MARKIDES ASSOCIATES

Delivery and Servicing Plan

Waterside House

4 July 2025

Prepared for Elmwin Bridge Ltd

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Contents

Sections

1. INTRODUCTION 3
2. SERVICING AND DELIVERY ARRANGEMENTS 6
3. MANAGEMENT AND MEASURES 10
4. CONCLUSION 13

Tables

Table 2.1 Additional Servicing and Delivery Trips per Hour 7
Table 2.2 Total Servicing and Delivery Trips per Hour 8
Table 3.1 Management Measures 10

Figures

Figure 1.1 Local Road Network

Drawings

Drawing 25256-MA-XX-XX-DR-0004-0006

Appendices

Appendix A – TRICS Output

1. Introduction

1.1 Overview

1.1.1 This Delivery and Servicing Plan (DSP) has been prepared by Markides Associates (MA) on behalf of Elmwin Bridge Ltd ('the Applicant') to accompany an application for full planning permission for the redevelopment of the **Waterside House** to include an additional two stories, which would provide an additional 38 residential units.

1.1.2 This DSP forms part of an application for Permitted Development rights under class AA. A class MA application has previously been submitted at the site, seeking the change of use from Office to Residential land use, which would provide 56 residential units. This AA application is in addition to the MA application, which together in total would provide 94 dwellings per building.

1.1.3 The site is within the jurisdiction of the London Borough of Hillingdon (LBH), which serves as the planning and highway authority. The two buildings are located on a private access road served from the A4020 Oxford Road, Denham, Uxbridge. The site application boundary within its wider context is indicated in Error! Reference source not found..

1.2 Development Proposals

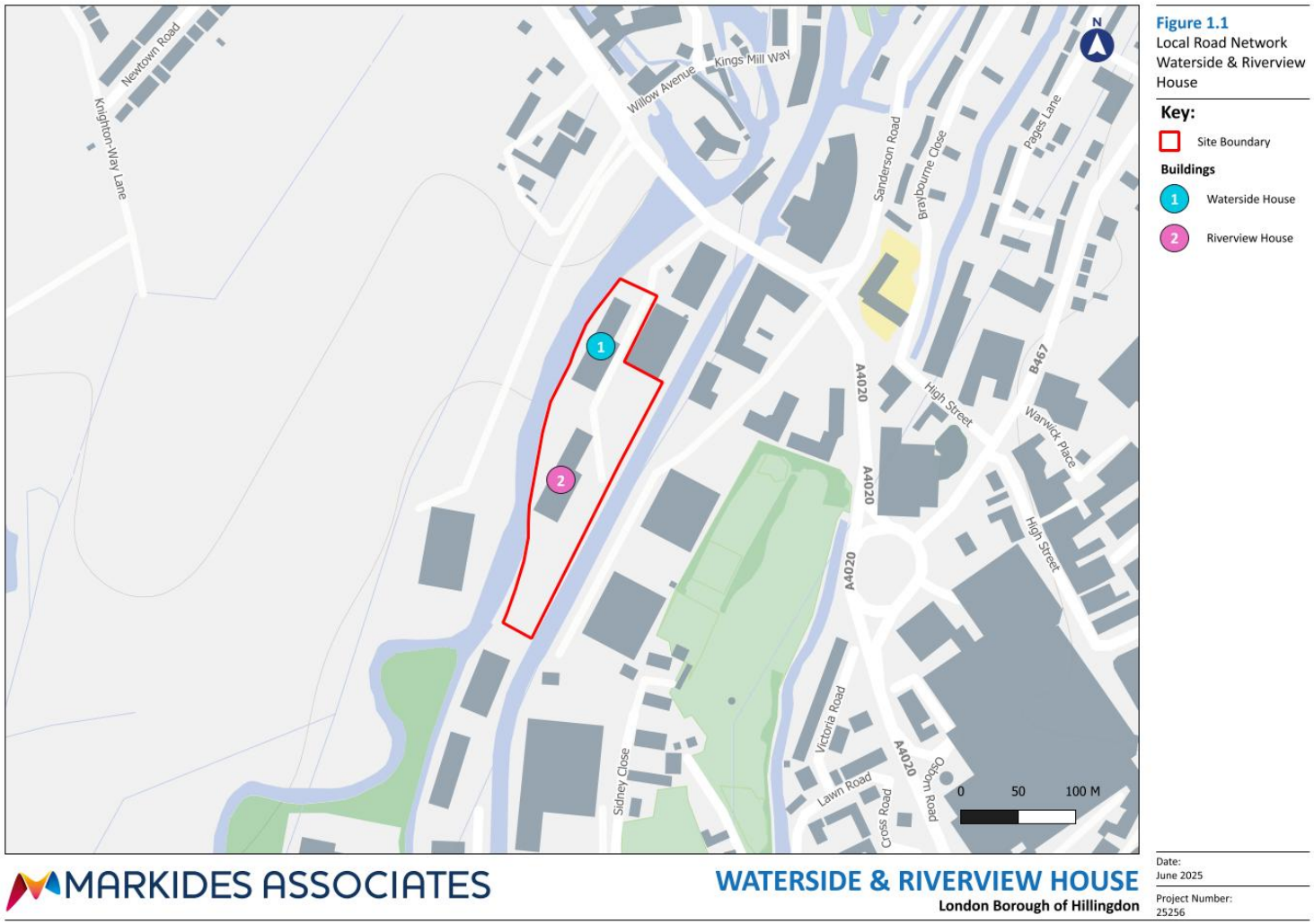
1.2.1 The planning application is seeking planning permission for Permitted Development rights under Class MA and Class AA, with the total provision of 94 residential units per building. These would be comprised of a combination of 1-bedroom and 2-bedroom apartments within the existing building. The planning application for Waterside House is submitted alongside a similar (mirrored) planning application for the adjacent Riverview House. For the purposes of this document, elements of the two buildings are considered together as whilst they contain separate applications they share the same wider site boundary, access, car parking and landscaping and together are referred to hereafter as "the site".

1.3 evelopment Site Overview

1.3.1 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. The surrounding area contains a mixture of industrial, retail and residential uses.

1.3.2 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 1.1** for reference.

Figure 1.1 Local Road Network



1.4 Scope of the DSP

1.4.1 The overall objective of this DSP is to demonstrate that the proposed development is able to manage service vehicle trips to and from the development to minimise the impact on the local and surrounding public highway.

1.4.2 This DSP provides an overview of the servicing and delivery activity associated with the development proposals for the redevelopment of the site. It sets out the delivery and servicing principles for the proposed development and it is considered a live document that will be reviewed and updated as required following occupation of the development.

