34A Drayton Gardens, West Drayton UB7 7LG

TRANSPORT STATEMENT

for Residential Development

on behalf of BMR Property Group

2025/9018/TS01

March 2026

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1 INTRODUCTION

1.1 Background

1.1.1 RGP has been instructed by BMR Property Group to prepare a Transport Statement (TS) in support of a planning application for a small residential development at 34A Drayton Gardens, West Drayton, UB7 7LG, within the administrative area of the London Borough of Hillingdon (LBH).

1.1.2 The proposals comprise the redevelopment of part of the rear garden land associated with No.34 Drayton Gardens to provide two new residential dwellings with associated access, car and cycle parking, refuse storage and private amenity space. Vehicular and pedestrian access would be taken from Drayton Gardens via the existing private driveway adjacent to No.34, which would be upgraded to serve the development.

1.1.3 West Drayton is located in west London, close to the A408 Stockley Road and the A4 Bath Road corridors, and in reasonable proximity to Heathrow Airport. The site lies within an established residential area and is situated a short walk from West Drayton station and a range of local services and facilities, such that it can reasonably be described as being in an accessible urban location.

1.1.4 The London Borough of Hillingdon is both the Local Planning Authority (LPA) and the Local Highway Authority (LHA) for the majority of roads within the borough, including Drayton Gardens. The Transport Statement has therefore been prepared to address the transport and highways matters relevant to the determination of the planning application by LB Hillingdon, having regard to national, regional and local transport policy.

1.1.5 Given the small scale of the proposed development and the correspondingly low volume of trips it is expected to generate, a Transport Statement, rather than a more extensive Transport Assessment, is considered an appropriate and proportionate form of appraisal. This approach accords with current guidance on the level of transport assessment required for developments that will not give rise to significant amounts of movement.

1.2 Scope of Transport Statement

1.2.1 The remainder of this report is structured as follows:

(i) Baseline Conditions – provides an overview of the site in its current form, including the local highway network with a review of the local collision history, and accessibility credentials for travel via alternative modes;

(ii) Trip Generation & Traffic Impact – provides an overview of the likely trip generation associated with the proposed development and the impacts of this on the local highway network;

(iii) Proposed Development – details the development proposals, including the access and parking arrangements, and strategy for deliveries and servicing;

(iv) Summary and Conclusions

2 BASELINE CONDITIONS

2.1 Site Location & Local Highway Network

2.1.1 **Figure 1** illustrates the location of the site in the context of the local highway network. The site is located to the rear of 34 Drayton Gardens, in an established residential area within West Drayton, in the London Borough of Hillingdon. Drayton Gardens is a short residential cul-de-sac accessed from Station Road (A408), which is an important north–south route providing connections between West Drayton, Uxbridge and Heathrow Airport and linking to the wider strategic highway network.

Figure 1 Site Location

2.1.2 To the north, Station Road (A408) continues through West Drayton towards Yiewsley and Uxbridge, where it connects with the A4020 and, in turn, the M40 motorway. To the south, the A408 provides access to the M4 motorway corridor and the wider Heathrow Airport perimeter, placing the site within convenient reach of the strategic road network.

2.1.3 Station Road is a two-way single carriageway road in the vicinity of Drayton Gardens, lit by street lighting and benefitting from footways on both sides of the carriageway. Waiting restrictions are in place along sections of Station Road to manage kerbside parking and maintain traffic flow, reflecting its role as a local distributor route. Drayton Gardens itself is a short, lightly trafficked residential cul-de-sac with no through traffic, where vehicle speeds are naturally low and on-street parking is accommodated informally along the kerbside.

2.2 Existing Site Access Arrangements

2.2.1 The application site comprises part of the rear garden land associated with 34 Drayton Gardens, located at the head of the cul-de-sac. **Figure 2** illustrates the location and extent of the site. At present, the land is in residential ancillary use as private garden space with associated outbuildings, forming part of the curtilage of the host dwelling.

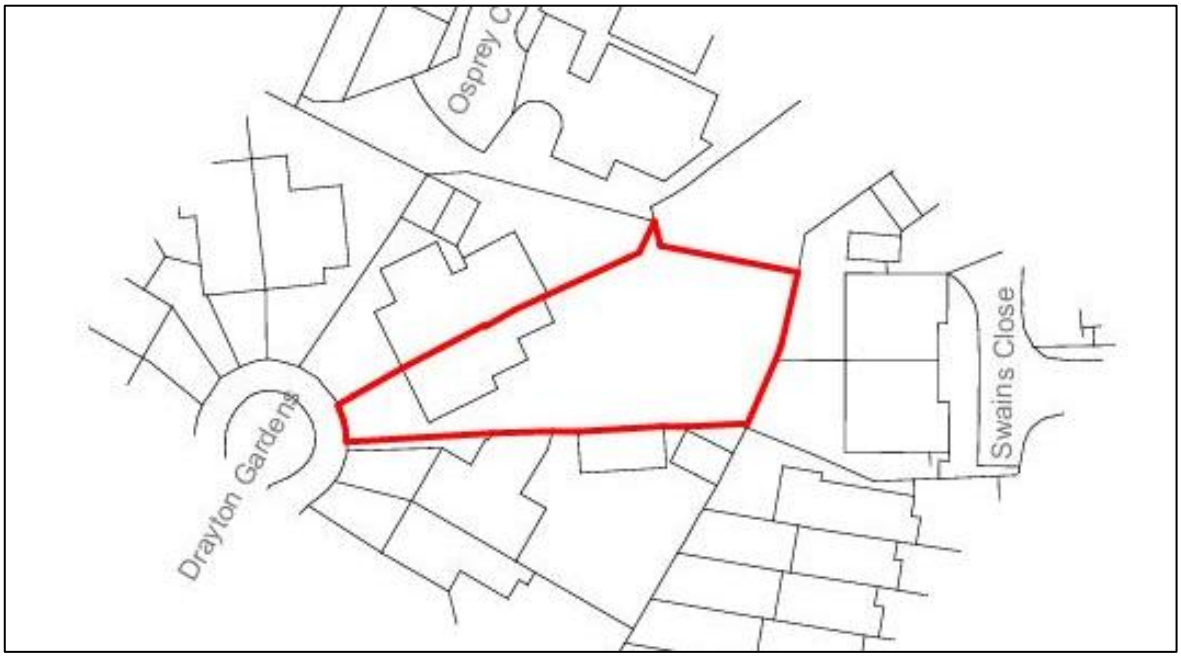


Figure 2 Site Location & Extents

2.2.2 Existing vehicular and pedestrian access to the rear of No.34 is provided via a private driveway running northwards from the turning head at the end of Drayton Gardens, as shown on the architect's drawings. This driveway is currently used in association with the host property and provides informal access to the rear garden area and existing outbuildings. The junction between the driveway and Drayton Gardens benefits from a simple crossover arrangement with adequate width to accommodate domestic vehicles.

2.2.3 Drayton Gardens is generally straight in the vicinity of the access and is subject to very low traffic flows owing to its cul-de-sac form. On this basis, drivers emerging from the existing driveway onto Drayton Gardens are able to achieve good levels of visibility to both the left and right along the carriageway within the extent of the public highway, and vehicle speeds are inherently low due to the local residential nature of the street.

2.2.4 Footways are provided along Drayton Gardens, linking directly to the wider pedestrian network on Station Road and routes towards West Drayton station and the town centre. This provides safe and convenient pedestrian connections between the site, nearby bus stops, schools and local amenities.

2.3 Highway Safety Appraisal

2.3.1 To assess the local highway safety record, collision data has been taken into consideration in line with current Department for Transport (DfT) guidance. Whilst it is traditional for the most recent five-year period to be assessed, with data sourced from Crashmap.co.uk.

2.3.2 The study area for the collision review encompasses Drayton Gardens and the adjoining section of Station Road (A408), focusing on the junction between Drayton Gardens and Station Road and the immediate approach corridors. **Figure 3** illustrates the location of recorded Personal Injury Accidents (PIAs) within the study area over the review period.

