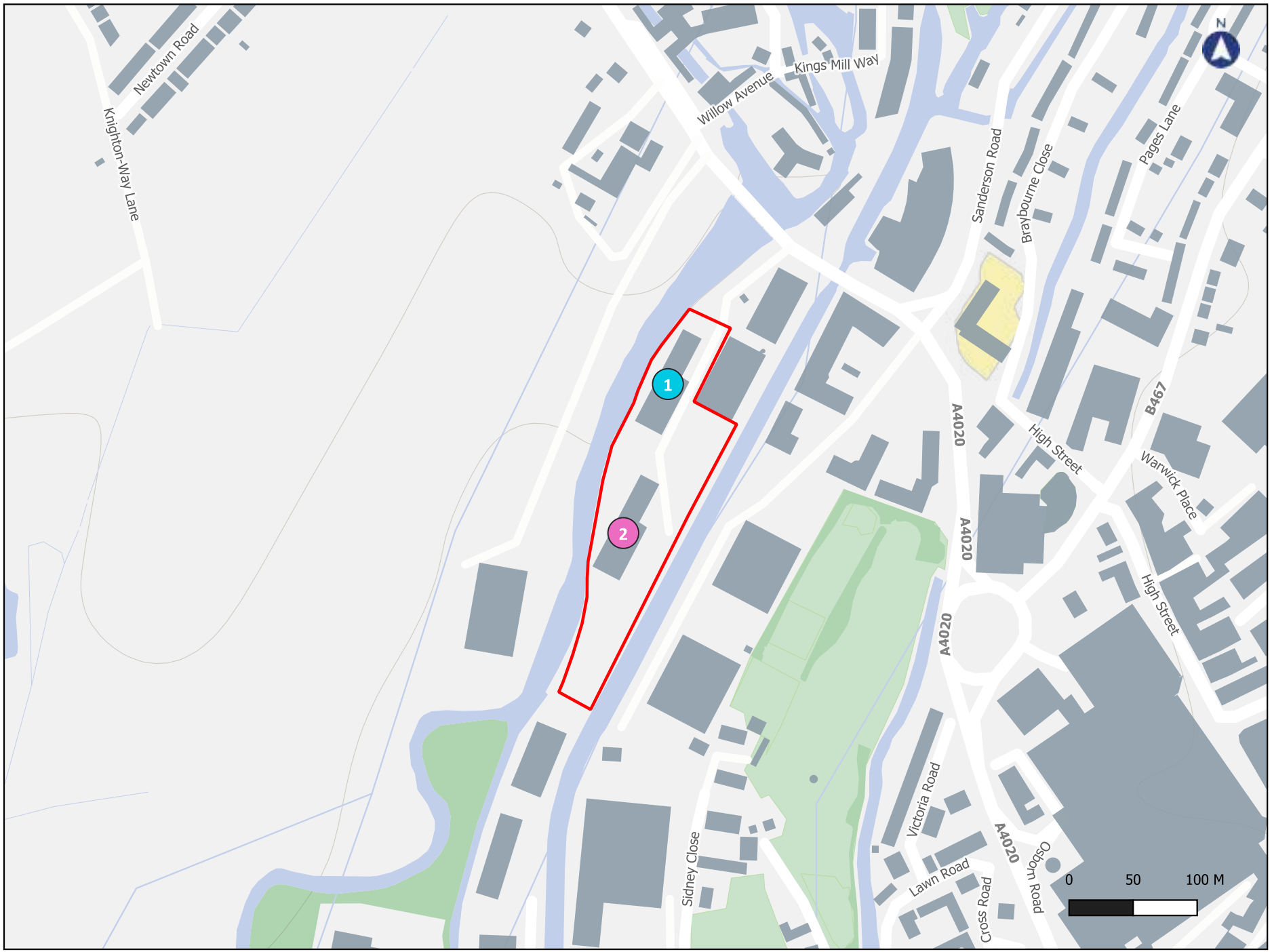

Figure 2.1
Local Road Network
Waterside & Riverview House

Key:

Site Boundary

Buildings

1 Waterside House

2 Riverview House

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WATERSIDE & RIVERVIEW HOUSE

London Borough of Hillingdon

Date:
June 2025

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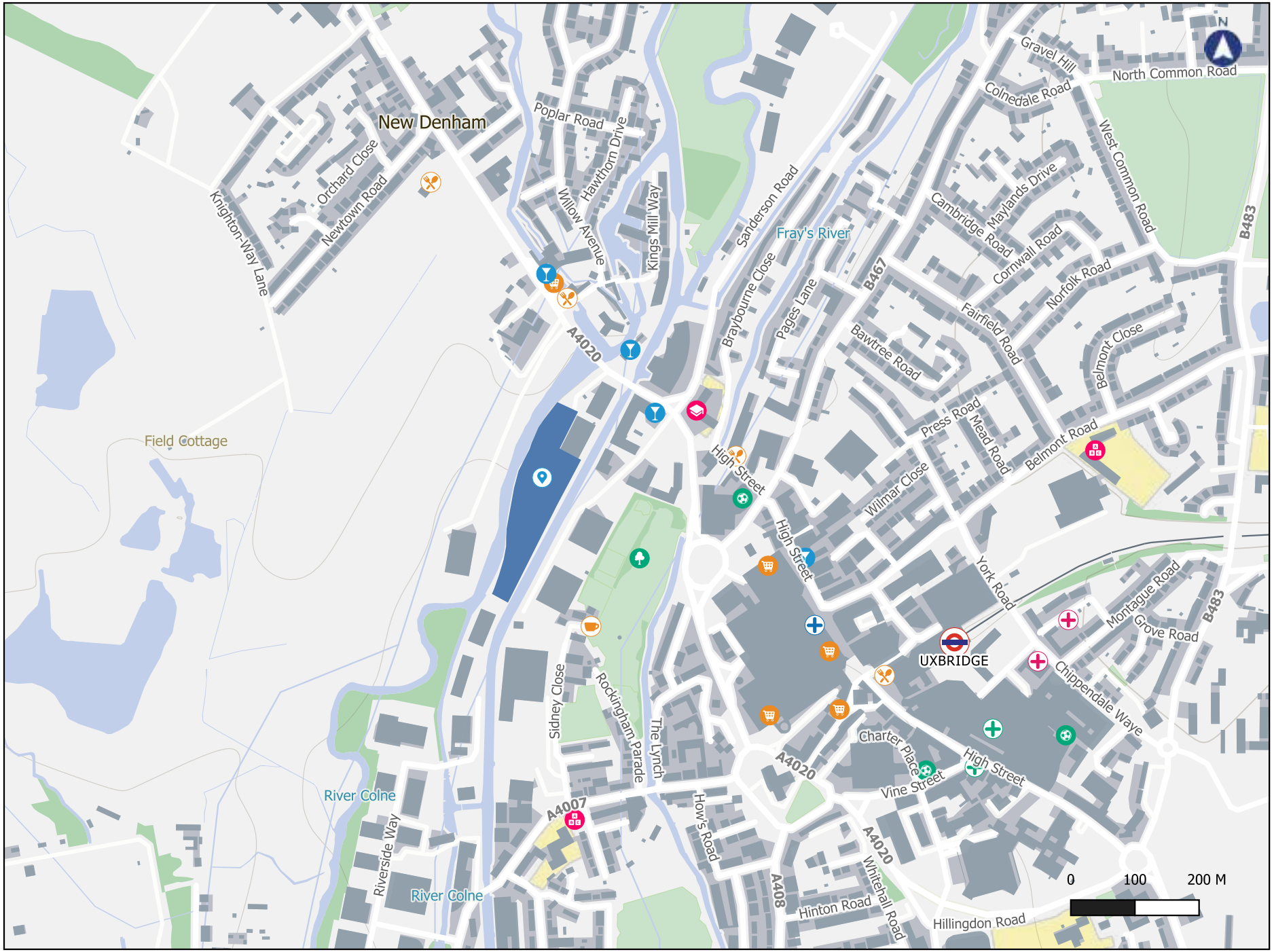

Figure 2.2
Local Facilities
Waterside & Riverview House

Key:

- Site Boundary
- London Underground
- Groceries
- Pub/Bar
- Cafe
- Restaurant
- Primary School
- University
- Greenspace
- Optometrist
- Pharmacy
- Medical GP
- Gym

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WATERSIDE & RIVERVIEW HOUSE

London Borough of Hillingdon

Date:
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Project Number:
25256

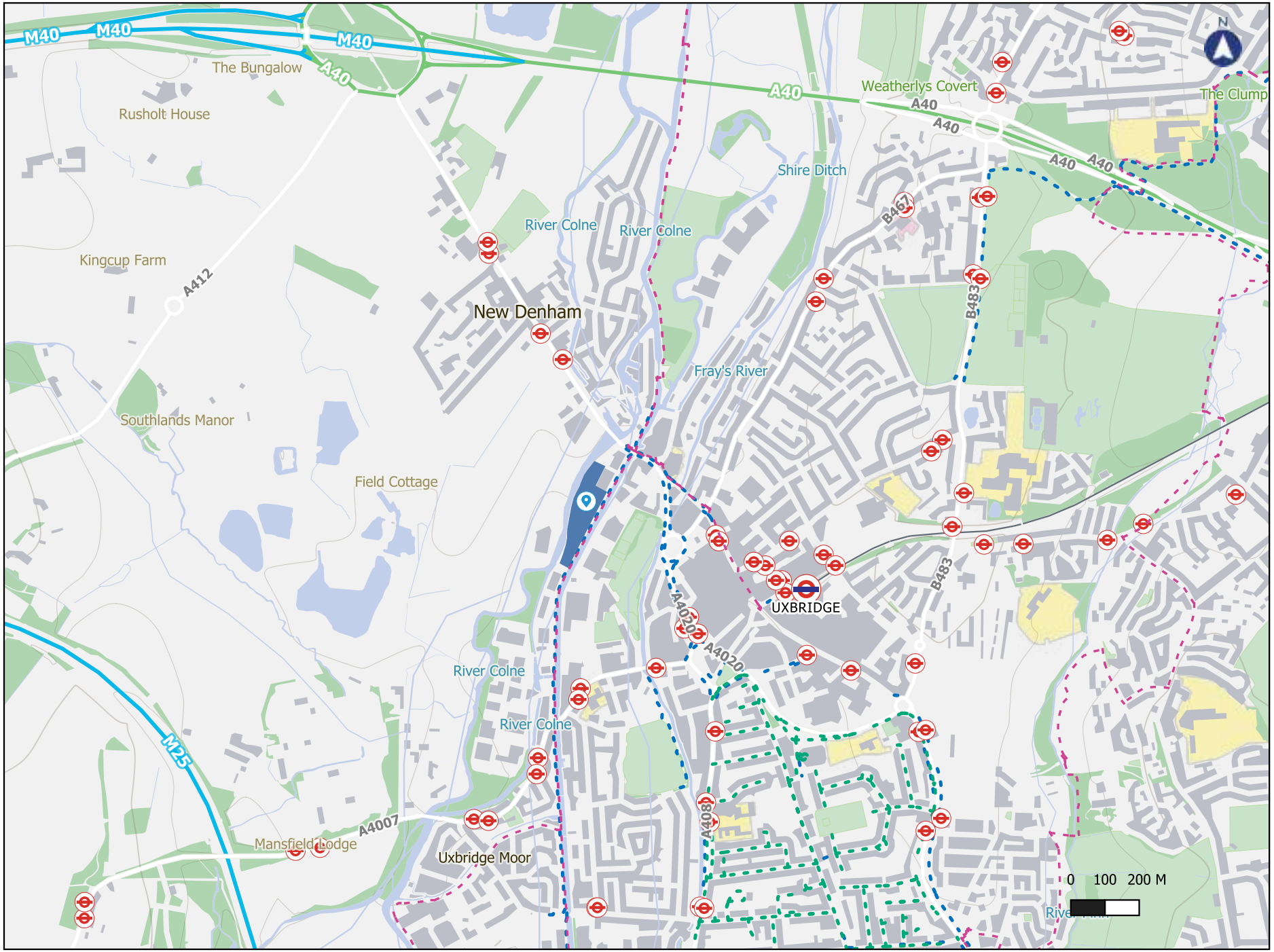

Figure 2.3
Pedestrian/Cycle Map
Waterside & Riverview House

Key:

- Site
- London Underground
- Bus Stops
- Walking Trail
- London Permeable Neighbourhoods
- London Cycle Lane or Track