1.4.3 It will be the responsibility of Elmwin Bridge Ltd as the applicant, in the first instance, to implement this DSP, which may subsequently be adopted by a third-party association or occupier.

1.4.4 At this stage, the DSP aims to:

- Set out how the site will be designed and operated to ensure the safety of pedestrians and cyclists in the surrounding area;
- Set out the likely number of service and vehicle trips that will access the site;
- Set out how refuse collection will be managed;
- Identify where safe and legal loading can take place; and
- Identify where parking and drop off will occur.

1.5 Related Documents

1.5.1 In addition to this DSP, separate reports have been prepared as follows:

- A Transport Statement;
- A Travel Plan; and
- An Operational Waste Management Plan.

1.5.2 These documents should be consulted in alongside this report.

1.6 Report Structure

1.6.1 The remainder of this Delivery and Servicing Plan is structured as follows:

- **Chapter 2: Servicing and Delivery Arrangements** provides details of the servicing, delivery and refuse strategy for the proposed development.
- **Chapter 3**: **Management and Measures** details management and measured associated with delivery and servicing at the site employed by the applicant.
- **Chapter 4: Conclusion** provides a summary of the report.

2. Servicing and Delivery Arrangements

2.1 Overview

2.1.1 This chapter provides an overview of the servicing strategy associated with the development proposals, including how the site is intended to be serviced by vehicles for the means of delivering goods and collected waste.

2.2 Servicing Strategy Design Principles

2.2.1 Delivery and servicing vehicles will enter as per all other vehicles from Oxford Road, into the site. Delivery and servicing vehicles 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.

Servicing Trip Generation

2.2.2 To forecast the likely number of servicing vehicle trips produced by the additional 76 dwellings proposed as part of the two-storey extension at both Waterside and Riverview House, the TRICS dataset consulted for the generation of trips as part of the accompanying TS has been used. The trip rates for Occasional Goods Vehicles (OGVs) and Light Goods Vehicles (LGVs) have been extracted, with the full TRICS output included in **Appendix A**.

2.2.3 The trip resulting trip generation for the proposed additional units as part of this AA application is summarised in **Table 2.1**.

Table 2.1 Additional Servicing and Delivery Trips per Hour

Time Range	OGV Trips			LGV Trips		
	In	Out	Acc.	In	Out	Acc.
07:00-08:00	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	1	0	0	0	0
10:00-11:00	1	1	0	1	1	0
11:00-12:00	0	0	0	1	1	0
12:00-13:00	0	0	0	1	1	0
13:00-14:00	0	0	0	1	1	0
14:00-15:00	0	0	0	0	0	0
15:00-16:00	0	0	0	1	1	0
16:00-17:00	0	0	0	1	1	0
17:00-18:00	0	0	0	1	1	0
18:00-19:00	0	0	0	0	0	0
Daily	1	1	0	7	7	0

2.2.4 As demonstrated above in **Table 2.1**, the proposed extension is forecast to generate a total of 2 OGV and 14 inbound and outbound trips. Of these trips, it is likely that there would be no accumulation of OGV nor LGV vehicles throughout the day.

2.2.5 The above has also been considered in addition the initial MA application for a conversion of the office land use to 112 dwellings across the Waterside and Riverview buildings, which is summarised in **Table 2.2** below.

Table 2.2 Total Servicing and Delivery Trips per Hour

Time Range	OGV Trips			LGV Trips		
	In	Out	Acc.	In	Out	Acc.
07:00-08:00	1	1	1	1	0	1
08:00-09:00	0	0	0	0	1	0
09:00-10:00	0	0	1	1	1	0
10:00-11:00	2	1	1	2	2	0
11:00-12:00	0	0	0	2	2	0
12:00-13:00	0	0	0	2	2	0
13:00-14:00	0	1	1	3	2	1
14:00-15:00	0	0	0	0	1	0
15:00-16:00	0	0	0	2	2	0
16:00-17:00	0	0	0	2	2	0
17:00-18:00	0	0	0	2	2	0
18:00-19:00	0	0	0	1	1	0
Daily	3	3	0	18	18	0

2.2.6 **Table 2.1** shows that the entire development for both the MA and AA applications (a total of 188 dwellings) is expected to generate up to 42 servicing vehicle movements per day, or 21 two-way trips, with only 3 two-way trips being an OGV. The busiest periods is anticipated to occur between 07:00-14:00, with a maximum accumulation of only one vehicle at a time.

2.3 Waste Strategy

2.3.1 The refuse storage will be located both to the north and south of each building Refuse vehicles will enter the site as per all other vehicles from Oxford Road, and proceed in forward gear to access the buildings. **Drawing 25256-MA-XX-XX-DR-0001-0003** presents the swept paths of a refuse vehicle and confirm compliance with Building Regulations Document M.

2.3.2 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).

2.4 Emergency Vehicle Access

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

2.5 Summary

2.5.1 This chapter has provided details of the proposed servicing and delivering strategy for proposed residential development at Waterside and River House, including the forecast number of delivery and servicing vehicles and access strategy into and out of the site. It has been demonstrated that the proposals include a robust provision to accommodate for the refuse storage and access requirements for refuse and servicing and delivery vehicles across each component of the site, with a view to promoting sustainable waste management in line local policy guidance.

3. Management and Measures

3.1 Overview

3.1.1 This chapter outlines the details relating to the management of the DSP and delivery and servicing elements of the proposal that will be employed by the applicant. For consistency with the Travel Plan, given Waterside House shares numerous common amenities, the Applicant and likely future Management Company with Riverview House (which is subject to separate mirrored application) the Management Measures for both buildings are considered together.

3.2 Measures

3.2.1 Encouraging sustainable freight activity will be achieved through a range of measures that the applicant intends to employ on the site. **Table 3.1** provides an overview of the measures proposed as part of this DSP, the benefits that they offer, timescales for their implementation and parties responsible.

Table 3.1 Management Measures

Proposed Measure	Description	Benefit
Adoption of the DSP	Early buy in from the applicant will be essential to ensure the DSP is an active, living document.	The involvement of the applicant will mean that more policies can be implemented, and better results delivered.
Raise awareness and promote DSP initiatives	Provide site information and promote the DSP to the applicant, residents, and other key stakeholders.	To promote the measures and targets of the DSP to a wide audience.
Site information	Publish details of servicing/delivery facilities and procedures to the applicant indicating: Most appropriate delivery times; Delivery locations; Preferred local suppliers	To encourage deliveries to take place outside of peak times, in appropriate locations and by preferred suppliers.