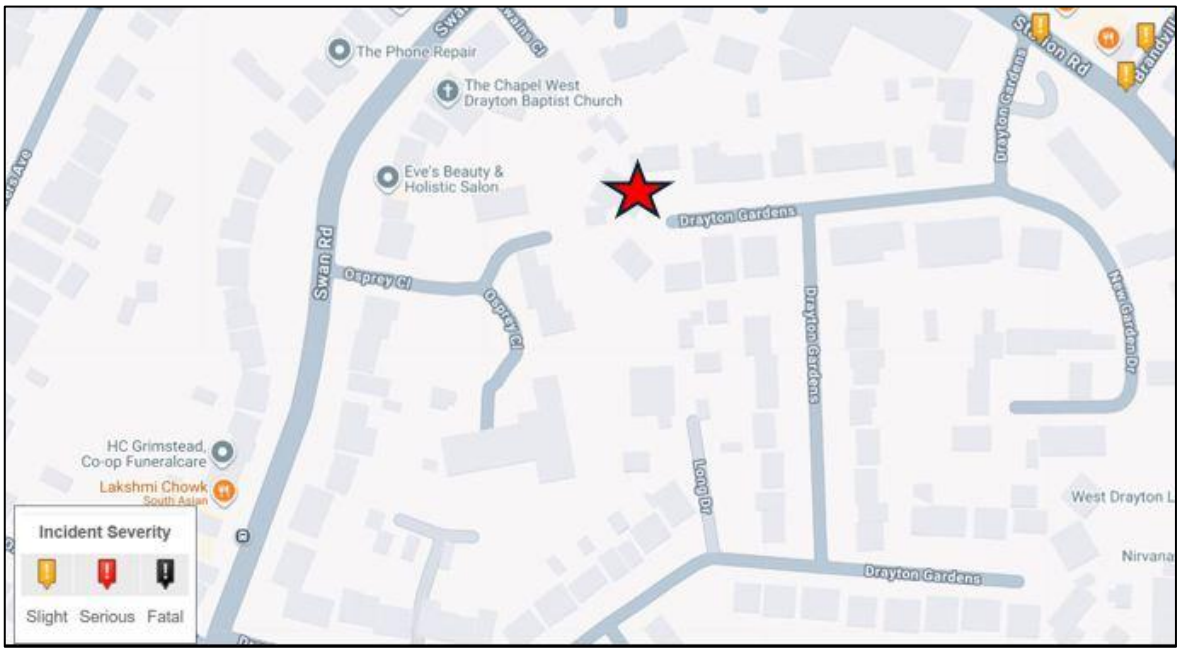


Figure 3 Recorded Personal Injury Accidents – extract from www.crashmap.co.uk

2.3.3 **Figure 3** illustrates that a single 'slight' collision has been recorded within the study area during the latest five-year period, occurring at the junction of Station Road and Drayton Gardens rather than in the immediate vicinity of the site access. As this isolated incident does not relate to the operation of Drayton Gardens itself or the existing private driveway serving the site, it is not considered to indicate any inherent highway safety issue locally.

Date	Severity	Casualties	Description
24/11/2022	Slight	1	The recorded collision occurred in November 2022 at the junction of Station Road and Drayton Gardens, involved a car and a pedestrian crossing away from a designated crossing point, and resulted in a slight injury in fine, dry conditions on a lit 30mph road.

Figure 4 Summary of Personal Injury Accidents

2.3.4 It is noted that a further two slight accidents are illustrated in **Figure 3,** however these are outside of the study area and have therefore not been considered.

2.3.5 The collision data confirms that no PIAs have been recorded on Drayton Gardens itself, nor at the existing private driveway serving the site, during the study period. A single slight-severity collision has been recorded at the junction of Station Road and Drayton Gardens, which involved turning movements at the junction and did not relate to the site access or any particular highway layout deficiency on Drayton Gardens.

2.3.6 The occurrence of just one slight collision over a five-year period at the Station Road / Drayton Gardens junction, in the context of the traffic volumes and function of the A408 corridor, does not indicate an existing highway safety problem or cluster in the vicinity of the site. On this basis, there is no evidence from the collision record to suggest that the local highway network is operating unsafely or that it would be unable to accommodate the modest level of additional traffic associated with the proposed development.

2.4 Local Amenities & Facilities

2.4.1 The site is considered to be located in an accessible urban area, with a wide range of local amenities and services available within comfortable walking and cycling distance. This provides opportunities for future residents to meet many of their day-to-day needs without reliance on the private car.

2.4.2 The site lies a short walk from West Drayton High Street / Station Road, which forms the main local centre and provides a range of shops, services and employment opportunities, including supermarkets, local convenience stores, cafés, restaurants, financial services, hairdressers and other day-to-day facilities.

2.4.3 In terms of leisure and open space, residents have convenient access to Southlands Arts Centre and The Green and the Grand Union Canal corridor, which offer opportunities for recreation, walking and cycling, as well as a broader network of green spaces within the Colne Valley.

2.4.4 The proximity of these facilities ensures that many everyday trips (such as shopping, education, health and leisure) can be undertaken by walking, cycling or public transport, thereby supporting the use of sustainable modes of travel.

2.5 Walking & Cycling Accessibility

2.5.1 There is a good standard of pedestrian infrastructure provided throughout the local area and in particular towards the District Centre. Wide, well-lit footways are provided along both sides of Station Road, providing a safe and convenient route.

2.5.2 A pedestrian crossing point with dropped kerbs and tactile paving is provided across Station Road approximately to the north, facilitating safe and convenient access to the bus stops located on both sides of the carriageway.

2.5.3 The local area also provides separate public rights of way and traffic-free routes towards the town centre. **Figure 5** provides an extract from the LBH Definitive Mapping, showing the routes available.

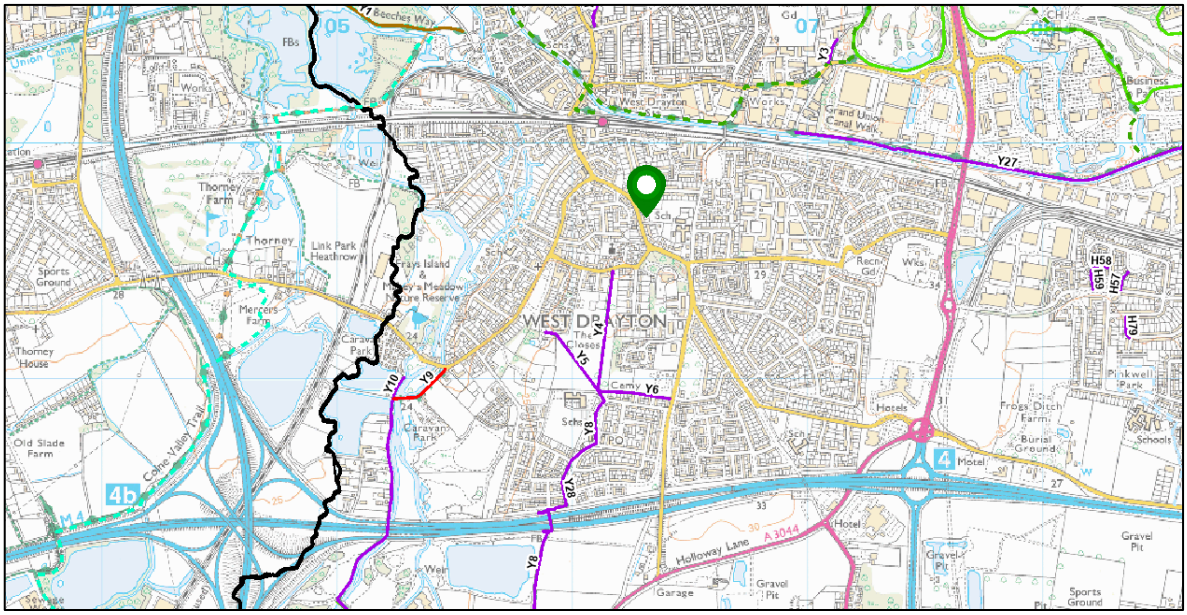


Figure 5 Local Public Rights of Way (extract from LBH Definitive Mapping)

2.5.4 Cycling is an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity have increased demand for cycling.

2.5.5 Traditional Department for Transport (DfT) guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys, a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations.

2.5.6 **Figure 6** illustrates an indicative 5km cycling catchment around the site, with reference to the national and local cycle network.

