



ttp consulting
transport planning specialists

RECORD STORE, PRESSING LANE, HAYES

Transport Statement

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Contents

1	INTRODUCTION	1
	Overview	1
	Healthy Streets	2
2	THE EXISTING CONDITION	3
	The Site	3
	Access on Foot	4
	Access by Bicycle	6
	Access by Public Transport	8
	Method of Travel to Work	10
	Local Highway Network	11
	Accident Data	12
3	POLICY	14
	National Planning Policy Framework	14
	The London Plan 2021	15
	Support for Housing Guidance	16
	Hillingdon Local Plan	16
	Policy Summary	16
4	DEVELOPMENT PROPOSAL	18
	Overview	18
	Pedestrian and Cycle Access	18
	Car Parking	19
	Cycle Parking	19
	Delivery and Servicing Activity	21
	Construction Management Plan	21
5	EFFECT OF DEVELOPMENT	22
	Active Travel Zone Assessment	22
	Trip Generation	23
	Travel Plan	26
6	SUMMARY AND CONCLUSION	27
	Summary	27
	Conclusion	28

Figures

Figure 1.1	-	Location Plan
Figure 1.2	-	Healthy Streets Indicators
Figure 2.1	-	Existing Ground Floor Layout
Figure 2.2	-	Walking Isochrone Map
Figure 2.3	-	Cycle Isochrone Map
Figure 2.4	-	PTAL Extract
Figure 2.5	-	Wider Area Accident Plot
Figure 2.6	-	Local Area Accident Plot
Figure 4.1	-	Proposed Ground Floor Layout
Figure 4.2	-	Pedestrian and Cycle Access
Figure 4.3	-	Layout of Cycle Parking
Figure 5.1	-	ATZ Routes

Appendices

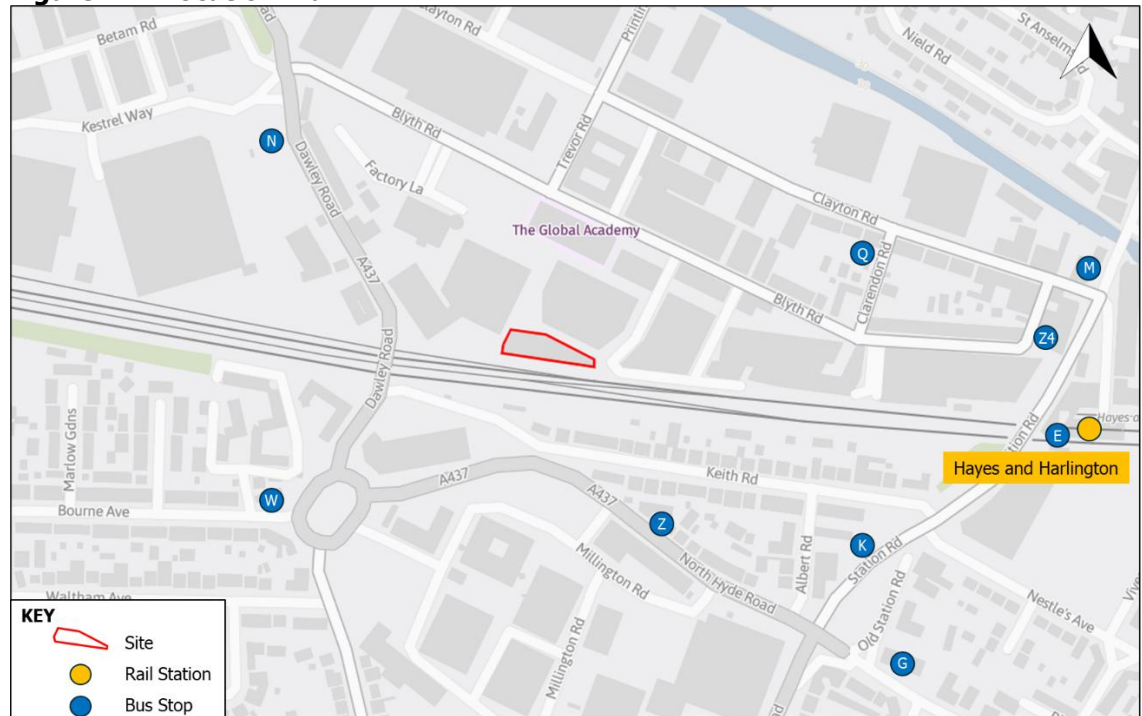
Appendix A	-	Ground Floor Plan
Appendix B	-	TfL Bus Map
Appendix C	-	PTAL Output
Appendix D	-	ATZ Assessment
Appendix E	-	TRICS Data

1 INTRODUCTION

Overview

- 1.1 This Transport Statement has been prepared by TTP Consulting to accompany a planning application for a change of use from office to residential with ancillary facilities at the Record Store (the Site) which is located on Pressing Lane in Hayes, the London Borough of Hillingdon.

Figure 1.1: Location Plan



- 1.2 The Site which comprises of a 7-storey (ground plus 5) building along with associated hardstanding is currently used as office space (Use Class E). It is proposed to extend the building through the addition of 2 floors to provide a total of 121 dwellings with a mix of one-, two-and three-bedroom apartments as illustrated on the plans in **Appendix A**. The application is being submitted for:

"Proposed change of use from 'Office' (Class E(g)(i)) and construction of roof extension to provide 121 'Residential' (Class C3) units, including residential amenities. Construction of an external roof terrace, alterations to elevations and provision of rear external area for private gardens and a shared residents' terrace. Further associated provision of refuse storage, hard and soft landscaping and associated development."

- 1.3 This report considers the potential highways and transport effects of the proposals in relation to the access, accessibility and parking along with trip generation and operational aspects of the scheme. It has been prepared taking into consideration the Healthy Streets approach and

benefits from pre-application advice from Hillingdon Council along with a site visit and concludes that the proposals are acceptable in highways and transport terms. It should be read in conjunction with the planning statement prepared by Savills.

Healthy Streets

- 1.4 The Healthy Streets Approach is a long-term plan for improving Londoners' and visitors' experience of streets, helping everyone to be more active and enjoy the health benefits of using streets on a daily basis. The approach recognises that every street is different, and different elements can contribute to the look, feel and functionality of the street. The ten 'Healthy Streets Indicators', are shown in **Figure 1.2**, define elements that make streets appealing, healthy and inclusive places, to create a healthy city.
- 1.5 Given that the proposed development will replace a largely vacant site, the scheme will bring about a significant Healthy Street improvement, a Healthy Streets Designer's Check is not considered necessary, given the scenario.

Figure 1.2: Healthy Streets Indicators

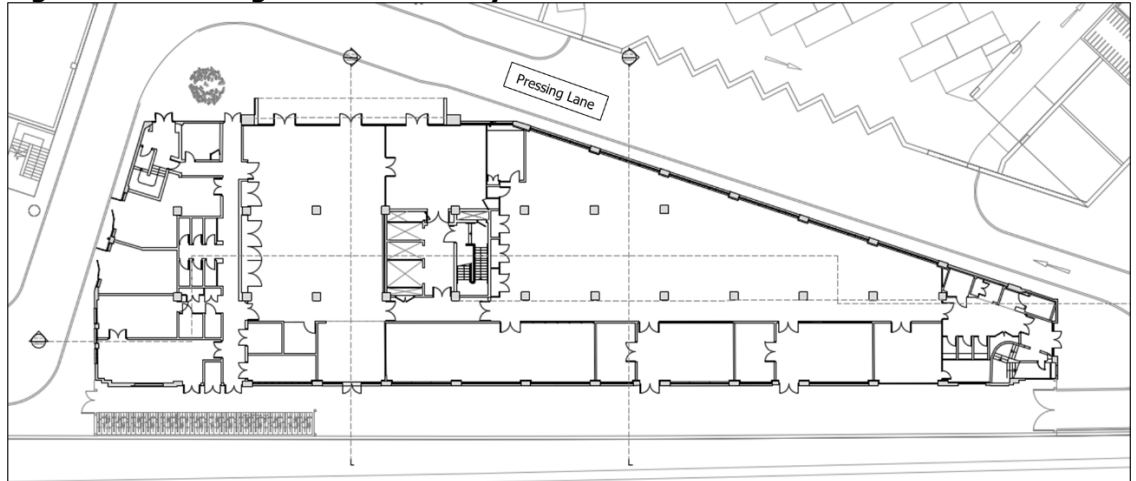


2 THE EXISTING CONDITION

The Site

- 2.1 The Site comprises of a 7-storey building (ground plus 6) along with hardstanding to the north, south and east. The current lawful use is office with the majority floorspace vacant, an extract of the ground floor is included at **Figure 2.1**.

Figure 2.1: Existing Ground Floor Layout

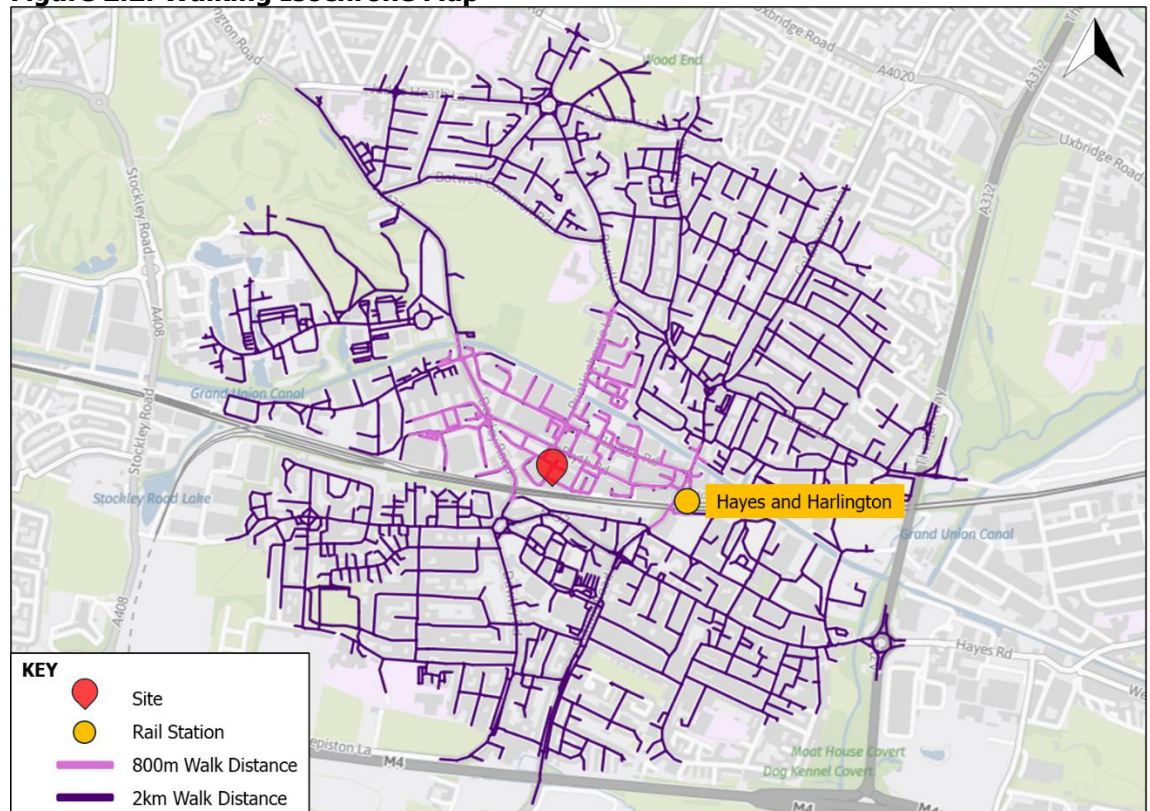


- 2.2 There is no car parking on the Site although it does benefit from the use of Blue Badge parking immediately to the west along with the use of 200 spaces across the wider estate. Access is taken from Pressing Lane which is a private highway that connects to Gramophone Lane in the west and Powerhouse Lane in the east both of which are private highways.
- 2.3 The surrounding area which is in the process of being redeveloped includes a mix of commercial and residential. The Old Vinyl Factory which is largely derelict and the Shipping Building are located to the west of the Site, with the plots to the north and east now redeveloped primarily for residential. The London to Cardiff mainline railway station runs in an east-west orientation to the south of the Site, with the Hayes Town Centre and Hayes & Harlington Railway Station to the north-east and east respectively. The Hayes Town Centre includes a number of day-to-day facilities such as banks and supermarkets, with the station served by trains that operate between London and Reading, with Elizabeth Line services running through to Stratford.
- 2.4 The Lake Farm Country Park is located approximately 850m to the north of the Site to the north of the Grand Union Canal and is accessible via Printing House Lane, with Stockley Park which includes a number of commercial buildings and a golf course located west of the park.

Access on Foot

- 2.5 Walking is considered a suitable mode to replace car and public transport journeys for distances up to 2km in length with factors such as health, weather and access to a car along with journey purpose all influencing a person's decision to walk. The Site benefits from being within a short walk of public transport services, local facilities and amenities as well as residential areas.
- 2.6 Roughly half of all walking journeys in London are part of longer public transport journeys, for example walking to or from the bus stop or tube / train station, whilst a third of car journeys are within a 25-minute (2km) walk, suggesting there are real opportunities for active modes to replace the car.
- 2.7 **Figure 2.2** provides details of the 1km and 2km catchment zone surrounding the Site which shows that a number of retail and employment areas could be accessed on foot, as well as a number of bus stops and underground stations.

Figure 2.2: Walking Isochrone Map



- 2.8 The walking environment in the vicinity of the Site is such that footways are provided on the south side of pressing lane in the vicinity of the site and both side further east. The Site is well connected to the main pedestrian routes that serve public transport facilities and local amenities. This includes a pedestrian underpass to Hayes and Harlington Station that is accessible from Blyth Road.

2.9 **Table 2.1** sets out details of distances between the site and public transport opportunities. This illustrates that there are a number of public transport facilities within a short walking distance with an average walking speed assumed to be 80m per minute.

Table 2.1: Approximate Distances to Local Public Transport Services			
Stop / Station	Location	Distance	Approximate Walk Time*
Clarendon Road (Stop Q)	Clarendon Road	450m	5-6 minutes
Hayes & Harlington	Station Road	650m	8 minutes
Hayes & Harlington (Stop E)	Station Road	650m	8 minutes
*Based on 80m per minute			

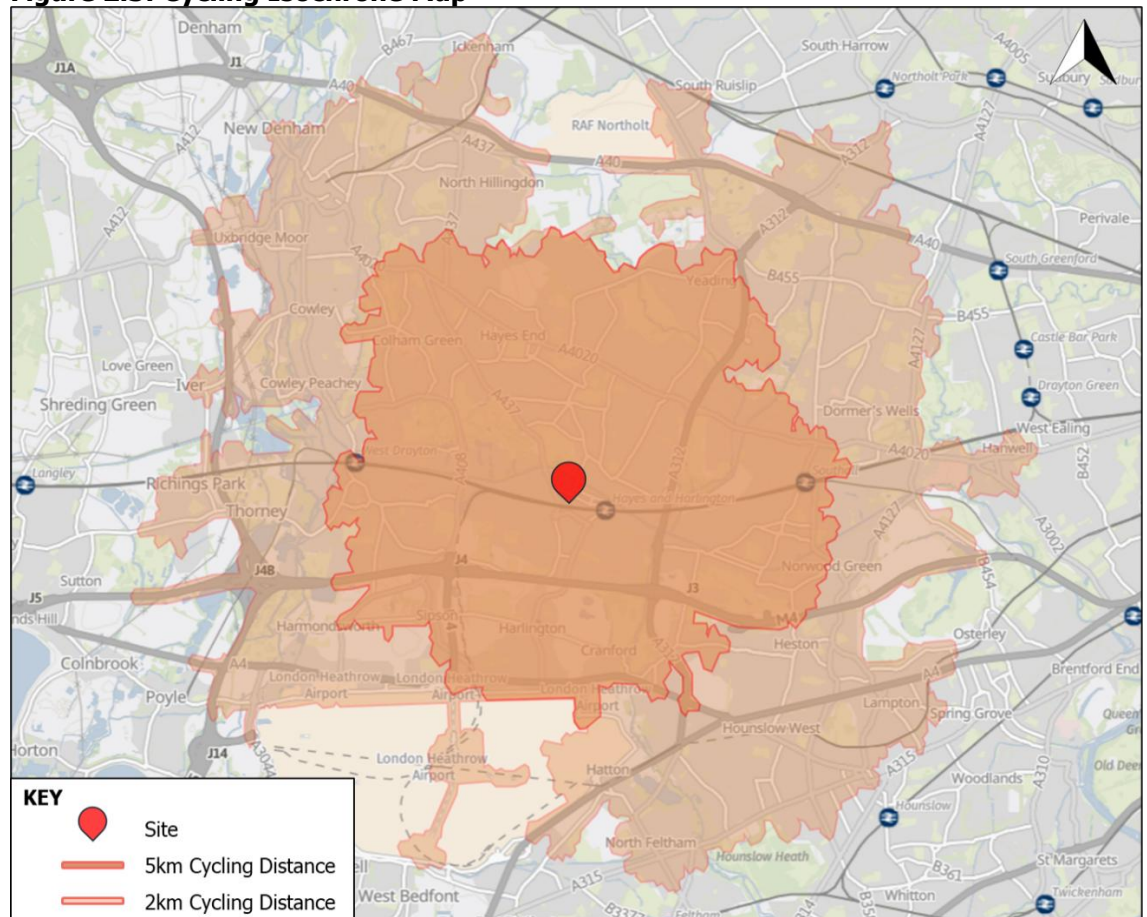
2.10 Local facilities and amenities including schools, banks, a post office, convenience stores, pharmacies, cafes and green spaces are located a short walking distance from the Site, a summary of which is shown in **Table 2.2**.