Proposed Measure	Description	Benefit
Fleet Operator Recognition Scheme (FORS)	Use of suppliers who are FORS members and encourage non FORS members to sign up to the scheme	To provide the mutual benefits FORS members have and the best practice operational guidelines that contribute towards driver training, fleet management, safety and reduced emissions
Training of Staff	Any staff employed on-site, with responsibility assigned associated with the delivery and servicing of the development will be required to undertake appropriate training.	To ensure staff are aware of and understand the measures of the DSP in order to implement them effectively.
Applicant Awareness	Ensure the applicant is made aware of the DSP and its requirements upon commencement of works and occupation of development.	To ensure the applicant is aware of the DSP and its likely implications.
Access routes for servicing and deliveries	Provide sufficient space for servicing vehicles to access and turn within the site and provide appropriate and legal loading bay areas.	To minimise the impact of the development upon the public highway and to encourage safe and legal loading
Site information	Publish details of servicing/delivery facilities and procedures indicating: Most appropriate delivery times and delivery locations.	To encourage deliveries to take place outside of peak times and in appropriate locations.

3.2.2 The management measures aim to achieve the DSP objectives to minimise the impact of the servicing and deliveries forecast as a result of the proposed development. These will be supported by additional measures as detailed below.

Resident Engagement

3.2.3 In order to ensure the successful execution of the DSP and its sustainable waste management and delivery and servicing measures, initiatives such as clear signage and information leaflets will be undertaken in order to inform tenants of waste management best practice.

3.2.4 Encourage Best Practice Amongst Delivery Agents

3.2.5 The Fleet Operator Recognition Scheme (FORS) helps suppliers across London to be safer, greener and more efficient with organisations needing to fulfil certain criteria to gain membership.

3.2.6 As part of the DSP, the applicant would be encouraged to use delivery agents (such as for materials that would aid in the management of communal areas) that are members of a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS) and investigate whether deliveries and collections to the site can be undertaken using electric or hybrid vehicles, or cargo bikes.

3.2.7 Procurement would ensure that suppliers are engaged with sustainability, look to reduce their impact on the environment, and use safe practices and vehicles.

3.3 Monitoring of the DSP

3.3.1 Additionally, the DSP will be reviewed and monitored to ensure that its aims are achieved as far as possible over time and that servicing and waste management arrangements are as efficient as possible.

3.3.2 It is proposed that applicant's designated Travel Plan Coordinator of the accompanying Travel Plan document would also be responsible for the management and implementation of the DSP.

3.3.3 It is proposed that the review and monitoring process will commence once the site is fully operational, and the data would be captured and reported to LBH no more than twice (once occupied and once a year post occupation). The data collection process possible could include:

- The number of deliveries to the site;
- The classification of the Delivery Service Vehicle (DSV);
- The arrival time of the DSV;
- The length of stay of the DSV;
- The set down area from which the delivery/collection is made;
- The purpose of the trip including item description;
- The element that was being serviced; and
- Whether the supply company is a member of any best practice scheme, such as FORS.

3.3.4 Following the results of each element of data monitoring the applicant would report the above to LBH and provide any insights as to activity observed that may provide a greater understanding of servicing and delivery activity.

3.4 Summary

3.4.1 This chapter has summarised the series of measures that will be implemented by the applicant to maximise the chances of the success of this DSP in achieving its overall stated objectives in minimising the impact of the proposed development on the local and surrounding public highway. The DSP will be a managed document that aligns with the wider obligations associated with the Travel Plan, of which a designated coordinator will oversee.

4. Conclusion

4.1 Overview

4.1.1 This Delivery and Servicing Plan (DSP) has been prepared by Markides Associates on behalf of Elmwin Bridge Ltd ('the applicant') in support of a planning application for the residential proposals located at Waterside House ('the site') within the London Borough of Hillingdon (LBH).

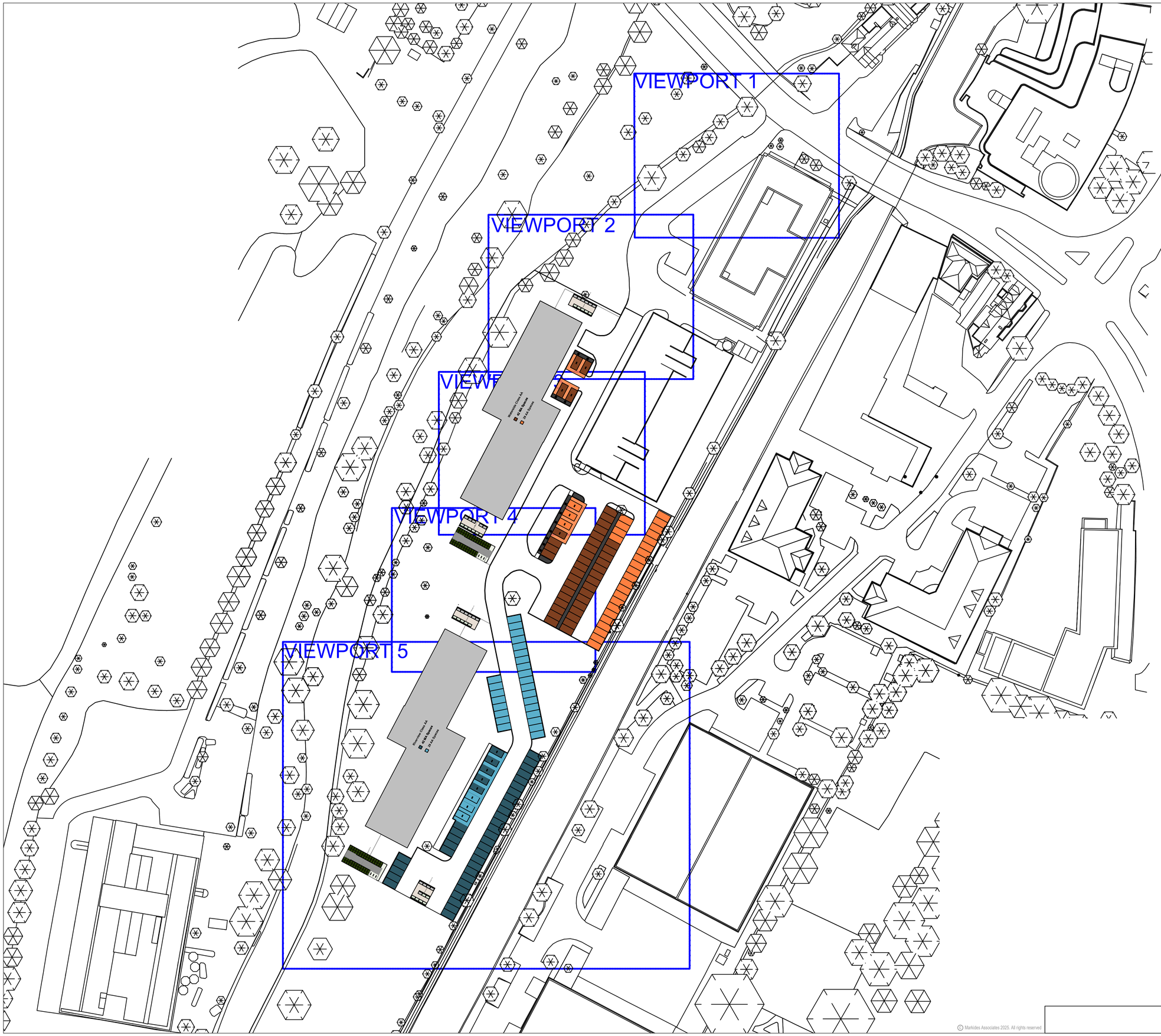
4.1.2 This DSP demonstrates that servicing and delivery vehicle activity has been part of the overall design considerations in the development of the design, and that the proposals can comfortably accommodate the forecast demand of servicing vehicles within the site. The proposals utilise the internal road network proposed within the masterplan, therefore enabling servicing and delivery activity to have minimal impact upon the highway. The design of appropriate service bays in reach of key facilities are also inherent within the development, to maximise efficiency and minimise vehicle dwell time.