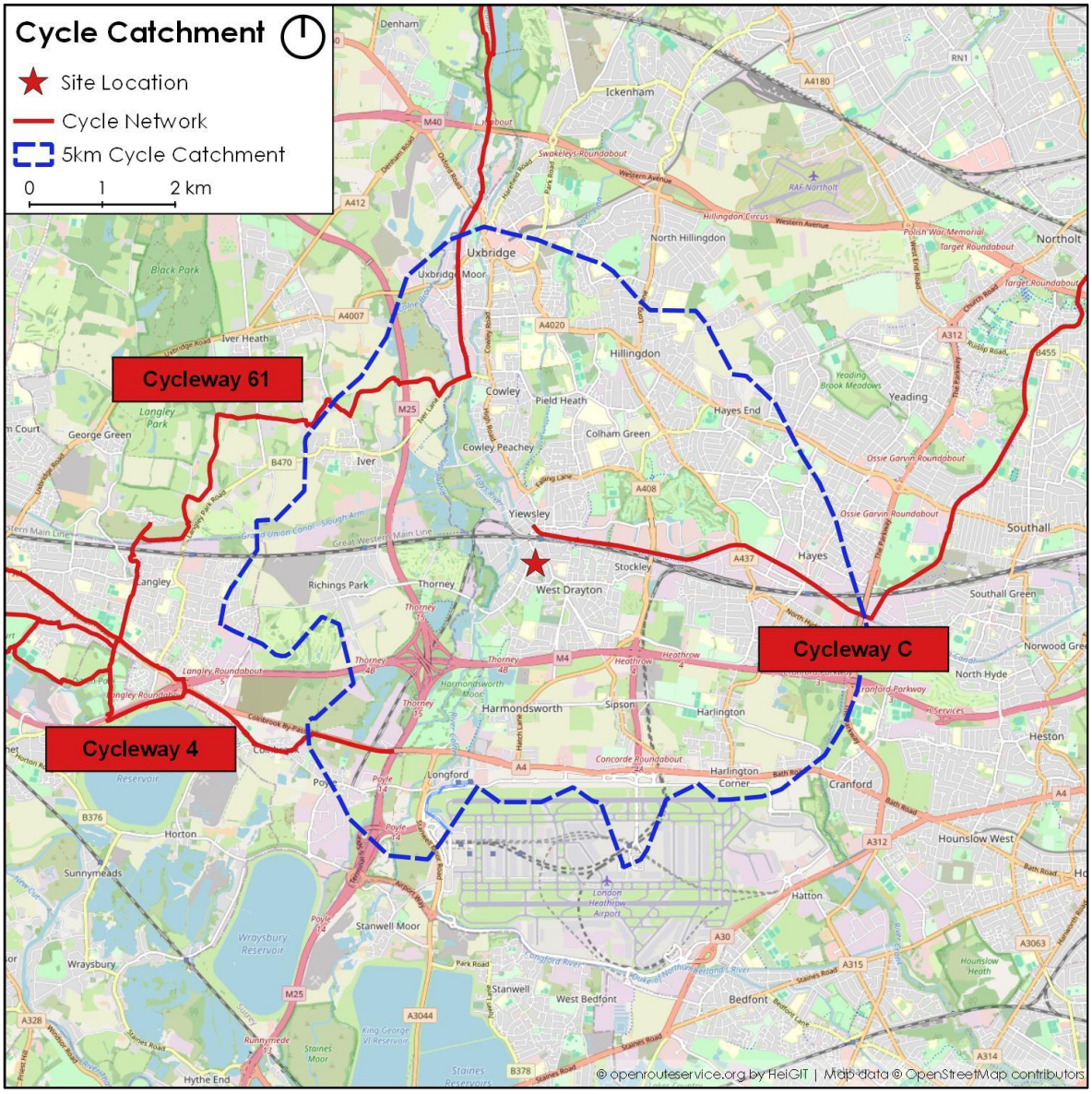


Figure 6 Cycle Catchment

2.5.7 As illustrated, the 5km cycling catchment extends towards Heathrow Airport to the south and Uxbridge to the north.

2.6 Public Transport Accessibility

2.6.1 The site benefits from excellent access to public transport. The nearest bus stops to the site are located immediately outside the site on Station Road. These bus stops provide access to a number of services to key destinations. **Figure 7** provides a summary of the local bus services available.

Bus Service & Key Destinations		Typical Frequency	Hours of Operation
222	Uxbridge, Cowley, West Drayton, Heathrow Airport, Cranford, Hounslow	Mon-Sat: 9-12 mins Sun: 11-14 mins	Mon-Sat: 24 hours Sun: 24 hours
350	Hayes & Harlington, Hayes, Stockley Park, West Drayton, Heathrow Airport	Mon-Fri: 20 mins Sat-Sun: 20 mins	Mon-Fri: 03:44-00:24 Sat-Sun: 03:43-00:19
698	Hillingdon, Hayes End, Hayes & Harlington, West Drayton	School Service	School Service
U1	Ruislip, Ickenham, Uxbridge, Brunel University, West Drayton	Mon-Fri: 15 mins Sat: 15 mins Sun: 30 mins	Mon-Fri: 06:16-01:41 Sat: 06:14-01:41 Sun: 07:11-01:41
U3	Uxbridge, Brunel University, Heathrow	Mon-Fri: 10-14 mins Sat: 11-13 mins Sun: 20 mins	Mon-Fri: 03:39-00:11 Sat: 03:39-00:11 Sun: 03:40-00:11
U5	Uxbridge, Cowley, Hillingdon, West Drayton, Stockley Park, Hayes	Mon-Fri: 10-14 mins Sat: 15 mins Sun: 20 mins	Mon-Fri: 05:21-00:24 Sat: 05:21-00:24 Sun: 06:21-00:21

Figure 7 Summary of Local Bus Services

2.6.2 As summarised above, there are a range of bus routes available in close proximity to the site, catering for travel to key destinations. These bus services would accommodate the essential everyday travel needs of prospective residents, thus reducing any potential reliance on the use of a private vehicle for the majority of essential journeys. These services also provide connections to a range of rail stations, as well as the London Underground network.

2.6.3 West Drayton Station is located approximately 600 metres (a 6-minute walk) to the north of the site. The station provides London Underground services via the Elizabeth Line, with regular services into Central London. Services to the west to Reading, Abbey Wood and Maidenhead are accommodated by National Rail.

2.6.4 Transport for London (TfL) publishes a city-wide Public Transport Accessibility Level (PTAL) mapping tool for reference by local planning authorities and developers to aid strategic planning. The TfL PTAL model utilises an accessibility range between 1a (low) to 6b (high) which is calculated from a formula based upon the number of bus stops and railway stations (points of interest) located within a pre-defined walking threshold of the subject site, being up to 640m (8-minute walk assuming a comfortable 80m/minute walking pace) to bus services and 960m (12-minute walk) to rail stations respectively. The methodology incorporates the walk time to public transport access points (bus stops, railway and underground stations) and service frequency and reliability.

2.6.5 The PTAL rating for a site is publicly available via TfL's web-based Connectivity Assessment Toolkit (WebCAT) tool which provides information on London's transport system to also include travel time reports and statistics. The WebCAT tool allows for viewing a PTAL for the whole of London or for individual locations, in both the current (base) and future transport scenarios.

2.6.6 As confirmed in **Figure 8**, the site falls within a PTAL 2 area. It is noted, however, that the site is positioned directly next to PTAL 3 cells and benefits from the same high-frequency bus and rail services that underpin the higher surrounding PTAL scores, meaning the overall accessibility is stronger than the PTAL 2 designation alone may suggest.

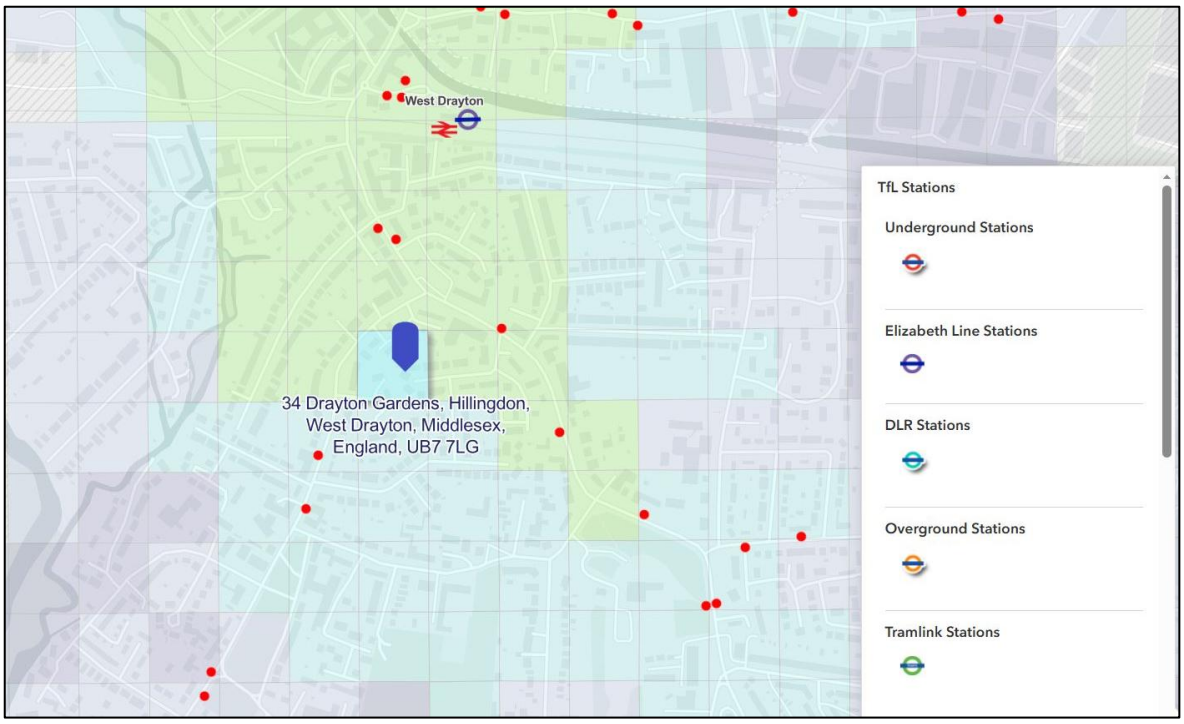


Figure 8 PTAL Assessment (Extract from WebCAT)

2.6.7 As discussed within the report the closest bus stop is Church Road circa 225m from the site with a frequency of 5-6 buses per hour. West Drayton station is additionally located circa 600m to the north of the site and benefits from services through the Elizabeth line and national railway services to Reading, Abbey Wood and Maidenhead.

2.6.8 Transport for London's *Assessing Transport Connectivity in London* guidance confirms that PTAL should be treated as an indicative tool rather than a definitive measure of accessibility. The guidance states that *"it is therefore important to use professional judgement when analysing PTAL outputs and to interpret any result in the relevant context"* (TfL, 2015, p.10), recognising that small changes in distance to stops or grid boundaries can materially influence the final PTAL score.

2.6.9 In this context, while the site is located within a PTAL 2 grid cell, it sits immediately adjacent to areas classified as PTAL 3 and benefits from close proximity to frequent bus services on Station Road and rail services at West Drayton station. When assessed in the round, taking account of actual walking routes, service frequencies and the surrounding public transport network, the site benefits from a level of accessibility that is stronger than the PTAL value in isolation may suggest and is appropriate for the scale and nature of the proposed development.