Table 2.2: Approximate Distances to Local Facilities			
Amenity	Location	Distance	Approximate Walk Time*
Schools			
Global Academy Secondary School	Blyth Road	85m	1 minute
Wonderland Nursery	Clayton Road	250m	3 minutes
Botwell House Primary School	Botwell Lane	1.2km	15 minutes
Supermarkets & Convenience Stores			
Tesco Express	Station Road	700m	8-9 minutes
Iceland Supermarket	Station Road	900m	11 minutes
Post Office	Station Road	1km	12-13 minutes
Restaurants & Cafés			
Momo Rendezvous Restaurant	Station Approach	850m	10-11 minutes
Yangs Restaurant	Clayton Road	850m	10-11 minutes
Chaiiwala Café	Station Road	950m	12 minutes
Medical			
HESA Medical Centre	Station Road	850m	10-11 minutes
Boots Pharmacy	Station Road	900m	11 minutes
Banking			
Nationwide Building Society	Station Road	1km	12-13 minutes
Natwest	Coldharbour Lane	1km	12-13 minutes
Green Space			
Lake Farm Country Park	Botwell Lane	850m	10-11 minutes
*Based on 80m per minute			

Access by Bicycle

- 2.11 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are commonplace, with similar factors to walking influencing a person's choice to cycle. **Figure 2.3** shows the 5km and 8km cycling catchments from the Site with much of Hayes and Harlington within 5km whilst Hounslow West and Denham are within 8km.
- 2.12 There are limited formal cycle routes in the immediate vicinity albeit the streets within the wider estate are considered suitable for cycling being traffic calmed with relatively low traffic volumes. Cycle Quietway 16 runs along the Grand Union Canal to the north of the site and connects West Drayton to Kensal Town.

Figure 2.3: Cycling Isochrone Map



2.13 TfL's Journey Planner tool allows for cycle route planning dependent on the difficulty of the route, being fast, moderate or easy. An example of distance / time is provided for fast, moderate and easy routes to the following:

- Harlington (2.8km – 8 min / 2.8km – 10 minutes / 2.9km – 14 minutes)
- West Drayton (4.2km – 12 minutes / 4.9km – 18 minutes / 4.9km / 24 minutes)
- Southall (5.0km – 14 minutes / 5.8km – 21 minutes / 5.8km / 29 minutes)
- Hillingdon Underground Station (6.5km – 19 min / 6.5km – 24 min / 6.8km – 33 min)
- Uxbridge (7.0km – 21 minutes / 7.0km – 26 minutes / 7.5km – 37 minutes)
- Hounslow (7.7km - 22 minutes / 7.7km - 28 minutes / 7.8km – 38 minutes)

Access by Public Transport

Bus Services

- 2.14 The closest bus stop which is located approximately 450m (5-6 minutes) to the north-east of the Site on Clarendon Road is served by buses on Route U5, with further services available from the stop outside the Hayes & Harlington Station. **Table 2.3** provides a summary of the local bus routes with a copy of the relevant TfL bus spider map included at **Appendix B**.

Table 2.3: Summary of Local Bus Services					
Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Saturday	Sunday
Clarendon Road (Stop Q)	U5	Clarendon Road – York Road	10-12	12-12	20
Hayes and Harlington (Stop E/L)	90	Northolt Station – Feltham Leisure West	9-13	10-13	13-15
	140	Millington Road – Long Elmes	7-11	8-11	11-13
	195	Romney Road – Half Acre	11-13	11-14	16-17
	278	Heathrow Central Bus Station – Ruislip Station	15	15	15
	350	Millington Road – Heathrow Terminal 5	17-20	18-20	17-20
	696	Conway Drive – Highgrove Pool & Fitness Centre	School Service		
	698	Conway Drive – Swakeleys Drive	School Service		
	E6	Rockware Avenue – Bulls Bridge Teso	11-14	12-14	15-16
	H98	School Road – Wood End Green Road	9-13	9-13	10-14
	N140	Heathrow Central Bus Station – Long Elmes	Late Night Service		
	SL9	Heathrow Central Bus Station – Harrow Bus Station	12-14	12-14	17-18
	U4	Prologis Park – Belmont Road	8-11	9-12	11-13

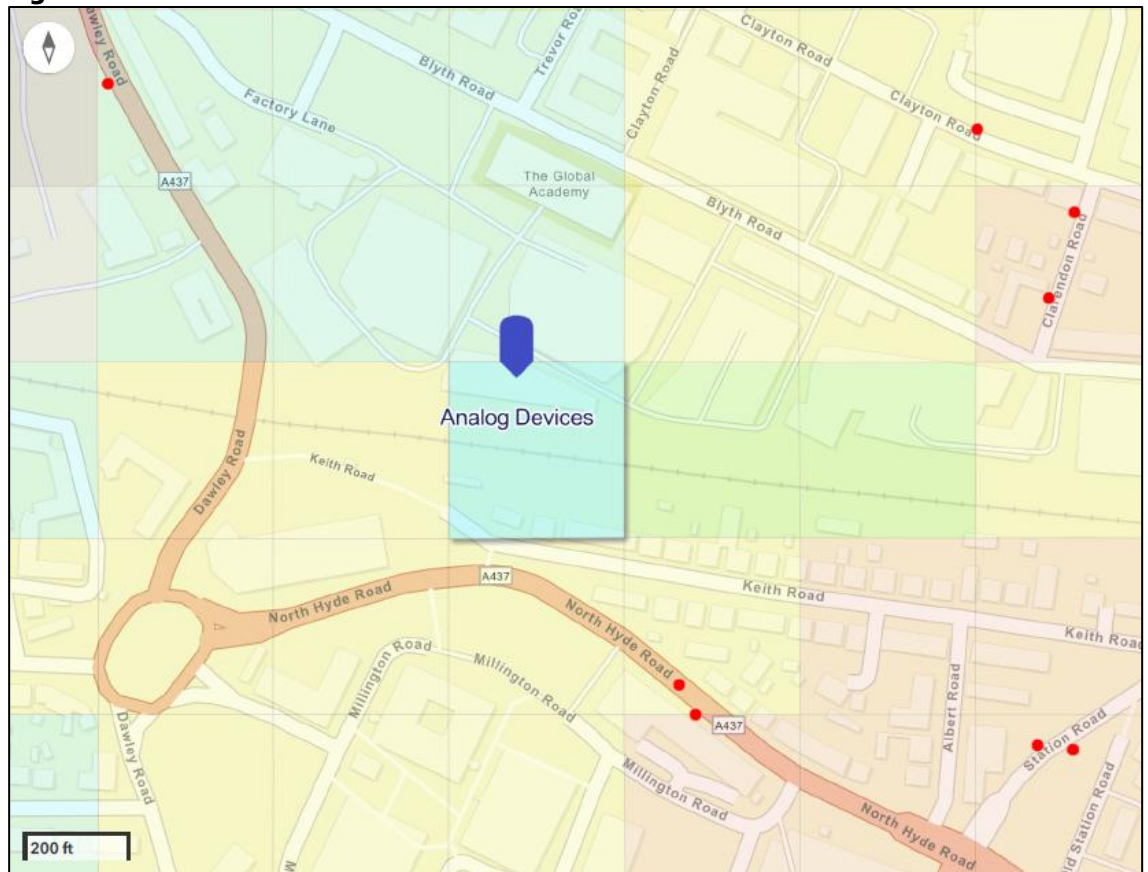
Rail

- 2.15 Hayes & Harlington which is located approximately 650m (8 minute) to the east of the Site is served by the Elizabeth Line and Great Western Rail services with connections to:
- Abbey Wood via London, every 7-10 minutes;
 - Heathrow Terminal 4, every 15-18 minutes;
 - Shenfield via London, every 30 minutes;
 - Reading, every 14-16 minutes.

Public Transport Accessibility Level (PTAL)

- 2.16 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating high level of accessibility.
- 2.17 The Site has a PTAL level of 2 which suggests that it has an 'low' level of accessibility to public transport with a copy of the report included at **Appendix C**. The measure is however not considered a true reflection of the accessibility of the Site which is close to areas with PTALS of 3 (to the east) and 4 (to the west). The measure is influenced by the maximum walk distance to a bus stop with the PTAL measure restricted to a distance of 640m, with the bus stop outside the station which provides access to 12 services approximately 650m away.

Figure 2.4: PTAL Extract



Method of Travel to Work

2.18 The 2011 Census has been examined to establish the method of journey to work for the workplace population and residential population for the local area with a summary of the data included in **Table 2.4**. Although data from the 2021 Census is now available, it is not considered representative on the grounds that it was undertaken at a time when more people than normal were either not working or working from home due to the COVID-19 pandemic travel restrictions.

2.19 The data suggests that the majority of people working in the area travelled by car including 71% as car driver, with only 30% of people living in the area driving to work. The (workplace) percentages are representative of the former wider site with a relatively high number of parking spaces and also prior to the Elizabeth Line operating.

Table 2.4: 2011 Method of Travel to Work (Hillingdon 027)		
Mode	Percentage (%)	
	Workplace Population	Resident Population
Underground / Overground	3.3%	11.3%
Rail	4.6%	13.8%
Bus	11.1%	31.0%
Taxi	0.1%	0.5%
Motorcycle	1.0%	1.0%
Car Driver	71.0%	30.0%
Car Passenger	2.9%	2.0%
Bicycle	1.8%	2.5%
Walking	3.7%	6.9%
Other	0.4%	1.0%
Total	100%	100%

2.20 The data can be compared to the TfL Motion data for the borough which suggests that 22% of people used active modes for travel within the borough based on 2019 data, with 54% using a car or motorbike and 23% using public transport. The data also shows that the majority of trips were made to destinations within the borough of which 33% were by active modes and 51% by car with 16% by public transport.

Local Highway Network

- 2.21 The site fronts onto Pressing Lane, a single-carriageway, two-way road with a 20mph speed limit, running in a northeast to southwest direction between Blyth Road and Gramophone Lane.
- 2.22 The Parkway (A312) is located to the east of Hayes and Harlington Station and is the closest branch of the strategic road network to the site, it links Harrow in the north with Hampton in the south and facilitates access to the M4 motorway.

On-Street Parking

- 2.23 East of the site, Pressing Lane has privately owned parking bays, some of which are labelled as visitor bays (Monday-Friday, 07:00-18:00, maximum stay 2-hours), the rest of the bays are limited to a privately managed controlled parking scheme.

Car Clubs

- 2.24 Car Clubs allow users to access vehicles without car ownership, allowing short-term needs for a vehicle to be met through self-service vehicle rental. The closest car club vehicles are located east of the site on Pressing Lane under 'The Old Vinyl Factory' Enterprise Car Club with. Further vehicles are available at the 'Hayes Village' bays on Nestle Avenue and the 'Chailey Place' bay on Pump Lane.

Accident Data

- 2.25 Accident data was obtained from the TfL Dashboard for five year period through to the end of December 2025 with an extract of plots for the wider and immediate surroundings included at **Figures 2.5** and **2.6** respectively.
- 2.26 The plots demonstrate as expected that the majority of accidents are concentrated at junctions along the higher order roads such as Station Road and Coldharbour Lane; none of the accidents resulted in a fatality.

Figure 2.5: Wider Area Accident Plot



- 2.27 The plot of the local area includes a total of 8 accidents along Blyth Road in the vicinity of the Site which includes 2 classified as serious and the remainder as slight, with a cluster of accidents at the Blyth Road / Dawley Road 5-arm roundabout.
- One of the accidents classified as serious occurred at 08:30 on 28/05/2021 approximately 90m west of the junction with Trevor Road.. The collision involved a motorcycle and a car, resulting in 1 seriously injured motorcyclist.
 - The other accident classified as serious occurred at 00:03 on 13/08/2018 at the Trevor Road / Blyth Road junction. The collision involved a car, resulting in 1 slightly injured car occupant and 1 seriously injured car occupant.

Figure 2.6: Local Area Accident Plot



3 POLICY

National Planning Policy Framework

- 3.1 The revised National Planning Policy Framework (NPPF), most recently updated in November 2024, sets out the Government's planning policies for England and how these are expected to be applied.
- 3.2 When considering the transport effects of a development, NPPF states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*
- 3.3 Paragraph 115 sets out how new sites for development should be assessed:
- In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users;*
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and*
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*
- 3.4 Paragraph 116 advises that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*
- 3.5 Paragraph 117 states that:
- "Within this context, applications for development should:*
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public*

transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

The London Plan 2021

- 3.6 The London Plan sets out the strategic framework through which development in London is carried out. Chapter 10 of the plan relates to transport.
- 3.7 Policy T1. 'Strategic Approach to Transport' states that new development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.
- 3.8 Policy T4 (B) of the Plan sets out the requirements for assessing the impact of new development:
- "When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed."*
- 3.9 Policy T5 'Cycling', suggests that barriers to cycling can be removed and that a healthy environment in which people chose to cycle can be created through appropriate levels of cycle parking which are fit for purpose, secure and well located. The cycle parking standards are set out in Table 10.2 of the Plan and summarised in **Table 3.1** below.

Table 3.1: London Plan Minimum Cycle Parking Standards		
Number of Bedrooms	Long Stay	Short Stay
Studio or 1 Bedroom/1 Person Dwelling	1 spaces	2 spaces for the first 5-40 dwellings and 1 space per 40 dwellings thereafter
1 Bedroom/2 Person Dwelling	1.5 spaces	
All Other Dwellings	2 spaces	

3.10 Policy T6 (B) 'Car Parking' of the Plan states that:

"Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite')."

Support for Housing Guidance

3.11 The GLA published the draft guidance in November 2025 setting out potential changes in requirements with the aim of bringing forward more housing. The guidance effectively covers three topics in cycle parking, affordable housing and housing design standards.

3.12 Cycle parking which is covered on pages 2 to 5 inclusive provides guidance on the minimum number of cycle parking along with design and quality. On the former, it sets out minimum standards based on Bands, allowing potential further reductions depending on other factors, with the Site falling into Band 3.

Table 3.2: GLA Cycle standards	
Number of Bedrooms	Band 3
Studio or 1 Bedroom Dwelling	0.7 spaces
Two Bedroom Dwelling	1.2 spaces
Three+ Bedroom Dwelling	1.5 spaces

Hillingdon Local Plan

3.13 The Hillingdon Local Plan Part One was adopted in November of 2012 whilst Part Two was adopted in January of 2020. The documents outline the strategic policies for the area to guide development. Chapter 9, 'Transport and Infrastructure' outlines core policies. Strategic Objective 12 objective aims to:

"Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improves walking and cycling routes and encouraging travel plans."

3.14 The Hillingdon Plan also outlines areas surrounding the site including the Old Vinyl Factory and Gatefold Building as site allocation for new homes as of January 2020, indicating the suitability of the area for residential development.

Policy Summary

3.15 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes and that the level of parking provided at sites in such locations should be reduced.

- 3.16 It is evident that the site is in a sustainable location, being accessible by a choice of travel modes, and a car-free development is also considered suitable in transport policy terms.

4 DEVELOPMENT PROPOSAL

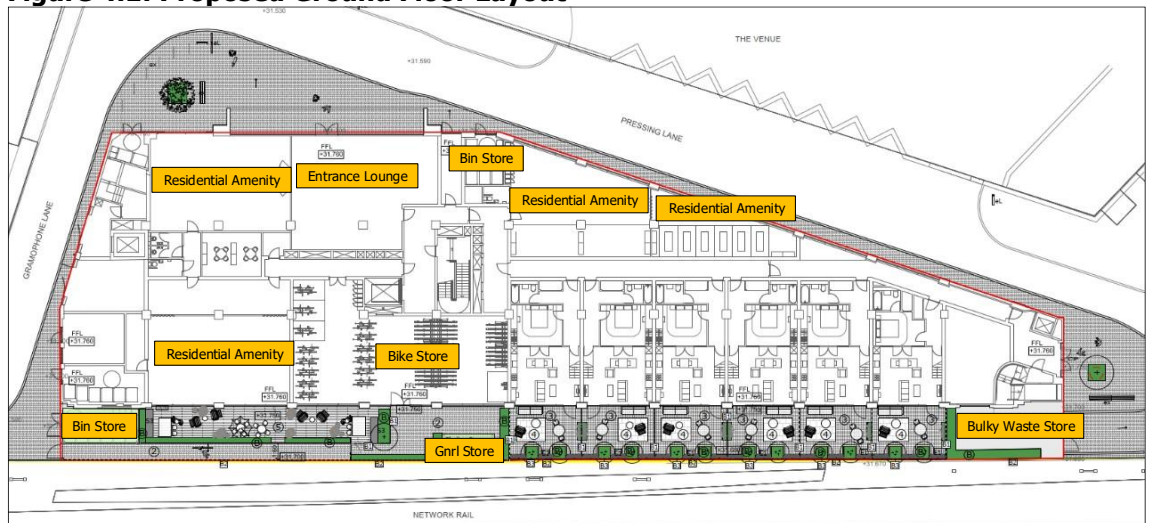
Overview

- 4.1 The proposals include a planning application for the change of use from office to residential with roof extension and terrace as illustrated on the plans in **Appendix A**.
- 4.2 **Table 4.1** provides a summary of the proposed mix of residential units by type and capacity.

Table 4.1: Summary of Residential Units	
Unit Size	Number of Units
Studio	7
1 Bed/1 Person (Studio)	64
1 Bed/2 Person (Wheelchair User)	11
2 Bed/4 Person	34
3 Bed/6 Person	5
Total	121

- 4.3 The proposals include a range of residential amenities the majority of which are located at the ground floor which include a residents co-working lounge, gym, bike storage and refuse store, with the proposals also including a rooftop terrace.

Figure 4.1: Proposed Ground Floor Layout



- 4.4 The site forms part of an area of residential development, bordered at the north and east by new residential buildings along with the Old Vinyl Factory to the west.

