NENE VALLEY
Transport Planning

SEPTEMBER 1, 2023

TRANSPORT ASSESSMENT

6 West Road, West Drayton UB7 9LG

NENE VALLEY TRANSPORT PLANNING CONSULTANTS LTD

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APPENDICES

1. INTRODUCTION

1.1. Nene Valley Transport Planning Consultants Ltd (NVTP) has been commissioned by Alpine Planning to prepare a Transport Assessment (TA) to accompany a Retrospective Planning Application: Change of use from C3 dwelling house to C2 supported living accommodation for 2 children at 6 West Road, West Drayton, UB7 9LG.

1.2. This report will detail existing highway conditions, sustainable travel accessibility, accident data and trip accumulation data for the existing use and proposed use.

1.3. The report has been produced in line with the 'Travel Plans, Transport Assessments and Statements' (Ministry of Housing, Communities & Local Government 2014) and takes into account current Government policy within the revised National Planning Policy Framework (CLG 2021) and best practice guidance within 'Manual for Streets' (DfT 2007) and 'Manual for Streets 2 – Wider Application of the Principles' (CIHT 2010), the Design Manual for Roads and Bridges (Highways Agency 2002).

1.4. Hillingdon Borough Council (HBC) is both the local planning authority and the local highway authority, it should be noted that there are a number of roads within the borough which are not the responsibility of HBC but rather the responsibility of Transport for London (TfL).

1.5. A separate site specific Travel Plan (TP) has been prepared and will be submitted along with the TA to support the application.

PLANNING REQUIREMENT BACKGROUND

2.1 The objectives for the development have been defined taking into account national and local policies that seek to safeguard the environment and resources so as to put into practice the principles of sustainable development. Consideration has been given to the following documents:

National

- Transport White Paper: Creating Growth, Cycling Carbon: Making Sustainable Local Transport happen
- National Planning Policy Framework
- Manual for Streets and Manual for Streets 2

- Travel plans, transport assessments and statements in decision taking

Local and Regional

- The London Local Plan 2021

The London Plan sets out the strategic targets for the spatial development of London for the next 20-25 years. From a transport perspective, the Mayor intends that London will be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling. Furthermore, the Mayor wishes to strike an appropriate balance between promoting new development and preventing excessive parking provision that can undermine the use of sustainable travel modes

- London Borough of Hillingdon Local Plan: Part 1 – Strategic Policies (November 2012)

The Hillingdon Local Plan - Part 1 - Strategic Policies is the key strategic planning document for Hillingdon and will support delivery of the spatial elements of the Sustainable Community Strategy. It sets out a long-term vision and objectives for the Borough. The primary matter relating to Transport notes an overall aim of improving quality of life and reducing private car dependency

- London Borough of Hillingdon Unitary Development Plan (1998) Saved – September 2007

The LBH Unitary Development Plan (UDP) contains 'saved' policies from 1998 and sits alongside the Local Plan Part 1. Once adopted, the Local Plan Part 2 will replace these policies, although until then the following transport policies are still relevant to this proposal.

- London Borough of Hillingdon Local Plan: Part 2 – Development Management Policies (January 2020)

The Local Plan Part 2 provides revised development management policies replaces the UDP in its entirety

2.8 The proposed development will be designed in accordance with policy objectives set out in national and local documentation. The site is close to existing sustainable transport infrastructure providing a highly sustainable location with excellent local and national sustainable transport links. On balance, the site location and proposed use is considered to accord with the national and local transport policy objectives

HIGHWAY CONDITIONS

Site Location and highways conditions

3.1 The proposed development is located at 6 West Road, West Drayton, UB7 9LG. The site is located in the London Borough of Hillingdon. West Road is predominantly a residential street and is accessed via North road to the east and South Road to the west which links the site to the rest of the district and the strategic road network.

3.2 The application site comprises a two storey semi detached former dwellinghouse located close to the corner of West Road and and North Road. The driveway to the property slopes down towards the highway and is accessed from West Road to the northeast of the dwelling. The property has already been converted in C2 use, though this has only involved internal alterations.

3.3 West Road has a speed limit of 30 mph with footways and street lighting on both sides of the road. On street parking is permitted however parking stress levels remain good throughout the day owing to the fact that the vast majority of dwellings have access to off street parking.

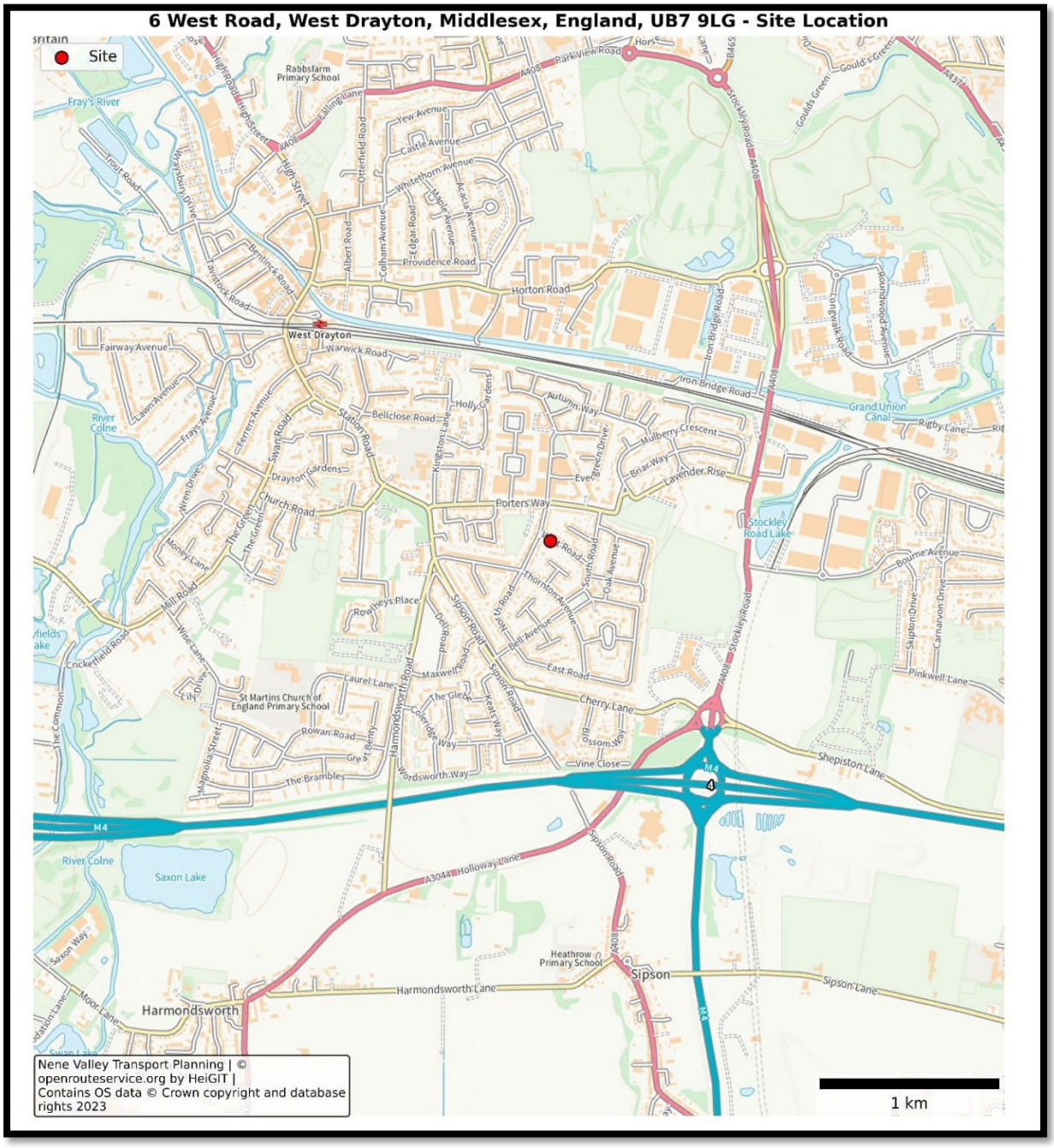
3.4 The site is in an established residential area of the Borough, which is characterised by a predominance of 2 and 3 storey residential dwellings many of which appear to date from the Victorian and Edwardian based upon their design and appearance.

3.5 The site is in a highly sustainable location which is well located in terms of access to a wide range of shops, services and facilities, including Early Years, Junior and High Schools.