2.7 Summary

2.7.1 This section has demonstrated the sites good connections to local active travel routes and public transport services, providing reasonable options for future residents to travel by modes other than the private car.

3 TRIP GENERATION & IMPACT

3.1.1 The development proposals seek to deliver a small residential scheme comprising two new 2-bedroom dwellings on land to the rear of 34 Drayton Gardens. This section outlines the anticipated trip generation associated with the proposed dwellings and the corresponding level of use of the shared private access by Vehicles.

3.1.2 To determine the likely levels of trips that would be generated by the proposed development, the Trip Rate Information Computer System (TRICS) database has been used. The TRICS database is the industry standard tool for determining trip rates for a development proposal, utilising a comprehensive database of surveys of similarly located land uses.

3.1.3 In this instance, the TRICS database has been interrogated for private housing and private flats in similar locations with respect to proximity to local services and public transport (PTAL 2-4 rating). A copy of the TRICS data is attached at **Appendix B**.

3.1.4 **Figure 9** summarises the anticipated change in trips by vehicles, with reference to the traditional morning (08:00-09:00) and evening (17:00-18:00) peak hours on the highway network, alongside a daily trip attraction.

Time Period	Arrivals	Departures	Two-Way
AM Peak Hour (08:00-09:00)	0	1	1
PM Peak Hour (17:00-18:00)	1	0	1
Daily	4	4	9

Figure 9 Proposed Vehicle Trip Generation

3.1.5 The TRICS assessment confirms that the proposed development would generate a very modest level of vehicle activity during a typical weekday. As shown in **Figure 9**, the two dwellings are expected to produce approximately 9 two-way vehicle movements per day (4 arrivals and 4 departures), reflecting the small scale and residential nature of the scheme.

3.1.6 During the network peak hours, the proposal would generate no more than a single two-way movement, with 1 movement in the AM peak hour and 1 movement in the PM peak hour. Such flows are negligible and fall comfortably within the natural daily variation in traffic already experienced on Drayton Gardens and Station Road.

3.1.7 Given the site's accessible suburban location, the development would be expected to generate a small increase in pedestrian activity, particularly in relation to journeys made to nearby bus stops and West Drayton station, consistent with the sustainable nature of the area.

3.1.8 In light of the above, it is concluded that the proposed development would not give rise to any material transport impacts. The extremely low level of vehicle activity would not approach the threshold for a 'severe' impact, nor would it result in any discernible highway safety concerns, in accordance with the National Planning Policy Framework.

4 PROPOSED DEVELOPMENT

4.1 Vehicular Access Arrangements

4.1.1 The proposed residential dwellings would be accessed via the existing private driveway at the head of Drayton Gardens, which currently serves the rear of No.34. The driveway would operate as a low-speed shared surface for pedestrians and vehicles, typical of small back land and mews-style schemes in London. The access provides sufficient width to accommodate single vehicle movements, with space for a car to pass a pedestrian if required. The proposed access arrangements are illustrated on the Proposed Site Plan at **Appendix A**.

4.1.2 As set out in **Section 3**, the proposed development is expected to generate an extremely low level of vehicle activity, with around 10 two-way trips per day and no more than a single vehicle movement in any peak hour. In practice, residential traffic associated with the new dwellings would primarily comprise cars leaving during the AM period and returning during the evening, generally travelling in the same direction along Drayton Gardens. On this basis, the proposals would not give rise to a material change in the nature or intensity of vehicle use of the driveway when compared with existing residential activity.

4.1.3 Within the rear portion of the site, the driveway widens into a small area of hardstanding which provides space for vehicles to turn within the site and exit Drayton Gardens in forward gear. The layout allows drivers to see approaching vehicles and pedestrians, enabling vehicles to wait within the site if another vehicle is entering the access. This arrangement ensures that any occasional opposing movements can be managed safely and conveniently, without impacting the operation of the public highway.

4.1.4 Emerging drivers at the junction between the private driveway and Drayton Gardens benefit from clear visibility in both directions along the cul-de-sac, reflecting the straight alignment, low traffic flows and low vehicle speeds on Drayton Gardens. In this context, visibility commensurate with Manual for Streets guidance for a lightly trafficked residential street can be achieved within the extent of the public highway, enabling vehicles to enter and leave the site safely.

4.2 Pedestrian Access Arrangements

4.2.1 Pedestrian access to the proposed dwellings would be taken via the same shared-surface driveway from Drayton Gardens. The very low level of vehicle activity associated with the scheme and the short length of the driveway mean that pedestrians and drivers would be able to interact safely, in line with established shared-space principles.

4.2.2 From the driveway, residents would have direct and convenient access to the existing footway network on Drayton Gardens and Station Road, providing straightforward routes on foot to nearby bus stops, West Drayton station, local schools, shops and other amenities, as described in **Section 2** of this report.

4.3 Deliveries & Servicing Arrangements

4.3.1 Future residents would generate a typical level of demand for deliveries and servicing associated with two small residential dwellings. This would include postal services, parcel and courier deliveries, supermarket home deliveries and occasional tradespeople. The majority of such trips would be made by cars or light goods vehicles (LGVs), with some smaller-scale deliveries undertaken by motorcycle or bicycle.

4.3.2 Many of these delivery and servicing trips already occur in the local area to serve existing dwellings on Drayton Gardens and the wider neighbourhood. Given the limited scale of the proposed development, it is not expected that there would be any material increase in servicing vehicle activity beyond the day-to-day fluctuations that currently occur on the surrounding residential network.

4.3.3 **Drawing 9018-DRA-RGP-XX-XX-DR-T-001 P01** demonstrates that a fire tender is able to enter and turn within the Drayton Gardens cul-de-sac, enabling it to leave in forward gear, and confirms that a standard 45-metre hose run from the public highway can reach the proposed development, in accordance with relevant fire service access and hose coverage guidance.

4.3.4 Refuse and recycling would be managed in accordance with London Borough of Hillingdon's collection arrangements. Dedicated refuse storage would be provided within the site in close proximity to the dwellings, with residents wheeling bins to the agreed collection point on Drayton Gardens on collection days. Given the very small scale of the scheme, it is not necessary for a refuse vehicle to enter the private driveway; instead, collections can safely take place from the public highway in the same manner as for existing properties.

4.4 Car Parking Provision

4.4.1 The recommended provisions for car parking are confirmed in Appendix C of the Hillingdon Local Plan Part 2: Development Management Policies (2020). These standards are based on the previously adopted Local Plan 2016 standards, with some variation to represent local characteristics of the borough. These standards stipulate the following requirements for residential development:

- All spaces must measure a minimum of 2.4m x 4.8m, with an additional 1.2m clear access zone for disabled bays.
- Sufficient space for the standing and manoeuvring of all goods and service vehicles likely to serve the development at any one time is essential.
- Surface car parks should be adequately screened and landscaped and, where possible, laid out in small groups of parking spaces for amenity and to mitigate heat island effects and surface water runoff.

  Leave enough space between the dwelling and vehicle (1200mm) to allow access for a wheelchair.

- For residential development, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD May 2013. It is not suggested that this is needed in this case.

- Cycle parking should be provided and comply with the design standards issued in Transport for London's London Cycling Design Standards.

4.4.2 The following requirements for car parking are confirmed by the Hillingdon Local Plan.

Accommodation Type	Car Parking (Maximum)	Cycle Parking (Minimum)
Dwellings (with curtilage)	2 spaces per dwelling	1 space per 1-2 bed units 2 spaces per 3+ bed units
Flats (studio)	0.5 spaces per dwelling	1 space per unit
Flats (1-2 bedrooms)	1-1.5 spaces per dwelling	1 space per unit
Flats (3+ bedrooms)	2 spaces per dwelling	2 spaces per unit

Figure 10 Hillingdon Local Plan Parking Standards for Residential Development

4.4.3 As shown within the site plan attached hereto at **Appendix A**, the proposal would provide sufficient levels of car parking in line with the maximum standards, including 1 car parking spaces per house.

4.4.4 **Drawing 9018-DRA-RGP-XX-XX-DR-T-002 P01** demonstrates that a standard car can manoeuvre safely within the parking area, with sufficient space to enter, park, turn, and exit the site in a forward gear. This confirms that the layout provides safe and convenient access for residents and maintains efficient operation of the shared driveway.

4.5 Cycle Parking Provision

4.5.1 **Figure 10** confirms the minimum requirements for cycle parking, including 1 space for each house.

4.5.2 The proposed residential dwellings would each be provided with secure and sheltered bicycle storage within each curtilage. Full details of the cycle parking design/layout would be secured by planning condition.