4.1.3 A number of measures are proposed to be taken forward as the DSP develops into a live document, in order to encourage sustainable freight movements once the proposed development is operational, reducing any unnecessary servicing and delivery vehicle trips, particularly during peak traffic periods.

4.1.4 The document sets out the delivery and servicing principles for the proposed development and is considered a live document that would form a condition of any future planning permission. The report outlines how the DSP will be managed, reviewed and monitored, ensuring future commitments to the development of the DSP as a live document that is intended to evolve over time.

DRAWINGS

Drawing 25256-MA-XX-XX-DR-0004-0006



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Revision History

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

Current Revision

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Project

RIVERVIEW & WATERSIDE HOUSE
UXBRIDGE - DESIGN AA

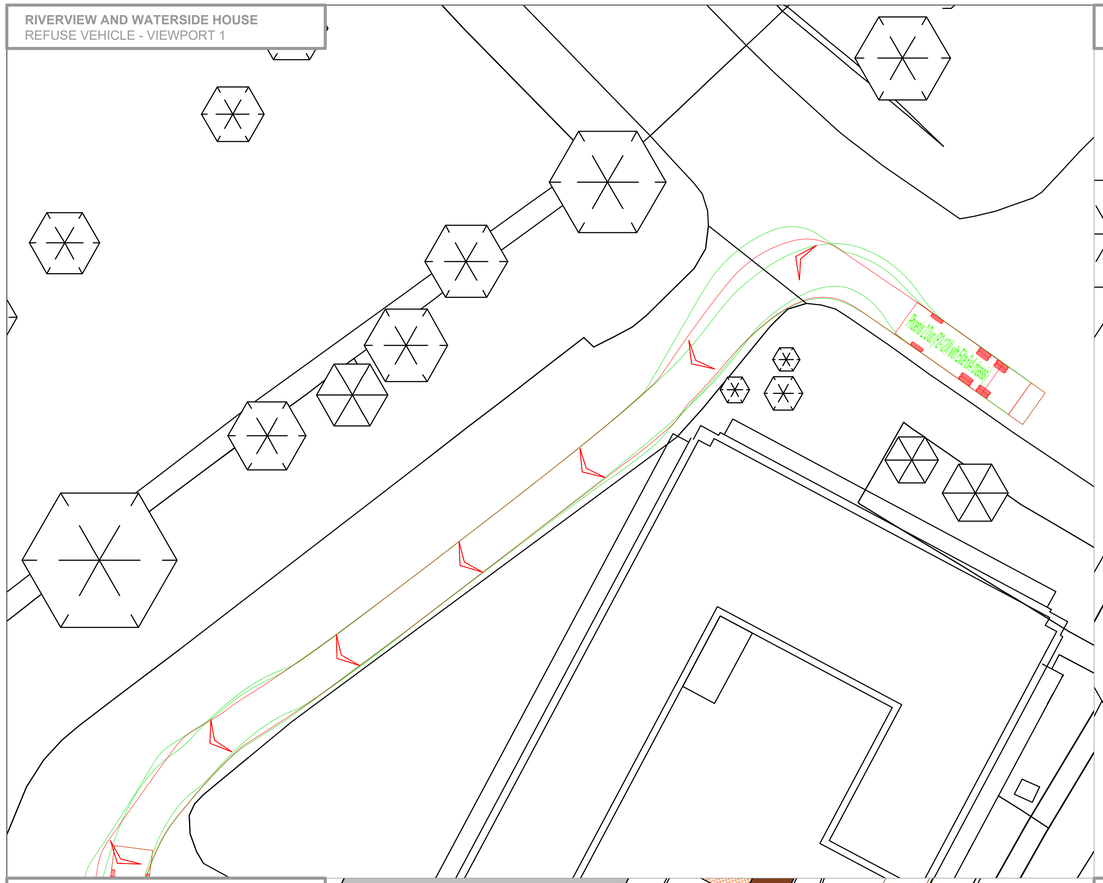
Drawing Title

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
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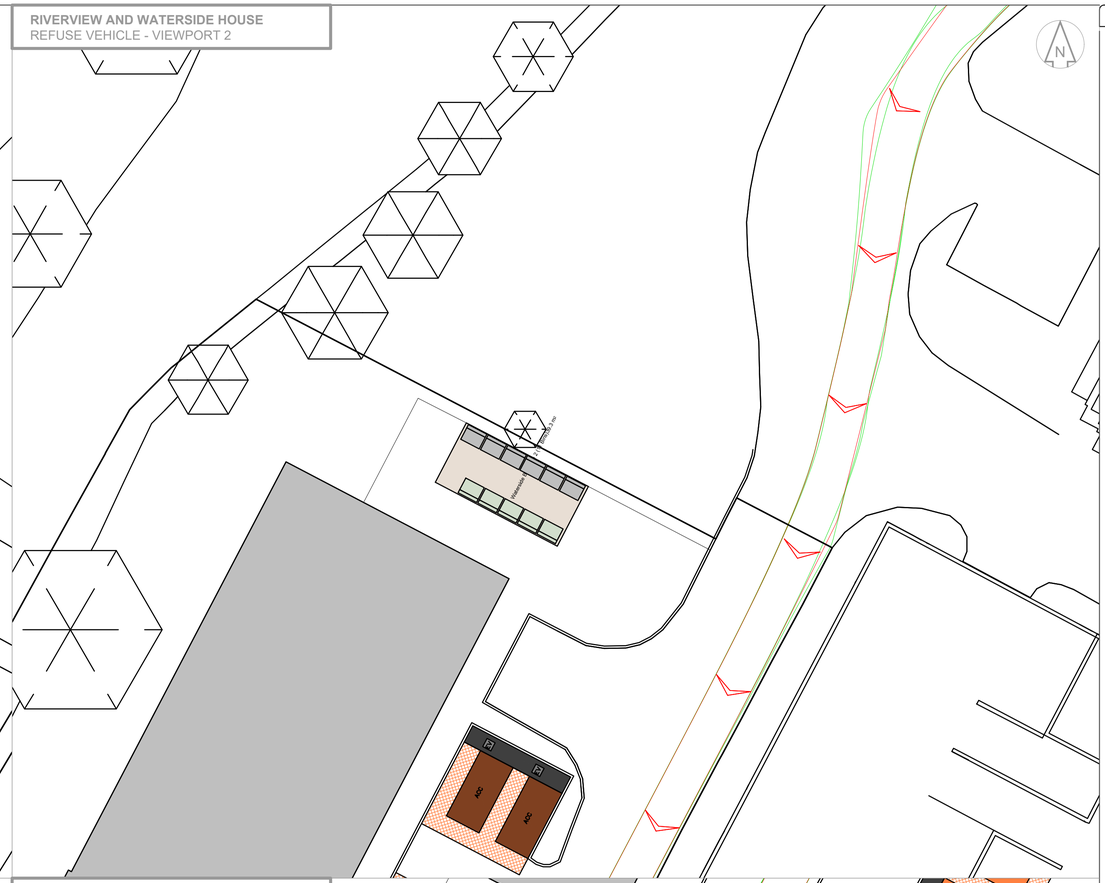

RIVERVIEW AND WATERSIDE HOUSE
REFUSE VEHICLE - VIEWPORT 3

RIVERVIEW AND WATERSIDE HOUSE
REFUSE VEHICLE - VIEWPORT 4

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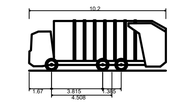

Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

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

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Project

RIVERVIEW & WATERSIDE HOUSE
UXBRIDGE - DESIGN AA

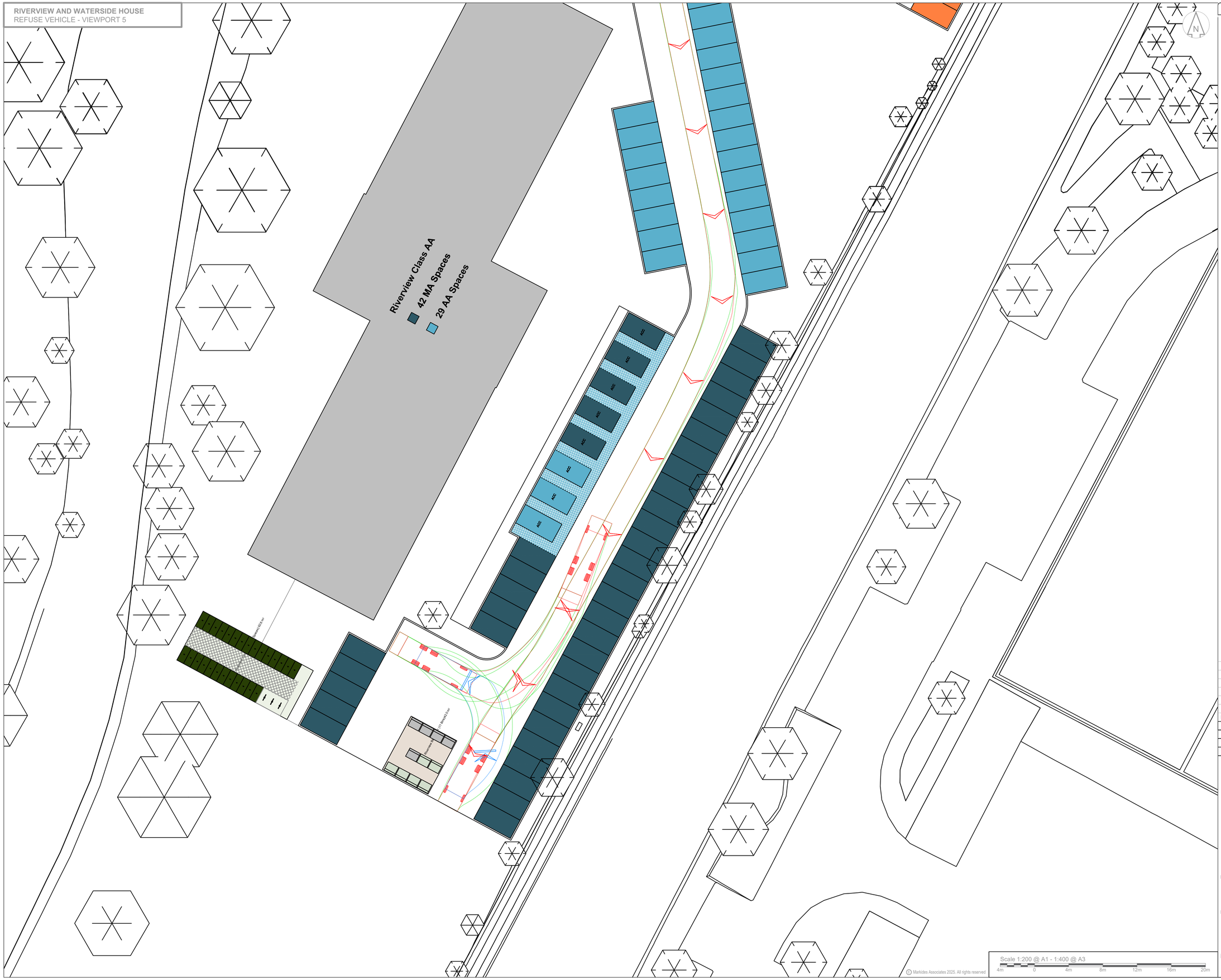
Drawing Title

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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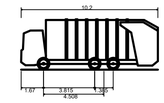