3.6 The site has provision for off road parking for two vehicles.

3.7 The site can be easily accessed via car with no pinch or stress points even during peak times.

Figure 1 Site location



ACCIDENT DATA

4.1 Accident data for the highway network surrounding the site was accessed through the use of www.crashmap.co.uk to investigate the road accident history in the vicinity of the site. This data covers the latest 5-year period available. Figure 2 below shows the study area analysed as part of this report

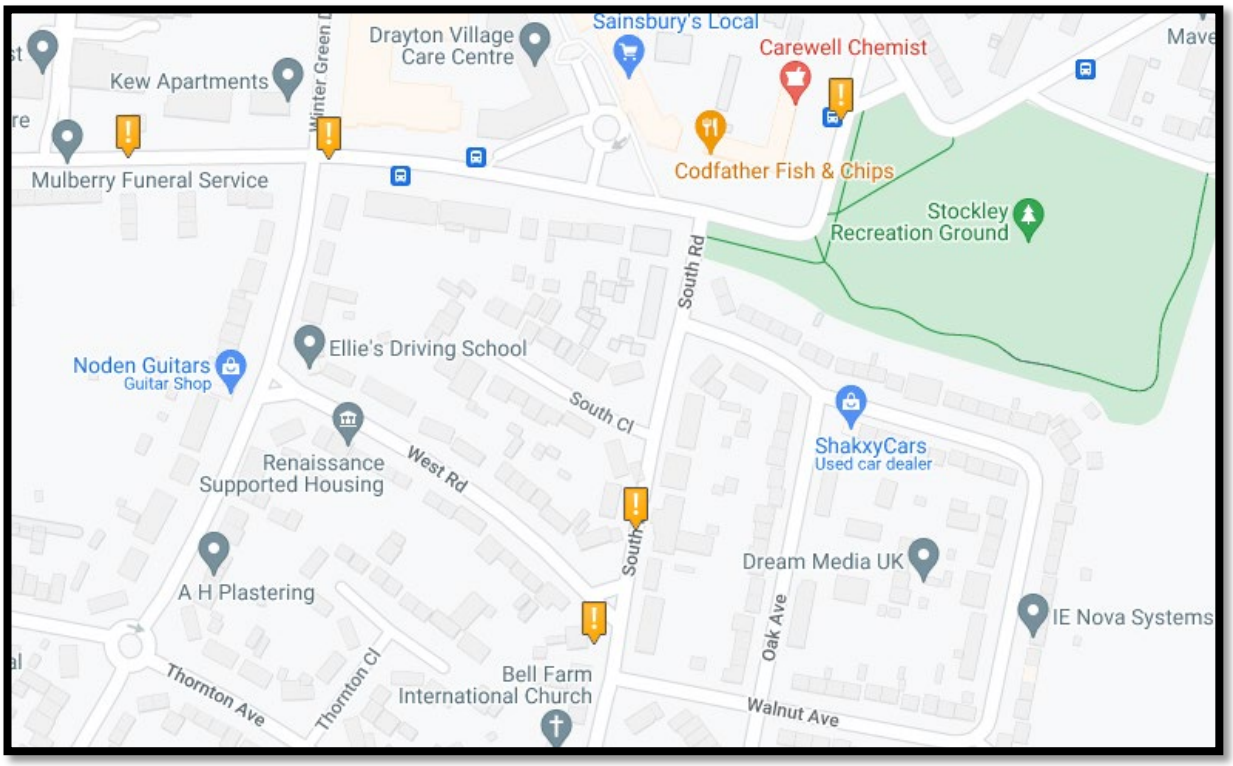
4.2 Analysis of this data is carried out to identify if any patterns or trends exist and to investigate if there are existing highway safety issues that could be exacerbated by the proposed development on the site

4.3 The data shows that there has been 5 accidents within the vicinity of the site in the last 5 years, the severity of these is classed as 'Slight'. A full report of the accident can be found in Appendix 2

4.4 The locations of the accidents are indicated by the coloured shapes on the map in Figure 2. There were two accidents east of the site on South Road, two accidents north west of the site on Potters way and one accident north of the site on Mulberry Parade. All 5 accidents were classed as 'slight' with minor injuries.

4.5 The accidents which took place within the vicinity of the site were not attributed to the application site in anyway. The cause was human error; therefore, the safety record of the site does not highlight any specific problems associated with the proposed site

Figure 2 Crashmap showing the area of accidents



4.6 The frequency of accidents is as follows:

Table 1 Frequency of accidents

Severity	2017/2018	2018/2019	2020/2021	2021/2022	2022/2023
Slight	1	1	3	0	0
Serious	0	0	0	0	0
Fatal	0	0	0	0	0
Totals	**1**	**1**	**3**	**0**	**0**

4.7 Taking all accidents into account, the accident rate equates to 1 accident per year in the last 5 years. This indicates that chances of an accident on this road is very low. The accidents are therefore not indicative of deficiencies in the road's safety. This is supported by the data since all accidents were classed as slight, with no serious casualties and there is no concern for highway safety in this location.

SUSTAINABLE TRANSPORT ACCESSIBILITY

Pedestrians

5.1 Walking access to the site for pedestrians will be via North road or South road both of which lead on to West Road

5.2 Footpaths and pavements are located on both sides of the site and in the surrounding streets, which offers the opportunity to walk safely throughout the immediate area.

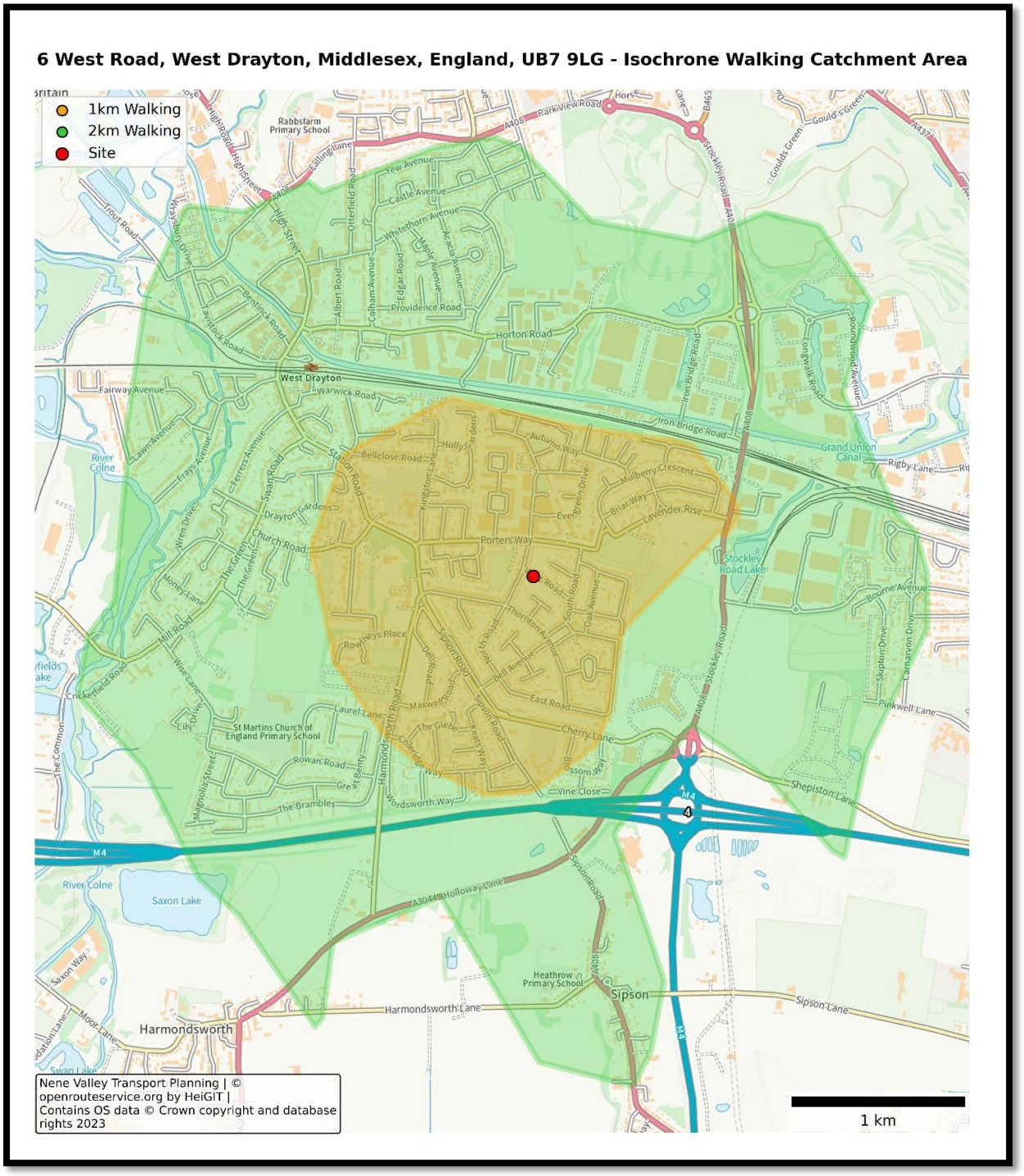
5.3 Distances up to 2km can be considered reasonable to be undertaken on foot. Walking will be a realistic mode to consider for trips within the distance. Whilst this does not preclude pedestrians from undertaking longer journeys, it is considered that a distance of 2km is reasonable.