5 SUMMARY & CONCLUSIONS

5.1.1 This Transport Statement has considered the transport planning implications associated with the proposed development of land to the rear of 34 Drayton Gardens, West Drayton, to provide 2 no. two-bedroom residential dwellings with associated access, parking and amenity space. RGP make the following conclusions of this Transport Statement:

i) The site is located within an established suburban residential area with convenient access to the wider highway network via Drayton Gardens and Station Road (A408), which links to the A4, M4 and Heathrow Airport corridor. The site lies within a PTAL 2 area but is immediately adjacent to PTAL 3 cells, reflecting its close proximity to frequent bus services on Station Road and West Drayton station (Elizabeth line and Great Western Railway) which is located within a reasonable walking distance. These services provide realistic non-car commuting opportunities for future residents.

ii) The TRICS assessment confirms that the proposed development would generate an extremely low level of vehicle activity, amounting to around 9 two-way vehicle trips across a typical weekday, with no more than a single two-way movement in any peak hour. Flows of this magnitude would be imperceptible within the context of existing residential traffic on Drayton Gardens and Station Road and would not result in any material change in traffic conditions or operation of the local highway network.

iii) The proposed provision of two on-site car parking spaces (one per dwelling) is considered appropriate in the context of the site's public transport accessibility and proximity to local services and employment opportunities. The on-site parking will adequately cater for anticipated demand and limit any potential for overspill parking on Drayton Gardens. Secure cycle parking will be provided within the site in accordance with London Plan Policy T5 and London Borough of Hillingdon standards, thereby supporting travel by sustainable modes.

iv) Vehicular and pedestrian access would continue to be taken via the existing private driveway at the head of Drayton Gardens, operating as a low-speed shared surface. Within the site, the driveway widens to provide space for vehicles to turn and exit in forward gear. Visibility at the junction with Drayton Gardens is appropriate for a lightly trafficked residential cul-de-sac, and a review of the latest five-year collision record indicates no pattern of highway safety problems on Drayton Gardens and only a single slight collision at the Station Road / Drayton Gardens junction, unrelated to the site access. The access arrangements are therefore considered to be safe and suitable for the modest level of traffic associated with the proposals.

v) The development would generate a typical level of servicing and delivery activity for two small dwellings, primarily by cars and light goods vehicles. These trips will be readily accommodated within the existing residential pattern of activity on Drayton Gardens. Refuse and recycling storage can be provided within the site with bins presented for collection on Drayton Gardens on collection days, enabling collections to take place from the public highway in the same manner as for existing properties, without the need for refuse vehicles to enter the private driveway.

5.1.2 In light of the above, it is concluded that the proposed development would not result in an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe. The scheme is therefore considered acceptable in transport and highways terms, and the London Borough of Hillingdon, as Local Highway Authority, is respectfully requested to confirm that it has no objection on highway grounds to the grant of planning permission.

RGP

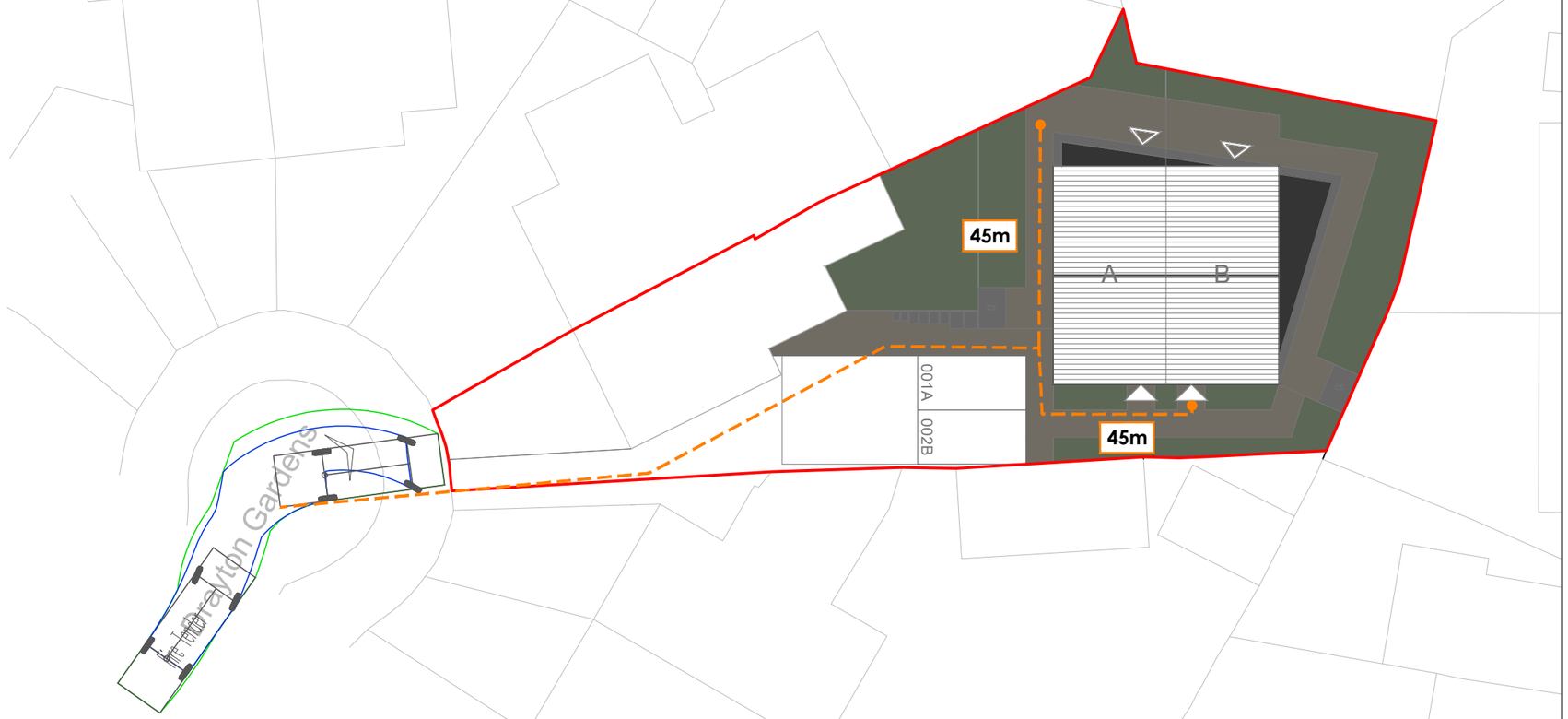
RGP - Transport Planning and Infrastructure Design Consultants

enquiries@rgp.co.uk www.rgp.co.uk

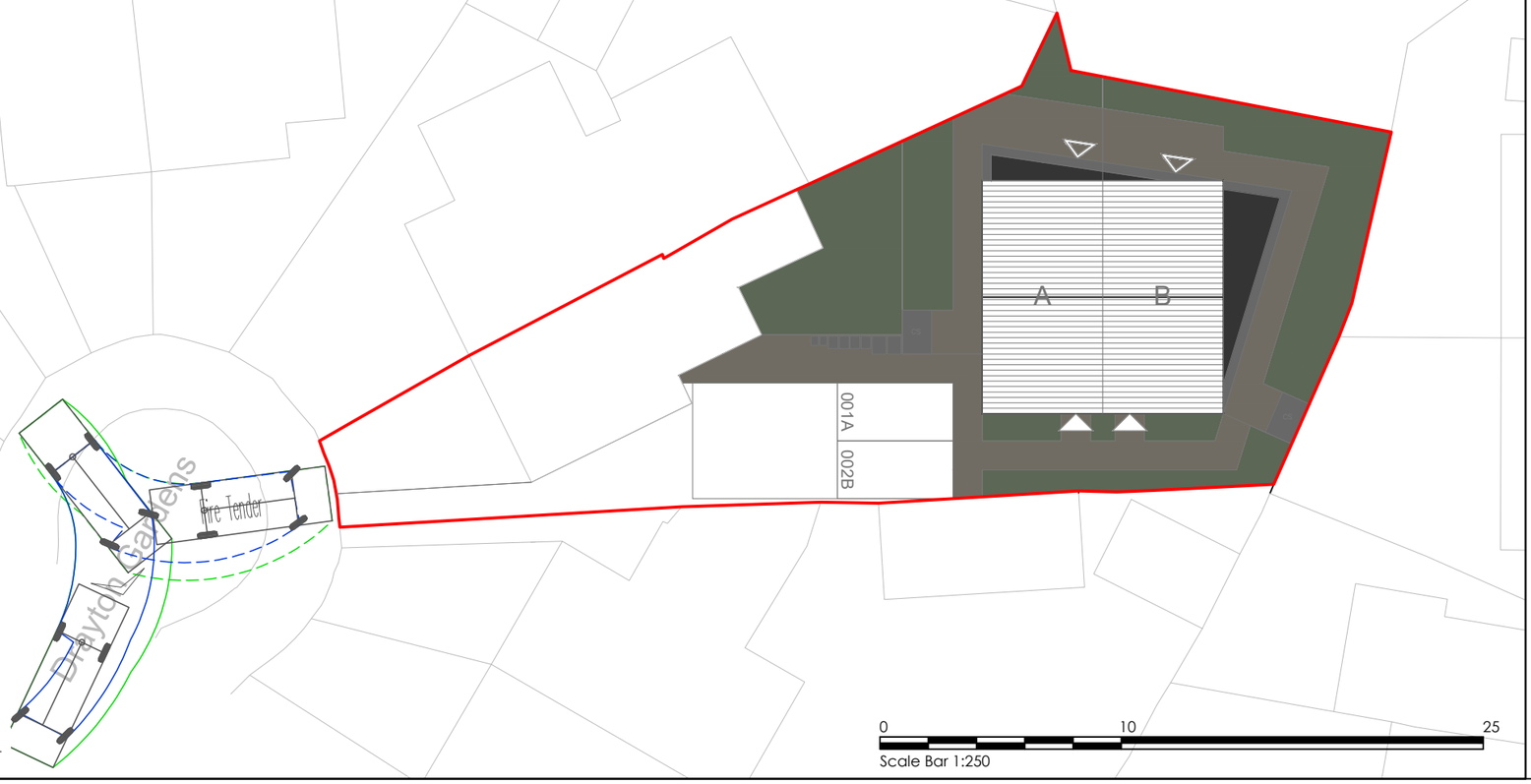
Surrey Office Old Mill Studios, Fry's Yard, 37-40 Bridge Street, Godalming GU7 1HP T: 01483 861 681
London Office 10 York Road, London SE1 7ND T: 020 7078 9662

DRAWINGS

VEHICLE INBOUND



VEHICLE OUTBOUND



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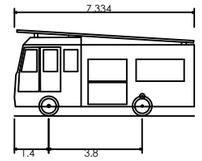
Notes:

1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
4. This drawing should be printed in colour.
5. This drawing is to be read in conjunction with all other engineer's drawings.