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WATERSIDE & RIVERVIEW HOUSE

London Borough of Hillingdon

Date:
June 2025

Project Number:
25256

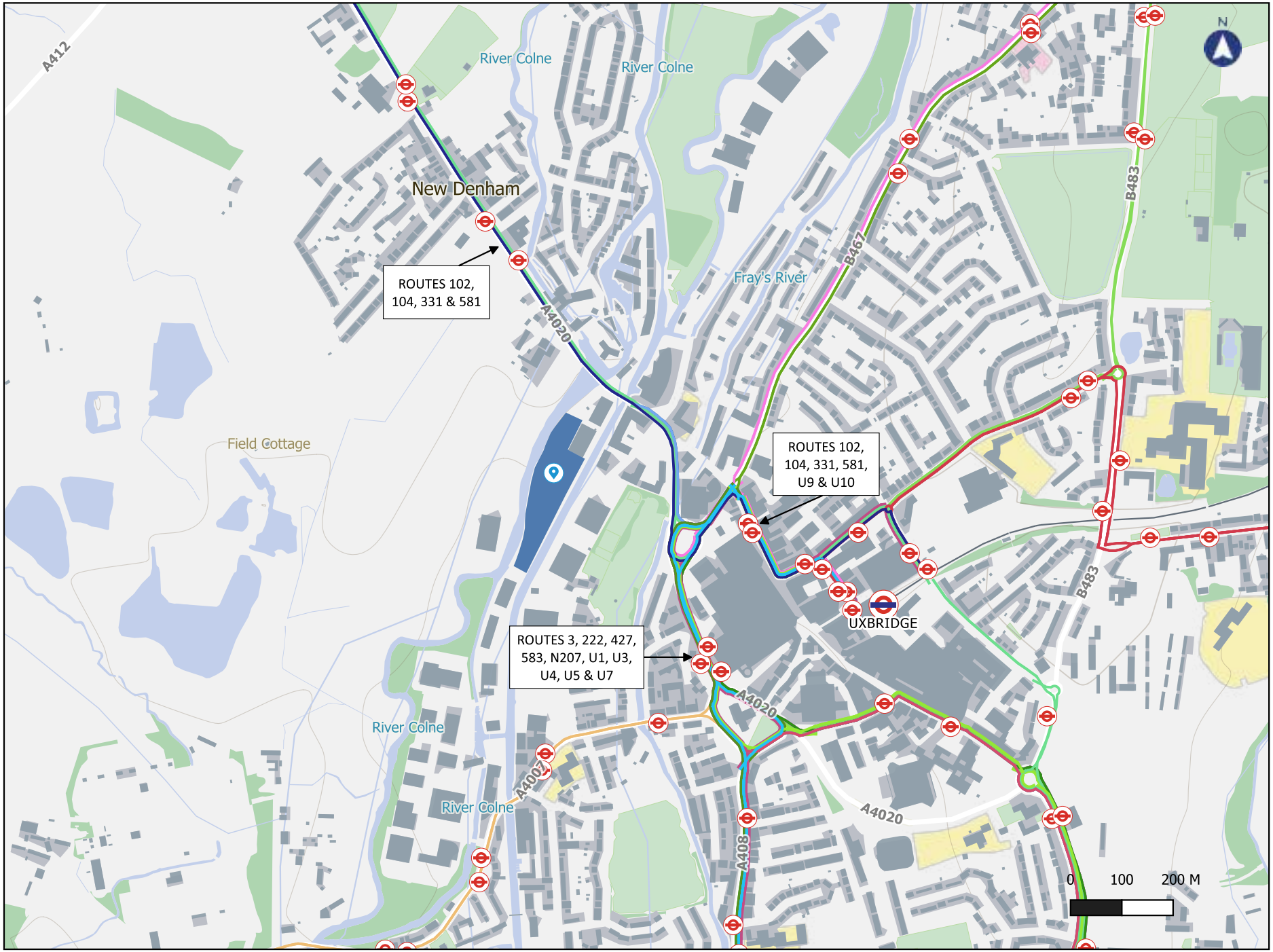

Figure 2.4
Bus Network
Waterside & Riverview House

Key:

- Site
- London Underground
- Bus Stop

Bus Routes

- 102
- 222
- 3
- 331
- 427
- 581
- 583
- N207
- U1
- U10
- U2
- U3
- U4
- U5
- U7
- U9

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WATERSIDE & RIVERVIEW HOUSE

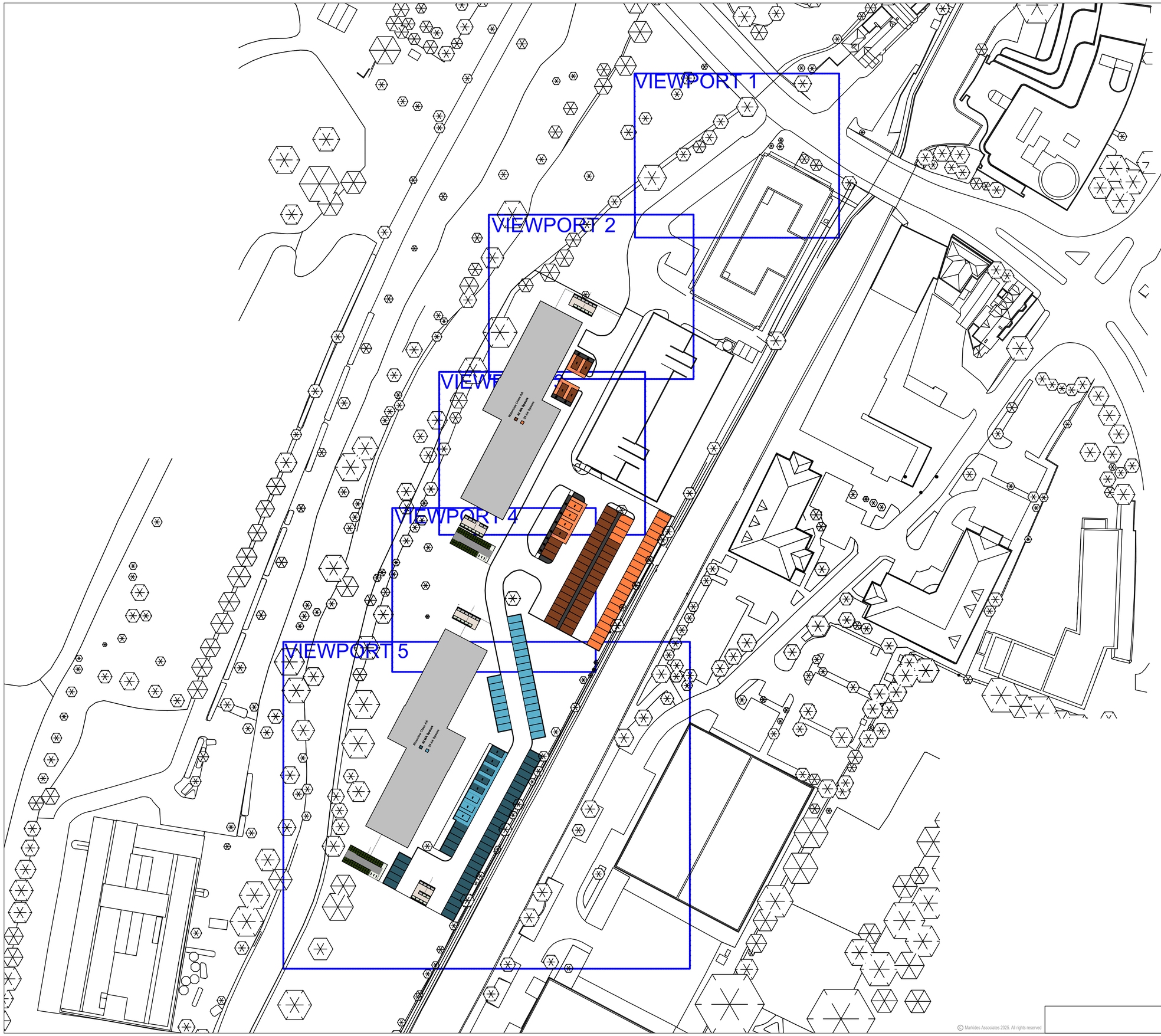
London Borough of Hillingdon

Date:
June 2025

Project Number:
25256

DRAWINGS

Drawing 25256-MA-XX-XX-DR-0001-0003 Refuse and Fire Swept Path Analysis



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Revision History

P01	FOR INFORMATION	BRG	ESH	ESH	27-06-25
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Rev	Comment	By	Chkd	Appr	Date

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Project

RIVERVIEW & WATERSIDE HOUSE
UXBRIDGE - DESIGN AA

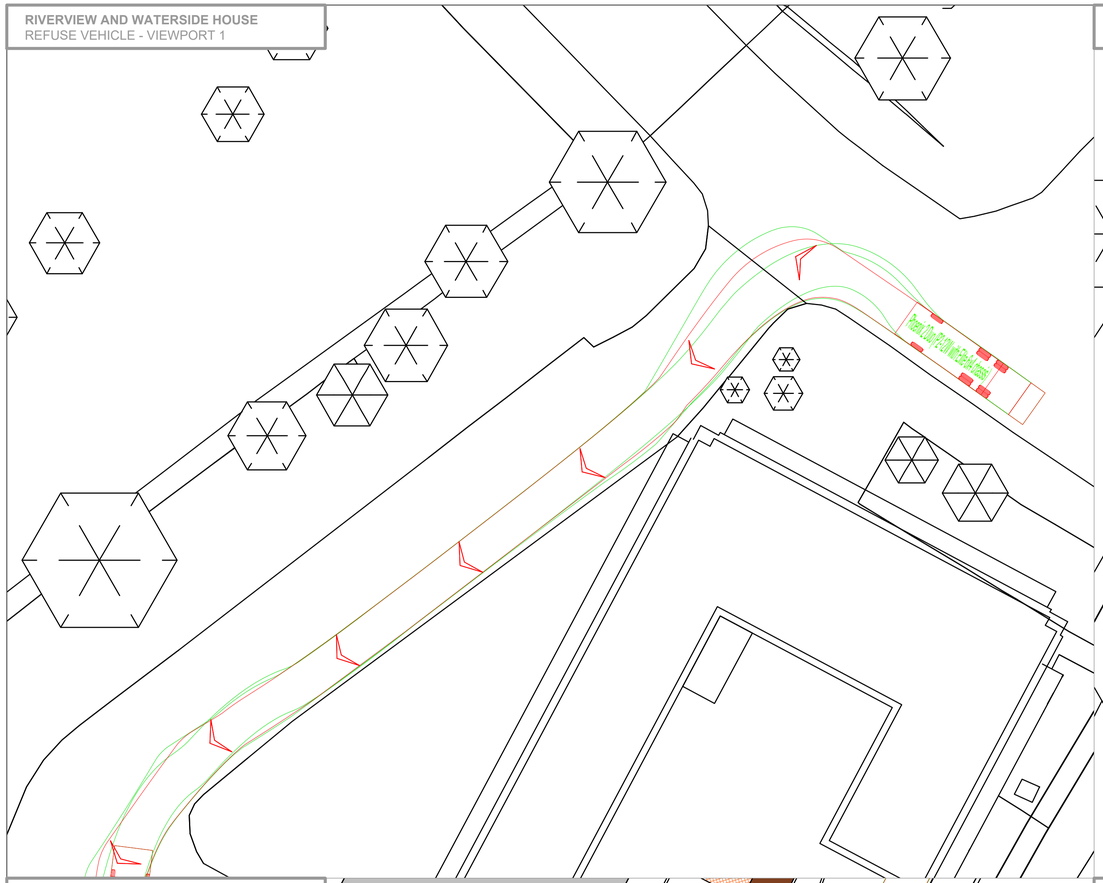
Drawing Title

VIEWPORT OVERVIEW

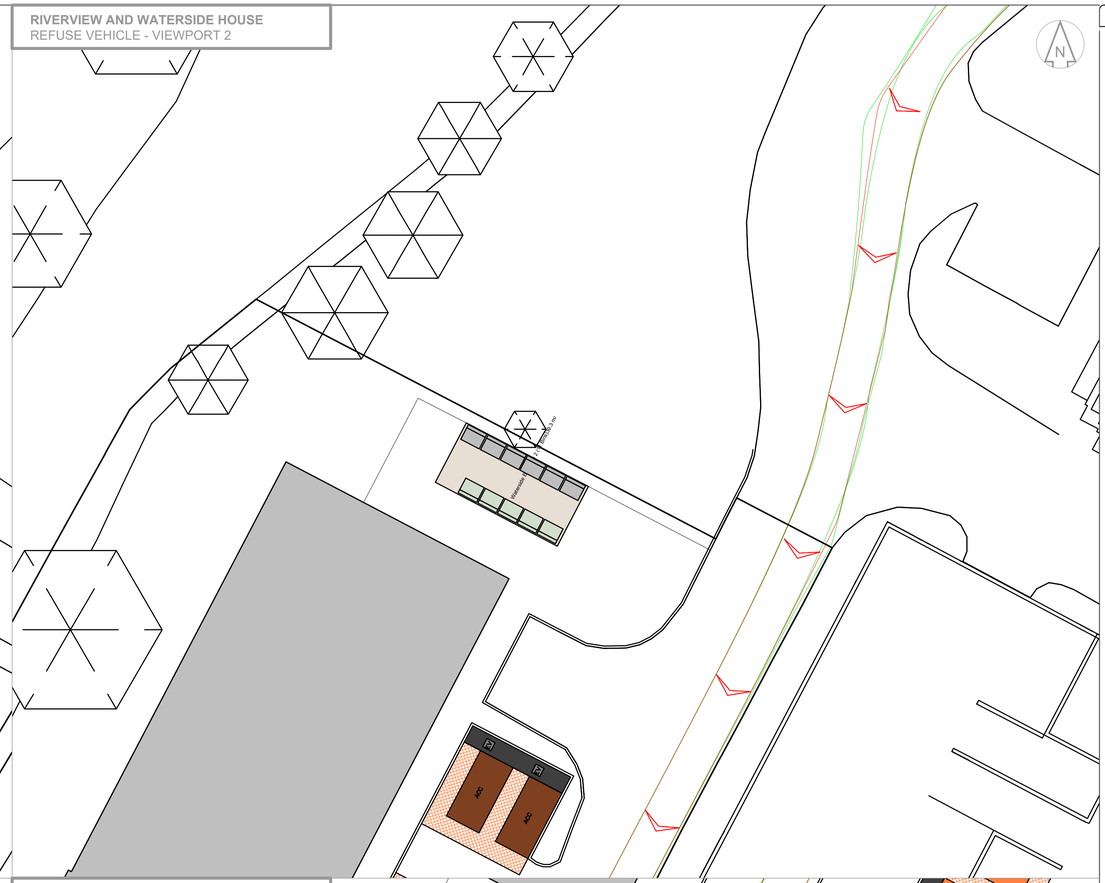
Markides Associates reference: 25256 NTS

25256-MA-XX-XX-DR-0001 - P01

RIVERVIEW AND WATERSIDE HOUSE
REFUSE VEHICLE - VIEWPORT 1



RIVERVIEW AND WATERSIDE HOUSE
REFUSE VEHICLE - VIEWPORT 2



RIVERVIEW AND WATERSIDE HOUSE
REFUSE VEHICLE - VIEWPORT 3

RIVERVIEW AND WATERSIDE HOUSE
REFUSE VEHICLE - VIEWPORT 4

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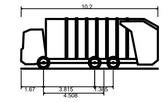

Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

KEY

VEHICLE BODY LINE

VEHICLE WHEEL LINE

Scale 1:200 @ A1 - 1:400 @ A3

4m 0 4m 8m 12m 16m 20m

Revision History

Rev	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION	BRG	ESH	ESH	27-06-25

Current Revision

Rev	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION	BRG	ESH	ESH	27-06-25