5.4 There are a number of uncontrolled crossing points with drop down kerbs and tactile paving which are located within the walking catchment of the site around the local highway network along pedestrian routes. Given the existing infrastructure, and the areas contained within the pedestrian catchment area, there are good opportunities, with no real barriers, for pedestrians to travel to and from the site.

5.5 With good street lighting and surfacing to the site, there are no obstacles walking to the site covering the immediate area.

5.6 Walking catchment is shown below in Figure 2 and is illustrated by the green area. This demonstrates that walking can be considered a viable option to all users of the site.

Figure 3 Walking catchment



5.7 As detailed in section two of this report both local and national policy aims to deliver sustainable development. This in part, is achieved by the accessibility of a site to a good range of everyday services and facilities.

5.8 Table two below demonstrates the excellent range of everyday facilities which fall within the walking and cycling catchment of the site.

Table 2 Accessible local facilities

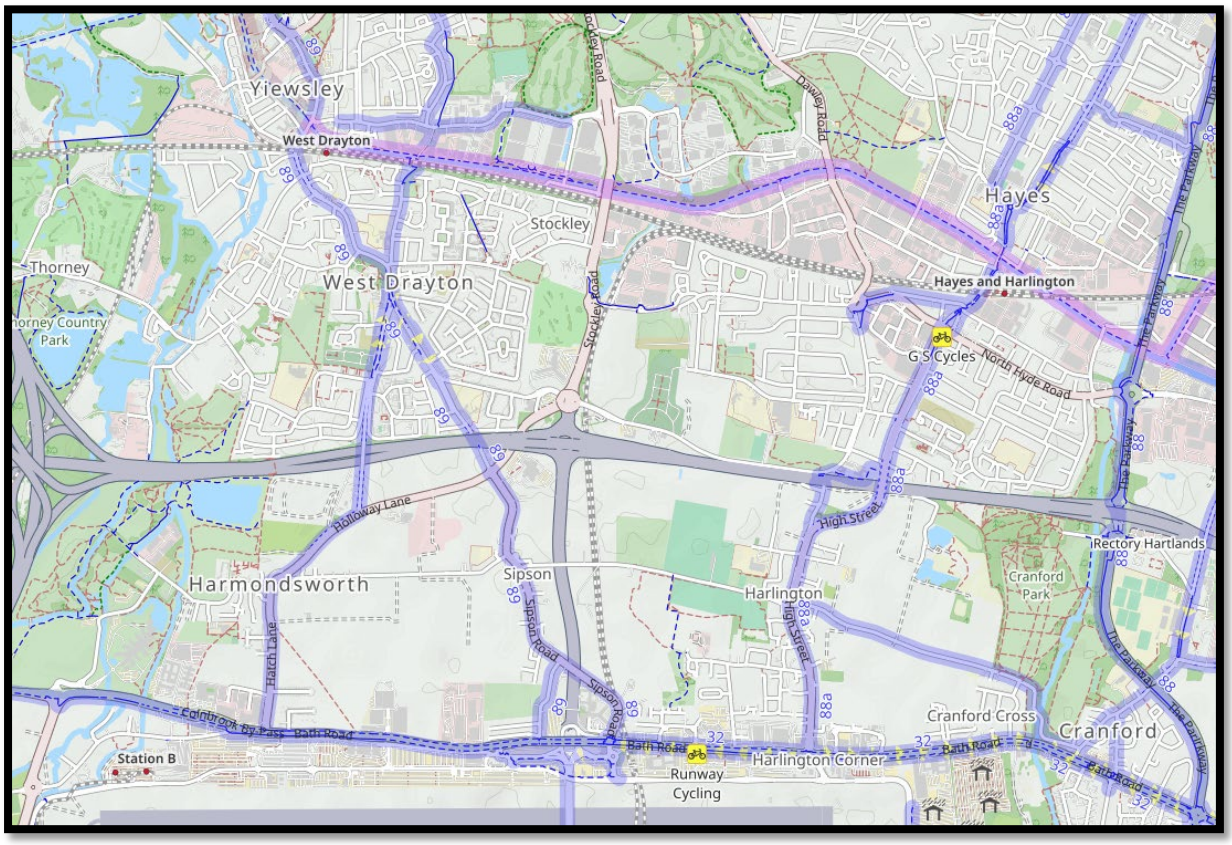
	Destination	Approx. Walking Distance from Site (m)	Walking Journey Time (mins)
Education	West Drayton Academy	600m	9
	Happy Tree Nursery	1287m	15
	Laurel Lane Primary School	1448m	16
Food stores	Sainsbury	300m	5
	Tesco	600m	7
	Various food outlets on Station road	1280m	15
	Iceland	1770m	22
	Aldi	2000m	25
Leisure	South Road play area	160 m	3
	Heathpark Gold Course	1448m	18
Health	Boots Pharmacy	150 0m	17
	Winchester Pharmacy	1500m	17
	Hillingdon Hospital	3500m	43

Cyclists

5.9 Paragraph 78 of PPG13 stated that cycling had the potential to be an effective substitute for short car trips, particularly those under 5km to form part of a long journey by public transport.

5.10 The local area benefits from an extensive network of cycle routes which provide convenient routes to local facilities, train and London Underground stations as well as Heathrow Airport to the southwest. These are detailed in the TfL Local Cycling Guide 6. In the vicinity of the site there are a number of routes signed or marked for the use of cyclists. West Road is in close proximity to local cycle route (89) for use by cyclists on a mixture of quieter or busier routes. This route provides a direct connection to the north with Uxbridge and links to West Drayton Station to the south of the site

Figure 4 OpenCycleMap Local Cycle Routes



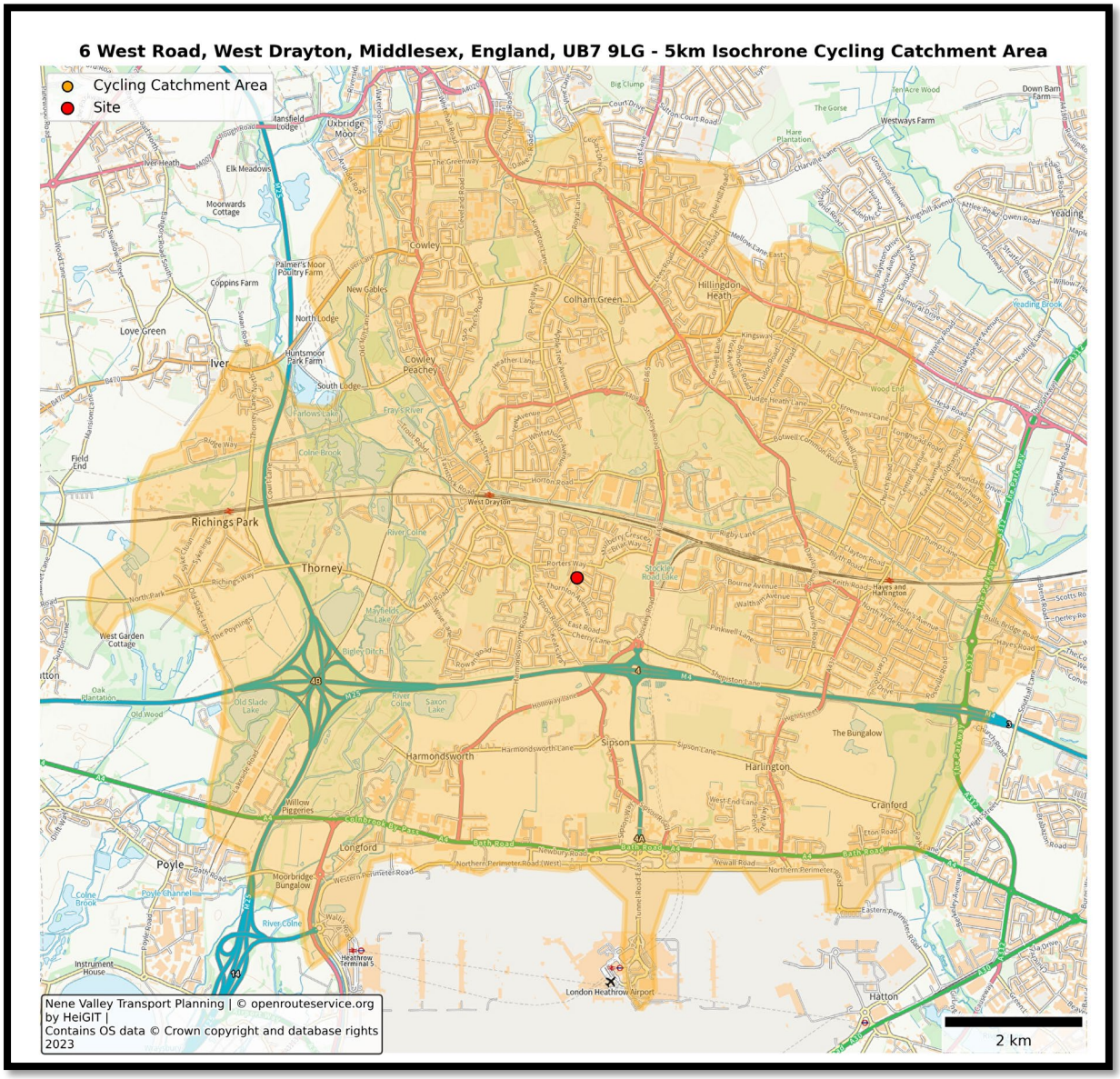
5.11 Surrounding the site there are a number of roads identified on TfL Local Cycling Guide 6 that have been recommended by cyclists. Some of these routes connect to other off-road routes or routes signed and marked for the use of cyclists.