Fire Tender	
Overall Length	7.334m
Overall Width	2.286m
Overall Body Height	3.495m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.000m

Rev	Details	Date	By	Chkd	Appd
P01	FIRST ISSUE	02.12.25	GE	HG	BC

Godalming Office
Old Mill Studios, Fry's Yard,
37-40 Bridge Street, Godalming
GU7 1HP

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status: INFORMATION

Client: BMR Property Group

Project: 34a Drayton Gardens, West Drayton

Drawing Title: Swept Path Assessment Fire Tender

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:250	02.12.25	GE	GE	HG	BC

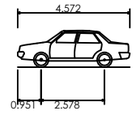
Project No:	Drawing No:	Revision:
9018	DRA-RGP-XX-XX-DR-T-001	P01

0 10 25

Scale Bar 1:250

Notes:

1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
4. This drawing should be printed in colour.
5. This drawing is to be read in conjunction with all other engineer's drawings.



Standard Car	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Rev	Details	Date	By	Chkd	Appd
P01	FIRST ISSUE	02.12.25	GE	HG	BC

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GU7 1HP

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status: INFORMATION

Client: BMR Property Group

Project: 34a Drayton Gardens, West Drayton

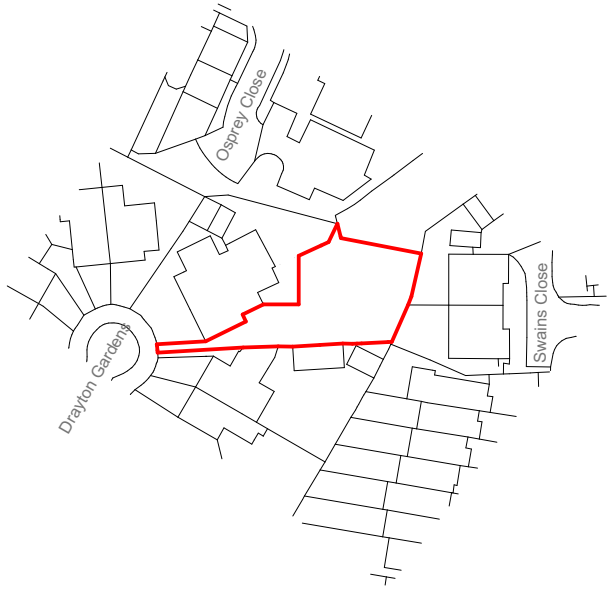
Drawing Title: Swept Path Assessment Standard Car

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:250	02.12.25	GE	GE	HG	BC

Project No:	Drawing No:	Revision:
9018	DRA-RGP-XX-XX-DR-T-002	P01

APPENDIX A

Rev.	Date	DRN/CKD	Revision
A	09/01/26	-	Updated to consultant comments



Application Site Boundary

PLEASE NOTE:
All drawing information provided herein is indicative only and subject to ongoing design development and detailed design input. No element of the drawing(s) should be relied upon for construction, costing, or statutory approvals without further verification.

The position and extent of all utilities (above and below ground), easements, topographical features, and trees are to be confirmed through additional surveys. The site boundary is to be confirmed based on the Land Registry title plan and further on-site investigations. The layout has been produced for feasibility and discussion purposes only, and is based on PDF survey data that is subject to a full measured building survey. This sketch is based on incomplete and unverified survey information. Core areas are assumed to contain vertical circulation but remain unconfirmed. The proposal is subject to full measured, structural, and M&E surveys, and represents an early-stage feasibility concept.

Further design development is required to address the following (non-exhaustive):
A compliant fire strategy, including:
Means of escape, Protected lobbies, Evacuation lift requirements, Fire-rated construction, Acoustic and thermal performance in line with current Building Regulations, including enhancements between residential uses where appropriate. Ventilation of habitable and shared spaces per Approved Document F, and assessment of overheating risk in accordance with Approved Document O. Structural capacity of the existing building to support any new residential use and associated loadings. Natural light provision, and performance against daylight/ sunlight guidance as outlined by BRE.

Services coordination, including:
Drainage infrastructure, Vertical risers, Ventilation and duct routes, Access and inclusivity, including potential lift upgrades and Part M compliance. Refuse and cycle storage in accordance with local authority standards. Assessment of hazardous materials (e.g., asbestos) within the existing building fabric.

All elements of the proposal remain subject to:
Detailed technical input, Comprehensive measured and specialist surveys, Compliance with current planning policy and building regulations.

USE OF THIS DOCUMENT:
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MDG Architects
201 The Folium
5-8 Caroline Street
The Jewellery Quarter, Birmingham
B3 1TR
Tel: 0121 638 0201
www.mdgarchitects.co.uk
innovation@mdg.co.uk

MDG ARCHITECTS

PROJECT
34 Drayton Gardens, West Drayton

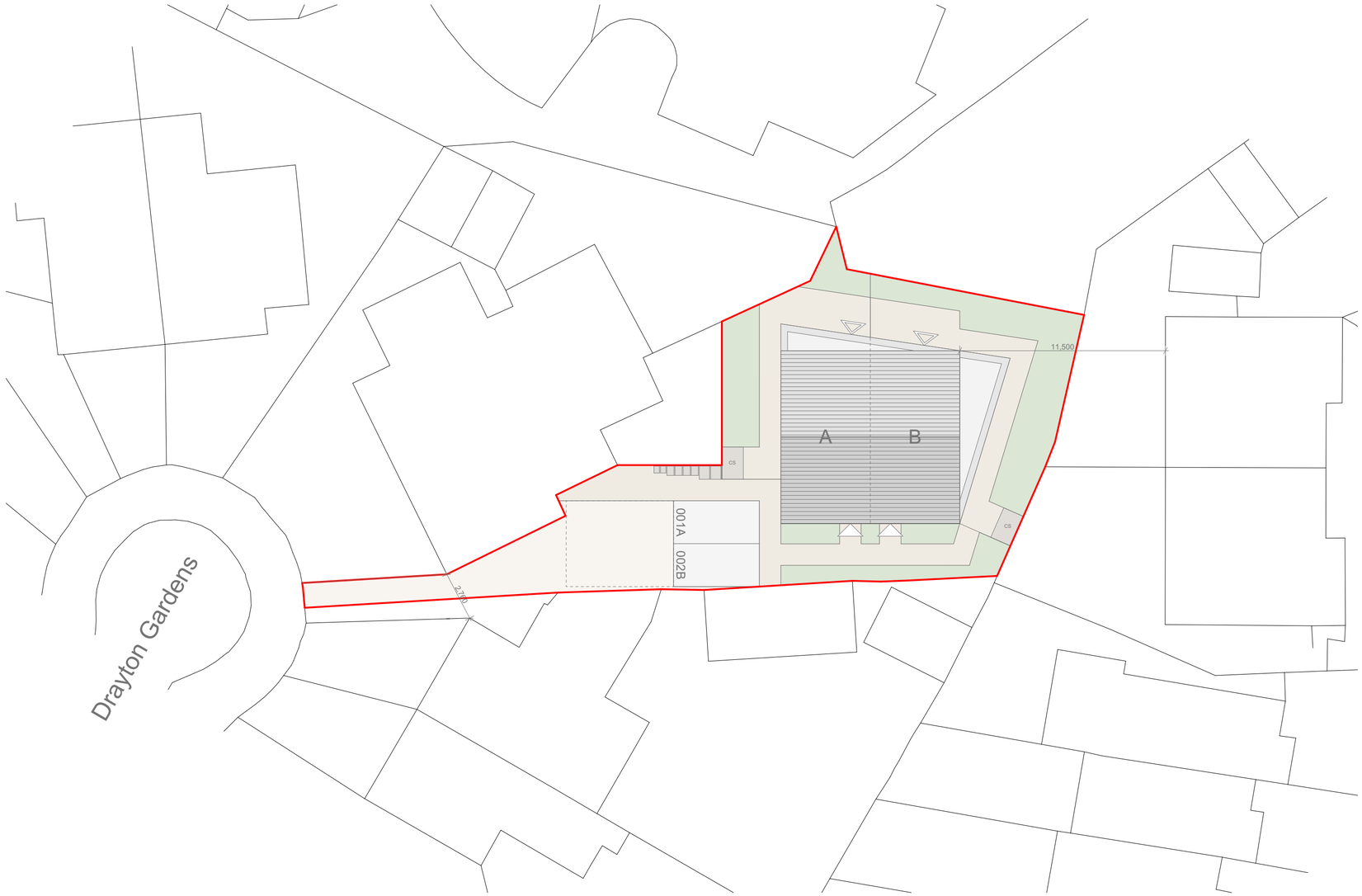
BMR Property Group

DRAWING
Site Location Plan

Site Location Plan
Scale 1:1250@A4

N

SCALE	1 : 1250 at A4	CHECKED	-
DATE	Oct 2025	DRAWN	-
DWG. No.	A1442_(SK)001	REVISION	A



Proposed Site Plan
Scale 1:200@A2

Rev.	Date	DRN/CKD	Revision
A	22/10/25	-	Updated to consultant comments
B	28/10/25	-	Updated to consultant comments
C	09/01/26	-	Updated to consultant comments