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Project

RIVERVIEW & WATERSIDE HOUSE
UXBRIDGE - DESIGN AA

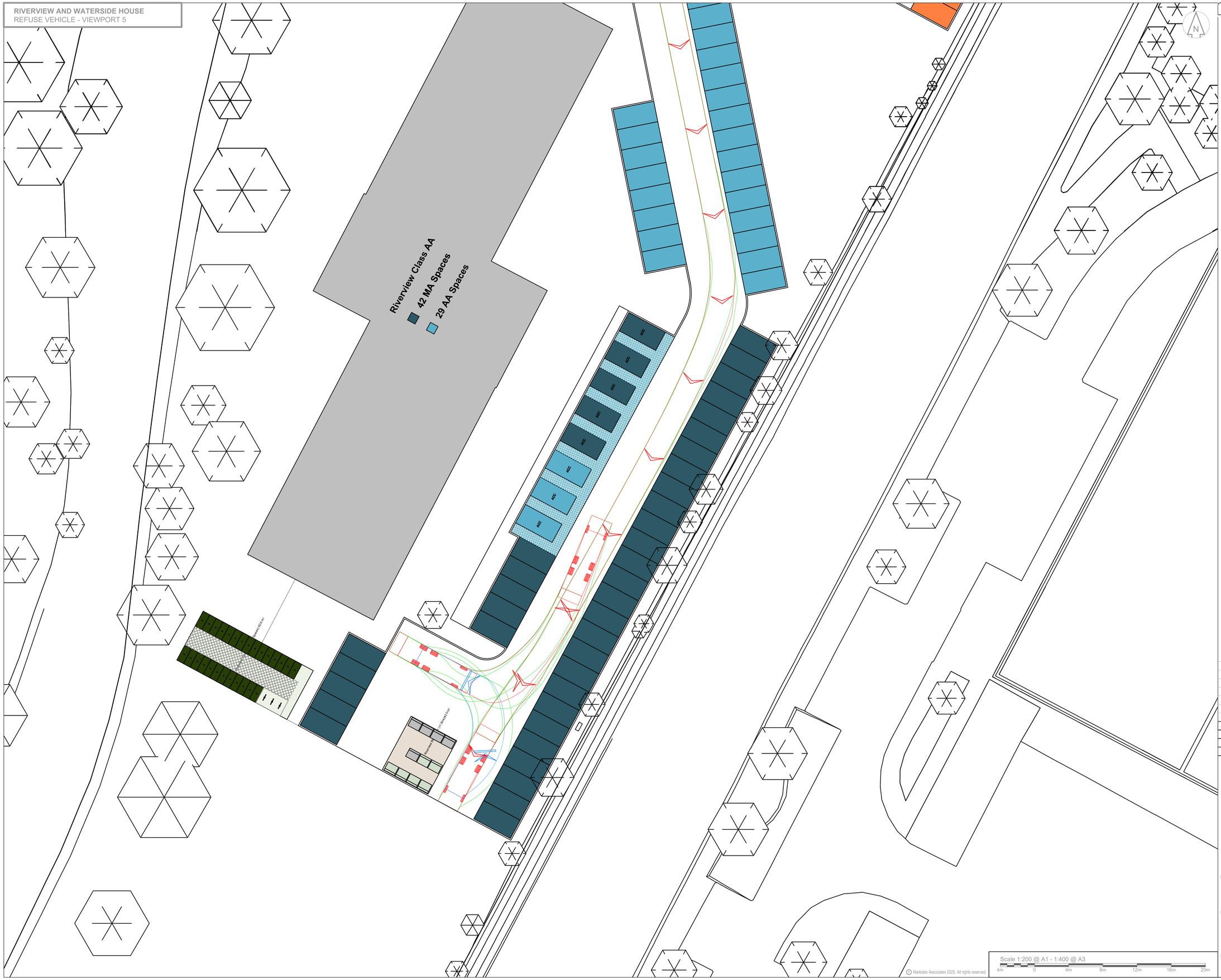
Drawing Title

SWEPT PATH ANALYSIS
REFUSE VEHICLE
DRAWING ONE OF FIVE

Markides Associates reference: 25256 1:200 @ A1

25256-MA-XX-XX-DR-0002 - P01

RIVERVIEW AND WATERSIDE HOUSE
REFUSE VEHICLE - VIEWPORT 5



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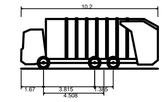

Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

KEY

VEHICLE BODY LINE

VEHICLE WHEEL LINE

Revision History

P01	FOR INFORMATION	BRG	ESH	ESH	27-06-25
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RIVERVIEW & WATERSIDE HOUSE
UXBRIDGE - DESIGN AA

Drawing Title

SWEPT PATH ANALYSIS
REFUSE VEHICLE
DRAWING TWO OF FIVE

Markides Associates reference: 25256 1:200 @ A1

25256-MA-XX-XX-DR-0003 - P01

Scale 1:200 @ A1 - 1:400 @ A3

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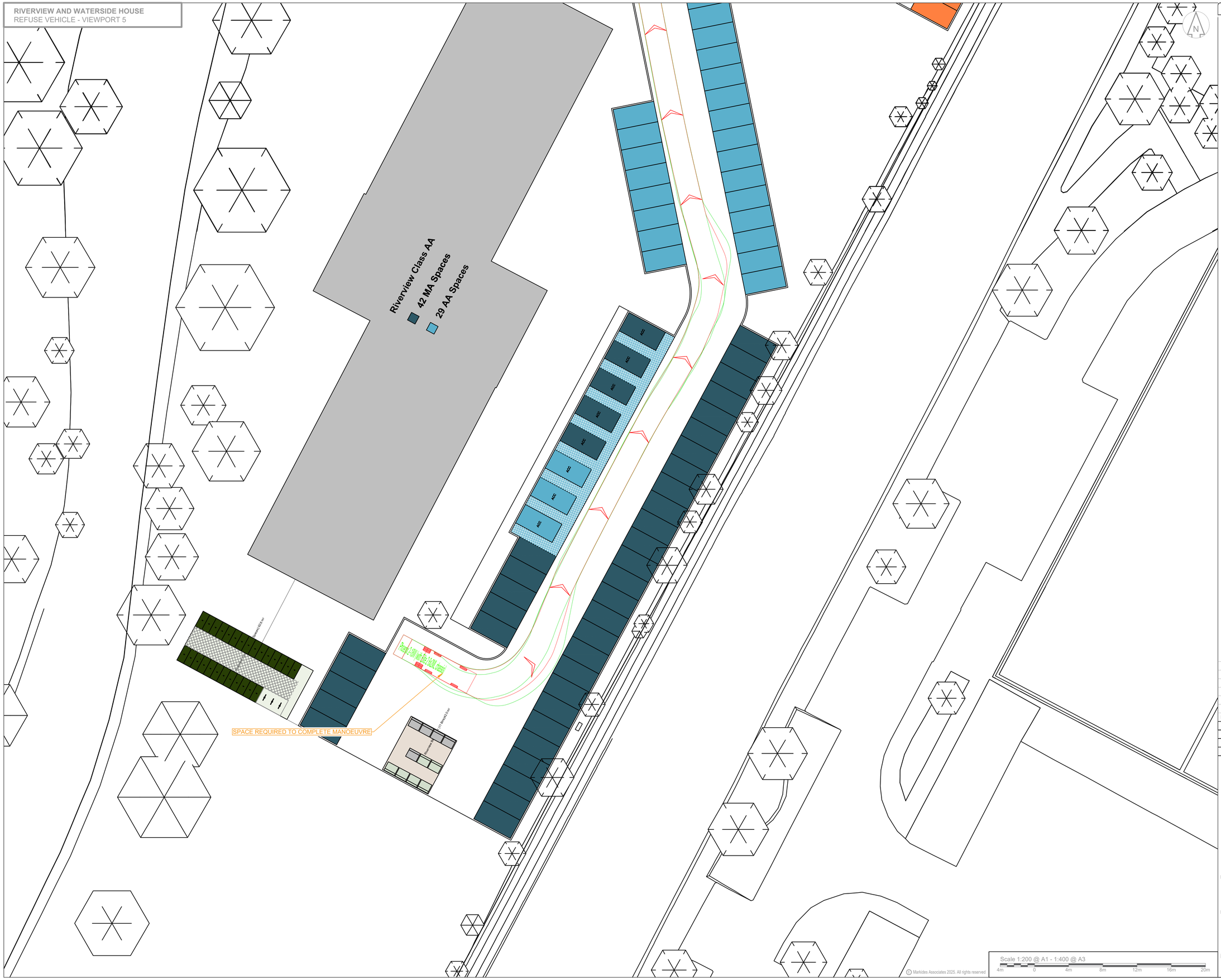
RIVERVIEW AND WATERSIDE HOUSE
REFUSE VEHICLE - VIEWPORT 5



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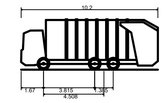

Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

KEY

VEHICLE BODY LINE

VEHICLE WHEEL LINE

Revision History

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RIVERVIEW & WATERSIDE HOUSE
UXBRIDGE - DESIGN AA

Drawing Title

SWEPT PATH ANALYSIS
REFUSE VEHICLE
DRAWING THREE OF FIVE

Markides Associates reference: 25256 1:200 @ A1

25256-MA-XX-XX-DR-0004 - P01

Scale 1:200 @ A1 - 1:400 @ A3

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RIVERVIEW AND WATERSIDE HOUSE
REFUSE VEHICLE - VIEWPORT 1

RIVERVIEW AND WATERSIDE HOUSE
REFUSE VEHICLE - VIEWPORT 2

RIVERVIEW AND WATERSIDE HOUSE
REFUSE VEHICLE - VIEWPORT 3

Waterside Class AA
42 MA Spaces
29 AA Spaces

RIVERVIEW AND WATERSIDE HOUSE
REFUSE VEHICLE - VIEWPORT 4

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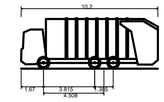

Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)	
Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

KEY

VEHICLE BODY LINE

VEHICLE WHEEL LINE

Revision History

P01	FOR INFORMATION	BRG	ESH	ESH	27-06-25
Rev.	Comment	By	Chkd	Appr	Date

Current Revision

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RIVERVIEW & WATERSIDE HOUSE
UXBRIDGE - DESIGN AA

Drawing Title

SWEPT PATH ANALYSIS
REFUSE VEHICLE
DRAWING FOUR OF FIVE

Markides Associates reference: 25256 1:200 @ A1

25256-MA-XX-XX-DR-0005 - P01

Scale 1:200 @ A1 - 1:400 @ A3
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RIVERVIEW AND WATERSIDE HOUSE
WATERSIDE HOUSE NORTH REFUSE STORE

RIVERVIEW AND WATERSIDE HOUSE
WATERSIDE HOUSE SOUTH REFUSE STORE

RIVERVIEW AND WATERSIDE HOUSE
RIVERVIEW HOUSE NORTH REFUSE STORE

RIVERVIEW AND WATERSIDE HOUSE
RIVERVIEW HOUSE SOUTH REFUSE STORE

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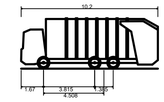

Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)	
Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REFUSE DRAG DISTANCE BELOW 10m

Revision History

P01	FOR INFORMATION	BRG	ESH	ESH	26-06-25
Rev	Comment	By	Chkd	Appr	Date

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PRELIMINARY

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Project
RIVERVIEW & WATERSIDE HOUSE
UXBRIDGE - DESIGN AA