5.12 The vehicle flow around the surrounding area is relatively light. Consequently, it would be suitable for cycling on the carriageway furthermore there are links to the site via an advisory off road cycle route. There are no hurdles or obstacles travelling to the site via cycling. Both surface and lighting is very conductive to cycling safely to and from the site either on or off road.

5.13 There are plans to install a number of Sheffield stands to provide cycle parking which will be covered and lit furthermore locker and shower facilities are available on site to encourage cycling.

5.15 Cycling catchment is shown below in Figure 4 and is illustrated by the orange area. This demonstrates that cycling can be considered a viable option to all users of the site.

Figure 5 Cycling catchment



Bus Services

5.16 The IHT Guidelines for 'Planning for Public transport in new developments' state that the maximum walking distance to a bus stop **should not exceed 400m**. The closest bus stop to the site is located on Potters Way approximately 300m from the site.

5.17 There are bus stops located on Station road, approximately 550m from the site.

5.18 The stops are an accessible walking distance and can be reached by a footway directly from the site to the bus stops

5.19 In summary, the bus stops located in close proximity to the site provide regular and frequent bus services to destinations such as Uxbridge, West Drayton, Hayes and Harlington and Hounslow. This provision will clearly provide staff and visitors of the site with excellent travel opportunities by bus

5.20 Accessibility of public transport: All London Bus routes are served by low-floor vehicles with at least one dedicated wheelchair space and an access ramp per bus, although bus stops themselves must be accessible for a ramp to be deployed. As per the review of bus services above, a number of routes are accessible within 500m of the site. Site visits have confirmed that the nearest stops, in each direction, are provided with suitable kerb heights to allow bus boarding ramps to deploy. In addition, all London buses make use of the 'iBus' system providing audio and visual updates as to the bus route and stop information for deaf/blind users.

Table 3 Bus service summary. Source: TfL September 2023

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon - Fri	Sat	Sun
222	Uxbridge – West Drayton - Hounslow	Service every 10 minutes	Service 10 minutes	Service every 12 minutes
350	Hayes and Harlington – West Drayton – Heathrow Airport	Service every 20 minutes	Service every 20 minutes	Service every 20 minutes
U5	Uxbridge – Cowley – Hillingdon Hospital – West Drayton – Stockley Park – Hayes & Harlington Station	Service every 12 minutes then every 20 minutes in the evening	Service every 12 minutes then every 20 minutes in the evening	Every 20 minutes

Rail

5.21 West Drayton Rail Station is located approximately 1 miles to the north west of the site and is within the walking and cycle catchment and just over 20min walk. This offers another sustainable travel option to the site, as part of a multi-modal journey

5.22 West Drayton station provides access to the Elizabeth Line to key destinations such as Reading Abbey Wood, Maidenhead and London Paddington and Heathrow as summary of the services accessible to staff and visitors to the site can be found below

5.23 As part of the Elizabeth Line, West Drayton station has benefited from significant improvements including a new glass and steel extension of the station building; a covered walkway between the existing building and a new footbridge; and three new lifts to provide step-free access to every platform. New lighting, customer information screens, station signage, help points and CCTV has been enhanced. The introduction of cross-London Elizabeth Line trains provides for direct connections to areas such as Liverpool Street (in 33 minutes) and Canary Wharf (in 39 minutes).

Table 4 Train service summary. Source: Trainline September 2023

Route	Typical Journey Time	Typical Frequency	
		Peak	Off- Peak
London Paddington	22 minutes	4 per hour	4 per hour
Reading	29 minutes	4 per hour	2 per hour
Abbey Wood	51 minutes	4 per hour	4 per hour
Canary Wharf	39 minutes	4 per hour	4 per hour
Liverpool Street	33 minutes	4 per hour	4 per hour
Maidenhead	17 minutes	6 per hour	4 per hour
Heathrow Airport	25 minutes	4 per hour	4 per hour

5.24 Given the location of the site with access to the station by sustainable means, medium and longer journeys by rail are therefore considered to be viable alternatives to the private car.

Electric Vehicles

5.25 Hillingdon Borough Council declared a climate emergency in January 2020 and has ambitions to become net zero by the year 2030. Electric vehicles play a critical role in meeting national and local aspirations to achieve net zero

5.26 The site will look to include provisions for electric vehicle charging infrastructure, it's usage will be monitored as part of the annual travel plan monitoring and number of chargers will be adjusted accordingly

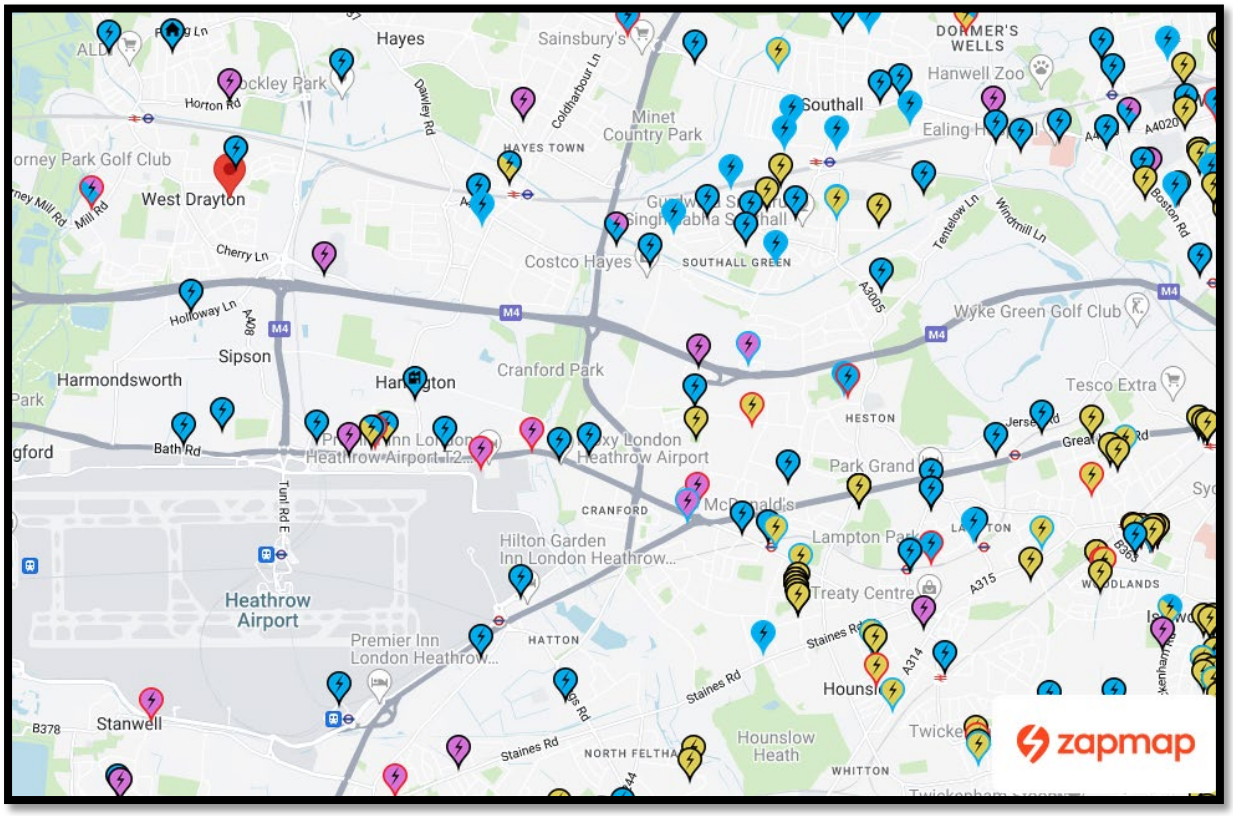


Figure 6 Zap Map highlighting charging infrastructure within the vicinity

Car Clubs

5.27 Car clubs provide the opportunity for residents to have access to a car without owning a private vehicle. As this transport option has become established in London, surveys have consistently demonstrated the positive benefits of car clubs – including the fact that car club members drive significantly fewer miles than other London drivers and have lower car ownership than Londoners in general.