Application Site Boundary

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PROJECT
34 Drayton Gardens, West Drayton

BMR Property Group

DRAWING
Proposed Site Plan

SCALE	1 : 200 at A2	CHECKED	-
DATE	Oct 2025	DRAWN	-
DWG. No.	A1442_(SK)010	REVISION	C

APPENDIX B

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total People

Selected regions and areas:

01	**GREATER LONDON**		
	BN	BARNET	1 day
	HG	HARINGEY	1 day
	HO	HOUNSLOW	1 day
	KI	KINGSTON	2 days
	SU	SUTTON	1 day

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:	DWELLS
Actual Range:	12 to 231 (units:DWELLS)
Range Selected by User:	6 to 1817 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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
Thursday	3 days
Tuesday	2 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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	2 days
Neighbourhood Centre	2 days
Suburban Area	2 days

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:

High Street	1 days
Residential Zone	5 days

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 Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	4 days

Secondary Filtering Selection:

Use Class:

C3	6 surveys

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:

2771 - 10800

Population within 1 mile:

25,001 to 50,000	4 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

500,001 or More	6 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	3 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 surveys
Yes	1 surveys

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

PTAL Rating:

2 - Poor	1 surveys
3 - Moderate	2 surveys
4 - Good	3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

1	**BN-03-A-04**	**MIXED HOUSES & FLATS**	**BARNET**

SWEETS WAY
WHETSTONE
Neighbourhood Centre
Residential Zone
Site area: 4.650000095367432 hect
Survey date: Tuesday 21/09/2021
Survey Type: Manual

2	**HG-03-A-01**	**DETACHED & SEMI-DETACHED**	**HARINGEY**

LAWRENCE ROAD
TOTTENHAM
WEST GREEN
Neighbourhood Centre
High Street
Site area: 0.30000001192092896 hect
Survey date: Tuesday 05/11/2019
Survey Type: Manual

3	**HO-03-A-02**	**MIXED HOUSES**	**HOUNSLOW**

HIBERNIAN ROAD
HOUNSLOW
Edge of Town Centre
Residential Zone
Site area: 1.3200000524520874 hect
Survey date:
Survey Type: Manual

4	**KI-03-A-01**	**DETACHED**	**KINGSTON**

COOMBE RISE
KINGSTON UPON THAMES
Suburban Area
Residential Zone
Site area: 1.3700000047683716 hect
Survey date: Thursday 24/06/2010
Survey Type: Manual

5	**KI-03-A-02**	**DETACHED**	**KINGSTON**

WOLSEY CLOSE
KINGSTON UPON THAMES
Suburban Area
Residential Zone
Site area: 2.259999990463257 hect
Survey date: Thursday 24/06/2010
Survey Type: Manual

6	**SU-03-A-01**	**MIXED HOUSES & FLATS**	**SUTTON**

COLLINGWOOD ROAD
SUTTON
Edge of Town Centre
Residential Zone
Site area: 1.5800000429153442 hect
Survey date: Thursday 13/06/2024
Survey Type: Manual

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**6**	**66**	**0.074**	**0.201**	**0.275**
08:00-09:00	**6**	**66**	**0.198**	**0.256**	**0.454**
09:00-10:00	**6**	**66**	**0.132**	**0.135**	**0.267**
10:00-11:00	**6**	**66**	**0.137**	**0.147**	**0.284**
11:00-12:00	**6**	**66**	**0.132**	**0.114**	**0.246**
12:00-13:00	**6**	**66**	**0.183**	**0.178**	**0.361**
13:00-14:00	**6**	**66**	**0.155**	**0.137**	**0.292**
14:00-15:00	**6**	**66**	**0.117**	**0.107**	**0.224**
15:00-16:00	**6**	**66**	**0.203**	**0.188**	**0.391**
16:00-17:00	**6**	**66**	**0.152**	**0.135**	**0.287**
17:00-18:00	**6**	**66**	**0.185**	**0.170**	**0.355**
18:00-19:00	**6**	**66**	**0.198**	**0.168**	**0.366**
19:00-20:00	**4**	**90**	**0.141**	**0.127**	**0.268**
20:00-21:00	**4**	**90**	**0.149**	**0.110**	**0.259**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.156**	**2.173**	**4.329**

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:	6 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**6**	**66**	**0.168**	**0.708**	**0.876**
08:00-09:00	**6**	**66**	**0.530**	**0.992**	**1.522**
09:00-10:00	**6**	**66**	**0.398**	**0.404**	**0.802**
10:00-11:00	**6**	**66**	**0.299**	**0.322**	**0.621**
11:00-12:00	**6**	**66**	**0.353**	**0.317**	**0.670**
12:00-13:00	**6**	**66**	**0.414**	**0.388**	**0.802**
13:00-14:00	**6**	**66**	**0.414**	**0.363**	**0.777**
14:00-15:00	**6**	**66**	**0.363**	**0.315**	**0.678**
15:00-16:00	**6**	**66**	**0.754**	**0.589**	**1.343**
16:00-17:00	**6**	**66**	**0.563**	**0.381**	**0.944**
17:00-18:00	**6**	**66**	**0.510**	**0.421**	**0.931**
18:00-19:00	**6**	**66**	**0.602**	**0.426**	**1.028**
19:00-20:00	**4**	**90**	**0.412**	**0.304**	**0.716**
20:00-21:00	**4**	**90**	**0.340**	**0.191**	**0.531**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**6.120**	**6.121**	**12.241**

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:	6 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**6**	**66**	**0.003**	**0.028**	**0.031**
08:00-09:00	**6**	**66**	**0.010**	**0.023**	**0.033**
09:00-10:00	**6**	**66**	**0.008**	**0.005**	**0.013**
10:00-11:00	**6**	**66**	**0.003**	**0.005**	**0.008**
11:00-12:00	**6**	**66**	**0.005**	**0.005**	**0.010**
12:00-13:00	**6**	**66**	**0.000**	**0.008**	**0.008**
13:00-14:00	**6**	**66**	**0.013**	**0.000**	**0.013**
14:00-15:00	**6**	**66**	**0.000**	**0.003**	**0.003**
15:00-16:00	**6**	**66**	**0.005**	**0.005**	**0.010**
16:00-17:00	**6**	**66**	**0.015**	**0.008**	**0.023**
17:00-18:00	**6**	**66**	**0.008**	**0.000**	**0.008**
18:00-19:00	**6**	**66**	**0.018**	**0.008**	**0.026**
19:00-20:00	**4**	**90**	**0.003**	**0.000**	**0.003**
20:00-21:00	**4**	**90**	**0.006**	**0.000**	**0.006**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.097**	**0.098**	**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.

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Parameter Summary:

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Number of weekdays (Monday-Friday):	6
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Number of Sundays:	0
Surveys automatically removed from selection:	1
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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**6**	**66**	**0.003**	**0.003**	**0.006**
08:00-09:00	**6**	**66**	**0.003**	**0.003**	**0.006**
09:00-10:00	**6**	**66**	**0.000**	**0.000**	**0.000**
10:00-11:00	**6**	**66**	**0.000**	**0.000**	**0.000**
11:00-12:00	**6**	**66**	**0.000**	**0.000**	**0.000**
12:00-13:00	**6**	**66**	**0.000**	**0.000**	**0.000**
13:00-14:00	**6**	**66**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**66**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**66**	**0.000**	**0.000**	**0.000**
16:00-17:00	**6**	**66**	**0.003**	**0.003**	**0.006**
17:00-18:00	**6**	**66**	**0.000**	**0.000**	**0.000**
18:00-19:00	**6**	**66**	**0.000**	**0.000**	**0.000**
19:00-20:00	**4**	**90**	**0.000**	**0.000**	**0.000**
20:00-21:00	**4**	**90**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.009**	**0.009**	**0.018**