Drawing Title
SWEPT PATH ANALYSIS
REFUSE VEHICLE
DRAWING FIVE OUT OF FIVE

Markides Associates reference: 25256 1:200 @ A1

25256-MA-XX-XX-DR-0006 - P01

Scale 1:200 @ A1 - 1:400 @ A3
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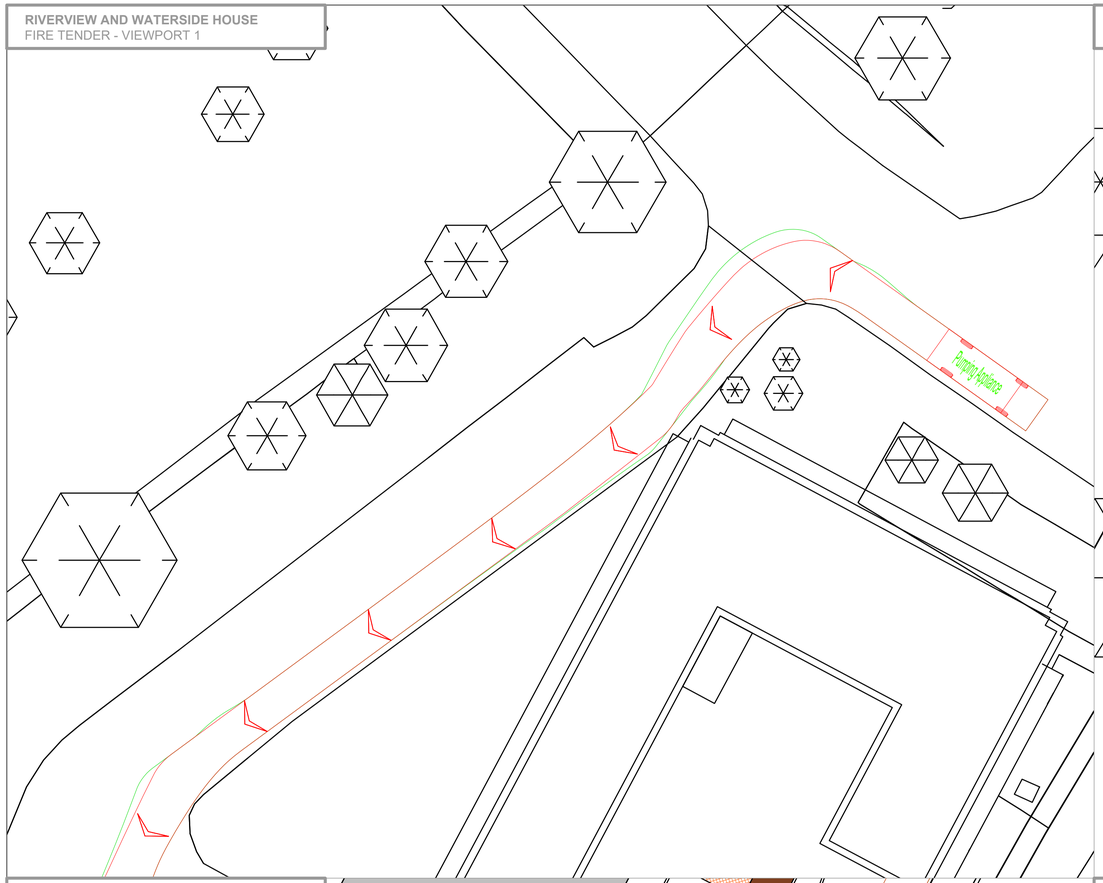
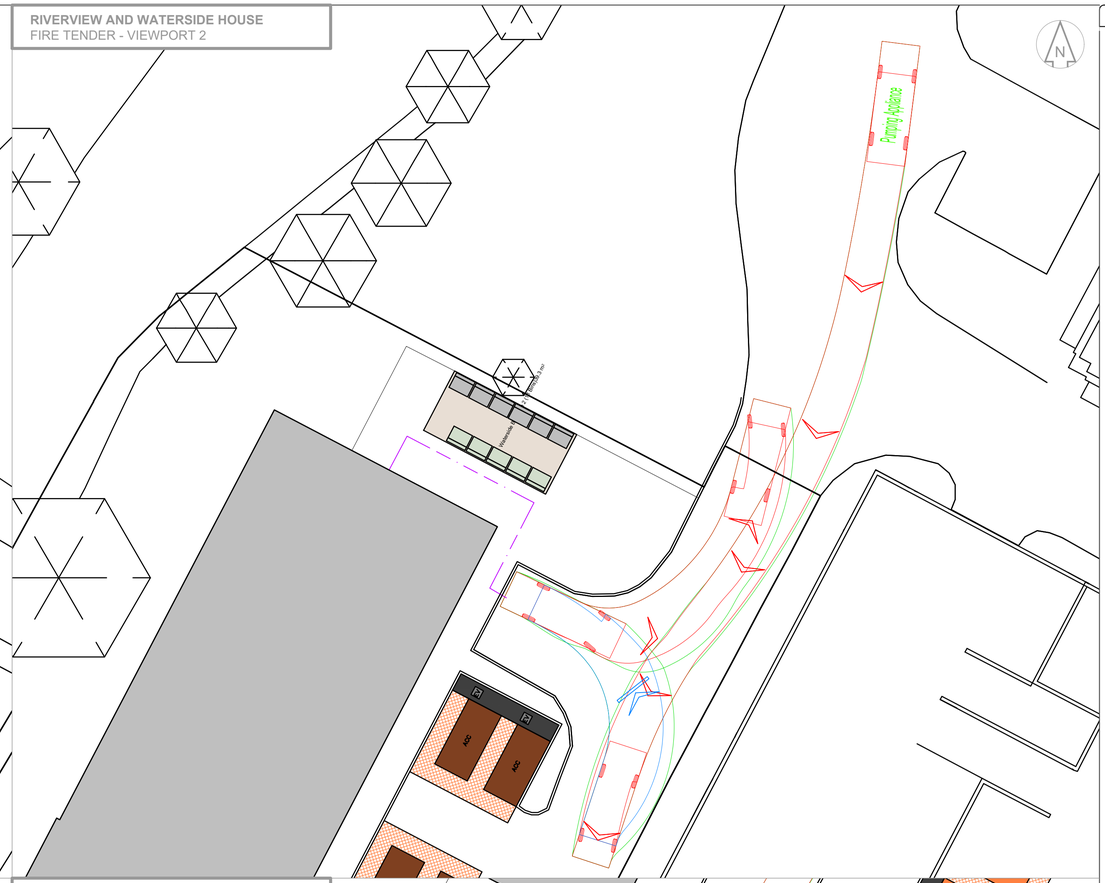
RIVERVIEW AND WATERSIDE HOUSE
FIRE TENDER - VIEWPORT 1



RIVERVIEW AND WATERSIDE HOUSE
FIRE TENDER - VIEWPORT 2



RIVERVIEW AND WATERSIDE HOUSE
FIRE TENDER - VIEWPORT 3

RIVERVIEW AND WATERSIDE HOUSE
FIRE TENDER - VIEWPORT 4

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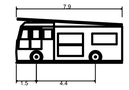

Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- FIRE TENDER CATCHMENT BELOW 18m

Revision History

P01	FOR INFORMATION	BRG	ESH	ESH	27-06-25
Rev.	Comment	By	Chkd	Appr	Date

Current Revision

P01	FOR INFORMATION	BRG	ESH	ESH	27-06-25
Rev.	Comment	By	Chkd	Appr	Date

PRELIMINARY

Elmwin Bridge Ltd

MARKIDES ASSOCIATES
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Project

RIVERVIEW & WATERSIDE HOUSE
UXBRIDGE - DESIGN AA

Drawing Title

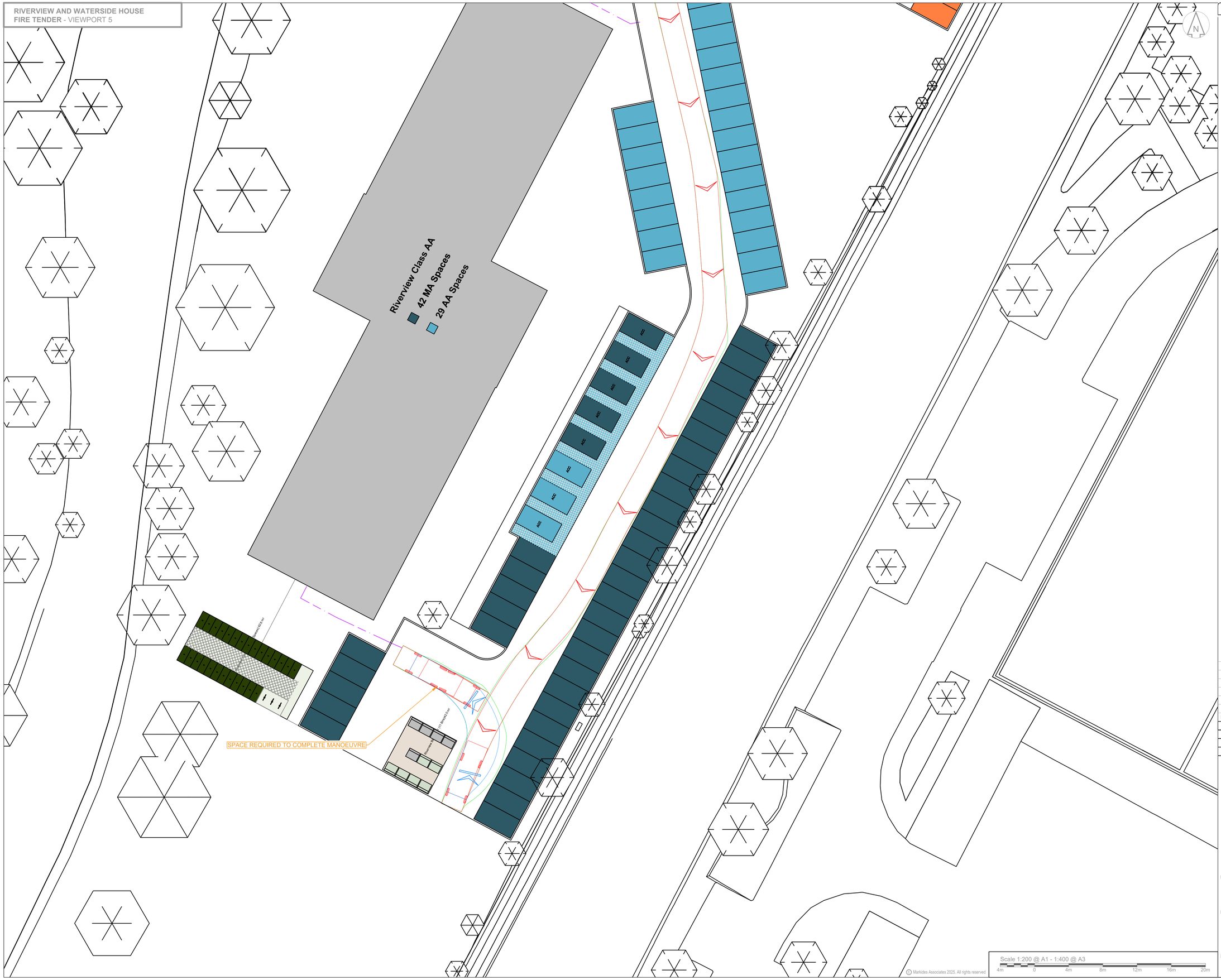
SWEPT PATH ANALYSIS
LFB FIRE TENDER
DRAWING ONE OF FOUR

Markides Associates reference: 25256 1:200 @ A1

25256-MA-XX-XX-DR-0007 - P01

Scale 1:200 @ A1 - 1:400 @ A3
4m 0 4m 8m 12m 16m 20m

RIVERVIEW AND WATERSIDE HOUSE
FIRE TENDER - VIEWPORT 5



DO NOT SCALE OFF THIS DRAWING

NOTES

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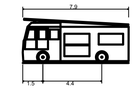

Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- FIRE TENDER CATCHMENT BELOW 18m

Revision History

P01	FOR INFORMATION	BRG	ESH	ESH	27-06-25
Rev	Comment	By	Chkd	Appr	Date

Current Revision

P01	FOR INFORMATION	BRG	ESH	ESH	27-06-25
Rev	Comment	By	Chkd	Appr	Date

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Project
RIVERVIEW & WATERSIDE HOUSE
UXBRIDGE - DESIGN AA

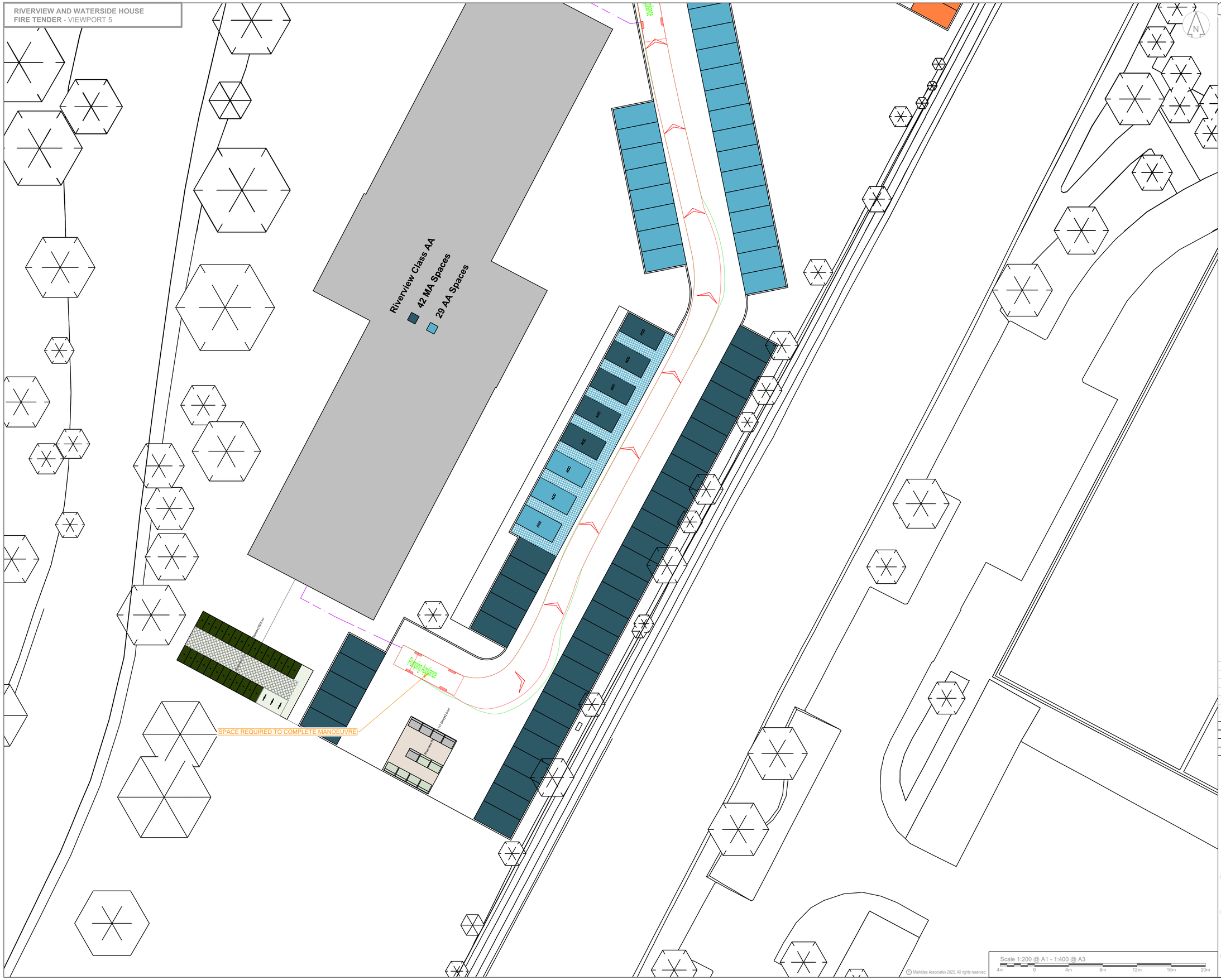
Drawing Title
SWEPT PATH ANALYSIS
LBF FIRE TENDER
DRAWING TWO OF FOUR

Markides Associates reference: 25256 1:200 @ A1

25256-MA-XX-XX-DR-0008 - P01

Scale 1:200 @ A1 - 1:400 @ A3
4m 0 4m 8m 12m 16m 20m

RIVERVIEW AND WATERSIDE HOUSE
FIRE TENDER - VIEWPORT 5



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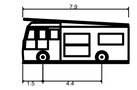

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Track Width	2.500m
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Kerb to Kerb Turning Radius	7.750m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- FIRE TENDER CATCHMENT BELOW 18m

Revision History

P01	FOR INFORMATION	BRG	ESH	ESH	27-06-25
Rev	Comment	By	Chkd	Appr	Date

Current Revision

P01	FOR INFORMATION	BRG	ESH	ESH	27-06-25
Rev	Comment	By	Chkd	Appr	Date

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Project

RIVERVIEW & WATERSIDE HOUSE
UXBRIDGE - DESIGN AA

Drawing Title

SWEPT PATH ANALYSIS
LBF FIRE TENDER
DRAWING THREE OF FOUR

Markides Associates reference: 25256 1:200 @ A1

25256-MA-XX-XX-DR-0009 - P01

Scale 1:200 @ A1 - 1:400 @ A3

4m 0 4m 8m 12m 16m 20m

RIVERVIEW AND WATERSIDE HOUSE
FIRE TENDER - VIEWPORT 1

RIVERVIEW AND WATERSIDE HOUSE
FIRE TENDER - VIEWPORT 2

RIVERVIEW AND WATERSIDE HOUSE
FIRE TENDER - VIEWPORT 3

RIVERVIEW AND WATERSIDE HOUSE
FIRE TENDER - VIEWPORT 4

Waterside Class AA
42 MA Spaces
29 AA Spaces

Pumping Appliance

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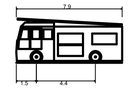

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Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

KEY

VEHICLE BODY LINE

VEHICLE WHEEL LINE

FIRE TENDER CATCHMENT BELOW 18m

Revision History

P01	FOR INFORMATION	BRG	ESH	ESH	27-06-25
Rev.	Comment	By	Chkd	Appr	Date

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Project

RIVERVIEW & WATERSIDE HOUSE
UXBRIDGE - DESIGN AA

Drawing Title

SWEPT PATH ANALYSIS
LFB FIRE TENDER
DRAWING FOUR OF FOUR

Markides Associates reference: 25256 1:200 @ A1

25256-MA-XX-XX-DR-0010 - P01

Scale 1:200 @ A1 - 1:400 @ A3
4m 0 4m 8m 12m 16m 20m

APPENDICES

Appendix A – Policy Considerations
Appendix B – Site Layout
Appendix C – TRICS Output (Office)
Appendix D – TRICS Output (Residential)
Appendix E – PTAL Report

APPENDIX A – POLICY CONSIDERATIONS

A1 Overview

A1.1 This section outlines the relevant national and local planning policy in relation to the development site.