5.28 Car Club services operated by HiyaCar are located throughout Hillingdon. The nearest car club is located in West Drayton within walking distance to the site.

PTAL

5.29 The accessibility of the site has been assessed using the TfL Public Transport Accessibility Level (PTAL) methodology. PTALs are a detailed measure of the accessibility of a site to the public transport network, taking into account the combination of walking time and service frequency.

5.30 The site has a PTAL rating of 3, indicating a good level of public transport accessibility. This good PTAL score is a result of the proximity to West Drayton railway station and local bus stops (the closest within 300m of the site).

TIM Assessment

5.31 TfL's WebCAT resource also provides travel time mapping (TIM) which reflects the travel time from the site to other areas in London by public transport during a morning peak hour. Considering this, the site is accessible to a large area of central and west London within a 30-45-minute journey

TRIP GENERATION DATA

C3 Trip Rates & Trip Generation

6.1 This section will look to compare trip rates and trip generation of a C3 dwelling with C2 supported living for two children. Refeence has been made to the TRICS database to estimate the residential trip rates by the site, this was done using the following criteria:

- Use type Residential
- Greater London areas;
- 'Neighbourhood Centre and 'Edge of Town Centre' sites; and
- Sites with 1-25 dwellings.

6.2 Table 1 below sets out the vehicular trip rates derived from TRICS and the corresponding number of trips estimated. The relevant TRICS outputs are included in Appendix A.

Table 5 Residential Vehicular Trip Rates & Trip Generation

Period	Trip Rates			Residential Trip Generation (1 unit)*		
	In	Out	Total	In	Out	Total
08:00 – 09:00	0.32	0.42	0.74	<1	<1	1
17:00 – 18:00	0.4	0.26	0.66	<1	<1	1
07:00 – 21:00	3.74	3.74	7.48	4	4	7

Please note 1 Discrepancies due to rounding

6.3 The consented single house would be expected to generate 1 two-way vehicular trip during each of the AM and PM peak hours. Overall, approximately 7 two-way vehicular trips would be anticipated throughout the day (07:00-21:00).

C2 Trip Generation

6.4 The proposed C2 development provides supported living accommodation for two children. Five staff would be employed onsite.

6.5 The shift patterns on site will typically be a day shift, 6am-6pm, or night shift, 6pm-6am. Normal operation will see three staff on a day shift and two on a night shift. The travel habits of the staff on opening are known, with two to drive to/from the site and the remaining three staff using a combination of walking/public transport.

6.6 Given the nature of the accommodation, visitors are rare, with an estimated maximum of one visitor per child per week (two per week in total).

6.7 As there are no relevant C2 sites within the TRICS database, trip levels have been calculated with a 'first principles' approach, based on the number of staff and visitors to the site.

6.8 In terms of staff movements, there could be up to 5 staff on site at any time (during shift changeover). Typically, care home workers tend to live locally and use active modes/public transport to travel to work, which has been confirmed to be the case at the proposed development.

6.9 As noted above, two staff will drive to the site and up to 2 visitors per week may be anticipated. To represent a worst-case scenario, it is assumed all visitors drive to site. This would result in approximately 4 two-way staff vehicular movements per day and 4 two-way visitor vehicular movements per week – overall, approximately 32 two-way vehicular movements per week.

6.10 It is noted that the consented house would be anticipated to generate approximately 7 two-way vehicular trips per day, or 49 per week. The proposed change of use results in a net reduction of 17 two-way vehicular trips per week.

SUMMARY AND CONCLUSIONS

7.1 The application is for a *Retrospective Change of use from C3 dwelling house to C2 supported living accommodation for 2 children.*

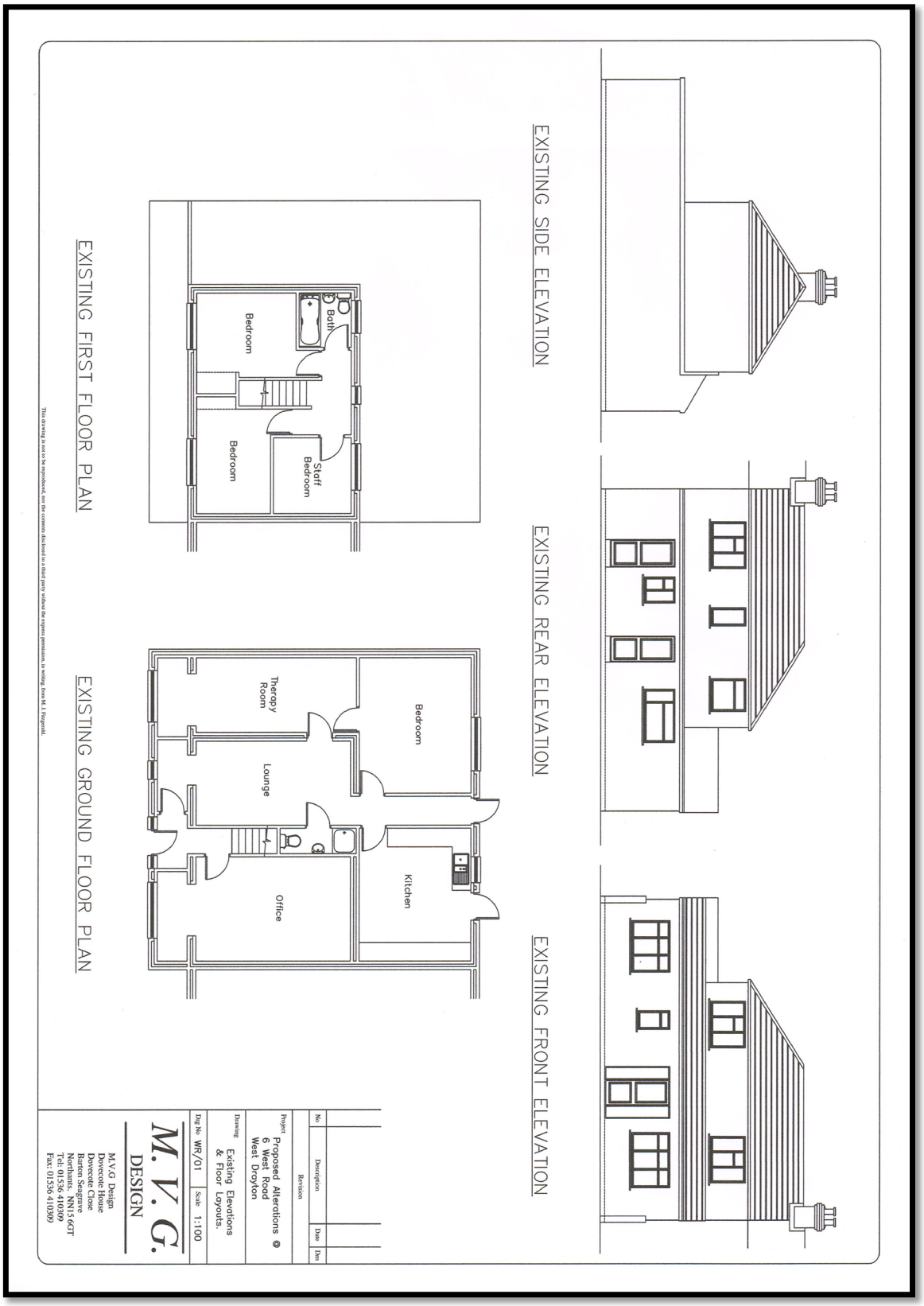
7.2 The site has provision for two car parking spaces and a number of Sheffield stands for cycle parking.

7.3 The development is in a highly sustainable location, accessible by all modes of transport including bus and rail services within walking distance. The site has good cycling infrastructure in the immediate locality providing links to the wider network in and around the borough, and the adjacent pedestrian infrastructure is excellent.