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Project

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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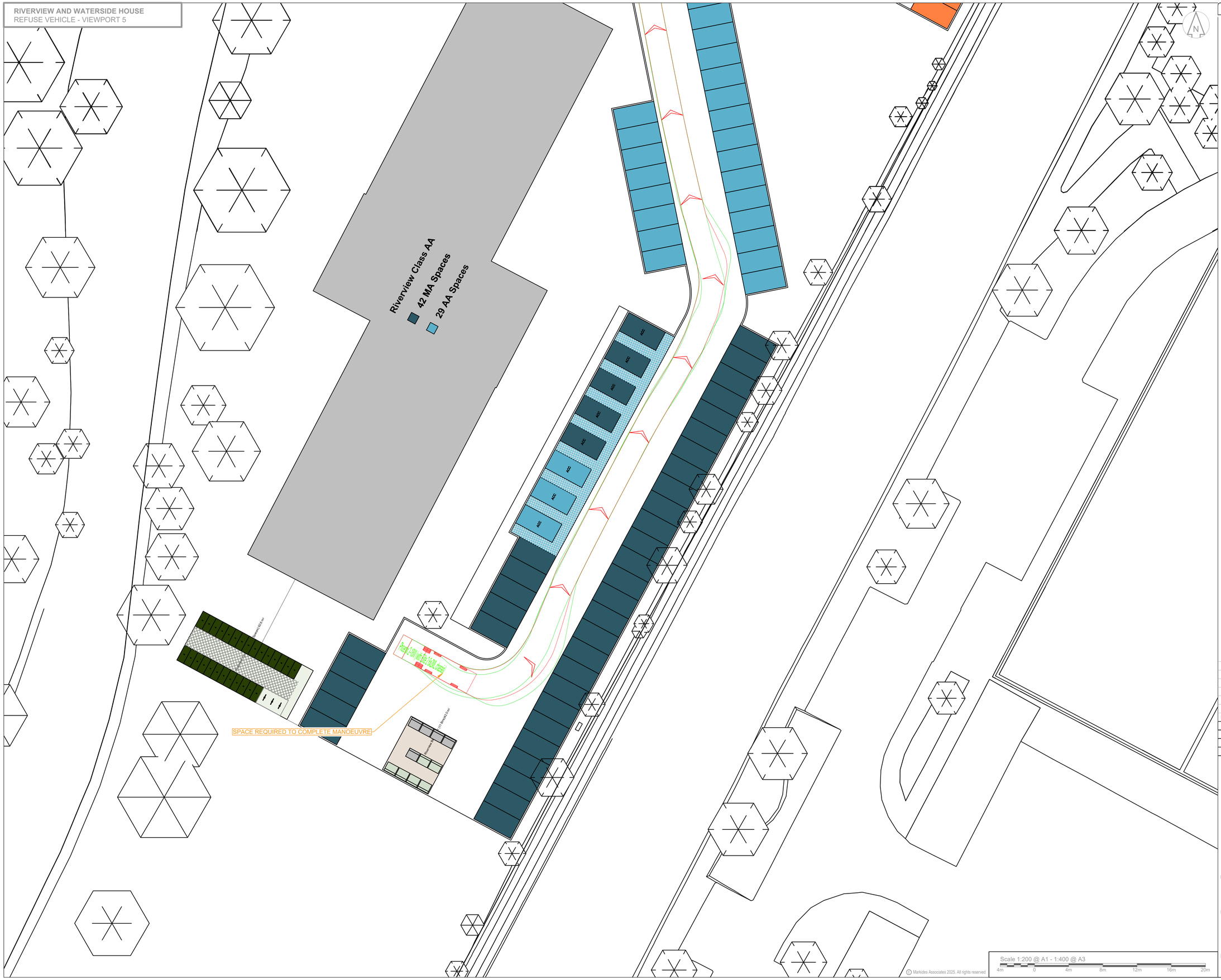
RIVERVIEW AND WATERSIDE HOUSE
REFUSE VEHICLE - VIEWPORT 5



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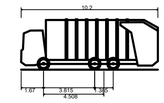

Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)	
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Drawing Title

SWEPT PATH ANALYSIS
REFUSE VEHICLE
DRAWING THREE OF FIVE

Markides Associates reference: 25256 1:200 @ A1

25256-MA-XX-DR-0004 - P01

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

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

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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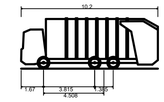

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VEHICLE WHEEL LINE

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

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Project

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

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

DO NOT SCALE OFF THIS DRAWING

NOTES

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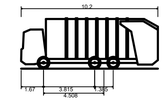

Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

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

Current Revision

P01	FOR INFORMATION	BRG	ESH	ESH	26-06-25
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RIVERVIEW & WATERSIDE HOUSE
UXBRIDGE - DESIGN AA