A2 National Planning Policy

The National Planning Policy Framework (2025)

A2.1 The National Planning Policy Framework (NPPF) was revised in February 2025. It sets out government planning policy and provides a framework within which local planning policies should be produced.

A2.2 With regards to transport, NPPF Paragraph 115 states:

> In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
>
> - sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
> - safe and suitable access to the site can be achieved for all users;
> - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and
> - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

A2.3 Within this context, the NPPF states that developments should:

- Prioritise pedestrian and cycle movements and facilitation of access to high quality public transport;
- Address the transport needs of people with disability and reduced mobility;
- Create places that are safe, secure and attractive; and
- Allow for access by service and emergency vehicles as well as the efficient delivery of goods.

A2.4 Furthermore, Paragraph 116 continues:

> 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

A3 Regional Planning Policy

The London Plan (2021)

A3.1 The London Plan was published on 2nd March 2021. Chapter 10 of this document deals with transport and Policy T1 sets the overarching approach to transport strategy for the city.

A3.2 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.

A3.3 The London Plan additionally includes a new concept as indicated in Policy T2; 'Healthy Streets'. This approach recognises the importance of encouraging active modes of transport and reducing the dominance of vehicles. 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.

A3.4 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.

A3.5 According to Policy T6 of the London Plan, the following cycle parking standards should be adhered to in line with the London Plan which have been set out in the table below.

Cycle Parking Standards

Use	Long-Stay	Short-Stay
Dwellings	1 space per studio or 1 person 1 bedroom dwelling	5 to 40 dwellings: 2 spaces
	1.5 spaces per 2 person 1 bedroom dwelling	Thereafter: 1 space per 40 dwellings
	2 spaces per all other dwellings	

A3.6 In terms of car parking, Policy T6 stipulates that car-free development should be the starting point for all proposals that are well-connected by public transport.

A3.7 Policy T7: Deliveries, servicing and construction states:

> Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible.

A4 Local Planning Policy

Hillingdon Local Plan Part 1 (2012) and Part 2 (2020)

A4.1 The Hillingdon Local Plan is comprised of two parts, the first of which was adopted in November 2012 and is outlines the policies on a strategic scale for Hillingdon. Part 2 outlines the Development Management Policies which provide more detailed policies that form the basis of the Council's decisions on planning applications.

A4.2 These policies implement the presumption in favour of sustainable development embedded within the NPPF and the London Plan, with Chapter 9 of Part 1 of the Local

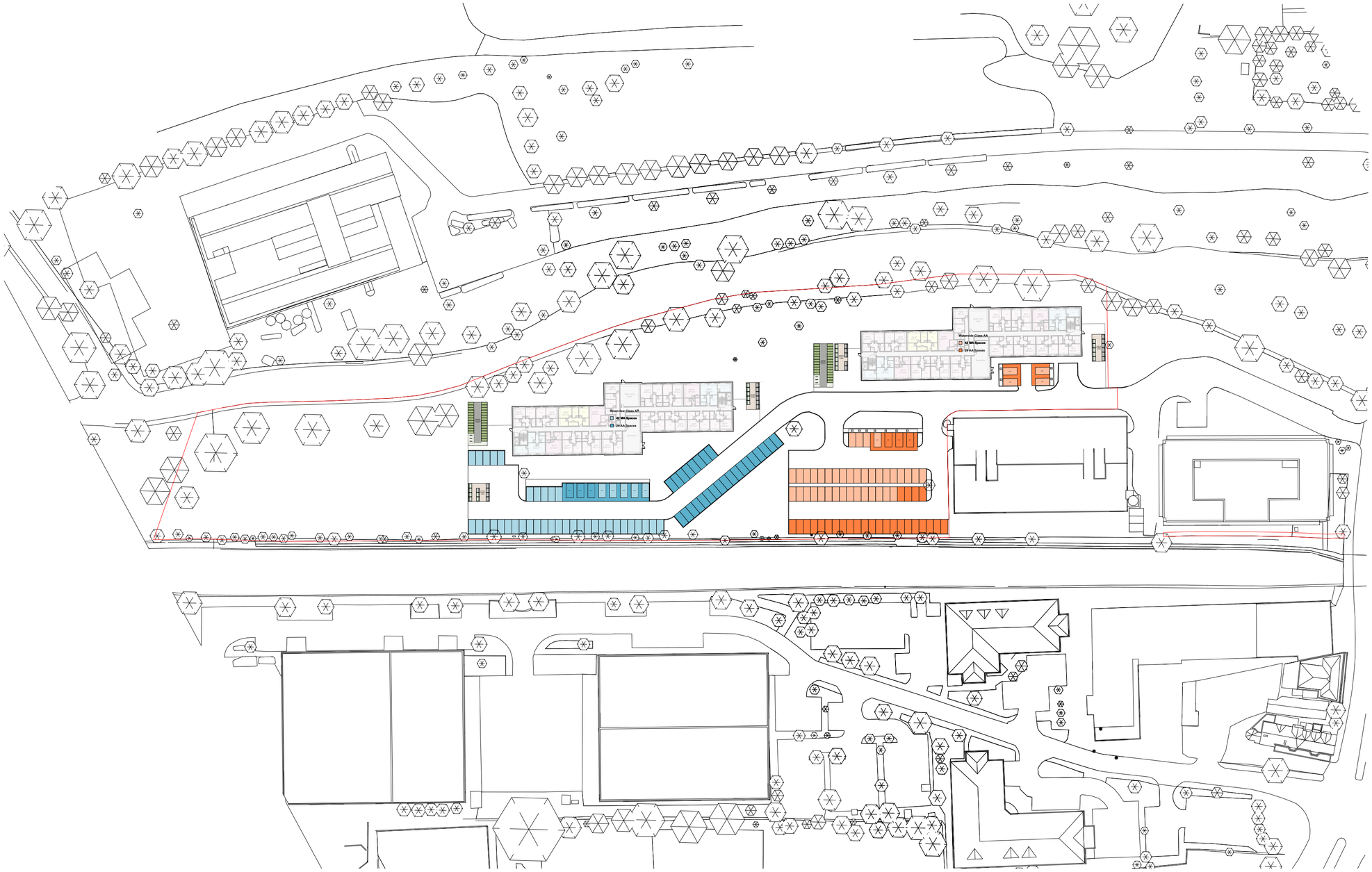
Plan stating its goal to 'promote sustainable forms of transport with an overall aim of improving quality of life and reducing private car dependency.'

A4.3 Chapter 8 of Part 2 of the Local Plan goes on to outline specific policies in relation to transport for development proposals, with Policy DMT 1 stating:

> Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:
>
> - be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
> - maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
> - provide equal access for all people, including inclusive access for disabled people;
> - adequately address delivery, servicing and drop-off requirements; and
> - have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

A4.4 Policies DMT 2 to DMT 7 further specify requirements for development proposals in regard to highways impacts, road safeguarding, public transport, pedestrians and cyclists, vehicle parking and freight.

APPENDIX B – SITE LAYOUT



Proposed Site Plan - Class AA

Scale 1:1000@A2

0 10 40 60 80 100m

Riverview House Accommodation Schedule - Class AA

	Level	Storey Height (m)	1B1P 40m²	NSA	1B2P 50m²	NSA	2B3P 61m²	NSA	2B4P 70m²	NSA	Refuse & Cycle	Total Units	Total Beds	GIA (m2)	NSA (m2)	NSA/GIA
MA	GF		15	687m²	2	107m²	1	62m²	0	m²	171m²	18	19	1,202m²	856m²	71%
MA	01		15	687m²	2	107m²	2	129m²	0	m²	0	19	21	1,202m²	923m²	77%
MA	02		15	687m²	2	107m²	2	129m²	0	m²	0	19	21	1,202m²	923m²	77%
AA	03		15	687m²	2	107m²	2	129m²	0	m²	0	19	21	1,202m²	923m²	77%
AA	04		15	687m²	2	107m²	2	129m²	0	m²	0	19	21	1,202m²	923m²	77%
AA Total		0.00	30	1,374m²	4	214m²	4	258m²	0	m²	171m²	38	42	2,404m²	1,846m²	77%
Mix			78.9%		10.5%		10.5%		0.0%							
Total		0.00	75	3,435m²	10	535m²	9	578m²	0	m²	171m²	94	103	6,010m²	4,548m²	76%
Mix			79.8%		10.6%		9.6%		0.0%							

AA Total Units	38
Overall Total Units	94
Total Cycle Spaces	114
Total Car Parking Spaces	71

Class MA
Class AA
Total

Waterview House Accommodation Schedule - Class AA

	Level	Storey Height (m)	1B1P 40m²	NSA	1B2P 50m²	NSA	2B3P 61m²	NSA	2B4P 70m²	NSA	Refuse & Cycle	Total Units	Total Beds	GIA (m2)	NSA (m2)	NSA/GIA
MA	GF		15	687m²	2	107m²	1	62m²	0	m²	171m²	18	19	1,202m²	856m²	71%
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AA	03		15	687m²	2	107m²	2	129m²	0	m²	0	19	21	1,202m²	923m²	77%
AA	04		15	687m²	2	107m²	2	129m²	0	m²	0	19	21	1,202m²	923m²	77%
AA Total		0.00	30	1,374m²	4	214m²	4	258m²	0	m²	171m²	38	42	2,404m²	1,846m²	77%
Mix			78.9%		10.5%		10.5%		0.0%							
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Overall Total Units	94
Total Cycle Spaces	114
Total Car Parking Spaces	71

Class MA
Class AA
Total

Revision:	Date:	Drawn:	Check:
A Updated to comments.	23.06.25	EAB	JW1
B Updated to comments.	26.06.25	EAB	JW1
C Updated to comments.	02.07.25	EAB	JW1

Key:

- Application Site Boundary Line
- 1B1P (1B1P* = Studio)
- 1B2P
- 2B3P
- 2B4P

PLEASE NOTE: All drawing information is indicative and subject to further design development & detail design. Position and extent of all utilities (overground & underground), easements, topographical features & trees to be confirmed and subject to further surveys. Exact site boundary position TBC through land registry plan and further on site investigations. Layout design is drawn for feasibility & discussion purposes only and has been based on PDF survey information that is subject to a full measured building survey.

This sketch is indicative only and based on incomplete survey information. Core areas are assumed to contain vertical circulation but remain unverified. The proposal is subject to full measured, structural, and M&E surveys, and is for feasibility/discussion purposes only.

Further design development will be required to address:

A compliant fire strategy, including means of escape, protected lobbies, evacuation lift requirements, and fire-rated construction;

Acoustic and thermal performance in line with Building Regulations, including potential enhancements between residential uses;

Ventilation to habitable spaces and shared areas per Approved Document F, plus assessment of overheating risk (Part O);

Structural capacity of the existing building to support residential conversion and associated loadings;

Natural light provision and daylight/sunlight performance in accordance with BRE guidance;

Services coordination, including drainage, vertical risers, and ventilation routes;

Access and inclusivity, including potential lift upgrades and Part M compliance;

Waste and cycle storage arrangements;

Assessment of hazardous materials (e.g., asbestos) within the existing fabric.

All elements remain subject to detailed technical input, further surveys, and compliance with current planning and building regulations.

Project
Riverview & Waterside House, Uxbridge

rg+p prj. reference
103-268

Status
Feasibility

Client
Highgrass Ltd

Package
/ Permitted Development - Class AA

Sheet Title
Proposed Site Plan (Class AA)

Scale
1:1,76, 1:1000@A2

Date
2[illegible].05.2025

Drawn by
EAB

Checked by
JW1

Drawing reference
103-268_(SK)020C

Revision

DRAFT

London | Birmingham | Leicester
0203 327 0381 | 0121 309 0071 | 0116 204 5800
rg-p.co.uk · design@rg-p.co.uk

Notes:
All designs should be constructed in strict accordance with building regulations.
In addition any materials, components and fixings in/or connected to a façade should be non-combustible if the top storey of the building is above 11m.

APPENDIX C– TRICS OUTPUT (OFFICE)

Markides Associates Ltd 73-81 Southwark Bridge Road London Licence No: 860401

Calculation Reference: AUDIT-860401-250611-0642

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	WS	WEST SUSSEX	3 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	830 to 5700 (units: sqm)
Range Selected by User:	186 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 21/03/24

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 undertaking using machines.