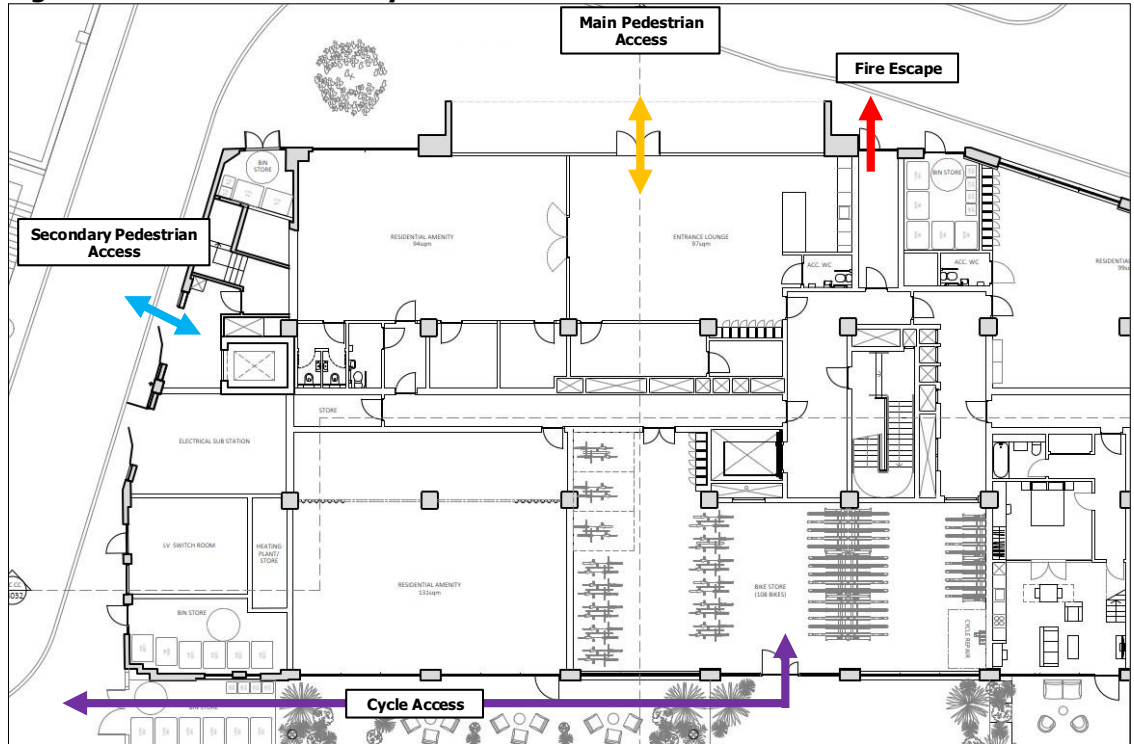
Pedestrian and Cycle Access

- 4.5 Pedestrian access is taken from Pressing Lane as per existing, with a main entrance and lounge fronting onto the street. Pedestrian access can also be taken from the residential amenity to

the west of the entrance lounge or from the entrance point to the east of the main lounge. A further entrance is to be situated in at the along the eastern edge of the building.

- 4.6 Access to the cycle parking is planned to be taken from the rear of the building, through an entrance in the southwestern corner of the site, running parallel to the communal outdoor area.

Figure 4.2: Pedestrian and Cycle Access



Car Parking

- 4.7 Historically, the existing office has the benefit of the use of 200 parking spaces across the estate which includes 5 Blue Badge spaces to the west of the building. It is proposed that the new residential would not have any rights to the general parking which is in the process of being removed through the redevelopment of the wider estate, albeit retains the right to use the 5 Blue Badge spaces to the west of the building.

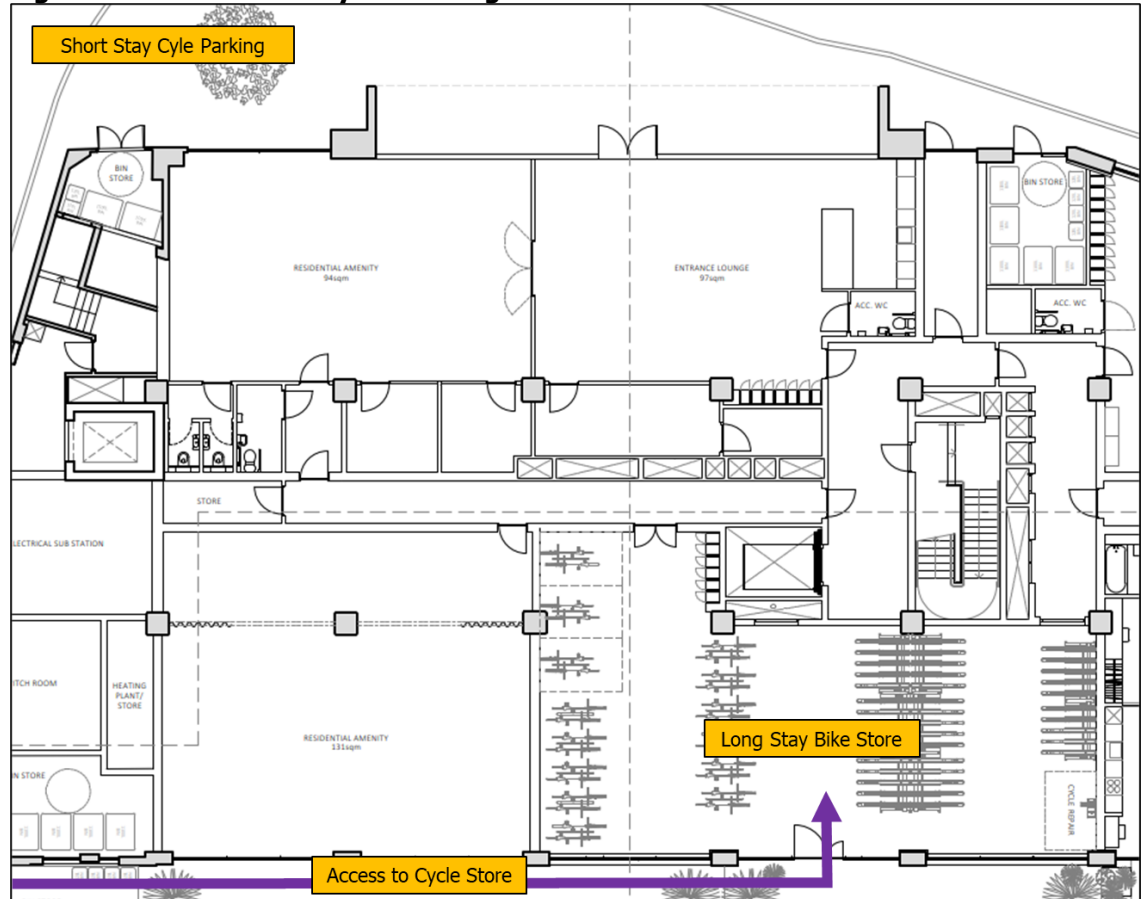
Cycle Parking

- 4.8 The proposed scheme includes parking for up to 108 bicycles including two-tier stands for 80 cycles and Sheffield stands for 28 bikes, including 3 wide stands to facilitate 6 wider cycles. The long stay provision is less than the number required based on the current London Plan standards albeit is in line with the recent guidance document "Support for Housebuilding".
- 4.9 **Figure 4.3** identifies the location of the long stay cycle store to the rear of the building, with the store providing parking for 108 bikes with 80 two-tier stand spaces, 22 Sheffield Stand

spaces and 6 wider stands. The bike store room will also provide 18 lockers. There is an internal access to the store from within the building, with access to the street via a corridor to the rear of the building with a set of gates and one set of doors. Access to the store will be controlled by fob or similar and limited to those who register their bicycle with reception.

- 4.10 A further 3 Sheffield Stands catering for up to 6 bicycles will be located in front of the building on Pressing Lane for short-stay or visitor parking.

Figure 4.3: Location of Cycle Parking



Delivery and Servicing Activity

Deliveries

- 4.11 The existing office use would receive a number of deliveries across the day which would include couriers and post along with food and beverages, cleaning products and personnel deliveries. It is anticipated that the office use when fully occupied would receive in the order of 10 deliveries per day the majority of which would be by a transit or similar size of vehicle.
- 4.12 The proposed residential is also anticipated to receive on average 10 deliveries per day the majority of which would be associated with online purchase and post with the occasional moving in / out along with maintenance visits. A Delivery Management Plan has been submitted alongside the application setting out how deliveries will be managed including obligations and responsibilities.

Waste Storage and Collections

- 4.13 The proposals include a total of 5 bin stores at various locations within the proposed building to cater for general waste, food and recycling along with bulky goods.
- 2 stores are located in the southwestern corner of the building to the north of the cycle store access.
 - A small store is located in the northwestern corner of the building;
 - There is a store is situated to the east of the fire escape.
 - A 15 sqm bulky waste store is planned to be located in the southeastern corner of the building.

Construction Management Plan

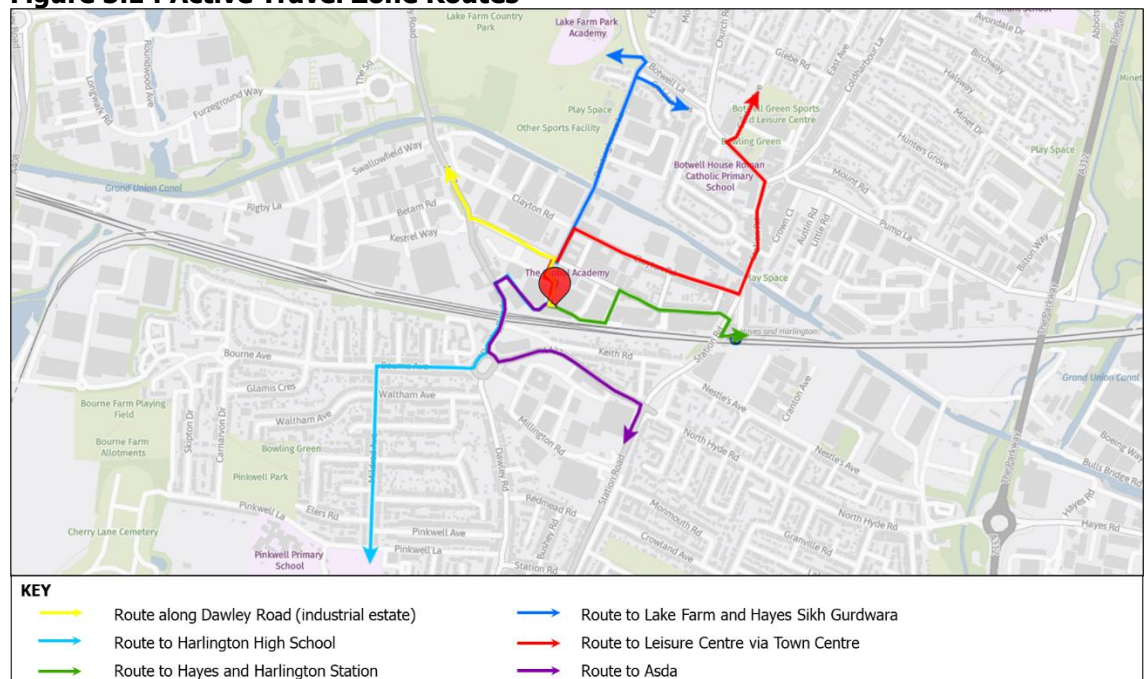
- 4.14 The Applicant is willing to accept a condition for the Contractor to implement a Construction Management Plan setting out measures to minimise the potential impact of the proposed development. The CMP will be prepared in accordance with guidance issued by Transport for London along with measures put in place with the ongoing development in the immediate area.

5 EFFECT OF DEVELOPMENT

Active Travel Zone Assessment

- 5.1 An Active Travel Zone (ATZ) assessment was undertaken in order to understand how journeys to amenities, likely to be used by future residents, perform in relation to the Healthy Streets indicators set out in Section 1. Feedback from the ATZ assessment can be used to promote active travel and improve connectivity of the Site as well as in order to enhance the local urban environment.
- 5.2 The ATZ assessment was undertaken considering the route to the Hayes & Harlington Station via the underpass, as well as Harlington High School, along with the Lake Farm Country Park and the Hayes Sikh Gurdwara. Routes also include Asda, Dawley Road Industrial Estate and the Leisure Centre via the town centre. **Figure 5.1** shows these journeys, having taken the most appropriate routes, most likely to be taken by residents of the development.

Figure 5.1 : Active Travel Zone Routes



- 5.3 The ATZ covers both the daytime and nighttime journeys and concludes that, although the introduction of some measures would improve conditions for pedestrians and cyclists, these are not necessary to make the development acceptable in highways and transport terms. The proposed development will contribute to enhancing matters through the encouragement of active travel modes as well as the reduction of trips to the site in comparison to the previous office use. The ATZ has been submitted as a separate document to accompany the planning application.

Trip Generation

- 5.4 The potential number of trips associated with the existing office and proposed residential have been estimated based on trip rate information from the TRICS database for a typical weekday morning and evening peak period, as well as an entire day, with multi-modal trip rates adopted taking into account the characteristics of the site.
- Existing Office: based on multi-modal trip rates from surveys in the employment office category considering all surveys undertaken since the 1st of January 2023. The exercise revealed a total of 12 surveys with an average GFA of 10,250sqm
 - Proposed Residential: based on multi-modal trip rates from surveys in the residential private apartment category considering sites with fewer than 500 bedrooms in edge of town / town centres and suburban locations with surveys undertaken since the 1st of January 2023. The exercise revealed a total of 14 surveys with an average of 133 bedrooms.
- 5.5 The output reports are included at **Appendix E**.
- 5.6 **Tables 5.1** and **5.2** provides summary of the trip rates and person movements for the existing and proposed uses respectively. The exercise demonstrates as expected that the proposed residential would generate fewer overall trips during the peak hours and across the day, albeit with opposite peak movements; in this regard, although the proposed residential would generate more outbound trips in the morning peak (48 versus 12) and inbound during the evening peak (36 versus 6), the potential reduction in the opposite direction is significantly more with the potential changes by mode discussed later in this section.

Table 5.1: Trip Rates and Resultant Person Trips (Existing Office)				
Time Period	Trip Rates		Person Trips*	
	In	Out	In	Out
7am – 8am	0.877	0.121	69	10
8am – 9am	1.448	0.148	114	12
9am – 10am	1.332	0.216	105	17
Morning Period (7am – 10am)			288	38
4pm – 5pm	0.19	0.845	15	66
5pm – 6pm	0.076	1.615	6	127
6pm – 7pm	0.034	0.598	3	47
Evening Period (4pm – 7pm)			24	241
Total (7am – 7pm)	7.494	6.933	590	546
*Based on 7,869sqm				

Table 5.2: Trip Rates and Resultant Person Trips (Proposed Residential)

Time Period	Trip Rates		Person Trips*	
	In	Out	In	Out
7am – 8am	0.028	0.177	5	29
8am – 9am	0.060	0.293	10	48
9am – 10am	0.079	0.187	13	31
Morning Period (7am – 10am)			28	108
4pm – 5pm	0.167	0.093	28	15
5pm – 6pm	0.220	0.108	36	18
6pm – 7pm	0.190	0.080	31	13
Evening Period (4pm – 7pm)			95	46
Total (7am – 7pm)	1.378	1.580	227	261
*Based on 165 Bedrooms				

5.7 Table 2.4 sets out the share to each mode for the local workplace and residential population as recorded in the 2011 Census. As previously noted, although the former Record Store Building had the benefit of the use of 200 parking spaces and the travel to work mode share would have included a relatively high share by car as driver, the existing office building does not benefit from the same use which along with changes in policies is such that the majority of trips would be by non-car modes. As such, it is proposed that the mode share to car driver in particular would be much lower than that based on the 2011 Census and has therefore been modified for both the existing office and proposed residential uses for assessment purposes.

5.8 **Tables 5.3** and **5.4** set out the anticipated share to each mode for the existing office and proposed residential respectively based on a modified mode share with car driver reduced to 2% for both and the difference to the 2011 Census distributed pro-rata across the board.

Table 5.3: Predicted Mode Share (Existing Office)

Mode	Mode Share		AM Peak (0700 – 1000)		PM Peak (1600 – 1900)	
	Census	Assumed	Arrive	Depart	Arrive	Depart
LUL / Overground	3.3%	11.3%	32	4	3	27
Rail	4.6%	15.7%	45	6	4	38
Bus	11.1%	37.4%	108	14	9	90
Taxi	0.1%	0.4%	1	0	0	1
Car Driver	1.0%	3.5%	10	1	1	8
Car Passenger	71.0%	2.0%	6	1	0	5
Motorcycle	2.9%	9.7%	28	4	2	23
Bicycle	1.8%	6.0%	17	2	1	14
Walking	3.7%	12.7%	36	5	3	30
Other	0.4%	1.4%	4	1	0	3
Total	100.0%	100.0%	288	38	24	241

Table 5.4: Predicted Mode Share (Proposed Residential)

Mode	Mode Share		AM Peak (0700 – 1000)		PM Peak (1600 – 1900)	
	Census	Assumed	Arrive	Depart	Arrive	Depart
LUL / Overground	11.3%	15.9%	4	17	15	7
Rail	13.8%	19.3%	5	21	18	9
Bus	31.0%	43.5%	12	47	41	20
Taxi	0.5%	0.7%	0	1	1	0
Car Driver	1.0%	1.4%	0	1	1	1
Car Passenger	30.0%	2.0%	1	2	2	1
Motorcycle	2.0%	2.8%	1	3	3	1
Bicycle	2.5%	3.5%	1	4	3	2
Walking	6.9%	9.7%	3	10	9	4
Other	1.0%	1.4%	0	1	1	1
Total	100.0%	100.0%	28	108	95	46

5.9 **Table 5.5** sets out the potential change in the number of trips by mode based on the above. The exercise suggests that whereas there could be in the region of 60 additional departures by public transport during the morning peak period (0700 – 1000), i.e. 20 per hour, these would off-set by a reduction of approximately 160 trips in the opposite direction, with the opposite trend in the evening peak hour. Overall, it can be concluded that the proposed conversion from office to residential would not impact on the operation of the local highway and transport network.