7.4 The proposed change of use to supported living accommodation results in a reduction of vehicular movements to and from the site. It is also noted that the vehicular movements to the supported living site by staff will be made outside of typical peak periods - they do not conflict with school drop-off and pick-up times, for example. As such, the potential impact on the local transport network is negligible.

7.5 Overall, the proposed development would accord with the aims of the NPPF, and therefore it would be unreasonable to prevent the development on highway grounds.

APPENDIX 1: PROPOSED DEVELOPMENT PLANS



APPENDIX 2: CRASHMAP REPORT

crashmap.co.uk

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Male	26 - 35	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown
2	Car (excluding private hire)	16	Unknown	Unknown	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
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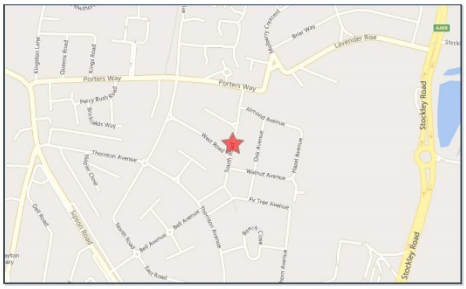
Validated Data

Crash Date:	Saturday, November 27, 2021	**Time of Crash:**	2:55:00 PM	**Crash Reference:**	**2021010350976**
Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	507059 179336
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Female	16 - 20	Vehicle is in the act of turning left	Offside	Unknown	None	None

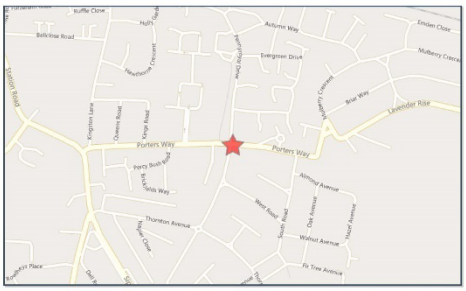
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Thursday, October 14, 2021	**Time of Crash:**	6:30:00 PM	**Crash Reference:**	**2021010337565**
Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	506907 179511
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	21 - 25	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown
2	Car (excluding private hire)	11	Unknown	Unknown	Unknown	Back	Unknown	Unknown	Unknown

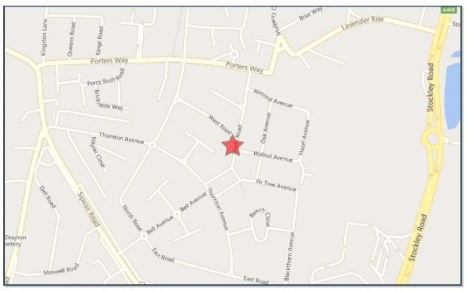
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Sunday, August 18, 2019	**Time of Crash:**	3:15:00 AM	**Crash Reference:**	**2019010200348**
Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	507040 179281
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Slip Road				
Junction Control:	Unknown				



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crashmap.co.uk

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Unknown (Prior to 2005)	Unknown	Unknown	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
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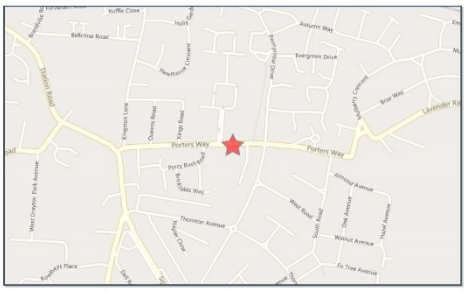
Validated Data

Crash Date:	Friday, August 11, 2017	**Time of Crash:**	8:50:00 PM	**Crash Reference:**	**2017010057326**
Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	1
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	506810 179510
Weather Description:	Unknown				
Road Surface Description:	Unknown				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Unknown				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Unknown				
Junction Control:	Unknown				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	6	Male	46 - 55	Vehicle is moving off	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

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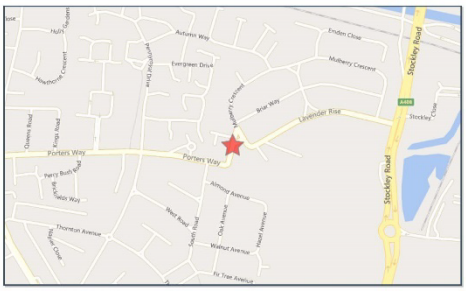
Validated Data

Crash Date:	Tuesday, September 21, 2021	**Time of Crash:**	12:05:00 PM	**Crash Reference:**	**2021010332534**
Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	1
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	507154 179535
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Multiple junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
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APPENDIX 3: TRICS REPORT

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
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	3	17	0.020	3	17	0.020	3	17	0.040
08:00 - 09:00	3	17	0.120	**3**	**17**	**0.120**	**3**	**17**	**0.240**
09:00 - 10:00	3	17	0.080	3	17	0.100	3	17	0.180
10:00 - 11:00	**3**	**17**	**0.140**	3	17	0.080	3	17	0.220
11:00 - 12:00	3	17	0.060	3	17	0.080	3	17	0.140
12:00 - 13:00	3	17	0.040	3	17	0.060	3	17	0.100
13:00 - 14:00	3	17	0.060	3	17	0.060	3	17	0.120
14:00 - 15:00	3	17	0.080	3	17	0.060	3	17	0.140
15:00 - 16:00	3	17	0.100	3	17	0.060	3	17	0.160
16:00 - 17:00	3	17	0.020	3	17	0.060	3	17	0.080
17:00 - 18:00	3	17	0.120	3	17	0.080	3	17	0.200
18:00 - 19:00	3	17	0.100	3	17	0.120	3	17	0.220
19:00 - 20:00	3	17	0.060	3	17	0.040	3	17	0.100
20:00 - 21:00	3	17	0.020	3	17	0.060	3	17	0.080
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.020			1.000			2.020

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/A - HOUSES 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	3	17	0.040	3	17	0.100	3	17	0.140
08:00 - 09:00	3	17	0.100	**3**	**17**	**0.160**	3	17	0.260
09:00 - 10:00	3	17	0.040	3	17	0.060	3	17	0.100
10:00 - 11:00	3	17	0.020	3	17	0.100	3	17	0.120
11:00 - 12:00	3	17	0.060	3	17	0.060	3	17	0.120
12:00 - 13:00	3	17	0.020	3	17	0.040	3	17	0.060
13:00 - 14:00	3	17	0.100	3	17	0.040	3	17	0.140
14:00 - 15:00	3	17	0.080	3	17	0.100	3	17	0.180
15:00 - 16:00	3	17	0.080	3	17	0.020	3	17	0.100
16:00 - 17:00	3	17	0.080	3	17	0.000	3	17	0.080
17:00 - 18:00	3	17	0.140	3	17	0.040	3	17	0.180
18:00 - 19:00	**3**	**17**	**0.280**	3	17	0.140	**3**	**17**	**0.420**
19:00 - 20:00	3	17	0.160	3	17	0.140	3	17	0.300
20:00 - 21:00	3	17	0.120	3	17	0.060	3	17	0.180
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.320			1.060			2.380

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/A - HOUSES 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	3	17	0.000	**3**	**17**	**0.040**	**3**	**17**	**0.040**
08:00 - 09:00	3	17	0.000	3	17	0.020	3	17	0.020
09:00 - 10:00	3	17	0.000	3	17	0.000	3	17	0.000
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.000	3	17	0.000
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.000	3	17	0.000	3	17	0.000
17:00 - 18:00	**3**	**17**	**0.020**	3	17	0.000	3	17	0.020
18:00 - 19:00	3	17	0.020	3	17	0.000	3	17	0.020
19:00 - 20:00	3	17	0.020	3	17	0.000	3	17	0.020
20:00 - 21:00	3	17	0.020	3	17	0.000	3	17	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.060			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/A - HOUSES 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	3	17	0.020	3	17	0.000	3	17	0.020
08:00 - 09:00	3	17	0.020	**3**	**17**	**0.060**	**3**	**17**	**0.080**
09:00 - 10:00	3	17	0.000	3	17	0.020	3	17	0.020
10:00 - 11:00	3	17	0.020	3	17	0.000	3	17	0.020
11:00 - 12:00	3	17	0.000	3	17	0.020	3	17	0.020
12:00 - 13:00	3	17	0.000	3	17	0.020	3	17	0.020
13:00 - 14:00	3	17	0.020	3	17	0.000	3	17	0.020
14:00 - 15:00	3	17	0.000	3	17	0.020	3	17	0.020
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.020	3	17	0.000	3	17	0.020
17:00 - 18:00	3	17	0.000	3	17	0.000	3	17	0.000
18:00 - 19:00	**3**	**17**	**0.040**	3	17	0.040	3	17	0.080
19:00 - 20:00	3	17	0.020	3	17	0.020	3	17	0.040
20:00 - 21:00	3	17	0.020	3	17	0.000	3	17	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.180			0.200			0.380