Selected Locations:

Edge of Town Centre	3
Edge of Town	2

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	1
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 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	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	1 days
No	4 days

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

PTAL Rating:

No PTAL Present	4 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1 BN-02-A-01 OFFICES BARNET
MOON LANE
HIGH BARNET

Edge of Town Centre
No Sub Category
Total Gross floor area: 1366 sqm
Survey date: THURSDAY *11/11/21* *Survey Type: MANUAL*

2 HF-02-A-05 OFFICES HERTFORDSHIRE
CRANBORNE ROAD
POTTERS BAR

Edge of Town
Commercial Zone
Total Gross floor area: 3378 sqm
Survey date: MONDAY *11/03/24* *Survey Type: MANUAL*

3 WS-02-A-05 SOCIAL HOUSING COMPANY WEST SUSSEX
NORTH STREET
WORTHING

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 830 sqm
Survey date: TUESDAY *17/05/22* *Survey Type: MANUAL*

4 WS-02-A-06 SOUTHERN WATER OFFICES WEST SUSSEX
YEOMAN ROAD
WORTHING

Edge of Town
No Sub Category
Total Gross floor area: 5700 sqm
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

5 WS-02-A-07 BUSINESS TECHNOLOGY WEST SUSSEX
HAM ROAD
SHOREHAM-BY-SEA

Edge of Town Centre
No Sub Category
Total Gross floor area: 2780 sqm
Survey date: FRIDAY *11/11/22* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BH-02-A-05	Size
HD-02-A-10	Size
HO-02-A-01	Size
LB-02-A-01	land use

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.46

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2811	0.776	5	2811	0.085	5	2811	0.861
08:00 - 09:00	5	2811	1.594	5	2811	0.185	5	2811	1.779
09:00 - 10:00	5	2811	0.712	5	2811	0.157	5	2811	0.869
10:00 - 11:00	5	2811	0.221	5	2811	0.221	5	2811	0.442
11:00 - 12:00	5	2811	0.228	5	2811	0.235	5	2811	0.463
12:00 - 13:00	5	2811	0.327	5	2811	0.434	5	2811	0.761
13:00 - 14:00	5	2811	0.342	5	2811	0.363	5	2811	0.705
14:00 - 15:00	5	2811	0.164	5	2811	0.256	5	2811	0.420
15:00 - 16:00	5	2811	0.128	5	2811	0.505	5	2811	0.633
16:00 - 17:00	5	2811	0.107	5	2811	0.733	5	2811	0.840
17:00 - 18:00	5	2811	0.149	5	2811	1.259	5	2811	1.408
18:00 - 19:00	5	2811	0.107	5	2811	0.455	5	2811	0.562
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.855			4.888			9.743

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

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

Parameter summary

Trip rate parameter range selected:	830 - 5700 (units: sqm)
Survey date date range:	01/01/16 - 21/03/24
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	4

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2811	0.007	5	2811	0.007	5	2811	0.014
08:00 - 09:00	5	2811	0.014	5	2811	0.014	5	2811	0.028
09:00 - 10:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
10:00 - 11:00	5	2811	0.007	5	2811	0.007	5	2811	0.014
11:00 - 12:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
12:00 - 13:00	5	2811	0.007	5	2811	0.007	5	2811	0.014
13:00 - 14:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
14:00 - 15:00	5	2811	0.014	5	2811	0.014	5	2811	0.028
15:00 - 16:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
16:00 - 17:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
17:00 - 18:00	5	2811	0.014	5	2811	0.014	5	2811	0.028
18:00 - 19:00	5	2811	0.007	5	2811	0.007	5	2811	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.070			0.140

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2811	0.007	5	2811	0.000	5	2811	0.007
08:00 - 09:00	5	2811	0.007	5	2811	0.014	5	2811	0.021
09:00 - 10:00	5	2811	0.007	5	2811	0.007	5	2811	0.014
10:00 - 11:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
11:00 - 12:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
12:00 - 13:00	5	2811	0.007	5	2811	0.007	5	2811	0.014
13:00 - 14:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
14:00 - 15:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
15:00 - 16:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
16:00 - 17:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
17:00 - 18:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
18:00 - 19:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2811	0.014	5	2811	0.000	5	2811	0.014
08:00 - 09:00	5	2811	0.100	5	2811	0.000	5	2811	0.100
09:00 - 10:00	5	2811	0.028	5	2811	0.000	5	2811	0.028
10:00 - 11:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
11:00 - 12:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
12:00 - 13:00	5	2811	0.000	5	2811	0.007	5	2811	0.007
13:00 - 14:00	5	2811	0.007	5	2811	0.000	5	2811	0.007
14:00 - 15:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
15:00 - 16:00	5	2811	0.000	5	2811	0.014	5	2811	0.014
16:00 - 17:00	5	2811	0.000	5	2811	0.057	5	2811	0.057
17:00 - 18:00	5	2811	0.007	5	2811	0.071	5	2811	0.078
18:00 - 19:00	5	2811	0.000	5	2811	0.007	5	2811	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.156			0.156			0.312

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2811	0.847	5	2811	0.107	5	2811	0.954
08:00 - 09:00	5	2811	1.765	5	2811	0.228	5	2811	1.993
09:00 - 10:00	5	2811	0.797	5	2811	0.178	5	2811	0.975
10:00 - 11:00	5	2811	0.285	5	2811	0.270	5	2811	0.555
11:00 - 12:00	5	2811	0.270	5	2811	0.270	5	2811	0.540
12:00 - 13:00	5	2811	0.377	5	2811	0.534	5	2811	0.911
13:00 - 14:00	5	2811	0.384	5	2811	0.434	5	2811	0.818
14:00 - 15:00	5	2811	0.178	5	2811	0.299	5	2811	0.477
15:00 - 16:00	5	2811	0.121	5	2811	0.576	5	2811	0.697
16:00 - 17:00	5	2811	0.100	5	2811	0.804	5	2811	0.904
17:00 - 18:00	5	2811	0.171	5	2811	1.423	5	2811	1.594
18:00 - 19:00	5	2811	0.128	5	2811	0.498	5	2811	0.626
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.423			5.621			11.044

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2811	0.085	5	2811	0.000	5	2811	0.085
08:00 - 09:00	5	2811	0.100	5	2811	0.007	5	2811	0.107
09:00 - 10:00	5	2811	0.064	5	2811	0.028	5	2811	0.092
10:00 - 11:00	5	2811	0.050	5	2811	0.078	5	2811	0.128
11:00 - 12:00	5	2811	0.135	5	2811	0.149	5	2811	0.284
12:00 - 13:00	5	2811	0.221	5	2811	0.285	5	2811	0.506
13:00 - 14:00	5	2811	0.320	5	2811	0.192	5	2811	0.512
14:00 - 15:00	5	2811	0.078	5	2811	0.064	5	2811	0.142
15:00 - 16:00	5	2811	0.007	5	2811	0.021	5	2811	0.028
16:00 - 17:00	5	2811	0.028	5	2811	0.128	5	2811	0.156
17:00 - 18:00	5	2811	0.036	5	2811	0.142	5	2811	0.178
18:00 - 19:00	5	2811	0.000	5	2811	0.014	5	2811	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.124			1.108			2.232

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2811	0.021	5	2811	0.000	5	2811	0.021
08:00 - 09:00	5	2811	0.093	5	2811	0.000	5	2811	0.093
09:00 - 10:00	5	2811	0.014	5	2811	0.000	5	2811	0.014
10:00 - 11:00	5	2811	0.007	5	2811	0.000	5	2811	0.007
11:00 - 12:00	5	2811	0.007	5	2811	0.007	5	2811	0.014
12:00 - 13:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
13:00 - 14:00	5	2811	0.000	5	2811	0.007	5	2811	0.007
14:00 - 15:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
15:00 - 16:00	5	2811	0.000	5	2811	0.014	5	2811	0.014
16:00 - 17:00	5	2811	0.000	5	2811	0.057	5	2811	0.057
17:00 - 18:00	5	2811	0.007	5	2811	0.050	5	2811	0.057
18:00 - 19:00	5	2811	0.000	5	2811	0.014	5	2811	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.149			0.149			0.298

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2811	0.021	5	2811	0.000	5	2811	0.021
08:00 - 09:00	5	2811	0.093	5	2811	0.000	5	2811	0.093
09:00 - 10:00	5	2811	0.078	5	2811	0.000	5	2811	0.078
10:00 - 11:00	5	2811	0.014	5	2811	0.000	5	2811	0.014
11:00 - 12:00	5	2811	0.000	5	2811	0.007	5	2811	0.007
12:00 - 13:00	5	2811	0.000	5	2811	0.028	5	2811	0.028
13:00 - 14:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
14:00 - 15:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
15:00 - 16:00	5	2811	0.000	5	2811	0.007	5	2811	0.007
16:00 - 17:00	5	2811	0.000	5	2811	0.021	5	2811	0.021
17:00 - 18:00	5	2811	0.000	5	2811	0.085	5	2811	0.085
18:00 - 19:00	5	2811	0.000	5	2811	0.021	5	2811	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.206			0.169			0.375

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2811	0.043	5	2811	0.000	5	2811	0.043
08:00 - 09:00	5	2811	0.185	5	2811	0.000	5	2811	0.185
09:00 - 10:00	5	2811	0.093	5	2811	0.000	5	2811	0.093
10:00 - 11:00	5	2811	0.021	5	2811	0.000	5	2811	0.021
11:00 - 12:00	5	2811	0.007	5	2811	0.014	5	2811	0.021
12:00 - 13:00	5	2811	0.000	5	2811	0.028	5	2811	0.028
13:00 - 14:00	5	2811	0.000	5	2811	0.007	5	2811	0.007
14:00 - 15:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
15:00 - 16:00	5	2811	0.000	5	2811	0.021	5	2811	0.021
16:00 - 17:00	5	2811	0.000	5	2811	0.078	5	2811	0.078
17:00 - 18:00	5	2811	0.007	5	2811	0.135	5	2811	0.142
18:00 - 19:00	5	2811	0.000	5	2811	0.036	5	2811	0.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.356			0.319			0.675

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.46

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2811	0.989	5	2811	0.107	5	2811	1.096
08:00 - 09:00	5	2811	2.149	5	2811	0.235	5	2811	2.384
09:00 - 10:00	5	2811	0.982	5	2811	0.206	5	2811	1.188
10:00 - 11:00	5	2811	0.356	5	2811	0.349	5	2811	0.705
11:00 - 12:00	5	2811	0.413	5	2811	0.434	5	2811	0.847
12:00 - 13:00	5	2811	0.598	5	2811	0.854	5	2811	1.452
13:00 - 14:00	5	2811	0.712	5	2811	0.633	5	2811	1.345
14:00 - 15:00	5	2811	0.256	5	2811	0.363	5	2811	0.619
15:00 - 16:00	5	2811	0.128	5	2811	0.633	5	2811	0.761
16:00 - 17:00	5	2811	0.128	5	2811	1.067	5	2811	1.195
17:00 - 18:00	5	2811	0.221	5	2811	1.772	5	2811	1.993
18:00 - 19:00	5	2811	0.128	5	2811	0.555	5	2811	0.683
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.060			7.208			14.268

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2811	0.697	5	2811	0.071	5	2811	0.768
08:00 - 09:00	5	2811	1.423	5	2811	0.078	5	2811	1.501
09:00 - 10:00	5	2811	0.612	5	2811	0.057	5	2811	0.669
10:00 - 11:00	5	2811	0.149	5	2811	0.149	5	2811	0.298
11:00 - 12:00	5	2811	0.192	5	2811	0.192	5	2811	0.384
12:00 - 13:00	5	2811	0.235	5	2811	0.349	5	2811	0.584
13:00 - 14:00	5	2811	0.270	5	2811	0.292	5	2811	0.562
14:00 - 15:00	5	2811	0.114	5	2811	0.185	5	2811	0.299
15:00 - 16:00	5	2811	0.093	5	2811	0.413	5	2811	0.506
16:00 - 17:00	5	2811	0.085	5	2811	0.683	5	2811	0.768
17:00 - 18:00	5	2811	0.114	5	2811	1.188	5	2811	1.302
18:00 - 19:00	5	2811	0.085	5	2811	0.441	5	2811	0.526
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.069			4.098			8.167

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2811	0.064	5	2811	0.007	5	2811	0.071
08:00 - 09:00	5	2811	0.128	5	2811	0.078	5	2811	0.206
09:00 - 10:00	5	2811	0.078	5	2811	0.093	5	2811	0.171
10:00 - 11:00	5	2811	0.064	5	2811	0.064	5	2811	0.128
11:00 - 12:00	5	2811	0.036	5	2811	0.043	5	2811	0.079
12:00 - 13:00	5	2811	0.071	5	2811	0.064	5	2811	0.135
13:00 - 14:00	5	2811	0.064	5	2811	0.064	5	2811	0.128
14:00 - 15:00	5	2811	0.036	5	2811	0.057	5	2811	0.093
15:00 - 16:00	5	2811	0.036	5	2811	0.085	5	2811	0.121
16:00 - 17:00	5	2811	0.021	5	2811	0.036	5	2811	0.057
17:00 - 18:00	5	2811	0.021	5	2811	0.043	5	2811	0.064
18:00 - 19:00	5	2811	0.014	5	2811	0.007	5	2811	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.633			0.641			1.274

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
08:00 - 09:00	5	2811	0.021	5	2811	0.000	5	2811	0.021
09:00 - 10:00	5	2811	0.014	5	2811	0.000	5	2811	0.014
10:00 - 11:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
11:00 - 12:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
12:00 - 13:00	5	2811	0.007	5	2811	0.007	5	2811	0.014
13:00 - 14:00	5	2811	0.007	5	2811	0.007	5	2811	0.014
14:00 - 15:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
15:00 - 16:00	5	2811	0.000	5	2811	0.007	5	2811	0.007
16:00 - 17:00	5	2811	0.000	5	2811	0.014	5	2811	0.014
17:00 - 18:00	5	2811	0.000	5	2811	0.014	5	2811	0.014
18:00 - 19:00	5	2811	0.000	5	2811	0.000	5	2811	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.049			0.098

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

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

APPENDIX D – TRICS OUTPUT (RESIDENTIAL)

Markides Associates Ltd 73-81 Southwark Bridge Road London Licence No: 860401

Calculation Reference: AUDIT-860401-250611-0646

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BM	BROMLEY	1 days
	BT	BRENT	2 days
	HO	HOUNSLOW	1 days
	HV	HAVERING	1 days
	KI	KINGSTON	1 days
	RD	RICHMOND	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 20 to 493 (units:)
Range Selected by User: 20 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 05/09/24

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	4 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	6

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	6
Built-Up Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	34 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

C3	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	8 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	8 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	7 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	6 days
No	3 days

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

PTAL Rating:

1b Very poor	3 days
2 Poor	4 days
3 Moderate	2 days

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

LIST OF SITES relevant to selection parameters

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

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

2 BM-03-C-03 BLOCKS OF FLATS BROMLEY
ORCHARD ROAD
BROMLEY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *18/10/23* *Survey Type: MANUAL*

3 BT-03-C-01 BLOCKS OF FLATS BRENT
LAKESIDE DRIVE
PARK ROYAL

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

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

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

5 HO-03-C-03 BLOCKS OF FLATS HOUNSLOW
COMMERCE ROAD
BRENTFORD

Edge of Town Centre
Development Zone
Total No of Dwellings: 150
Survey date: FRIDAY *18/11/16* *Survey Type: MANUAL*

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

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

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

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

LIST OF SITES relevant to selection parameters (Cont.)