Table 5.5: Potential Change in Trips by Mode

Mode	AM Peak (0700 – 1000)		PM Peak (1600 – 1900)	
	Arrive	Depart	Arrive	Depart
LUL / Overground	-28	13	12	-20
Rail	-40	15	15	-29
Bus	-96	33	33	-70
Taxi	-1	1	1	-1
Car Driver	-10	0	0	-8
Car Passenger	-5	1	1	-4
Motorcycle	-27	-1	0	-22
Bicycle	-16	1	2	-13
Walking	-34	6	6	-26
Other	-4	1	1	-3
Total	-260	70	72	-194

Travel Plan

- 5.10 A draft Travel Plan has been prepared and included as a separate document as part of the planning application.
- 5.11 The primary objective of the Travel Plan will be to set out a long-term strategy to facilitate and encourage sustainable modes of travel to the Site. It will also seek to promote a shift from travel by public transport to active modes such as walking and cycling as these offer health benefits.
- 5.12 The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities such as safe and secure cycle parking and zero car parking, except for disabled users. The 'soft' measures include initiatives such as providing information on public transport services and walking and cycling routes.
- 5.13 The Travel Plan would be finalised, and agreed prior to the occupation of the proposed development.

6 SUMMARY AND CONCLUSION

Summary

6.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposals for the Record Store which is located on Pressing Lane within Hillingdon Borough.

6.2 In summary:

- The existing Site comprises of a 7-storey (ground plus 5) building along with associated hardstanding is currently used as office space (Use Class E). There are six Sheffield stands in front of reception with the building as well as Blue Badge parking to the west of the building. It is accessible by modes other than the private car being within walking and cycling distance of public transport services and day-to-day amenities many of which are located in the town centre to the north of the station. Historically, the Site had the benefit of the use of 200 car parking spaces across the estate.
- The wider area is in the process of being redeveloped to provide largely residential with associated enhancements to the local area, with all of the roads within the estate including Pressings Lane in private ownership and management.
- The proposals associated with the planning application are for a change of use from office to residential which along with a two-storey extension would provide a total of 121 apartments. The proposed residential would be car free with the exception of Blue Badge parking.
- The potential number of trips associated with the existing and proposed use have been estimated based on trip rates from the TRICS database with the exercise demonstrating that the proposed residential would generate fewer trips during the peak periods and across the day when compared to the existing office accommodation.
- The proposed residential would be car-free with the exception of Blue Badge parking, which is located to the west of the building, with residents able to use the main entrance of that on the western flank.
- It is proposed to provide cycle parking in accordance with the draft GLA publication "Support for Housing" with a mix of Sheffield, wider and two-tier stands provided; access is provided via a single door from the southern flank of the building, via a courtyard, with a secondary access directly into the building.
- An Active Travel Zone assessment has been submitted alongside the application. The assessment which considers routes to key destinations within the 20-minute walking / cycling distance concludes that although there would be benefits from implementing

enhancements, the only enhancement considered necessary to make the development acceptable in highways and planning terms is associated with the temporary footway immediately to the west of the building.

- It is anticipated that there would be broadly the same number of deliveries with the proposed residential when compared to the existing office use, with deliveries taking place on street as per existing.
- The proposed layout includes a total of 5 bin stores with facilities for general waste along with recycling and bulky waste storage. Residents would be responsible for placing waste and recycling in the relevant bins with the Estate Management Team responsible for managing the bin store. The location of the bin stores are such that they have direct access to the street.

Conclusion

6.3 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 116 which states that:

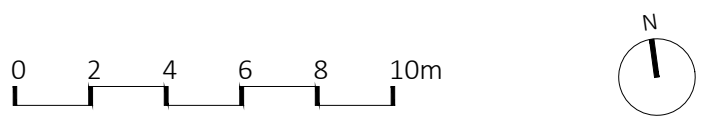
"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

Appendix A

(Ground Floor Plan)

PROPOSED GA LEGEND
GROUND FLOOR LEGEND

1. Large railway pylon
2. Small railway pylon

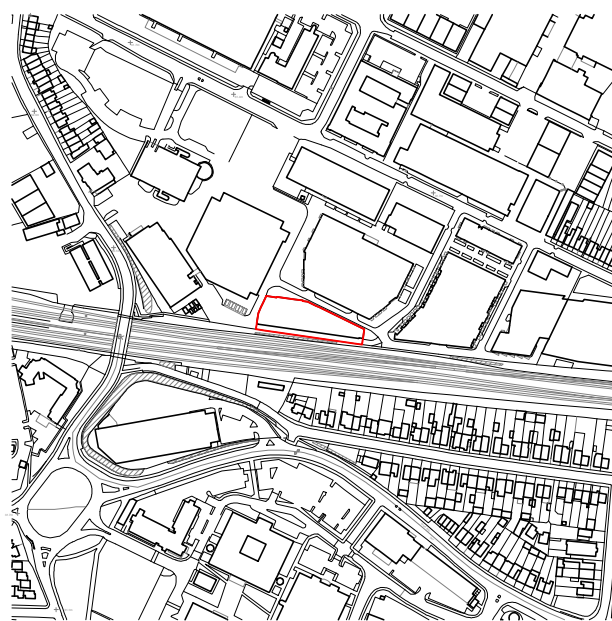


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Key Plan



Further Notes

-

Date	Rev	Reason for issue
16.01.26	X	Issued for Information
20.01.26	A	Issued for Information
23.01.26	B	Issued for Planning Coordination
19.02.26	C	Issued for Planning

Legend:

- Site Boundary
- Existing Building
- Proposed Extension
- 1B1P Apartment
- 1B2P Apartment
- 1B2P M4(3) Apartment
- 2B4P Apartment
- 3B6P Apartment

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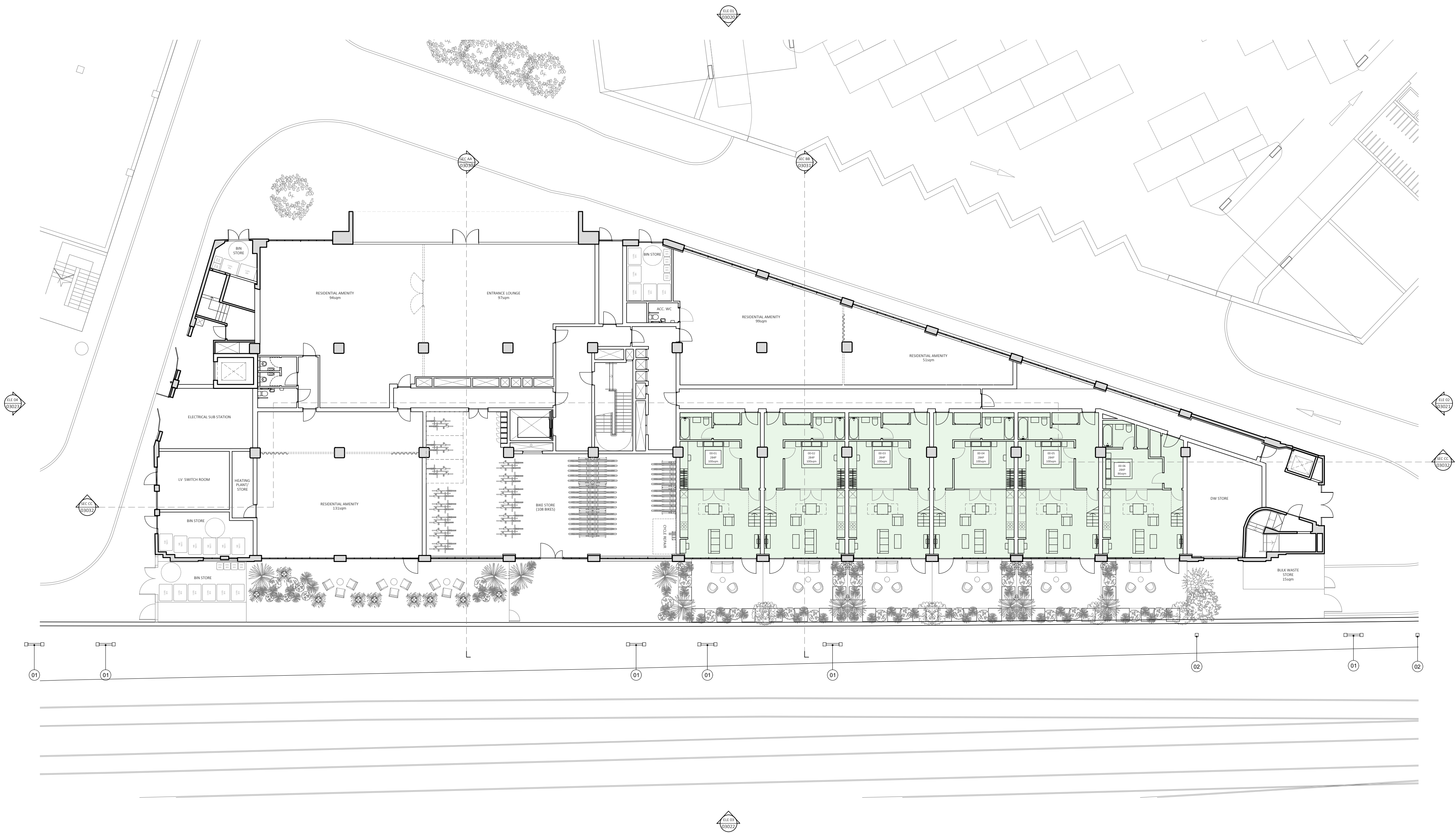
Client
EAGLE STREET PARTNERS

Project
THE RECORD STORE

Drawing Title
PROPOSED GA DRAWINGS
GROUND FLOOR PLAN

Drawn By	Checked By	Scale @ A1	Scale @ A3
RC	JW	1:200	1:400

Project	Vol	Lvl	Typ	Role	Drawing No
2358-dMFK-XX	-	00	DR	-	A - 03010

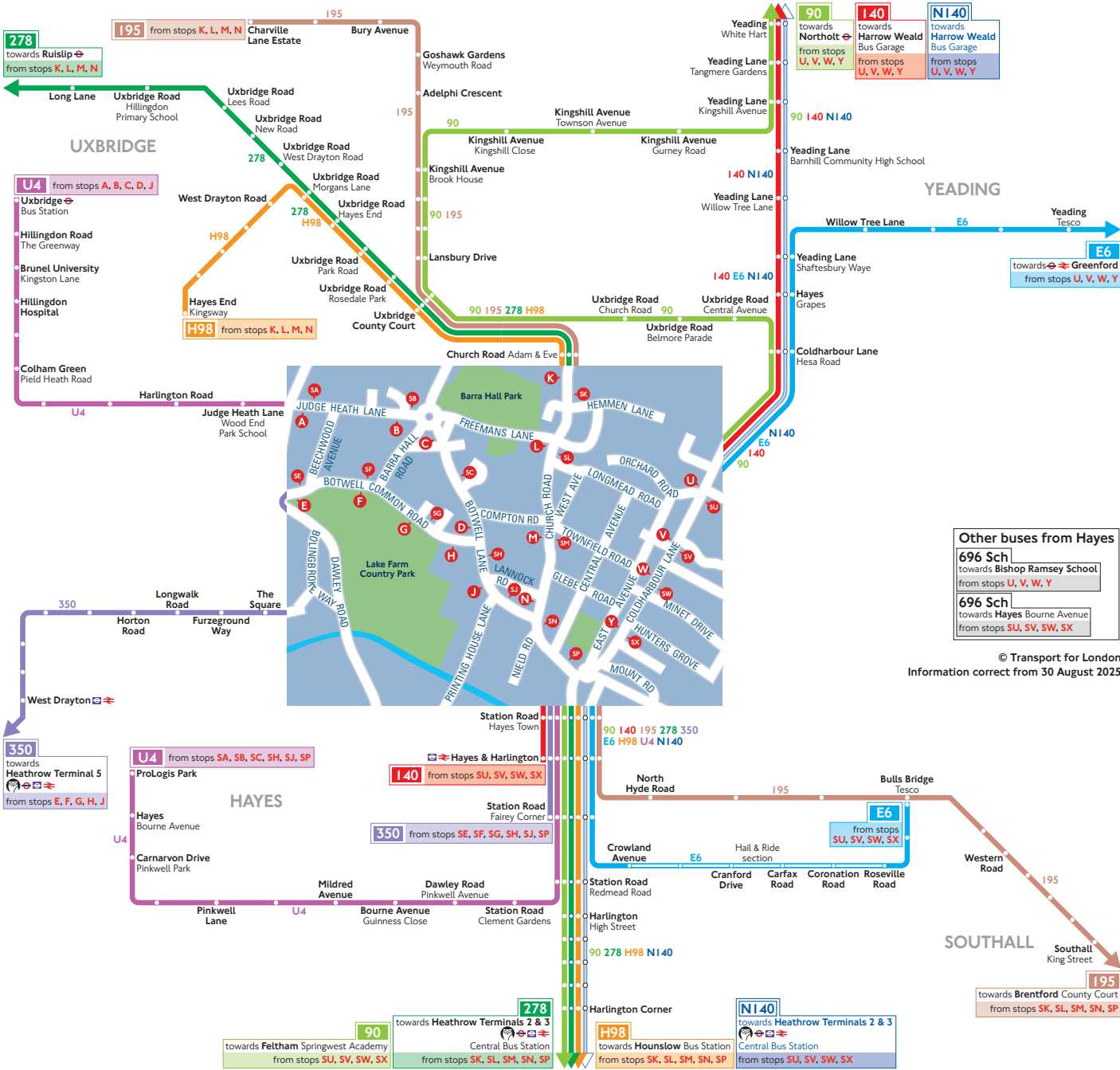


01 PROPOSED GROUND FLOOR PLAN
1:200 @ A1

Appendix B

(Bus Map)

Buses from Hayes



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)



Key

	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Tube station with 24-hour service Friday and Saturday nights
	Sch School journeys

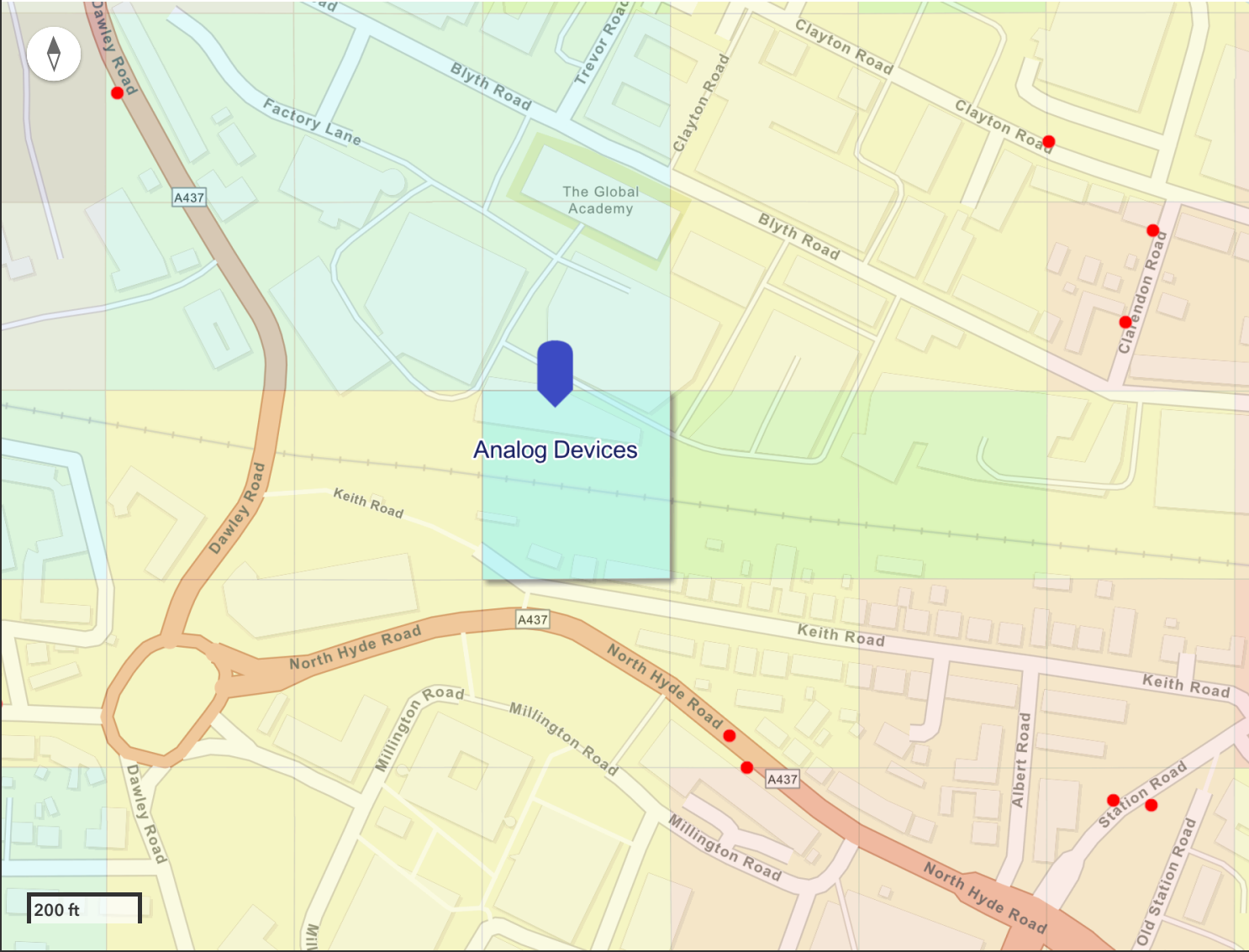
Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