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/A - HOUSES 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	3	17	0.020	3	17	0.120	3	17	0.140
08:00 - 09:00	3	17	0.040	**3**	**17**	**0.140**	3	17	0.180
09:00 - 10:00	3	17	0.020	3	17	0.040	3	17	0.060
10:00 - 11:00	3	17	0.000	3	17	0.020	3	17	0.020
11:00 - 12:00	3	17	0.020	3	17	0.040	3	17	0.060
12:00 - 13:00	3	17	0.020	3	17	0.020	3	17	0.040
13:00 - 14:00	3	17	0.040	3	17	0.000	3	17	0.040
14:00 - 15:00	3	17	0.000	3	17	0.020	3	17	0.020
15:00 - 16:00	3	17	0.020	3	17	0.040	3	17	0.060
16:00 - 17:00	3	17	0.020	3	17	0.000	3	17	0.020
17:00 - 18:00	3	17	0.020	3	17	0.020	3	17	0.040
18:00 - 19:00	**3**	**17**	**0.220**	3	17	0.000	**3**	**17**	**0.220**
19:00 - 20:00	3	17	0.080	3	17	0.020	3	17	0.100
20:00 - 21:00	3	17	0.020	3	17	0.040	3	17	0.060
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.540			0.520			1.060

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/A - HOUSES 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	3	17	0.020	3	17	0.000	3	17	0.020
08:00 - 09:00	3	17	0.000	3	17	0.000	3	17	0.000
09:00 - 10:00	3	17	0.000	3	17	0.000	3	17	0.000
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.020	3	17	0.020
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.000	3	17	0.000	3	17	0.000
17:00 - 18:00	3	17	0.000	3	17	0.000	3	17	0.000
18:00 - 19:00	3	17	0.000	3	17	0.000	3	17	0.000
19:00 - 20:00	3	17	0.020	3	17	0.000	3	17	0.020
20:00 - 21:00	**3**	**17**	**0.040**	**3**	**17**	**0.040**	**3**	**17**	**0.080**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.060			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/A - HOUSES 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	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	**3**	**17**	**0.140**	3	17	0.100	**3**	**17**	**0.240**
09:00 - 10:00	3	17	0.060	3	17	0.040	3	17	0.100
10:00 - 11:00	3	17	0.060	3	17	0.100	3	17	0.160
11:00 - 12:00	3	17	0.060	3	17	0.080	3	17	0.140
12:00 - 13:00	3	17	0.080	**3**	**17**	**0.120**	3	17	0.200
13:00 - 14:00	3	17	0.080	3	17	0.080	3	17	0.160
14:00 - 15:00	3	17	0.060	3	17	0.080	3	17	0.140
15:00 - 16:00	3	17	0.100	3	17	0.080	3	17	0.180
16:00 - 17:00	3	17	0.040	3	17	0.020	3	17	0.060
17:00 - 18:00	3	17	0.080	3	17	0.060	3	17	0.140
18:00 - 19:00	3	17	0.100	3	17	0.100	3	17	0.200
19:00 - 20:00	3	17	0.000	3	17	0.020	3	17	0.020
20:00 - 21:00	3	17	0.060	3	17	0.060	3	17	0.120
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.920			0.940			1.860

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/A - HOUSES 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	3	17	0.140	3	17	0.260	3	17	0.400
08:00 - 09:00	3	17	0.180	3	17	0.320	3	17	0.500
09:00 - 10:00	3	17	0.120	3	17	0.120	3	17	0.240
10:00 - 11:00	3	17	0.200	3	17	0.160	3	17	0.360
11:00 - 12:00	3	17	0.120	3	17	0.140	3	17	0.260
12:00 - 13:00	3	17	0.080	3	17	0.040	3	17	0.120
13:00 - 14:00	3	17	0.180	3	17	0.160	3	17	0.340
14:00 - 15:00	3	17	0.080	3	17	0.100	3	17	0.180
15:00 - 16:00	3	17	0.140	3	17	0.100	3	17	0.240
16:00 - 17:00	3	17	0.080	3	17	0.140	3	17	0.220
17:00 - 18:00	3	17	0.320	3	17	0.200	3	17	0.520
18:00 - 19:00	**3**	**17**	**0.400**	**3**	**17**	**0.380**	**3**	**17**	**0.780**
19:00 - 20:00	3	17	0.260	3	17	0.200	3	17	0.460
20:00 - 21:00	3	17	0.180	3	17	0.180	3	17	0.360
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.480			2.500			4.980

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/A - HOUSES 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): 2.53

	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	3	17	0.400	3	17	0.860	3	17	1.260
08:00 - 09:00	3	17	0.760	**3**	**17**	**1.320**	3	17	2.080
09:00 - 10:00	3	17	0.460	3	17	0.760	3	17	1.220
10:00 - 11:00	3	17	0.600	3	17	0.540	3	17	1.140
11:00 - 12:00	3	17	0.440	3	17	0.520	3	17	0.960
12:00 - 13:00	3	17	0.380	3	17	0.460	3	17	0.840
13:00 - 14:00	3	17	0.600	3	17	0.480	3	17	1.080
14:00 - 15:00	3	17	0.380	3	17	0.520	3	17	0.900
15:00 - 16:00	3	17	0.760	3	17	0.420	3	17	1.180
16:00 - 17:00	3	17	0.360	3	17	0.260	3	17	0.620
17:00 - 18:00	3	17	1.000	3	17	0.600	3	17	1.600
18:00 - 19:00	**3**	**17**	**1.620**	3	17	0.980	**3**	**17**	**2.600**
19:00 - 20:00	3	17	1.100	3	17	0.820	3	17	1.920
20:00 - 21:00	3	17	0.900	3	17	0.660	3	17	1.560
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.760			9.200			18.960

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/A - HOUSES 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	3	17	0.080	3	17	0.260	3	17	0.340
08:00 - 09:00	3	17	0.160	**3**	**17**	**0.380**	3	17	0.540
09:00 - 10:00	3	17	0.060	3	17	0.120	3	17	0.180
10:00 - 11:00	3	17	0.040	3	17	0.120	3	17	0.160
11:00 - 12:00	3	17	0.080	3	17	0.120	3	17	0.200
12:00 - 13:00	3	17	0.040	3	17	0.080	3	17	0.120
13:00 - 14:00	3	17	0.160	3	17	0.040	3	17	0.200
14:00 - 15:00	3	17	0.080	3	17	0.140	3	17	0.220
15:00 - 16:00	3	17	0.100	3	17	0.060	3	17	0.160
16:00 - 17:00	3	17	0.120	3	17	0.000	3	17	0.120
17:00 - 18:00	3	17	0.180	3	17	0.060	3	17	0.240
18:00 - 19:00	**3**	**17**	**0.560**	3	17	0.180	**3**	**17**	**0.740**
19:00 - 20:00	3	17	0.280	3	17	0.180	3	17	0.460
20:00 - 21:00	3	17	0.180	3	17	0.100	3	17	0.280
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.120			1.840			3.960

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/A - HOUSES 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	3	17	0.040	3	17	0.160	3	17	0.200
08:00 - 09:00	3	17	0.060	**3**	**17**	**0.220**	3	17	0.280
09:00 - 10:00	3	17	0.020	3	17	0.060	3	17	0.080
10:00 - 11:00	3	17	0.020	3	17	0.020	3	17	0.040
11:00 - 12:00	3	17	0.020	3	17	0.060	3	17	0.080
12:00 - 13:00	3	17	0.020	3	17	0.040	3	17	0.060
13:00 - 14:00	3	17	0.060	3	17	0.000	3	17	0.060
14:00 - 15:00	3	17	0.000	3	17	0.040	3	17	0.040
15:00 - 16:00	3	17	0.020	3	17	0.040	3	17	0.060
16:00 - 17:00	3	17	0.040	3	17	0.000	3	17	0.040
17:00 - 18:00	3	17	0.040	3	17	0.020	3	17	0.060
18:00 - 19:00	**3**	**17**	**0.280**	3	17	0.040	**3**	**17**	**0.320**
19:00 - 20:00	3	17	0.120	3	17	0.040	3	17	0.160
20:00 - 21:00	3	17	0.060	3	17	0.040	3	17	0.100
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.800			0.780			1.580