Drawing Title

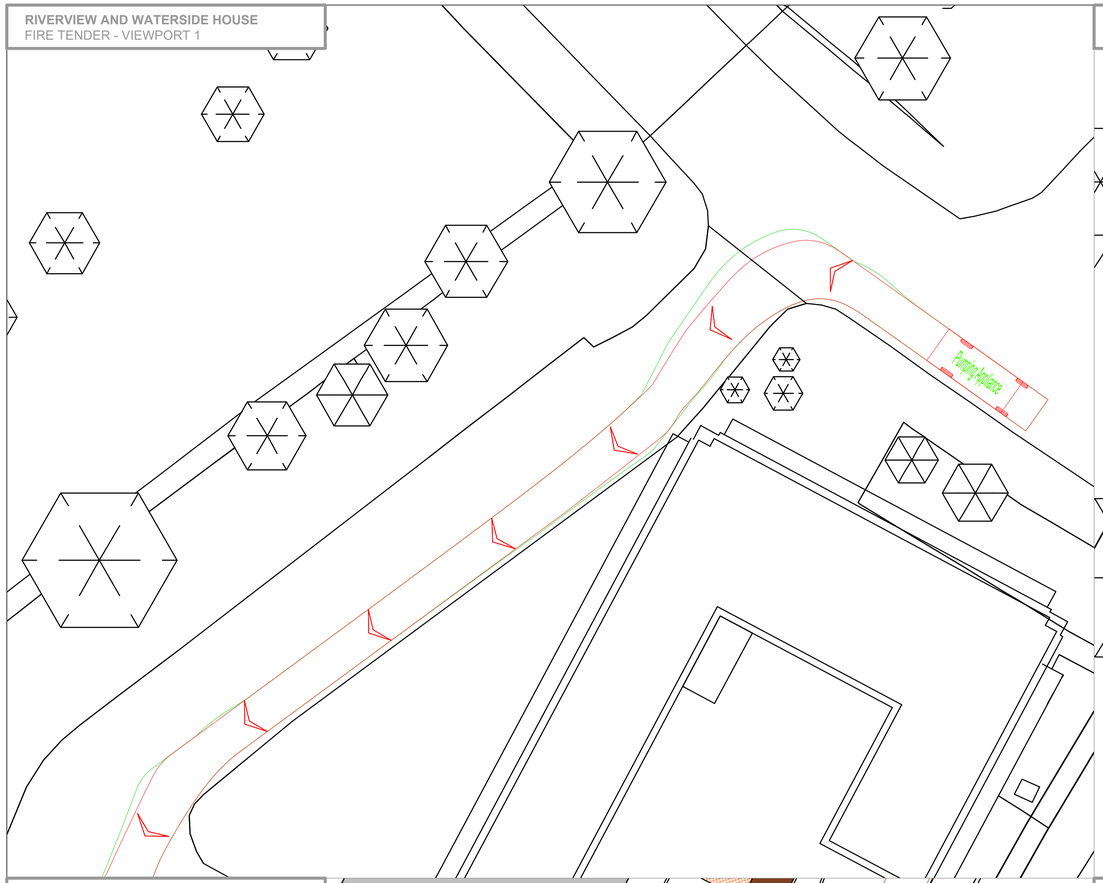
SWEPT PATH ANALYSIS
REFUSE VEHICLE
DRAWING FIVE OUT OF FIVE

Markides Associates reference: 25256 1:200 @ A1

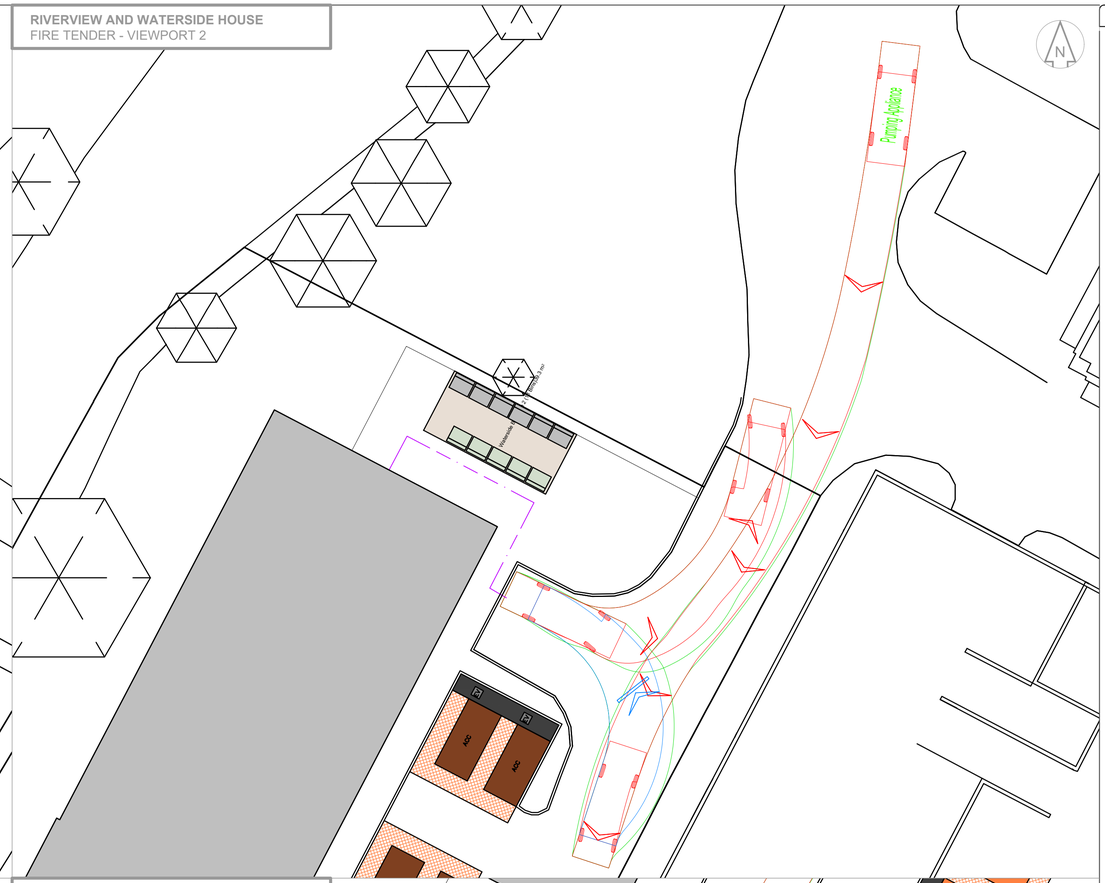
25256-MA-XX-XX-DR-0006 - P01

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

DO NOT SCALE OFF THIS DRAWING

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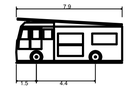

Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

KEY

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

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

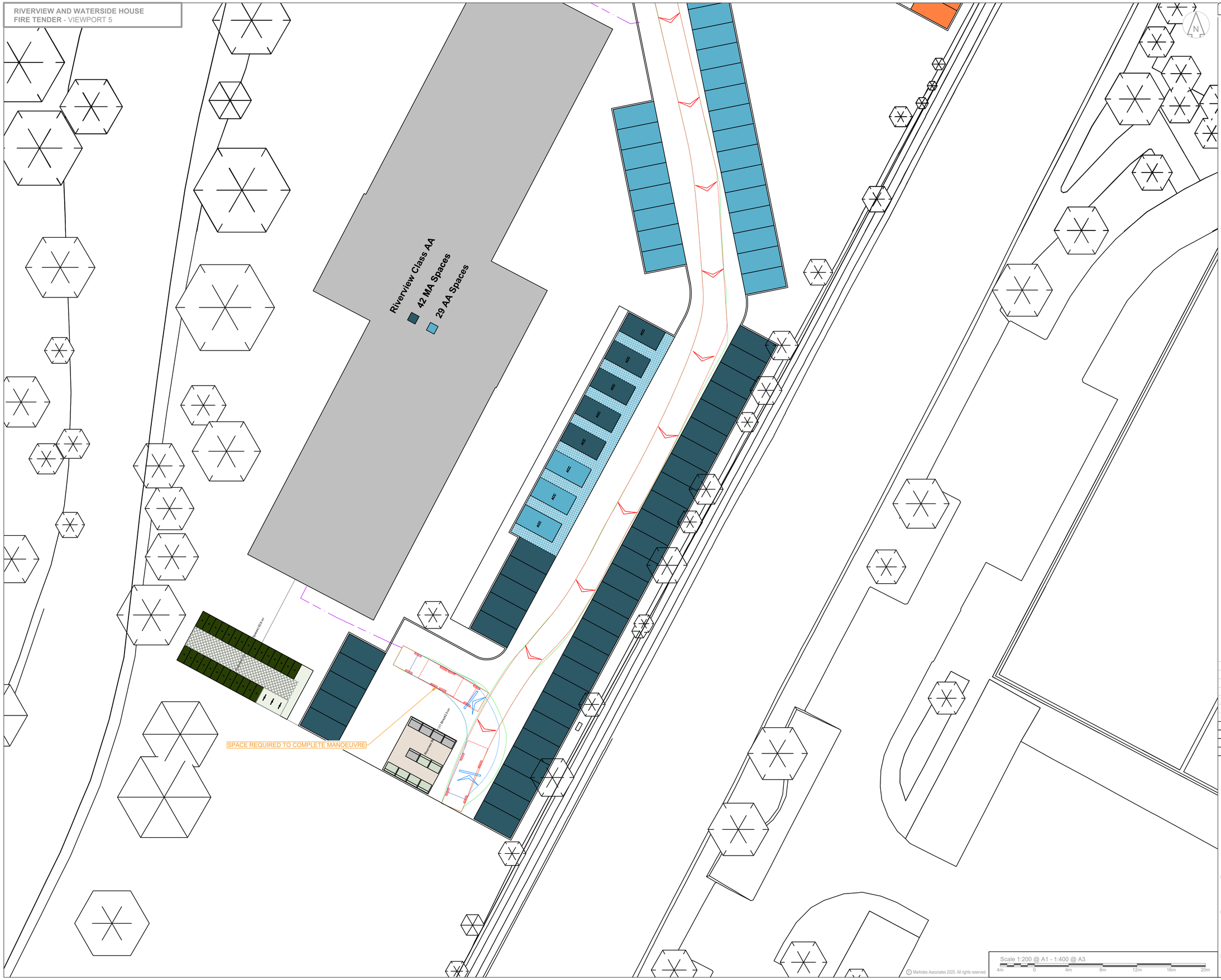
Drawing Title

SWEPT PATH ANALYSIS
LFB FIRE TENDER
DRAWING ONE OF FOUR

Markides Associates reference: 25256 1:200 @ A1

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

RIVERVIEW AND WATERSIDE HOUSE
FIRE TENDER - VIEWPORT 5



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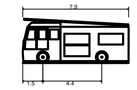

Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

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

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

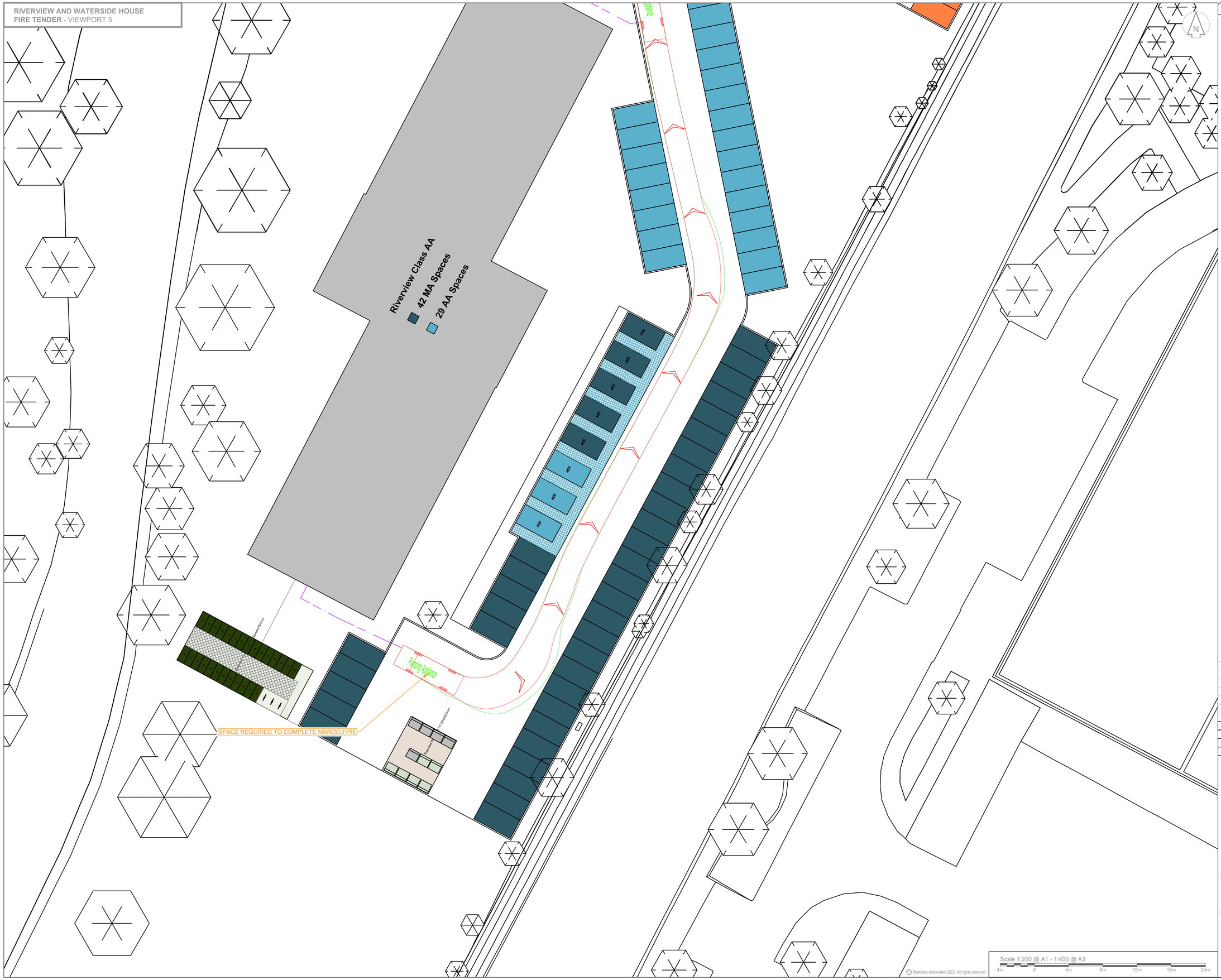
Drawing Title
SWEPT PATH ANALYSIS
LBF FIRE TENDER
DRAWING TWO OF FOUR

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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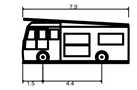

Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

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

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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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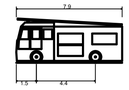

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Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

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

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
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 – TRICS Output

APPENDIX A – TRICS OUTPUT

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.

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

Parameter summary

Trip rate parameter range selected:	20 - 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.*

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