Appendix C

(PTAL Output)

PTAL Report



Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

TfL Stations
Underground Stations



National Rail Stations Bus Stops



Elizabeth Line Stations



DLR Stations



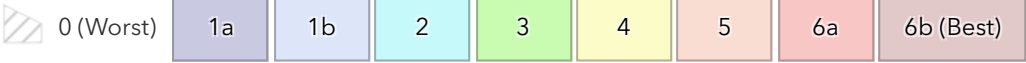
Overground Stations



Tramlink Stations



PTAL 2023 RESULT



PTAL 2023 Score

2

Grid ID: 75198
Coordinates: 509245,179452 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Clarendon Road	U5	5.00	472.87

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Abbey	3.67	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Abbey	2.33	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Maidenhead-Abbey	1.67	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Heathrow	1.67	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Abbey	1.00	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Abbey	0.67	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Paddington	0.33	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Paddington	0.33	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Heathrow	0.33	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Reading-Liverpool	0.33	819.58

Mode	Stop	Route	Service Frequency	Walk Distance (m)
RAIL	Hayes & Harlington	Heathrow	0.33	819.58

Appendix D

(ATZ Assessment)



ttp consulting
transport planning specialists

Record Store, Hayes

Active Travel Zone Assessment (ATZ)

February 2026

TTP Consulting Ltd
27 Beak Street
London W1F 9RU
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

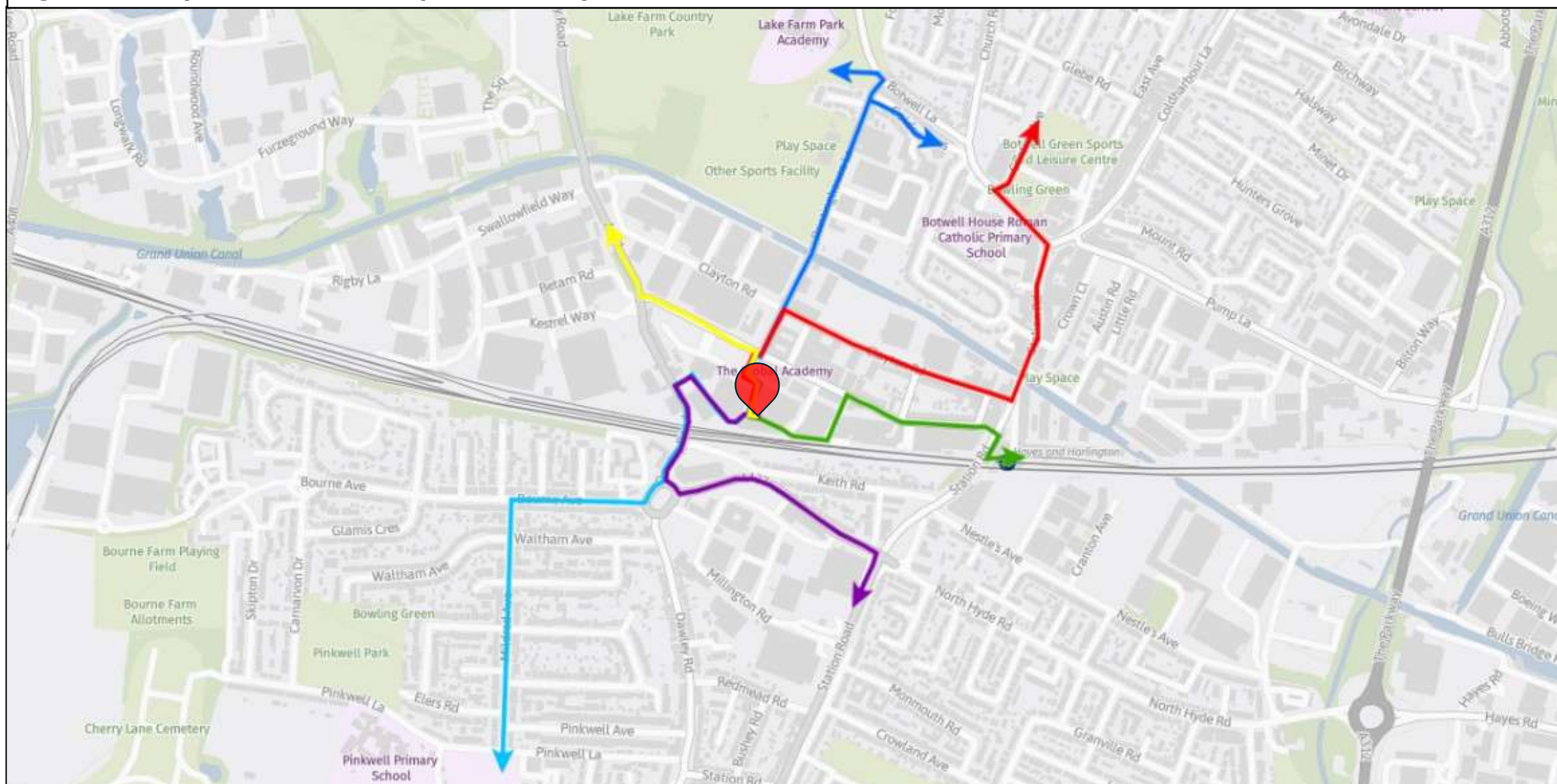
Contents

1	ACTIVE TRAVEL ZONE ASSESSMENT SCOPE	1
2	DAYTIME ASSESSMENT ROUTE ANALYSIS	3
	Route along Dawley Road (Industrial Park).....	3
	Route to Harlington High School	4
	Route to Hayes & Harlington Station.....	5
	Route to Lake Farm and Hayes Sikh Gurdwara	6
	Route to Leisure Centre via Town Centre	7
	Route to Asda.....	8
3	NIGHTTIME ASSESSMENT ROUTE ANALYSIS	9
	Policy and Guidance.....	9
	Route along Dawley Road (Industrial Estate)	10
	Route to Harlington High School	11
	Route to Hayes & Harlington Station.....	12
	Route to Hayes Sikh Gurdwara	13
	Route to Leisure Centre via Town Centre	14
	Route to Asda.....	15
4	SUMMARY AND CONCLUSION	16

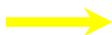
1 ACTIVE TRAVEL ZONE ASSESSMENT SCOPE

- 1.1 The Active Travel Zone (ATZ) Assessment helps to identify key destinations in proximity to the site and assess the street conditions and connectivity between them. The assessment is measured against the 10 Healthy Street Indicators in order to highlight potential areas for improvement with a view to making streets attractive where people can live active, healthy lives.
- 1.2 The ATZ covers a 20-minute walking and cycling catchment from the site to key destinations where people using the proposed development are likely to travel to by active modes.
- 1.3 This document provides an audit of the key routes, setting out the existing healthy streets' characteristics and potential improvements. The following routes were assessed:
- Route along Dawley Road (Industrial Estate);
 - Route to Harlington High School;
 - Route to Hayes & Harlington Station;
 - Route to Lake Farm and Hayes Sikh Gurdwara;
 - Route to Leisure Centre via Town Centre;
 - Route to Asda.
- 1.4 The above routes are considered the most appropriate for the nature of the proposed development with assessments undertaken during the daytime and night-time conditions, with the latter to support the Mayor's Violence Against Women and Girls Strategy and Healthy Streets indicator 'People feel safe'.
- 1.5 A map showing the key routes which formed part of the ATZ is shown overleaf. An audit of each route is provided thereafter.

Figure 1.1 – Key Destinations and Important Journeys



KEY

- | | | | |
|---|---|---|--|
|  | Route along Dawley Road (industrial estate) |  | Route to Lake Farm and Hayes Sikh Gurdwara |
|  | Route to Harlington High School |  | Route to Leisure Centre via Town Centre |
|  | Route to Hayes and Harlington Station |  | Route to Asda |

2 DAYTIME ASSESSMENT ROUTE ANALYSIS

Route along Dawley Road (Industrial Park)

- 2.1 The Industrial Estate on Dawley Road is located 500m from the Record Store site via Blyth Road. The quickest route to the estate follows Gramophone Lane, passing the Global Academy to access Blythe Road. The estate is met via the roundabout with Betam Road and Kestrel Way or further north on Dawley Road by Swallowfield Way.
- 2.2 This route would be used by residents who are employed in the area, with various commercial/office and industrial uses in this direction. There are various pedestrian crossing opportunities with refuge islands along this route.



Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	This route passes both the Global academy and the B-Town Café (image A) providing both amenities and leisure for the users of this route. There is some construction activity, as shown by the scaffolding in images A and D, but this does not encroach on the pavement and is temporary.	No improvement suggested.
Easy to Cross	There are two crossing opportunities on Blyth Road, both of which are provided with tactile paving, dropped kerbs and pedestrian refuge islands, making them accessible to all.	No improvement suggested.

Shade and Shelter	There are opportunities for shade and shelter along the route, including below trees and buildings from intermittent locations along the route.	No improvement suggested.
Places to Stop and Rest	There are benches in the pedestrianised area on Record Walk, providing opportunities to stop and rest. There is also a bench located on the Kestral Way arm of the Dawley Road roundabout.	No improvement suggested.
Not too Noisy	There is some road noise on Betam Road and Dawley Road due the cars passing through the area.	The level of road traffic noise is in line with typical urban environments. No improvement suggested.
People choose to Walk and Cycle	The wide walkways within the vicinity of the site, including on Gramophone Lane and Record walk are smooth and well maintained, making the walking experience pleasant (images A and B). On Blyth Road, there is more traffic, but the walking conditions remain suitable with well-maintained footways and pedestrian crossing opportunities with tactile paving and pedestrian refuge islands (images D and E). Dawley Road has lesser maintained footways, with uneven pavements and a higher volume of traffic passing by (image F).	The footways along Dawley Road would benefit from improved maintenance. No improvements are deemed necessary for the proposed development.
People feel Safe	This area felt safe because around the Record Store site, there was less vehicle activity and primarily a lot of pedestrianisation. Further along the route, crossings facilities encourage safety for pedestrians. Along Dawley Road, there was more road traffic, travelling at a faster speed, making the footpath feel less safe.	It would be beneficial to all if traffic speeds along Dawley Road could be managed. No improvement suggested.
Things to see and do	There are noticeable features in the area that make the area attractive, including the artistic features and street furniture in the pedestrianised area on Record Walk. The hoarding around the active building sites are also made to look engaging (image C).	No improvement suggested.
People feel Relaxed	The route is generally well maintained, with only some litter and uneven road surfaces on Dawley Road (image F). Signage for pedestrians and cyclists (image C) benefits those choosing to walk and cycle.	No improvement suggested.
Clean air	Walking and cycling is promoted along this route, however roads still remained busy, reducing feelings of 'clean air'. Changes in policy along with increasing numbers of Electric Vehicles will result in fewer older cars being on the local streets.	No improvement suggested.

Route to Harlington High School

2.3 Harlington High School is located approximately a 1.5km walk to the southwest of the site on Pinkwell Lane. The route approaches Dawley Road from the entrance at the Shipping Building, west of the Record Store site. The route follows south on Dawley Road, with a crossing providing access Bourne Avenue. Pedestrians following this route can cross from the north to the south of Bourne Avenue in order to access Mildred Avenue which continues to the School on Pinkwell Lane. The route passes a number of bus stops that could facilitate connecting journeys.

2.4 Children and parents are likely to walk this route multiple times a day for school pickup and drop off, whilst others may also use the route to access the school in order to utilise the building for community uses.



Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	This route passes mainly through residential areas, and the footways are generally well maintained. The footway to the west of the record house (image A) appears to be temporary and requires some improvement.	Permanent footway west of the Record Store.
Easy to Cross	The crossing at the Dawley Road Roundabout is provided with tactile paving, dropped kerbs and pedestrian refuge areas (image C), however, there is limited view around the bend to the north of this crossing, and vehicles were noted to be travelling at speed. Through the residential areas of the route crossing was simple and a zebra crossing is provided at the school frontage (image F).	Speed limit signage or pedestrian crossing warnings on Dawley Road.
Shade and Shelter	Shade along this route is provided by trees at intervals along the route.	No improvement suggested.
Places to Stop and Rest	There are benches across from the Record Store frontage and to the north of the Shipping Building.	No improvement suggested.
Not too Noisy	Both Dawley Road and Bourne Avenue experience some vehicle activity, with small queues being formed at the approach to the roundabout, creating traffic noise.	No improvement suggested.
People choose to Walk and Cycle	Along this route, particularly in the vicinity of the school, several pedestrians and cyclists were noted. There are also a number of bus stops along this route (image E) that facilitate connecting journeys for pedestrians.	No improvement suggested.
People feel Safe	This route has good natural surveillance and is overlooked by the properties which front onto the residential streets. The route through the overcroft (image B) has no footpath, making it feel less safe for pedestrians.	No improvement suggested.
Things to see and do	The route is mainly in a residential area and is therefore primarily functional.	No improvement suggested.
People feel Relaxed	The footways are mainly clear, with minimal litter and there are frequent landscaping features like planted trees to make the route more appealing.	No improvement suggested.
Clean air	Air quality is good because vehicle activity is limited along the majority of the route, with the exception of Dawley Road and the roundabout. Changes in policy along with increasing numbers of Electric Vehicles will result in fewer older cars being on the local streets.	No improvement suggested.

Route to Hayes & Harlington Station

2.5 The route to Hayes & Harlington Station starts on Pressing Lane, passing the Enterprise Car Club Lane continuing to Powerhouse Lane. From here, pedestrians continue east on Blyth Road, this route passes a number of local facilities and amenities and would therefore generate footfall from the site. Hayes & Harlington Station is accessed by an underpass that allows for pedestrians to enter the station within crossing Station Road. There are also various bus stops in the vicinity of the station on Station Road and therefore this route is likely to be frequently used by residents travelling for both work and leisure.



Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	For the most part, this route has wide and smooth pavements (images C and D).	No improvement suggested.
Easy to Cross	There are limited formalised crossing facilities along this route, though this does not affect pedestrians accessing the station. The quiet nature of the roads along this route, allows for crossing without controls.	No improvement suggested.
Shade and Shelter	Shade along the route is provided by trees and store frontages.	No improvement suggested.
Places to Stop and Rest	There are benches at the front of the record store site, as shown in image A.	No improvement suggested.

Not too Noisy	There is limited traffic along this route and as a result, limited noise.	No improvement suggested.
People choose to Walk and Cycle	There are wide footways along the majority of the route and cycle parking opportunities, as shown in images D and F. There was a marked number of pedestrians using this route in the vicinity of the station. The availability of the Enterprise Car Club bay (image B) also helps to reduce reliance on personal vehicles in the area.	No improvement suggested.
People feel Safe	The walk along this route feel safe for the most part, with some concern for the underpass section, where feelings of danger may be evoked by the limited onlooking and the presence of rubbish like mattresses. There is an alternative albeit longer route to the station via Clayton Road	It would be beneficial if the underpass would be cleared of rubbish etc. on a regular basis, with no improvement necessary in relation to the development.
Things to see and do	Along this route there are various eye-catching features including the gramophone installations on Gramophone Lane and the lighting features in the underpass to the station, helping to make the journey feel pleasant.	It would be beneficial if the underpass would be cleared of rubbish etc. on a regular basis, with no improvement necessary in relation to the development.
People feel Relaxed	This route is relaxing for the most part, however the presence of litter and missing wall panels in the underpass to the station makes that section of the route feel less well maintained and potential higher risk of antisocial behaviour.	It would be beneficial if the underpass would be cleared of rubbish etc. on a regular basis, with no improvement necessary in relation to the development.
Clean air	The air feels clean along this route, with limited vehicle activity and a higher use of active travel modes in order to access the rail station. Changes in policy along with increasing numbers of Electric Vehicles will result in fewer older cars being on the local streets.	No improvement suggested.

Route to Lake Farm and Hayes Sikh Gurdwara

2.6 Lake Farm Country Park is approximately 850m to the north of Record Store and accessible on foot via Trevor Road, along this route, Golden Crescent can also be reached, providing access to the Hayes Sikh Gurdwara. The Lake Farm Country Park is the closest green space so will therefore be used residents seeking open space, whilst the Hayes Gurdwara is a place of worship. The route also passes access to the Grand Union Canal and the Clayton Business Centre allowing for it to be used by those that work in the area or seek to access the towpath.



Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	The majority of the route has well-kept walkways (images C and F), as well as controlled crossings with dropped kerbs and tactile paving (images B and E). There is some narrow pavement on Golden Crescent.	No improvement suggested.
Easy to Cross	There are multiple controlled crossing opportunities on this route at various intervals along Printing House Lane (Images B & E).	No improvement suggested.
Shade and Shelter	Printing House Lane is lined by mature trees, providing shade and shelter to pedestrians following this route.	No improvement suggested.
Places to Stop and Rest	There is limited access to place to stop and rest along this route, with the exception of the bus stop on Botwell Lane, close to the Lake Farm Park entrance.	No improvement suggested.
Not too Noisy	There is a notable use of cars along Printing House Lane and the Trevor Road/Clayton Road intersection, resulting in some noise pollution for passers-by.	No improvement suggested.
People choose to Walk and Cycle	This route was primarily used by vehicles, with few other cyclists or pedestrians noted, this is likely due to the vehicle-related uses of the warehouses along the route. A higher concentration of pedestrians was noted to enter the Sikh Gurdwara on Golden Crescent.	No improvement suggested.
People feel Safe	Along this route, pedestrians are made to feel safe on the wide pavements, where, at points along Printing House Lane, there are bollards blocking the footpath from vehicle traffic (image C) as well as controlled crossing points.	No improvement suggested.
Things to see and do	This is a functional route as opposed to a route for leisure, hence it does not provide things to see and do.	No improvement suggested.
People feel Relaxed	This route is well signposted by Legible London signage, helping pedestrians to navigate the footpaths. The route is mostly clear of litter with the exception of Golden Crescent, where rubbish bags block the pavement.	Refuse collection on Golden Crescent.
Clean air	This route is taken by a significant amount of vehicles, making the air feel less clean. Changes in policy along with increasing numbers of Electric Vehicles will result in fewer older cars being on the local streets.	No improvement suggested.