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/A - HOUSES 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	3	17	0.040	3	17	0.100	3	17	0.140
08:00 - 09:00	3	17	0.100	**3**	**17**	**0.160**	3	17	0.260
09:00 - 10:00	3	17	0.040	3	17	0.060	3	17	0.100
10:00 - 11:00	3	17	0.020	3	17	0.100	3	17	0.120
11:00 - 12:00	3	17	0.060	3	17	0.060	3	17	0.120
12:00 - 13:00	3	17	0.020	3	17	0.040	3	17	0.060
13:00 - 14:00	3	17	0.100	3	17	0.040	3	17	0.140
14:00 - 15:00	3	17	0.080	3	17	0.100	3	17	0.180
15:00 - 16:00	3	17	0.080	3	17	0.020	3	17	0.100
16:00 - 17:00	3	17	0.080	3	17	0.000	3	17	0.080
17:00 - 18:00	3	17	0.140	3	17	0.040	3	17	0.180
18:00 - 19:00	**3**	**17**	**0.280**	3	17	0.140	**3**	**17**	**0.420**
19:00 - 20:00	3	17	0.160	3	17	0.140	3	17	0.300
20:00 - 21:00	3	17	0.120	3	17	0.060	3	17	0.180
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.320			1.060			2.380

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/A - HOUSES 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	3	17	0.120	3	17	0.200	3	17	0.320
08:00 - 09:00	3	17	0.140	3	17	0.360	3	17	0.500
09:00 - 10:00	3	17	0.120	**3**	**17**	**0.420**	3	17	0.540
10:00 - 11:00	3	17	0.100	3	17	0.080	3	17	0.180
11:00 - 12:00	3	17	0.140	3	17	0.100	3	17	0.240
12:00 - 13:00	3	17	0.120	3	17	0.060	3	17	0.180
13:00 - 14:00	3	17	0.100	3	17	0.120	3	17	0.220
14:00 - 15:00	3	17	0.100	3	17	0.140	3	17	0.240
15:00 - 16:00	3	17	0.160	3	17	0.080	3	17	0.240
16:00 - 17:00	3	17	0.120	3	17	0.060	3	17	0.180
17:00 - 18:00	3	17	0.260	3	17	0.180	3	17	0.440
18:00 - 19:00	3	17	0.340	3	17	0.160	3	17	0.500
19:00 - 20:00	**3**	**17**	**0.380**	3	17	0.220	**3**	**17**	**0.600**
20:00 - 21:00	3	17	0.300	3	17	0.200	3	17	0.500
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.500			2.380			4.880

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/A - HOUSES 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	3	17	0.200	3	17	0.340	3	17	0.540
08:00 - 09:00	3	17	0.460	3	17	0.580	3	17	1.040
09:00 - 10:00	3	17	0.280	3	17	0.220	3	17	0.500
10:00 - 11:00	3	17	0.460	3	17	0.340	3	17	0.800
11:00 - 12:00	3	17	0.220	3	17	0.300	3	17	0.520
12:00 - 13:00	3	17	0.220	3	17	0.300	3	17	0.520
13:00 - 14:00	3	17	0.320	3	17	0.320	3	17	0.640
14:00 - 15:00	3	17	0.200	3	17	0.240	3	17	0.440
15:00 - 16:00	3	17	0.500	3	17	0.280	3	17	0.780
16:00 - 17:00	3	17	0.120	3	17	0.200	3	17	0.320
17:00 - 18:00	3	17	0.560	3	17	0.360	3	17	0.920
18:00 - 19:00	**3**	**17**	**0.700**	**3**	**17**	**0.640**	**3**	**17**	**1.340**
19:00 - 20:00	3	17	0.440	3	17	0.420	3	17	0.860
20:00 - 21:00	3	17	0.400	3	17	0.360	3	17	0.760
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.080			4.900			9.980

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/A - HOUSES 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	3	17	0.000	**3**	**17**	**0.060**	**3**	**17**	**0.060**
08:00 - 09:00	3	17	0.000	3	17	0.000	3	17	0.000
09:00 - 10:00	3	17	0.000	3	17	0.000	3	17	0.000
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.020	3	17	0.020
13:00 - 14:00	**3**	**17**	**0.020**	3	17	0.000	3	17	0.020
14:00 - 15:00	3	17	0.000	3	17	0.000	3	17	0.000
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.000	3	17	0.000	3	17	0.000
17:00 - 18:00	3	17	0.000	3	17	0.000	3	17	0.000
18:00 - 19:00	3	17	0.020	3	17	0.000	3	17	0.020
19:00 - 20:00	3	17	0.000	3	17	0.000	3	17	0.000
20:00 - 21:00	3	17	0.020	3	17	0.000	3	17	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.080			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/A - HOUSES 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	3	17	0.020	3	17	0.020	3	17	0.040
08:00 - 09:00	3	17	0.000	3	17	0.000	3	17	0.000
09:00 - 10:00	3	17	0.040	**3**	**17**	**0.040**	3	17	0.080
10:00 - 11:00	3	17	0.040	3	17	0.020	3	17	0.060
11:00 - 12:00	3	17	0.020	3	17	0.000	3	17	0.020
12:00 - 13:00	3	17	0.000	3	17	0.020	3	17	0.020
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.020	3	17	0.020	3	17	0.040
15:00 - 16:00	3	17	0.020	3	17	0.000	3	17	0.020
16:00 - 17:00	3	17	0.000	3	17	0.020	3	17	0.020
17:00 - 18:00	3	17	0.000	3	17	0.000	3	17	0.000
18:00 - 19:00	3	17	0.020	3	17	0.020	3	17	0.040
19:00 - 20:00	**3**	**17**	**0.060**	3	17	0.040	**3**	**17**	**0.100**
20:00 - 21:00	3	17	0.000	3	17	0.020	3	17	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.240			0.220			0.460

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/A - HOUSES 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	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	3	17	0.000	3	17	0.000	3	17	0.000
09:00 - 10:00	3	17	0.000	3	17	0.000	3	17	0.000
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.000	3	17	0.000
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.000	3	17	0.000	3	17	0.000
17:00 - 18:00	3	17	0.000	3	17	0.000	3	17	0.000
18:00 - 19:00	3	17	0.000	3	17	0.000	3	17	0.000
19:00 - 20:00	3	17	0.000	3	17	0.000	3	17	0.000
20:00 - 21:00	**3**	**17**	**0.020**	**3**	**17**	**0.020**	**3**	**17**	**0.040**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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/A - HOUSES 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): 2.53

	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	3	17	0.180	3	17	0.280	3	17	0.460
08:00 - 09:00	3	17	0.320	3	17	0.420	3	17	0.740
09:00 - 10:00	3	17	0.220	3	17	0.200	3	17	0.420
10:00 - 11:00	3	17	0.300	3	17	0.280	3	17	0.580
11:00 - 12:00	3	17	0.200	3	17	0.220	3	17	0.420
12:00 - 13:00	3	17	0.160	3	17	0.180	3	17	0.340
13:00 - 14:00	3	17	0.260	3	17	0.240	3	17	0.500
14:00 - 15:00	3	17	0.160	3	17	0.220	3	17	0.380
15:00 - 16:00	3	17	0.260	3	17	0.180	3	17	0.440
16:00 - 17:00	3	17	0.120	3	17	0.180	3	17	0.300
17:00 - 18:00	3	17	0.400	3	17	0.260	3	17	0.660
18:00 - 19:00	**3**	**17**	**0.520**	**3**	**17**	**0.500**	**3**	**17**	**1.020**
19:00 - 20:00	3	17	0.340	3	17	0.260	3	17	0.600
20:00 - 21:00	3	17	0.300	3	17	0.320	3	17	0.620
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.740			3.740			7.480

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:	9 - 21 (units:)
Survey date date range:	01/01/15 - 14/09/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

LIST OF SITES relevant to selection parameters

1	**BN-03-A-02** SWEETS WAY WHETSTONE	**MIXED HOUSES**	**BARNET**
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: TUESDAY	*03/07/18*	*Survey Type: MANUAL*
2	**EN-03-A-02** DUCHY ROAD HADLEY WOOD	**DETACHED HOUSES**	**ENFIELD**
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	9	
	Survey date: WEDNESDAY	*14/09/22*	*Survey Type: MANUAL*
3	**HG-03-A-01** LAWRENCE ROAD TOTTENHAM WEST GREEN	**DETACHED & SEMI-DETACHED**	**HARINGEY**
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	*05/11/19*	*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.

Secondary Filtering selection:

Use Class:

C3	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

1a (Low) Very poor	1 days
2 Poor	1 days
4 Good	1 days

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

Calculation Reference: AUDIT-805401-230928-0922

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BN	BARNET	1 days
	EN	ENFIELD	1 days
	HG	HARINGEY	1 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: 9 to 21 (units:)
Range Selected by User: 9 to 25 (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: 01/01/15 to 14/09/22

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	2
High Street	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	3 days - Selected
Servicing vehicles Excluded	X days - Selected