8 RD-03-C-03 BLOCKS OF FLATS RICHMOND
BESSANT DRIVE
KEW

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 120
Survey date: THURSDAY *26/04/18* *Survey Type: MANUAL*

9 RD-03-C-07 BLOCKS OF FLATS RICHMOND
BESSANT DRIVE
KEW

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *14/06/23* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BM-03-C-02	Lower density
WF-03-C-02	Survey undertaken during Covid-19
WF-03-C-04	Survey undertaken during Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.81

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.046	9	151	0.105	9	151	0.151
08:00 - 09:00	9	151	0.037	9	151	0.113	9	151	0.150
09:00 - 10:00	9	151	0.049	9	151	0.063	9	151	0.112
10:00 - 11:00	9	151	0.044	9	151	0.054	9	151	0.098
11:00 - 12:00	9	151	0.052	9	151	0.067	9	151	0.119
12:00 - 13:00	9	151	0.050	9	151	0.052	9	151	0.102
13:00 - 14:00	9	151	0.066	9	151	0.067	9	151	0.133
14:00 - 15:00	9	151	0.043	9	151	0.052	9	151	0.095
15:00 - 16:00	9	151	0.080	9	151	0.062	9	151	0.142
16:00 - 17:00	9	151	0.090	9	151	0.063	9	151	0.153
17:00 - 18:00	9	151	0.116	9	151	0.074	9	151	0.190
18:00 - 19:00	9	151	0.111	9	151	0.067	9	151	0.178
19:00 - 20:00	8	108	0.113	8	108	0.055	8	108	0.168
20:00 - 21:00	8	108	0.069	8	108	0.042	8	108	0.111
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.966			0.936			1.902

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

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Parameter summary

Trip rate parameter range selected:	20 - 493 (units:)
Survey date date range:	01/01/16 - 05/09/24
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.004	9	151	0.003	9	151	0.007
08:00 - 09:00	9	151	0.002	9	151	0.003	9	151	0.005
09:00 - 10:00	9	151	0.004	9	151	0.003	9	151	0.007
10:00 - 11:00	9	151	0.001	9	151	0.001	9	151	0.002
11:00 - 12:00	9	151	0.003	9	151	0.004	9	151	0.007
12:00 - 13:00	9	151	0.001	9	151	0.001	9	151	0.002
13:00 - 14:00	9	151	0.003	9	151	0.003	9	151	0.006
14:00 - 15:00	9	151	0.002	9	151	0.002	9	151	0.004
15:00 - 16:00	9	151	0.005	9	151	0.004	9	151	0.009
16:00 - 17:00	9	151	0.001	9	151	0.001	9	151	0.002
17:00 - 18:00	9	151	0.006	9	151	0.005	9	151	0.011
18:00 - 19:00	9	151	0.005	9	151	0.005	9	151	0.010
19:00 - 20:00	8	108	0.007	8	108	0.008	8	108	0.015
20:00 - 21:00	8	108	0.003	8	108	0.003	8	108	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.046			0.093

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.003	9	151	0.004	9	151	0.007
08:00 - 09:00	9	151	0.001	9	151	0.000	9	151	0.001
09:00 - 10:00	9	151	0.003	9	151	0.004	9	151	0.007
10:00 - 11:00	9	151	0.004	9	151	0.003	9	151	0.007
11:00 - 12:00	9	151	0.001	9	151	0.002	9	151	0.003
12:00 - 13:00	9	151	0.001	9	151	0.001	9	151	0.002
13:00 - 14:00	9	151	0.002	9	151	0.004	9	151	0.006
14:00 - 15:00	9	151	0.001	9	151	0.001	9	151	0.002
15:00 - 16:00	9	151	0.000	9	151	0.001	9	151	0.001
16:00 - 17:00	9	151	0.000	9	151	0.000	9	151	0.000
17:00 - 18:00	9	151	0.001	9	151	0.001	9	151	0.002
18:00 - 19:00	9	151	0.000	9	151	0.000	9	151	0.000
19:00 - 20:00	8	108	0.000	8	108	0.000	8	108	0.000
20:00 - 21:00	8	108	0.000	8	108	0.000	8	108	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.021			0.038

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.003	9	151	0.008	9	151	0.011
08:00 - 09:00	9	151	0.006	9	151	0.010	9	151	0.016
09:00 - 10:00	9	151	0.003	9	151	0.009	9	151	0.012
10:00 - 11:00	9	151	0.001	9	151	0.004	9	151	0.005
11:00 - 12:00	9	151	0.001	9	151	0.002	9	151	0.003
12:00 - 13:00	9	151	0.001	9	151	0.002	9	151	0.003
13:00 - 14:00	9	151	0.005	9	151	0.004	9	151	0.009
14:00 - 15:00	9	151	0.005	9	151	0.007	9	151	0.012
15:00 - 16:00	9	151	0.005	9	151	0.003	9	151	0.008
16:00 - 17:00	9	151	0.007	9	151	0.002	9	151	0.009
17:00 - 18:00	9	151	0.007	9	151	0.004	9	151	0.011
18:00 - 19:00	9	151	0.006	9	151	0.004	9	151	0.010
19:00 - 20:00	8	108	0.010	8	108	0.002	8	108	0.012
20:00 - 21:00	8	108	0.005	8	108	0.000	8	108	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.061			0.126

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.052	9	151	0.136	9	151	0.188
08:00 - 09:00	9	151	0.041	9	151	0.171	9	151	0.212
09:00 - 10:00	9	151	0.058	9	151	0.080	9	151	0.138
10:00 - 11:00	9	151	0.053	9	151	0.067	9	151	0.120
11:00 - 12:00	9	151	0.070	9	151	0.085	9	151	0.155
12:00 - 13:00	9	151	0.063	9	151	0.068	9	151	0.131
13:00 - 14:00	9	151	0.085	9	151	0.088	9	151	0.173
14:00 - 15:00	9	151	0.054	9	151	0.067	9	151	0.121
15:00 - 16:00	9	151	0.119	9	151	0.083	9	151	0.202
16:00 - 17:00	9	151	0.130	9	151	0.082	9	151	0.212
17:00 - 18:00	9	151	0.152	9	151	0.102	9	151	0.254
18:00 - 19:00	9	151	0.160	9	151	0.085	9	151	0.245
19:00 - 20:00	8	108	0.161	8	108	0.077	8	108	0.238
20:00 - 21:00	8	108	0.090	8	108	0.050	8	108	0.140
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.288			1.241			2.529

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.021	9	151	0.054	9	151	0.075
08:00 - 09:00	9	151	0.036	9	151	0.115	9	151	0.151
09:00 - 10:00	9	151	0.041	9	151	0.041	9	151	0.082
10:00 - 11:00	9	151	0.021	9	151	0.048	9	151	0.069
11:00 - 12:00	9	151	0.029	9	151	0.040	9	151	0.069
12:00 - 13:00	9	151	0.054	9	151	0.038	9	151	0.092
13:00 - 14:00	9	151	0.041	9	151	0.035	9	151	0.076
14:00 - 15:00	9	151	0.038	9	151	0.037	9	151	0.075
15:00 - 16:00	9	151	0.089	9	151	0.042	9	151	0.131
16:00 - 17:00	9	151	0.049	9	151	0.033	9	151	0.082
17:00 - 18:00	9	151	0.054	9	151	0.024	9	151	0.078
18:00 - 19:00	9	151	0.043	9	151	0.038	9	151	0.081
19:00 - 20:00	8	108	0.053	8	108	0.042	8	108	0.095
20:00 - 21:00	8	108	0.050	8	108	0.030	8	108	0.080
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.619			0.617			1.236

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.007	9	151	0.054	9	151	0.061
08:00 - 09:00	9	151	0.010	9	151	0.062	9	151	0.072
09:00 - 10:00	9	151	0.015	9	151	0.023	9	151	0.038
10:00 - 11:00	9	151	0.014	9	151	0.018	9	151	0.032
11:00 - 12:00	9	151	0.011	9	151	0.013	9	151	0.024
12:00 - 13:00	9	151	0.016	9	151	0.016	9	151	0.032
13:00 - 14:00	9	151	0.013	9	151	0.022	9	151	0.035
14:00 - 15:00	9	151	0.018	9	151	0.011	9	151	0.029
15:00 - 16:00	9	151	0.027	9	151	0.021	9	151	0.048
16:00 - 17:00	9	151	0.032	9	151	0.017	9	151	0.049
17:00 - 18:00	9	151	0.041	9	151	0.013	9	151	0.054
18:00 - 19:00	9	151	0.032	9	151	0.018	9	151	0.050
19:00 - 20:00	8	108	0.045	8	108	0.014	8	108	0.059
20:00 - 21:00	8	108	0.018	8	108	0.018	8	108	0.036
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.299			0.320			0.619

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.003	9	151	0.091	9	151	0.094
08:00 - 09:00	9	151	0.007	9	151	0.107	9	151	0.114
09:00 - 10:00	9	151	0.007	9	151	0.032	9	151	0.039
10:00 - 11:00	9	151	0.009	9	151	0.027	9	151	0.036
11:00 - 12:00	9	151	0.009	9	151	0.016	9	151	0.025
12:00 - 13:00	9	151	0.018	9	151	0.022	9	151	0.040
13:00 - 14:00	9	151	0.016	9	151	0.016	9	151	0.032
14:00 - 15:00	9	151	0.013	9	151	0.013	9	151	0.026
15:00 - 16:00	9	151	0.025	9	151	0.022	9	151	0.047
16:00 - 17:00	9	151	0.030	9	151	0.016	9	151	0.046
17:00 - 18:00	9	151	0.050	9	151	0.014	9	151	0.064
18:00 - 19:00	9	151	0.084	9	151	0.013	9	151	0.097
19:00 - 20:00	8	108	0.126	8	108	0.009	8	108	0.135
20:00 - 21:00	8	108	0.060	8	108	0.012	8	108	0.072
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.457			0.410			0.867

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.010	9	151	0.146	9	151	0.156
08:00 - 09:00	9	151	0.016	9	151	0.169	9	151	0.185
09:00 - 10:00	9	151	0.021	9	151	0.054	9	151	0.075
10:00 - 11:00	9	151	0.023	9	151	0.045	9	151	0.068
11:00 - 12:00	9	151	0.020	9	151	0.029	9	151	0.049
12:00 - 13:00	9	151	0.035	9	151	0.038	9	151	0.073
13:00 - 14:00	9	151	0.029	9	151	0.038	9	151	0.067
14:00 - 15:00	9	151	0.030	9	151	0.024	9	151	0.054
15:00 - 16:00	9	151	0.052	9	151	0.043	9	151	0.095
16:00 - 17:00	9	151	0.063	9	151	0.033	9	151	0.096
17:00 - 18:00	9	151	0.091	9	151	0.027	9	151	0.118
18:00 - 19:00	9	151	0.116	9	151	0.032	9	151	0.148
19:00 - 20:00	8	108	0.171	8	108	0.023	8	108	0.194
20:00 - 21:00	8	108	0.079	8	108	0.030	8	108	0.109
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.756			0.731			1.487

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.81

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.087	9	151	0.345	9	151	0.432
08:00 - 09:00	9	151	0.099	9	151	0.464	9	151	0.563
09:00 - 10:00	9	151	0.123	9	151	0.183	9	151	0.306
10:00 - 11:00	9	151	0.098	9	151	0.163	9	151	0.261
11:00 - 12:00	9	151	0.120	9	151	0.155	9	151	0.275
12:00 - 13:00	9	151	0.152	9	151	0.147	9	151	0.299
13:00 - 14:00	9	151	0.161	9	151	0.166	9	151	0.327
14:00 - 15:00	9	151	0.128	9	151	0.134	9	151	0.262
15:00 - 16:00	9	151	0.264	9	151	0.172	9	151	0.436
16:00 - 17:00	9	151	0.249	9	151	0.151	9	151	0.400
17:00 - 18:00	9	151	0.305	9	151	0.156	9	151	0.461
18:00 - 19:00	9	151	0.325	9	151	0.159	9	151	0.484
19:00 - 20:00	8	108	0.395	8	108	0.145	8	108	0.540
20:00 - 21:00	8	108	0.223	8	108	0.110	8	108	0.333
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.729			2.650			5.379