Route to Leisure Centre via Town Centre

2.7 The route to the leisure centre follows Clayton Road eastward, followed by Station Road to the north. From Station Road, pedestrians follow Botwell Lane to the West and access the Botwell Green Sports and Leisure Centre from Gym Passage. Although Botwell Green Sports and Leisure Centre will likely be used by residents of the Record Store for its gym and classes, Station Road will also be heavily used due to the provision of convenience stores, GP, banks/ATMs and restaurants.



Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	This route feels welcoming because there is primarily smooth and wide pavements and the street design is pedestrian-friendly, with an attractive number of public transport opportunities and a mix of services and amenities available along the route, including banks, pharmacies, convenience stores and food vendors.	No improvement suggested.
Easy to Cross	There are various crossing opportunities along this route, including a traffic light controlled crossing on Botwell Road. East of the gym entrance as well as zebra crossings with Belisha Beacons on Station Road and Clayton Road.	No improvement suggested.
Shade and Shelter	There are various opportunities for shelter along this route, including overhanging shop frontages, a pergola with seating on Station Road and covered bus stops.	No improvement suggested.

Places to Stop and Rest	There are various stopping opportunities along this route with benches provided at regular intervals along the route (image E) as well as covered bus stops with shelters on Station Road.	No improvement suggested.
Not too Noisy	There is some congested traffic on Station Road that cause some sound pollution along with the typical sounds of high street busy with shops and people.	No improvement suggested.
People choose to Walk and Cycle	This route was busy with pedestrians and cyclists as a result of integrated cycle lanes on Station Road along with wide footways. This route also provides opportunities to connect to public transport, passing bus stops on Station Road as well as Hayes and Harlington Station. There is also opportunity to use the car sharing bay on Clayton Road (image A).	No improvement suggested.
People feel Safe	This route is primarily safe due to the crossing opportunities along with the wide walkways, there is some concern for the bike lanes that run along Station Road, embedded in the pavement. Where the lane sits between bus stops and the pavement, there is risk of pedestrians seeking to access the walkway being hit upon exit from the bus stop. This is not pictured due to the high footfall on this route, where taking pictures of people is avoided.	Barrier system between the cycle lane on station road and the pedestrian footway.
Things to see and do	The Leisure Centre and the shops and food vendors on Station Road are opportunities for people to shop for leisure or take part in sport. Shops along this route are varied and interesting to look at.	No improvement suggested.
People feel Relaxed	This route is well signposted and features an information telephone box (image D) for those that need it. The streets along this route are well-kept, with bins provided at frequent intervals along Station Road. The stores on Clayton Road store their refuse at their shop frontages (image B), making this section of the route feel less pleasant.	No improvement suggested.
Clean air	The air feels fairly clean on this route, with traffic on Station reducing this feeling slightly. Changes in policy along with increasing numbers of Electric Vehicles will result in fewer older cars being on the local streets.	No improvement suggested.

Route to Asda

2.8 The route to Asda also approaches Dawley Road from the entrance at the Shipping Building, west of the Record Store site. The route follows south on Dawley Road, continuing on the eastern footway that connects to North Hyde Road. Pedestrians taking this route would continue on North Hyde Road, crossing the south side of the road by using the pedestrian crossing with pedestrian refuge island adjacent to the premier inn or further east at the traffic light controlled crossing at the junction with Station Road. This route then follows south on Station Road to either access the Asda supermarket or the adjacent bus stops.



Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	There is wide, smooth and well kept pavements along this route (images C and E), allowing for use by all road users including those in wheelchairs or pushing prams.	No improvement suggested.
Easy to Cross	There are various crossing opportunities along this route, with tactile paving, dropped kerbs and pedestrian refuge islands. Crossing includes the entry to the Yodel depot (image A), a crossing on North Hyde Road (image B) and a traffic light controlled crossing at the junction of North Hyde Road and Station Road (image D).	No improvement suggested.
Shade and Shelter	There is shade along this route, provided by mature trees lining the route (image A), as well as by the bus stops on Station Road (image F).	No improvement suggested.
Places to Stop and Rest	There are limited places to stop and rest along this route, with the bus stops on Station Road providing benches.	Benches provided on North Hyde Road.
Not too Noisy	This route had some noise pollution on both Dawley Road and Station Road, both key sections of the road network.	No improvement suggested.
People choose to Walk and Cycle	Other pedestrians in the vicinity of the Asda supermarket were noted, along with those waiting for buses on Station Road. The provision of a bike lane on North Hyde Road helps to encourage cycling along this route.	No improvement suggested.
People feel Safe	This route felt safe due to the separation between the wide footways and the carriageway, crossing facilities along the route added to this feeling of safety.	No improvement suggested.
Things to see and do	This route is primarily for those walking to work or to the Asda Supermarket, as a result, there are not things to see and do included along this journey.	No improvement suggested.
People feel Relaxed	Pedestrians are made to feel relaxed along this route as it is well upkeep, without litter and although there is vehicle traffic, disturbance from this is mitigated by the separation between the footway and the road. The cyclways along this route are well marked as shown in image C.	No improvement suggested.
Clean air	The air feels relatively clean along this route due to the opportunities for walking, cycling and public transport. Furthermore, changes in policy along with increasing numbers of Electric Vehicles will result in fewer older cars being on the local streets.	No improvement suggested.

3 NIGHTTIME ASSESSMENT ROUTE ANALYSIS

3.1 A Night-Time Active Travel Zone Assessment has been undertaken, given that a number of users would be required to travel to and from the development during the evening/night periods e.g. staff travelling home from work, guests going to restaurants, shops, etc. As undertaken for the daytime ATZ assessment, the same key routes have been assessed against the following Healthy Streets Indicators:

- Everyone feels welcome;
- People feel safe; and
- People choose to walk and cycle.

Policy and Guidance

3.2 The scope of night-time ATZ assessment is underpinned by recently developed strategies published by the Mayor of London, including the 'Good Growth by Design (GGbD) guidance Safety in Public Space: Women, Girls and Gender Diverse People' and the Mayor's 'Violence Against Women and Girls Strategy' (VAWG). A summary of these documents are provided below:

Good Growth by Design (GGbD) guidance Safety in Public Space: Women, Girls and Gender Diverse People' (February 2023)

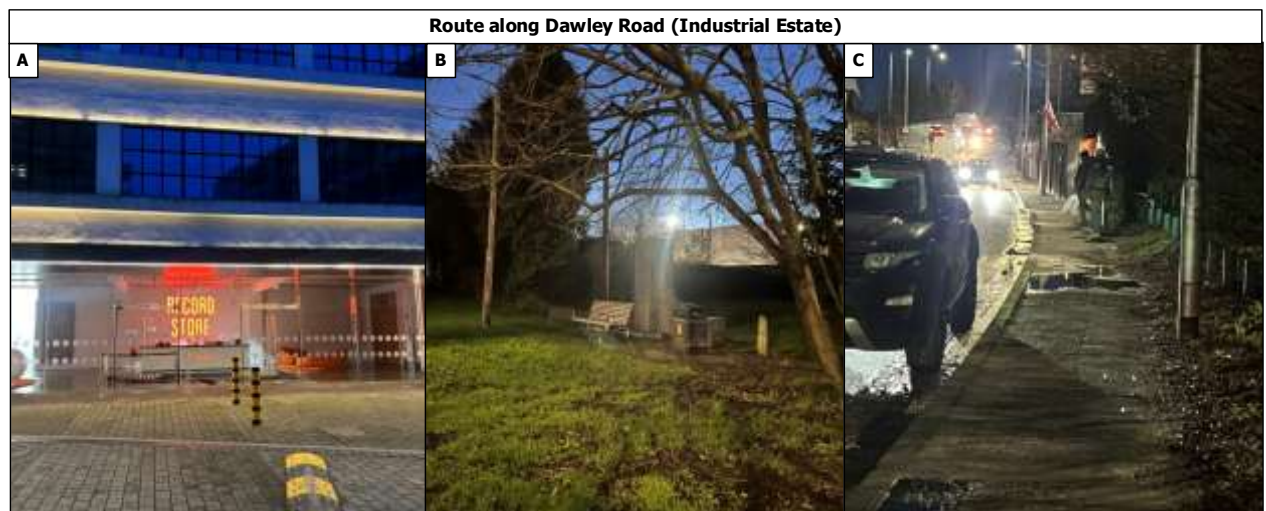
3.3 This strategy is part of a larger programme of work which underpins London's commitment to advancing gender equity and focuses on Safety Issues and Public Space Design. This can be understood through the three lenses of safety: Freedom from violence, harassment and intimidation; Usability; and a Sense of belonging and levels of participation. Women, girls, and gender diverse people often feel unsafe in public spaces, with public spaces often afterthoughts in city design, leading to unwelcoming environments. This strategy sets out a framework to change this.

Violence Against Women and Girls Strategy (VAWG) (June 2022)

3.4 This strategy aims to create a safer London for women and girls by addressing the root causes of violence, supporting victims, holding perpetrators accountable, and building trust in the police and justice system. This will be delivered through collaboration with various agencies and communities, including the NHS, local police and local councils; procuring a London VAWG Board to strategies and provide leadership for change; and investing in services to prevent VAWG and support victims.

Route along Dawley Road (Industrial Estate)

3.5 This route provides a connection between the site and the Industrial Estate on Dawley Road, the Estate hosts warehouses include DHL Global Forwarding, Travis Perkins and Crosspoint Distribution Park. Due to the nature of the industrial site, staff are likely to work shifts and late hours, resultantly the route to the park will be used at varying times of day, including during the night. The assessment for this route took place after dark in January 2026, and, as such, was representative of the evening / nighttime conditions. The assessment followed the same route as during the daytime assessment.



Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	Street light columns at regular intervals along the route, illuminated the footway, including at the site frontage, contributing to a safe and secure environment (image A). As shown in image B, there is places for pedestrians to stop and rest along the way.	No improvement suggestion.
People choose to Walk and Cycle	There were multiple other pedestrians noted when walking on Dawley Road (although it is notably quiet in the vicinity of the Record Store, likely due the vacancy of the area), this is the result of employment opportunities in the area. Within the vicinity of the Record Store, wide pathways facilitate pedestrian movements.	No improvement suggestion.
People feel Safe	The presence of street lighting and other pedestrians makes this route feel safe. Illumination is good and reaches beyond the carriageway, lighting the pavement and verges. Speeding traffic, alongside some informal parking (image C) on Dawley Road, makes the footway feel less safe for pedestrians.	Better road signage would benefit this route by slowing traffic.

Route to Harlington High School

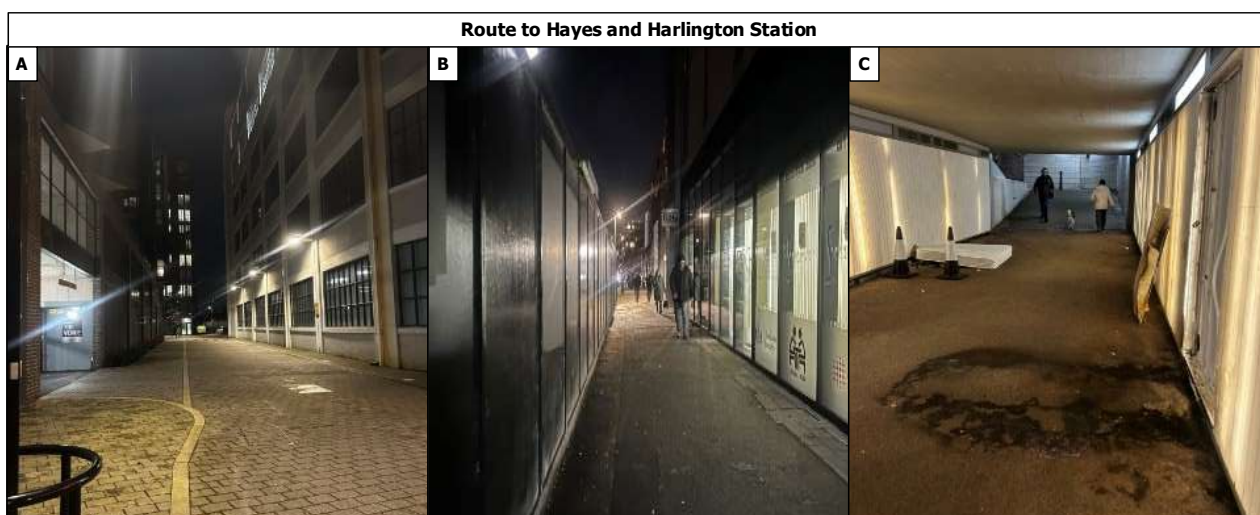
- 3.6 Residents of the Record Store would likely walk to Harlington High School via Bourne Avenue. The route joins Dawley Road from the access adjacent to the Shipping Building. The route follows Dawley Road until the roundabout where pedestrians cross to access Bourne Avenue and later following Mildred Avenue. The route passes through a primarily residential area, this route would be used during the evening by those using the public sports facilities at the school, for example.



Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	Lighting along this route was bright and consistent, as can be recognised in all of the images above. Dropped kerbs and tactile crossing points were available along this route.	No improvement suggestion.
People choose to Walk and Cycle	It can be seen that the signage on this route encourages engagement in cycling (image B). There was low footfall on Bourne and Mildred Avenue, likely due to their residential nature. Dawley Road and Bourne Avenue had a high concentration of vehicle traffic.	No improvement suggestion.
People feel Safe	The Dawley Road Bridge that passes over the rail tracks experiences a high volume of vehicle traffic travelling above the speed limit, along with this, the pavement is narrow (image A), making pedestrians feel less safe. However, the well-lit and overlooked rest of the route allows pedestrians to feel safe.	A guard rail between the road and the pedestrian may make pedestrians walking on this route feel safer

Route to Hayes & Harlington Station

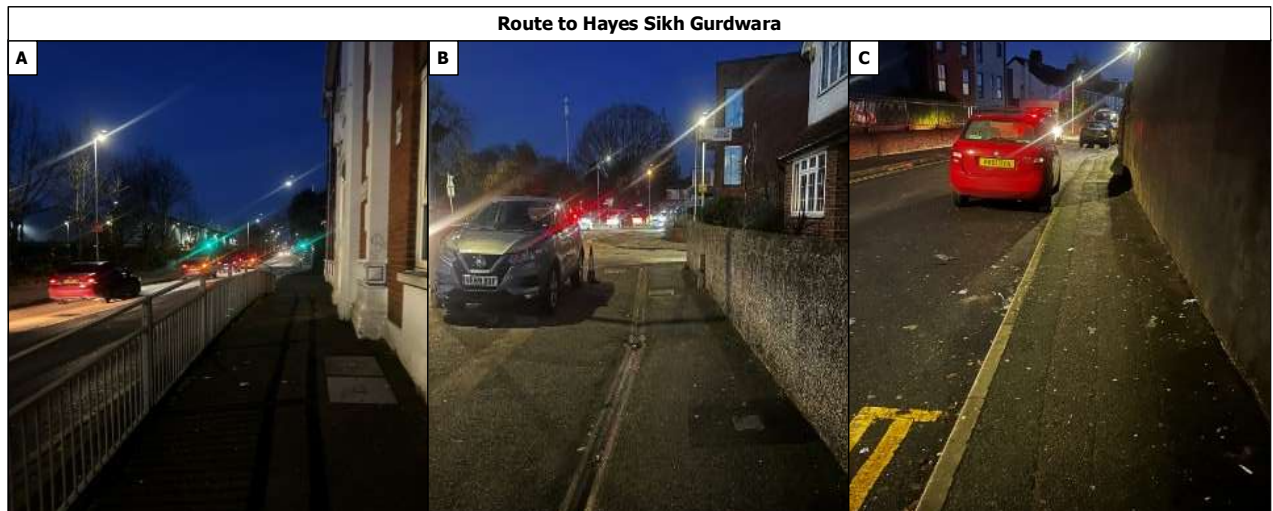
3.7 The assessment for this route took place at approximately 18:00 in January 2026 and, as such, is considered representative of typical evening/nighttime conditions. The route passes through a primarily residential catchment before following the underpass below station road to reach Hayes & Harlington Station. This route will be frequently taken both in the morning and evening for journeys to/from work.



Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	Street lighting on this route is good, illuminating the footway, even in shaded areas, contributing to a safe and secure environment. Particularly in the vicinity of the Record Store, footways are wide and smooth, making them appropriate for wheelchair users and pushchairs. In the underpass to the station, there is some litter and broken panels, making the route feel less welcoming (image C).	Maintenance of the underpass and implementation of CCTV.
People choose to Walk and Cycle	Even during the evening/night time period, this route remains busy with both pedestrians approaching and leaving the station (image B). This is likely due to the well-lit nature of the road and the engagement with public transport in the area.	No improvement suggestion.
People feel Safe	Properties overlook much of the route and therefore pedestrians are made to feel safe. On Pressing Lane (image A), multiple vehicles manoeuvred onto the dropped kerb pavement in order to avoid speed bumps in the road.	Bollards or raised kerbs to prevent vehicles mounting the pavement.