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:	6 - 1817 (units: DWELLS)
Survey date date range:	29/06/2015 - 13/06/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**6**	**66**	**0.003**	**0.003**	**0.006**
08:00-09:00	**6**	**66**	**0.000**	**0.000**	**0.000**
09:00-10:00	**6**	**66**	**0.010**	**0.010**	**0.020**
10:00-11:00	**6**	**66**	**0.005**	**0.003**	**0.008**
11:00-12:00	**6**	**66**	**0.005**	**0.000**	**0.005**
12:00-13:00	**6**	**66**	**0.005**	**0.010**	**0.015**
13:00-14:00	**6**	**66**	**0.003**	**0.003**	**0.006**
14:00-15:00	**6**	**66**	**0.003**	**0.003**	**0.006**
15:00-16:00	**6**	**66**	**0.005**	**0.005**	**0.010**
16:00-17:00	**6**	**66**	**0.000**	**0.000**	**0.000**
17:00-18:00	**6**	**66**	**0.000**	**0.000**	**0.000**
18:00-19:00	**6**	**66**	**0.003**	**0.003**	**0.006**
19:00-20:00	**4**	**90**	**0.008**	**0.006**	**0.014**
20:00-21:00	**4**	**90**	**0.000**	**0.003**	**0.003**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.050**	**0.049**	**0.099**

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:	6 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**6**	**66**	**0.003**	**0.003**	**0.006**
08:00-09:00	**6**	**66**	**0.008**	**0.008**	**0.016**
09:00-10:00	**6**	**66**	**0.008**	**0.008**	**0.016**
10:00-11:00	**6**	**66**	**0.005**	**0.005**	**0.010**
11:00-12:00	**6**	**66**	**0.005**	**0.005**	**0.010**
12:00-13:00	**6**	**66**	**0.008**	**0.008**	**0.016**
13:00-14:00	**6**	**66**	**0.008**	**0.008**	**0.016**
14:00-15:00	**6**	**66**	**0.005**	**0.005**	**0.010**
15:00-16:00	**6**	**66**	**0.003**	**0.003**	**0.006**
16:00-17:00	**6**	**66**	**0.008**	**0.008**	**0.016**
17:00-18:00	**6**	**66**	**0.010**	**0.010**	**0.020**
18:00-19:00	**6**	**66**	**0.003**	**0.003**	**0.006**
19:00-20:00	**4**	**90**	**0.000**	**0.000**	**0.000**
20:00-21:00	**4**	**90**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.074**	**0.074**	**0.148**

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:	6 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**6**	**66**	**0.084**	**0.312**	**0.396**
08:00-09:00	**6**	**66**	**0.272**	**0.378**	**0.650**
09:00-10:00	**6**	**66**	**0.180**	**0.170**	**0.350**
10:00-11:00	**6**	**66**	**0.183**	**0.201**	**0.384**
11:00-12:00	**6**	**66**	**0.173**	**0.145**	**0.318**
12:00-13:00	**6**	**66**	**0.251**	**0.244**	**0.495**
13:00-14:00	**6**	**66**	**0.195**	**0.178**	**0.373**
14:00-15:00	**6**	**66**	**0.155**	**0.122**	**0.277**
15:00-16:00	**6**	**66**	**0.315**	**0.249**	**0.564**
16:00-17:00	**6**	**66**	**0.203**	**0.175**	**0.378**
17:00-18:00	**6**	**66**	**0.213**	**0.241**	**0.454**
18:00-19:00	**6**	**66**	**0.264**	**0.234**	**0.498**
19:00-20:00	**4**	**90**	**0.169**	**0.180**	**0.349**
20:00-21:00	**4**	**90**	**0.196**	**0.122**	**0.318**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.853**	**2.951**	**5.804**

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:	6 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**6**	**66**	**0.063**	**0.170**	**0.233**
08:00-09:00	**6**	**66**	**0.188**	**0.383**	**0.571**
09:00-10:00	**6**	**66**	**0.178**	**0.168**	**0.346**
10:00-11:00	**6**	**66**	**0.084**	**0.074**	**0.158**
11:00-12:00	**6**	**66**	**0.124**	**0.104**	**0.228**
12:00-13:00	**6**	**66**	**0.124**	**0.091**	**0.215**
13:00-14:00	**6**	**66**	**0.132**	**0.122**	**0.254**
14:00-15:00	**6**	**66**	**0.135**	**0.132**	**0.267**
15:00-16:00	**6**	**66**	**0.302**	**0.269**	**0.571**
16:00-17:00	**6**	**66**	**0.211**	**0.155**	**0.366**
17:00-18:00	**6**	**66**	**0.175**	**0.140**	**0.315**
18:00-19:00	**6**	**66**	**0.188**	**0.150**	**0.338**
19:00-20:00	**4**	**90**	**0.146**	**0.091**	**0.237**
20:00-21:00	**4**	**90**	**0.086**	**0.055**	**0.141**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.136**	**2.104**	**4.240**

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:	6 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**6**	**66**	**0.018**	**0.198**	**0.216**
08:00-09:00	**6**	**66**	**0.061**	**0.208**	**0.269**
09:00-10:00	**6**	**66**	**0.033**	**0.061**	**0.094**
10:00-11:00	**6**	**66**	**0.030**	**0.043**	**0.073**
11:00-12:00	**6**	**66**	**0.051**	**0.063**	**0.114**
12:00-13:00	**6**	**66**	**0.038**	**0.046**	**0.084**
13:00-14:00	**6**	**66**	**0.074**	**0.063**	**0.137**
14:00-15:00	**6**	**66**	**0.074**	**0.058**	**0.132**
15:00-16:00	**6**	**66**	**0.132**	**0.066**	**0.198**
16:00-17:00	**6**	**66**	**0.135**	**0.043**	**0.178**
17:00-18:00	**6**	**66**	**0.114**	**0.041**	**0.155**
18:00-19:00	**6**	**66**	**0.132**	**0.036**	**0.168**
19:00-20:00	**4**	**90**	**0.094**	**0.033**	**0.127**
20:00-21:00	**4**	**90**	**0.052**	**0.014**	**0.066**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.038**	**0.973**	**2.011**

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:	6 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**6**	**66**	**0.013**	**0.091**	**0.104**
08:00-09:00	**6**	**66**	**0.053**	**0.089**	**0.142**
09:00-10:00	**6**	**66**	**0.025**	**0.028**	**0.053**
10:00-11:00	**6**	**66**	**0.015**	**0.025**	**0.040**
11:00-12:00	**6**	**66**	**0.030**	**0.046**	**0.076**
12:00-13:00	**6**	**66**	**0.023**	**0.023**	**0.046**
13:00-14:00	**6**	**66**	**0.048**	**0.041**	**0.089**
14:00-15:00	**6**	**66**	**0.043**	**0.038**	**0.081**
15:00-16:00	**6**	**66**	**0.109**	**0.038**	**0.147**
16:00-17:00	**6**	**66**	**0.089**	**0.028**	**0.117**
17:00-18:00	**6**	**66**	**0.063**	**0.030**	**0.093**
18:00-19:00	**6**	**66**	**0.069**	**0.028**	**0.097**
19:00-20:00	**4**	**90**	**0.041**	**0.028**	**0.069**
20:00-21:00	**4**	**90**	**0.033**	**0.008**	**0.041**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.654**	**0.541**	**1.195**

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.*

Parameter Summary:

Trip rate parameter range selected:	6 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Coach Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**6**	**66**	**0.000**	**0.003**	**0.003**
08:00-09:00	**6**	**66**	**0.000**	**0.008**	**0.008**
09:00-10:00	**6**	**66**	**0.000**	**0.000**	**0.000**
10:00-11:00	**6**	**66**	**0.000**	**0.000**	**0.000**
11:00-12:00	**6**	**66**	**0.000**	**0.000**	**0.000**
12:00-13:00	**6**	**66**	**0.000**	**0.000**	**0.000**
13:00-14:00	**6**	**66**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**66**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**66**	**0.000**	**0.000**	**0.000**
16:00-17:00	**6**	**66**	**0.003**	**0.000**	**0.003**
17:00-18:00	**6**	**66**	**0.000**	**0.000**	**0.000**
18:00-19:00	**6**	**66**	**0.000**	**0.000**	**0.000**
19:00-20:00	**4**	**90**	**0.000**	**0.000**	**0.000**
20:00-21:00	**4**	**90**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.003**	**0.011**	**0.014**

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:	6 - 1817 (units: DWELLS)
Survey date date range:	29/06/2015 - 13/06/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**6**	**66**	**0.005**	**0.104**	**0.109**
08:00-09:00	**6**	**66**	**0.008**	**0.112**	**0.120**
09:00-10:00	**6**	**66**	**0.008**	**0.033**	**0.041**
10:00-11:00	**6**	**66**	**0.015**	**0.018**	**0.033**
11:00-12:00	**6**	**66**	**0.020**	**0.018**	**0.038**
12:00-13:00	**6**	**66**	**0.015**	**0.023**	**0.038**
13:00-14:00	**6**	**66**	**0.025**	**0.023**	**0.048**
14:00-15:00	**6**	**66**	**0.030**	**0.020**	**0.050**
15:00-16:00	**6**	**66**	**0.023**	**0.028**	**0.051**
16:00-17:00	**6**	**66**	**0.043**	**0.015**	**0.058**
17:00-18:00	**6**	**66**	**0.051**	**0.010**	**0.061**
18:00-19:00	**6**	**66**	**0.063**	**0.008**	**0.071**
19:00-20:00	**4**	**90**	**0.052**	**0.006**	**0.058**
20:00-21:00	**4**	**90**	**0.019**	**0.006**	**0.025**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.377**	**0.424**	**0.801**

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:	6 - 1817 (units: DWELLS)
Survey date date range:	24/06/2010 - 13/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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