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.036	9	151	0.091	9	151	0.127
08:00 - 09:00	9	151	0.029	9	151	0.097	9	151	0.126
09:00 - 10:00	9	151	0.035	9	151	0.049	9	151	0.084
10:00 - 11:00	9	151	0.030	9	151	0.040	9	151	0.070
11:00 - 12:00	9	151	0.035	9	151	0.049	9	151	0.084
12:00 - 13:00	9	151	0.038	9	151	0.040	9	151	0.078
13:00 - 14:00	9	151	0.045	9	151	0.047	9	151	0.092
14:00 - 15:00	9	151	0.033	9	151	0.042	9	151	0.075
15:00 - 16:00	9	151	0.061	9	151	0.044	9	151	0.105
16:00 - 17:00	9	151	0.079	9	151	0.054	9	151	0.133
17:00 - 18:00	9	151	0.092	9	151	0.057	9	151	0.149
18:00 - 19:00	9	151	0.093	9	151	0.051	9	151	0.144
19:00 - 20:00	8	108	0.092	8	108	0.039	8	108	0.131
20:00 - 21:00	8	108	0.060	8	108	0.034	8	108	0.094
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.758			0.734			1.492

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.004	9	151	0.005	9	151	0.009
08:00 - 09:00	9	151	0.003	9	151	0.006	9	151	0.009
09:00 - 10:00	9	151	0.007	9	151	0.005	9	151	0.012
10:00 - 11:00	9	151	0.009	9	151	0.011	9	151	0.020
11:00 - 12:00	9	151	0.012	9	151	0.011	9	151	0.023
12:00 - 13:00	9	151	0.010	9	151	0.010	9	151	0.020
13:00 - 14:00	9	151	0.013	9	151	0.010	9	151	0.023
14:00 - 15:00	9	151	0.004	9	151	0.006	9	151	0.010
15:00 - 16:00	9	151	0.010	9	151	0.010	9	151	0.020
16:00 - 17:00	9	151	0.010	9	151	0.007	9	151	0.017
17:00 - 18:00	9	151	0.012	9	151	0.009	9	151	0.021
18:00 - 19:00	9	151	0.005	9	151	0.004	9	151	0.009
19:00 - 20:00	8	108	0.000	8	108	0.001	8	108	0.001
20:00 - 21:00	8	108	0.001	8	108	0.000	8	108	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.095			0.195

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.000	9	151	0.002	9	151	0.002
08:00 - 09:00	9	151	0.001	9	151	0.007	9	151	0.008
09:00 - 10:00	9	151	0.001	9	151	0.003	9	151	0.004
10:00 - 11:00	9	151	0.000	9	151	0.000	9	151	0.000
11:00 - 12:00	9	151	0.001	9	151	0.001	9	151	0.002
12:00 - 13:00	9	151	0.001	9	151	0.001	9	151	0.002
13:00 - 14:00	9	151	0.003	9	151	0.003	9	151	0.006
14:00 - 15:00	9	151	0.001	9	151	0.001	9	151	0.002
15:00 - 16:00	9	151	0.004	9	151	0.002	9	151	0.006
16:00 - 17:00	9	151	0.001	9	151	0.000	9	151	0.001
17:00 - 18:00	9	151	0.005	9	151	0.002	9	151	0.007
18:00 - 19:00	9	151	0.008	9	151	0.007	9	151	0.015
19:00 - 20:00	8	108	0.014	8	108	0.007	8	108	0.021
20:00 - 21:00	8	108	0.005	8	108	0.005	8	108	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.041			0.086

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.001	9	151	0.058	9	151	0.059
08:00 - 09:00	9	151	0.003	9	151	0.059	9	151	0.062
09:00 - 10:00	9	151	0.003	9	151	0.015	9	151	0.018
10:00 - 11:00	9	151	0.007	9	151	0.011	9	151	0.018
11:00 - 12:00	9	151	0.006	9	151	0.006	9	151	0.012
12:00 - 13:00	9	151	0.010	9	151	0.012	9	151	0.022
13:00 - 14:00	9	151	0.011	9	151	0.009	9	151	0.020
14:00 - 15:00	9	151	0.008	9	151	0.010	9	151	0.018
15:00 - 16:00	9	151	0.013	9	151	0.015	9	151	0.028
16:00 - 17:00	9	151	0.017	9	151	0.011	9	151	0.028
17:00 - 18:00	9	151	0.023	9	151	0.009	9	151	0.032
18:00 - 19:00	9	151	0.045	9	151	0.010	9	151	0.055
19:00 - 20:00	8	108	0.082	8	108	0.005	8	108	0.087
20:00 - 21:00	8	108	0.042	8	108	0.009	8	108	0.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.271			0.239			0.510

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.000	9	151	0.000	9	151	0.000
08:00 - 09:00	9	151	0.001	9	151	0.001	9	151	0.002
09:00 - 10:00	9	151	0.000	9	151	0.000	9	151	0.000
10:00 - 11:00	9	151	0.000	9	151	0.000	9	151	0.000
11:00 - 12:00	9	151	0.000	9	151	0.000	9	151	0.000
12:00 - 13:00	9	151	0.000	9	151	0.001	9	151	0.001
13:00 - 14:00	9	151	0.000	9	151	0.000	9	151	0.000
14:00 - 15:00	9	151	0.000	9	151	0.000	9	151	0.000
15:00 - 16:00	9	151	0.000	9	151	0.000	9	151	0.000
16:00 - 17:00	9	151	0.000	9	151	0.000	9	151	0.000
17:00 - 18:00	9	151	0.000	9	151	0.000	9	151	0.000
18:00 - 19:00	9	151	0.000	9	151	0.000	9	151	0.000
19:00 - 20:00	8	108	0.000	8	108	0.000	8	108	0.000
20:00 - 21:00	8	108	0.000	8	108	0.000	8	108	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.000	9	151	0.007	9	151	0.007
08:00 - 09:00	9	151	0.001	9	151	0.012	9	151	0.013
09:00 - 10:00	9	151	0.001	9	151	0.005	9	151	0.006
10:00 - 11:00	9	151	0.001	9	151	0.007	9	151	0.008
11:00 - 12:00	9	151	0.001	9	151	0.003	9	151	0.004
12:00 - 13:00	9	151	0.006	9	151	0.007	9	151	0.013
13:00 - 14:00	9	151	0.005	9	151	0.004	9	151	0.009
14:00 - 15:00	9	151	0.001	9	151	0.002	9	151	0.003
15:00 - 16:00	9	151	0.005	9	151	0.004	9	151	0.009
16:00 - 17:00	9	151	0.006	9	151	0.004	9	151	0.010
17:00 - 18:00	9	151	0.007	9	151	0.003	9	151	0.010
18:00 - 19:00	9	151	0.011	9	151	0.004	9	151	0.015
19:00 - 20:00	8	108	0.022	8	108	0.003	8	108	0.025
20:00 - 21:00	8	108	0.006	8	108	0.002	8	108	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.067			0.140

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.001	9	151	0.026	9	151	0.027
08:00 - 09:00	9	151	0.001	9	151	0.035	9	151	0.036
09:00 - 10:00	9	151	0.003	9	151	0.011	9	151	0.014
10:00 - 11:00	9	151	0.000	9	151	0.009	9	151	0.009
11:00 - 12:00	9	151	0.002	9	151	0.007	9	151	0.009
12:00 - 13:00	9	151	0.003	9	151	0.003	9	151	0.006
13:00 - 14:00	9	151	0.000	9	151	0.004	9	151	0.004
14:00 - 15:00	9	151	0.004	9	151	0.001	9	151	0.005
15:00 - 16:00	9	151	0.007	9	151	0.002	9	151	0.009
16:00 - 17:00	9	151	0.007	9	151	0.001	9	151	0.008
17:00 - 18:00	9	151	0.020	9	151	0.002	9	151	0.022
18:00 - 19:00	9	151	0.028	9	151	0.000	9	151	0.028
19:00 - 20:00	8	108	0.022	8	108	0.001	8	108	0.023
20:00 - 21:00	8	108	0.013	8	108	0.000	8	108	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.102			0.213

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

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

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

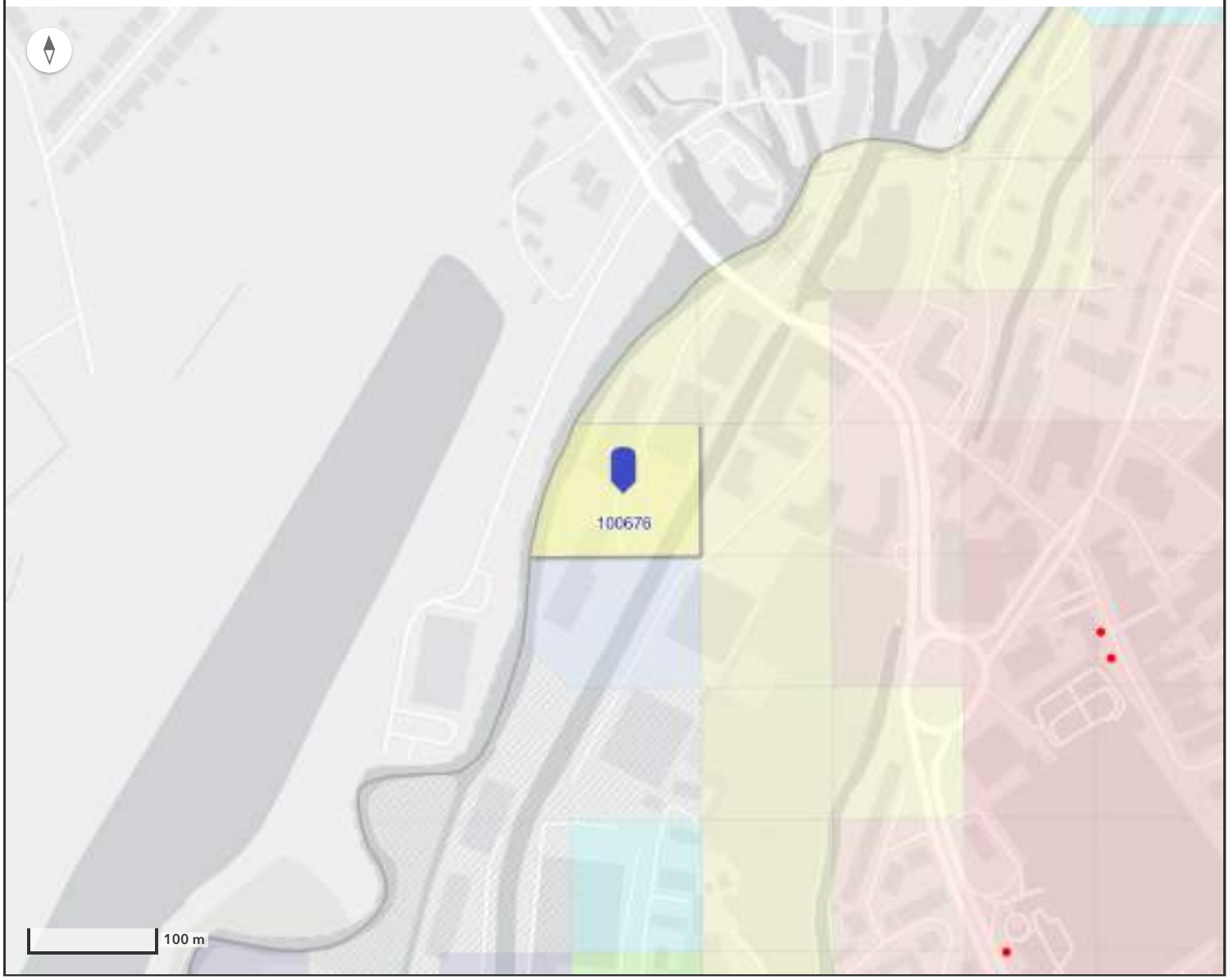
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	151	0.007	9	151	0.054	9	151	0.061
08:00 - 09:00	9	151	0.010	9	151	0.060	9	151	0.070
09:00 - 10:00	9	151	0.015	9	151	0.021	9	151	0.036
10:00 - 11:00	9	151	0.014	9	151	0.018	9	151	0.032
11:00 - 12:00	9	151	0.011	9	151	0.013	9	151	0.024
12:00 - 13:00	9	151	0.016	9	151	0.016	9	151	0.032
13:00 - 14:00	9	151	0.013	9	151	0.022	9	151	0.035
14:00 - 15:00	9	151	0.018	9	151	0.011	9	151	0.029
15:00 - 16:00	9	151	0.027	9	151	0.021	9	151	0.048
16:00 - 17:00	9	151	0.032	9	151	0.016	9	151	0.048
17:00 - 18:00	9	151	0.041	9	151	0.013	9	151	0.054
18:00 - 19:00	9	151	0.032	9	151	0.018	9	151	0.050
19:00 - 20:00	8	108	0.045	8	108	0.014	8	108	0.059
20:00 - 21:00	8	108	0.018	8	108	0.018	8	108	0.036
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.299			0.315			0.614

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

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

APPENDIX E – PTAL REPORT

25256 - PTAL Report



TfL Stations
Underground Stations

Elizabeth Line Stations

DLR Stations

Overground Stations

Tramlink Stations

National Rail Stations

Bus Stops

PTAL 2023 RESULT

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

PTAL 2023 Score

4

Grid ID: 100676

Coordinates: 505037,184449 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins

▼

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmont Road	427	7.50	625.27
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Belmont Road	U4	7.00	625.27
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Belmont Road	222	6.00	625.27
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Belmont Road	U3	5.00	625.27
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Belmont Road	U5	5.00	625.27
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Belmont Road	U1	4.00	625.27
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Oakside	331	3.00	499.47
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Belmont Road	U9	2.33	625.27
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Belmont Road	3	2.00	625.27
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Belmont Road	U7	2.00	625.27
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Oakside	101	1.00	499.47
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**

BUS	Oakside	102	1.00	499.47
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Oakside	105	1.00	499.47
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Oakside	740	1.00	499.47
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Oakside	A40	1.00	499.47
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Belmont Road	U10	0.67	625.27
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Oakside	580	0.33	499.47
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
LUL	Uxbridge	Uxbridge-Cockfosters	6.00	921.23
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
LUL	Uxbridge	Uxbridge-Aldgate	4.67	921.23
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
LUL	Uxbridge	Uxbridge-Baker	3.00	921.23
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
LUL	Uxbridge	Oakwood-Uxbridge	1.67	921.23
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
LUL	Uxbridge	Baker	0.67	921.23
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
LUL	Uxbridge	Aldgate-Uxbridge	0.67	921.23
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
LUL	Uxbridge	Wembley	0.33	921.23
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
LUL	Uxbridge	South	0.33	921.23

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