Route to Hayes Sikh Gurdwara

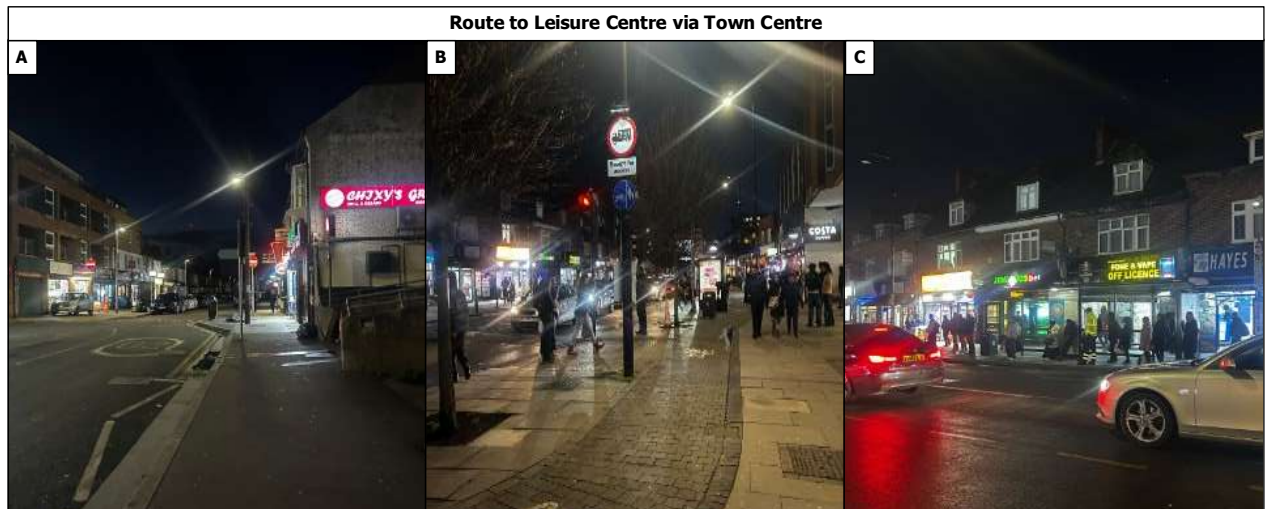
3.8 This route provides a connection between the site and the Hayes Sikh Gurdwara, this route was connected to the route to Lake Farm Country Park during the daytime assessment, although the park is open 24hrs, it is unlikely that residents of the Record Store would visit the park at night. As seen in all images, local streetlights were in operation.



Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	Streetlights are frequently placed on Printing House Lane and barriers separate pedestrians from traffic on Trevor Road (image A). Signage on the street is good and the pavements are wide, with the exception of some informal parking (image B).	No improvement suggestion.
People choose to Walk and Cycle	This route was particularly quiet in regard to pedestrians on Printing House Lane, instead, there was a high volume of vehicle traffic. This is likely due to the number of vehicle-related business on this road, with the premises of Lexus, Toyota, GSF Car Parts and Parkway Parking Heathrow.	No improvement suggestion.
People feel Safe	This route largely feels safe due to the wide paths and good lighting, however, on Golden Crescent litter and broken glass (image C) can be hazardous, particularly at night when visibility is lower. The Wall of 26 Printing House Lane limits visibility on the already narrow footpath.	Removal of street waste, or implementation of on street litter bins.

Route to Leisure Centre via Town Centre

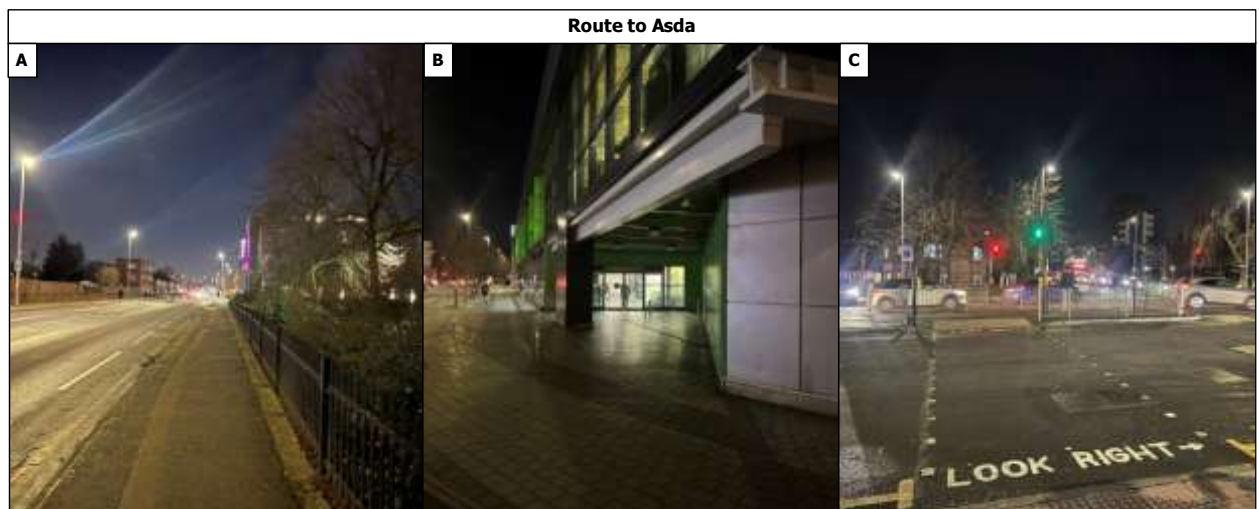
3.9 This route provides a connection between the site and the Leisure Centre, via the high street on Station Road. The leisure centre closes at 22:00 on weekdays, suggesting that users will be travelling to the centre during evening/night time conditions. The route also passes various convenience stores, restaurants and fast food establishments. The assessment follows the same route as during the daytime assessment. As seen in all images, local streetlights were in operation, and the route is well overlooked by shops and other pedestrians.



Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	There is good street lighting on this route, as well as illumination provided by shop frontages (images A and B). On the street, there are a number of indications of diverse communities including shops from various cultures.	No improvement suggestion.
People choose to Walk and Cycle	This route was particularly busy with pedestrians, cyclists and vehicles. Image B indicates the wide shared pathway for cycles and pedestrians, whilst Image C shows a significant number of pedestrians waiting for buses on Station Road.	No improvement suggestion.
People feel Safe	Shops and restaurants along overlook the route and provide light to the street, with an active night time economy (images B and C). The provision of lighting helps people feel safe and feel during the evening/night.	No improvement suggestion.

Route to Asda

3.10 This route also follows Dawley Road from the access adjacent to the Shipping Building, with pedestrians following North Hyde Road east from the roundabout. The route follows North Hyde Road to the Asda superstore, passing the Premier Inn Hotel and the associated restaurant. The route down North Hyde Road also passes the Yodel courier depot, a further employment location. North Hyde Road also benefits from a cycle lane in the eastbound direction. The route is well lit and would likely be taken during the evening/night to access the supermarket, restaurant or surrounding employment area.



Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	The footpaths along this route are wide and well-maintained, allowing for people of all abilities and those with pushchairs to utilise the pavements. The street is well upkept and there is a clear absence of litter, making the route feel generally pleasant, and therefore welcoming, even in the dark.	No improvement suggestion.
People choose to Walk and Cycle	The route down North Hyde Road benefits from the implementation of cycle lane in the eastbound, the good street lighting and allocated lane would encourage safe cycling even during the nighttime period. Furthermore, the crossing facilities on North Hyde Road feature pedestrian refuge islands, allowing for various crossing opportunities.	No improvement suggestion.
People feel Safe	Other pedestrians were noted to be walking this route, particularly in the vicinity of the Asda supermarket, which closes at 12am, this is likely to engage a nighttime economy. Furthermore, the bus stops parallel to the superstore on Station Road provide both shelter and light, making them feel like a safe place to either await or bus or to stop and rest.	No improvement suggestion.

4 SUMMARY AND CONCLUSION

- 4.1 The Active Travel Zone Assessment considers routes to key destinations within a 20minute walk / cycle of the site. It concludes that the walking environment is of a good condition and regular council maintenance would bring about improved safety for all road users.
- 4.2 While most of the route was well maintained, some areas did not meet all the indicators. Below are the identified locations with reported deficiencies:
- The temporary footway to the west of the Site identified in relation to the Harlington High School should be improved.
 - The implementation of a guard rail on Dawley Road in order to create a stronger and clearer division between pedestrians and oncoming traffic.
 - Maintenance of the underpass and implementation of CCTV to help improve perceptions of safety.
 - Introducing additional benches North Hyde Road would provide pedestrians with places to stop and rest.
- 4.3 Although the implementation of the above would benefit all, other than the temporary footway, none of the others are considered necessary to make the development acceptable in highways planning terms.

Appendix E

(TRICS Output)

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total People

Selected regions and areas:

01	GREATER LONDON	
	BM	BROMLEY 2 days
	BT	BRENT 1 day
	IS	ISLINGTON 1 day
	RD	RICHMOND 1 day
02	SOUTH EAST	
	HF	HERTFORDSHIRE 2 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 2 days
	NF	NORFOLK 1 day
06	WEST MIDLANDS	
	SH	SHROPSHIRE 2 days
11	SCOTLAND	
	HI	HIGHLAND 1 day
14	LEINSTER	
	WX	WEXFORD 1 day

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

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

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:	Total Bedrooms
Actual Range:	12 to 440 (units:Total Bedrooms)
Range Selected by User:	12 to 500 (units:Total Bedrooms)
Parking Spaces Range:	4 - 475

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	19/01/23 to 24/06/25

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:

Friday	1 days
Monday	1 days
Thursday	4 days
Tuesday	3 days
Wednesday	5 days

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

Selected survey types:

Manual count	14
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 undertaken using machines

Selected Locations:

Edge of Town	4 days
Edge of Town Centre	3 days
Suburban Area	7 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:

Built-Up Zone	1 days
Development Zone	3 days
Residential Zone	10 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 Excluded	1 days
Servicing vehicles Included	8 days
Servicing vehicles Unknown	5 days

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Secondary Filtering Selection:

Use Class:

C3	14 surveys
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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:

1785 - 14642

Population within 1 mile:

10,001 to 15,000	2 surveys
100,001 or More	1 surveys
20,001 to 25,000	5 surveys
25,001 to 50,000	4 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

125,001 to 250,000	5 surveys
25,001 to 50,000	2 surveys
500,001 or More	5 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	11 surveys
1.1 to 1.5	2 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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

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	7 surveys
Yes	7 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:

1b - Very poor	3 surveys
2 - Poor	1 surveys
5 - Very good	1 surveys
No PTAL Present	9 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

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

1 ORCHARD ROAD BROMLEY Suburban Area Residential Zone Site area: 0.3400000035762787 hect Survey date: Tuesday 17/10/2023	BM-03-C-02	BLOCK OF FLATS	BROMLEY	Survey Type: Manual
2 ORCHARD ROAD BROMLEY Suburban Area Residential Zone Site area: 0.6299999952316284 hect Survey date: Wednesday 18/10/2023	BM-03-C-03	BLOCKS OF FLATS	BROMLEY	Survey Type: Manual
3 MOUNT PLEASANT WEMBLEY Suburban Area Residential Zone Site area: 0.6600000262260437 hect Survey date: Thursday 16/11/2023	BT-03-C-03	BLOCKS OF FLATS	BRENT	Survey Type: Manual
4 TURING WAY CAMBRIDGE EDDINGTON Edge of Town Development Zone Site area: 0.51 hect Survey date: Wednesday 27/11/2024	CA-03-C-01	BLOCKS OF FLATS	CAMBRIDGESHIRE	Survey Type: Manual
5 TURING WAY CAMBRIDGE EDDINGTON Edge of Town Development Zone Site area: 0.97 hect Survey date: Thursday 21/11/2024	CA-03-C-02	BLOCKS OF FLATS	CAMBRIDGESHIRE	Survey Type: Manual
6 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Site area: 0.25999999046325684 hect Survey date: Thursday 08/06/2023	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE	Survey Type: Manual
7 HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Site area: 0.1899999976158142 hect Survey date: Tuesday 06/06/2023	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE	Survey Type: Manual
8 KING STREET NAIRN	HI-03-C-02	BLOCK OF FLATS	HIGHLAND	



Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Edge of Town Centre

Residential Zone

Site area: 0.12999999523162842 hect

Survey date: Wednesday 19/04/2023

Survey Type: Manual

9 **IS-03-C-09** **BLOCK OF FLATS** **ISLINGTON**

CITY ROAD

ISLINGTON

Edge of Town Centre

Development Zone

Site area: 0.21 hect

Survey date: Tuesday 22/10/2024

Survey Type: Manual

10 **NF-03-C-03** **BLOCK OF FLATS** **NORFOLK**

WHERRY ROAD

NORWICH

RIVERSIDE

Suburban Area

Built-Up Zone

Site area: 0.19 hect

Survey date: Wednesday 23/04/2025

Survey Type: Manual

11 **RD-03-C-07** **BLOCKS OF FLATS** **RICHMOND**

BESSANT DRIVE

KEW

Suburban Area

Residential Zone

Site area: 0.9300000071525574 hect

Survey date: Wednesday 14/06/2023

Survey Type: Manual

12 **SH-03-C-01** **BLOCK OF FLATS** **SHROPSHIRE**

ABBEY FOREGATE

SHREWSBURY

Suburban Area

Residential Zone

Site area: 0.33000001311302185 hect

Survey date:

Survey Type: Manual

13 **SH-03-C-02** **BLOCK OF FLATS** **SHROPSHIRE**

ABBEY FOREGATE

SHREWSBURY

Suburban Area

Residential Zone

Site area: 0.15000000596046448 hect

Survey date: Friday 16/06/2023

Survey Type: Manual

14 **WX-03-C-01** **BLOCKS OF FLATS** **WEXFORD**

UPPER GEORGE'S STREET

WEXFORD

Edge of Town Centre

Residential Zone

Site area: 0.4099999964237213 hect

Survey date: Thursday 20/04/2023

Survey Type: Manual

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.007	0.007	0.014
07:00-08:00	14	133	0.013	0.052	0.065
08:00-09:00	14	133	0.028	0.062	0.090
09:00-10:00	14	133	0.035	0.048	0.083
10:00-11:00	14	133	0.026	0.030	0.056
11:00-12:00	14	133	0.031	0.038	0.069
12:00-13:00	14	133	0.040	0.035	0.075
13:00-14:00	14	133	0.039	0.032	0.071
14:00-15:00	14	133	0.030	0.032	0.062
15:00-16:00	14	133	0.047	0.038	0.085
16:00-17:00	14	133	0.034	0.030	0.064
17:00-18:00	14	133	0.060	0.042	0.102
18:00-19:00	14	133	0.042	0.026	0.068
19:00-20:00	5	188	0.058	0.023	0.081
20:00-21:00	5	188	0.029	0.018	0.047
21:00-22:00	1	307	0.007	0.010	0.017
22:00-23:00					
23:00-00:00					
Total Rates:			0.526	0.523	1.049

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

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	19/04/2023 - 23/04/2025
Number of weekdays (Monday-Friday):	14
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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total People

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.007	0.020	0.027
07:00-08:00	14	133	0.028	0.177	0.205
08:00-09:00	14	133	0.060	0.293	0.353
09:00-10:00	14	133	0.079	0.187	0.266
10:00-11:00	14	133	0.069	0.115	0.184
11:00-12:00	14	133	0.071	0.105	0.176
12:00-13:00	14	133	0.099	0.117	0.216
13:00-14:00	14	133	0.104	0.101	0.205
14:00-15:00	14	133	0.104	0.095	0.199
15:00-16:00	14	133	0.187	0.109	0.296
16:00-17:00	14	133	0.167	0.093	0.260
17:00-18:00	14	133	0.220	0.108	0.328
18:00-19:00	14	133	0.190	0.080	0.270
19:00-20:00	5	188	0.182	0.061	0.243
20:00-21:00	5	188	0.128	0.057	0.185
21:00-22:00	1	307	0.101	0.029	0.130
22:00-23:00					
23:00-00:00					
Total Rates:			1.796	1.747	3.543

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

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	19/04/2023 - 23/04/2025
Number of weekdays (Monday-Friday):	14
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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Cyclists

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.003	0.010	0.013
07:00-08:00	14	133	0.001	0.009	0.010
08:00-09:00	14	133	0.003	0.030	0.033
09:00-10:00	14	133	0.004	0.032	0.036
10:00-11:00	14	133	0.003	0.013	0.016
11:00-12:00	14	133	0.002	0.008	0.010
12:00-13:00	14	133	0.002	0.005	0.007
13:00-14:00	14	133	0.004	0.007	0.011
14:00-15:00	14	133	0.008	0.008	0.016
15:00-16:00	14	133	0.010	0.004	0.014
16:00-17:00	14	133	0.017	0.004	0.021
17:00-18:00	14	133	0.023	0.006	0.029
18:00-19:00	14	133	0.019	0.008	0.027
19:00-20:00	5	188	0.012	0.006	0.018
20:00-21:00	5	188	0.011	0.005	0.016
21:00-22:00	1	307	0.023	0.016	0.039
22:00-23:00					
23:00-00:00					
Total Rates:			0.145	0.171	0.316

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

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	19/04/2023 - 23/04/2025
Number of weekdays (Monday-Friday):	13
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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

PSVs

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.000	0.000	0.000
07:00-08:00	14	133	0.000	0.000	0.000
08:00-09:00	14	133	0.000	0.000	0.000
09:00-10:00	14	133	0.000	0.000	0.000
10:00-11:00	14	133	0.000	0.000	0.000
11:00-12:00	14	133	0.000	0.000	0.000
12:00-13:00	14	133	0.000	0.000	0.000
13:00-14:00	14	133	0.000	0.000	0.000
14:00-15:00	14	133	0.000	0.000	0.000
15:00-16:00	14	133	0.000	0.000	0.000
16:00-17:00	14	133	0.000	0.000	0.000
17:00-18:00	14	133	0.000	0.000	0.000
18:00-19:00	14	133	0.000	0.000	0.000
19:00-20:00	5	188	0.000	0.000	0.000
20:00-21:00	5	188	0.000	0.000	0.000
21:00-22:00	1	307	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVs

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.000	0.000	0.000
07:00-08:00	14	133	0.000	0.000	0.000
08:00-09:00	14	133	0.001	0.000	0.001
09:00-10:00	14	133	0.001	0.001	0.002
10:00-11:00	14	133	0.001	0.000	0.001
11:00-12:00	14	133	0.001	0.001	0.002
12:00-13:00	14	133	0.001	0.001	0.002
13:00-14:00	14	133	0.000	0.000	0.000
14:00-15:00	14	133	0.001	0.001	0.002
15:00-16:00	14	133	0.000	0.000	0.000
16:00-17:00	14	133	0.000	0.000	0.000
17:00-18:00	14	133	0.000	0.000	0.000
18:00-19:00	14	133	0.000	0.000	0.000
19:00-20:00	5	188	0.000	0.000	0.000
20:00-21:00	5	188	0.000	0.000	0.000
21:00-22:00	1	307	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.006	0.004	0.010

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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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	14/06/2023 - 22/10/2024
Number of weekdays (Monday-Friday):	2
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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Taxis

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.007	0.007	0.014
07:00-08:00	14	133	0.004	0.004	0.008
08:00-09:00	14	133	0.004	0.004	0.008
09:00-10:00	14	133	0.005	0.005	0.010
10:00-11:00	14	133	0.002	0.002	0.004
11:00-12:00	14	133	0.003	0.003	0.006
12:00-13:00	14	133	0.003	0.003	0.006
13:00-14:00	14	133	0.003	0.003	0.006
14:00-15:00	14	133	0.005	0.005	0.010
15:00-16:00	14	133	0.004	0.004	0.008
16:00-17:00	14	133	0.002	0.002	0.004
17:00-18:00	14	133	0.003	0.003	0.006
18:00-19:00	14	133	0.003	0.003	0.006
19:00-20:00	5	188	0.009	0.009	0.018
20:00-21:00	5	188	0.006	0.006	0.012
21:00-22:00	1	307	0.007	0.007	0.014
22:00-23:00					
23:00-00:00					
Total Rates:			0.070	0.070	0.140

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	19/04/2023 - 21/11/2024
Number of weekdays (Monday-Friday):	12
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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Cars

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.000	0.000	0.000
07:00-08:00	14	133	0.009	0.046	0.055
08:00-09:00	14	133	0.019	0.051	0.070
09:00-10:00	14	133	0.023	0.034	0.057
10:00-11:00	14	133	0.020	0.023	0.043
11:00-12:00	14	133	0.021	0.027	0.048
12:00-13:00	14	133	0.029	0.024	0.053
13:00-14:00	14	133	0.026	0.020	0.046
14:00-15:00	14	133	0.021	0.023	0.044
15:00-16:00	14	133	0.034	0.025	0.059
16:00-17:00	14	133	0.029	0.025	0.054
17:00-18:00	14	133	0.049	0.033	0.082
18:00-19:00	14	133	0.032	0.018	0.050
19:00-20:00	5	188	0.038	0.007	0.045
20:00-21:00	5	188	0.016	0.006	0.022
21:00-22:00	1	307	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.366	0.362	0.728

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

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	19/04/2023 - 23/04/2025
Number of weekdays (Monday-Friday):	14
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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

LGVs

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.000	0.000	0.000
07:00-08:00	14	133	0.001	0.001	0.002
08:00-09:00	14	133	0.004	0.005	0.009
09:00-10:00	14	133	0.006	0.006	0.012
10:00-11:00	14	133	0.004	0.005	0.009
11:00-12:00	14	133	0.005	0.006	0.011
12:00-13:00	14	133	0.006	0.006	0.012
13:00-14:00	14	133	0.006	0.005	0.011
14:00-15:00	14	133	0.002	0.003	0.005
15:00-16:00	14	133	0.006	0.006	0.012
16:00-17:00	14	133	0.003	0.003	0.006
17:00-18:00	14	133	0.004	0.004	0.008
18:00-19:00	14	133	0.004	0.003	0.007
19:00-20:00	5	188	0.000	0.000	0.000
20:00-21:00	5	188	0.001	0.000	0.001
21:00-22:00	1	307	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.052	0.053	0.105

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

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	19/04/2023 - 23/04/2025
Number of weekdays (Monday-Friday):	14
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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Motorcycles

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.000	0.000	0.000
07:00-08:00	14	133	0.000	0.001	0.001
08:00-09:00	14	133	0.001	0.003	0.004
09:00-10:00	14	133	0.001	0.001	0.002
10:00-11:00	14	133	0.000	0.000	0.000
11:00-12:00	14	133	0.001	0.001	0.002
12:00-13:00	14	133	0.002	0.002	0.004
13:00-14:00	14	133	0.004	0.004	0.008
14:00-15:00	14	133	0.001	0.001	0.002
15:00-16:00	14	133	0.003	0.002	0.005
16:00-17:00	14	133	0.001	0.001	0.002
17:00-18:00	14	133	0.003	0.003	0.006
18:00-19:00	14	133	0.003	0.003	0.006
19:00-20:00	5	188	0.011	0.007	0.018
20:00-21:00	5	188	0.005	0.005	0.010
21:00-22:00	1	307	0.000	0.003	0.003
22:00-23:00					
23:00-00:00					
Total Rates:			0.036	0.037	0.073

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

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	19/04/2023 - 21/11/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.000	0.007	0.007
07:00-08:00	14	133	0.009	0.071	0.080
08:00-09:00	14	133	0.027	0.094	0.121
09:00-10:00	14	133	0.039	0.063	0.102
10:00-11:00	14	133	0.027	0.036	0.063
11:00-12:00	14	133	0.035	0.046	0.081
12:00-13:00	14	133	0.047	0.047	0.094
13:00-14:00	14	133	0.046	0.038	0.084
14:00-15:00	14	133	0.037	0.039	0.076
15:00-16:00	14	133	0.068	0.045	0.113
16:00-17:00	14	133	0.046	0.034	0.080
17:00-18:00	14	133	0.079	0.050	0.129
18:00-19:00	14	133	0.061	0.028	0.089
19:00-20:00	5	188	0.084	0.019	0.103
20:00-21:00	5	188	0.035	0.018	0.053
21:00-22:00	1	307	0.007	0.003	0.010
22:00-23:00					
23:00-00:00					
Total Rates:			0.647	0.638	1.285

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

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	19/04/2023 - 23/04/2025
Number of weekdays (Monday-Friday):	14
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Pedestrians

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.003	0.000	0.003
07:00-08:00	14	133	0.012	0.036	0.048
08:00-09:00	14	133	0.025	0.089	0.114
09:00-10:00	14	133	0.029	0.054	0.083
10:00-11:00	14	133	0.027	0.043	0.070
11:00-12:00	14	133	0.026	0.033	0.059
12:00-13:00	14	133	0.034	0.047	0.081
13:00-14:00	14	133	0.039	0.038	0.077
14:00-15:00	14	133	0.041	0.032	0.073
15:00-16:00	14	133	0.073	0.042	0.115
16:00-17:00	14	133	0.061	0.041	0.102
17:00-18:00	14	133	0.064	0.040	0.104
18:00-19:00	14	133	0.055	0.033	0.088
19:00-20:00	5	188	0.027	0.028	0.055
20:00-21:00	5	188	0.041	0.020	0.061
21:00-22:00	1	307	0.036	0.010	0.046
22:00-23:00					
23:00-00:00					
Total Rates:			0.593	0.586	1.179

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

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	19/04/2023 - 23/04/2025
Number of weekdays (Monday-Friday):	14
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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.000	0.003	0.003
07:00-08:00	14	133	0.006	0.060	0.066
08:00-09:00	14	133	0.005	0.077	0.082
09:00-10:00	14	133	0.008	0.036	0.044
10:00-11:00	14	133	0.011	0.023	0.034
11:00-12:00	14	133	0.008	0.019	0.027
12:00-13:00	14	133	0.014	0.018	0.032
13:00-14:00	14	133	0.014	0.018	0.032
14:00-15:00	14	133	0.018	0.017	0.035
15:00-16:00	14	133	0.033	0.017	0.050
16:00-17:00	14	133	0.041	0.013	0.054
17:00-18:00	14	133	0.053	0.012	0.065
18:00-19:00	14	133	0.055	0.011	0.066
19:00-20:00	5	188	0.060	0.007	0.067
20:00-21:00	5	188	0.042	0.013	0.055
21:00-22:00	1	307	0.036	0.000	0.036
22:00-23:00					
23:00-00:00					
Total Rates:			0.404	0.344	0.748

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

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	19/04/2023 - 23/04/2025
Number of weekdays (Monday-Friday):	13
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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.000	0.003	0.003
07:00-08:00	14	133	0.004	0.032	0.036
08:00-09:00	14	133	0.003	0.046	0.049
09:00-10:00	14	133	0.006	0.024	0.030
10:00-11:00	14	133	0.009	0.018	0.027
11:00-12:00	14	133	0.005	0.012	0.017
12:00-13:00	14	133	0.009	0.012	0.021
13:00-14:00	14	133	0.012	0.012	0.024
14:00-15:00	14	133	0.014	0.013	0.027
15:00-16:00	14	133	0.021	0.011	0.032
16:00-17:00	14	133	0.028	0.008	0.036
17:00-18:00	14	133	0.039	0.009	0.048
18:00-19:00	14	133	0.033	0.008	0.041
19:00-20:00	5	188	0.025	0.006	0.031
20:00-21:00	5	188	0.014	0.009	0.023
21:00-22:00	1	307	0.020	0.000	0.020
22:00-23:00					
23:00-00:00					
Total Rates:			0.242	0.223	0.465

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

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	19/04/2023 - 23/04/2025
Number of weekdays (Monday-Friday):	13
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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Coach Passengers

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.000	0.000	0.000
07:00-08:00	14	133	0.000	0.000	0.000
08:00-09:00	14	133	0.000	0.000	0.000
09:00-10:00	14	133	0.000	0.000	0.000
10:00-11:00	14	133	0.000	0.000	0.000
11:00-12:00	14	133	0.000	0.000	0.000
12:00-13:00	14	133	0.000	0.000	0.000
13:00-14:00	14	133	0.000	0.000	0.000
14:00-15:00	14	133	0.000	0.000	0.000
15:00-16:00	14	133	0.000	0.000	0.000
16:00-17:00	14	133	0.000	0.000	0.000
17:00-18:00	14	133	0.000	0.000	0.000
18:00-19:00	14	133	0.000	0.000	0.000
19:00-20:00	5	188	0.000	0.000	0.000
20:00-21:00	5	188	0.000	0.000	0.000
21:00-22:00	1	307	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 Total Bedrooms

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Total Bedrooms	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	1	307	0.000	0.000	0.000
07:00-08:00	14	133	0.002	0.028	0.030
08:00-09:00	14	133	0.002	0.032	0.034
09:00-10:00	14	133	0.001	0.013	0.014
10:00-11:00	14	133	0.003	0.004	0.007
11:00-12:00	14	133	0.002	0.007	0.009
12:00-13:00	14	133	0.005	0.006	0.011
13:00-14:00	14	133	0.003	0.006	0.009
14:00-15:00	14	133	0.004	0.004	0.008
15:00-16:00	14	133	0.012	0.005	0.017
16:00-17:00	14	133	0.012	0.005	0.017
17:00-18:00	14	133	0.014	0.003	0.017
18:00-19:00	14	133	0.022	0.004	0.026
19:00-20:00	5	188	0.035	0.001	0.036
20:00-21:00	5	188	0.028	0.004	0.032
21:00-22:00	1	307	0.016	0.000	0.016
22:00-23:00					
23:00-00:00					
Total Rates:			0.161	0.122	0.283

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

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

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Audit Code: Off6876c-94ab-484e-bb2b-24418a8a4771

Parameter Summary:

Trip rate parameter range selected:	12 - 500 (units: Total Bedrooms)
Survey date date range:	19/04/2023 - 21/11/2024
Number of weekdays (Monday-Friday):	8
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	CI	CITY OF LONDON
	CN	CAMDEN
02	SOUTH EAST	
	ES	EAST SUSSEX
	HF	HERTFORDSHIRE
03	SOUTH WEST	
	DC	DORSET
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
	NF	NORFOLK
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
09	NORTH	
	IM	ISLE OF MAN

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

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

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:	GFA
Actual Range:	506 to 80000 (units:sqm)
Range Selected by User:	506 to 80000 (units:sqm)
Parking Spaces Range:	1 - 128

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/01/24 to 05/06/25

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:

Friday	1 days
Monday	3 days
Thursday	3 days
Tuesday	2 days
Wednesday	3 days

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

Selected survey types:

Manual count	12
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 undertaken using machines

Selected Locations:

Edge of Town	6 days
Edge of Town Centre	1 days
Neighbourhood Centre	1 days
Suburban Area	1 days
Town Centre	3 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:

Built-Up Zone	2 days
Commercial Zone	2 days
Development Zone	3 days
High Street	1 days
Industrial Zone	2 days
No Sub Category	1 days
Residential Zone	1 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 Excluded	4 days
Servicing vehicles Included	7 days
Servicing vehicles Unknown	1 days

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Secondary Filtering Selection:

Use Class:

Not Known

12 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:

0 - 7307

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	4 surveys
100,001 or More	1 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	6 surveys
25,001 to 50,000	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys
500,001 or More	2 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	10 surveys
1.1 to 1.5	2 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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

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	10 surveys
Yes	2 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:

6b - Excellent	2 surveys
No PTAL Present	10 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

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

1 JJ THOMSON AVENUE CAMBRIDGE Edge of Town Development Zone Gross floor area: 4912 sqm Survey date: Wednesday 04/12/2024	CA-02-A-02	OFFICES	CAMBRIDGESHIRE	Survey Type: Manual
2 CHARLES BABBAGE ROAD CAMBRIDGE Edge of Town Development Zone Gross floor area: 625 sqm Survey date: Wednesday 04/12/2024	CA-02-A-03	OFFICES	CAMBRIDGESHIRE	Survey Type: Manual
3 MADINGLEY RISE CAMBRIDGE Edge of Town No Sub Category Gross floor area: 5463 sqm Survey date: Tuesday 28/01/2025	CA-02-A-04	OFFICE	CAMBRIDGESHIRE	Survey Type: Manual
4 BISHOPSGATE CITY OF LONDON Town Centre Built-Up Zone Gross floor area: 80000 sqm Survey date: Thursday 03/04/2025	CI-02-A-04	OFFICES	CITY OF LONDON	Survey Type: Manual
5 HAMPSTEAD ROAD EUSTON Neighbourhood Centre Development Zone Gross floor area: 13371 sqm Survey date: Thursday 05/06/2025	CN-02-A-05	OFFICES	CAMDEN	Survey Type: Manual
6 LYNCH LANE WEYMOUTH Edge of Town Industrial Zone Gross floor area: 2400 sqm Survey date:	DC-02-A-01	OFFICES	DORSET	Survey Type: Manual
7 SOUTH STREET EASTBOURNE Town Centre High Street Gross floor area: 506 sqm Survey date: Thursday 21/03/2024	ES-02-A-01	OFFICES	EAST SUSSEX	Survey Type: Manual
8 CRANBORNE ROAD POTTERS BAR Edge of Town Commercial Zone Gross floor area: 3378 sqm Survey date:	HF-02-A-05	OFFICES	HERTFORDSHIRE	Survey Type: Manual



Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

9 HOPE STREET DOUGLAS Edge of Town Centre Built-Up Zone Gross floor area: 2400 sqm Survey date: Friday 24/05/2024	IM-02-A-02	OFFICES	ISLE OF MAN	Survey Type: Manual
10 LINCOLN WAY LOUTH FAIRFIELD Edge of Town Industrial Zone Gross floor area: 2114 sqm Survey date:	LN-02-A-01	OFFICES	LINCOLNSHIRE	Survey Type: Manual
11 GRESLEY ROAD LOUTH Suburban Area Residential Zone Gross floor area: 1918 sqm Survey date: Wednesday 24/04/2024	LN-02-A-02	COUNCIL OFFICES	LINCOLNSHIRE	Survey Type: Manual
12 SURREY STREET NORWICH Town Centre Commercial Zone Gross floor area: 5910 sqm Survey date: Tuesday 22/04/2025	NF-02-A-06	OFFICES	NORFOLK	Survey Type: Manual

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	11	3909	0.295	0.063	0.358
08:00-09:00	12	10250	0.285	0.069	0.354
09:00-10:00	12	10250	0.264	0.068	0.332
10:00-11:00	12	10250	0.106	0.063	0.169
11:00-12:00	12	10250	0.095	0.080	0.175
12:00-13:00	12	10250	0.103	0.102	0.205
13:00-14:00	12	10250	0.101	0.104	0.205
14:00-15:00	12	10250	0.070	0.098	0.168
15:00-16:00	12	10250	0.072	0.140	0.212
16:00-17:00	12	10250	0.052	0.221	0.273
17:00-18:00	12	10250	0.031	0.247	0.278
18:00-19:00	12	10250	0.016	0.079	0.095
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.490	1.334	2.824

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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	11/03/2024 - 05/06/2025
Number of weekdays (Monday-Friday):	12
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	11	3909	0.877	0.121	0.998
08:00-09:00	12	10250	1.448	0.148	1.596
09:00-10:00	12	10250	1.332	0.216	1.548
10:00-11:00	12	10250	0.467	0.315	0.782
11:00-12:00	12	10250	0.411	0.389	0.800
12:00-13:00	12	10250	0.746	0.968	1.714
13:00-14:00	12	10250	0.876	0.759	1.635
14:00-15:00	12	10250	0.615	0.435	1.050
15:00-16:00	12	10250	0.422	0.524	0.946
16:00-17:00	12	10250	0.190	0.845	1.035
17:00-18:00	12	10250	0.076	1.615	1.691
18:00-19:00	12	10250	0.034	0.598	0.632
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			7.494	6.933	14.427

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

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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	11/03/2024 - 05/06/2025
Number of weekdays (Monday-Friday):	12
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	11	3909	0.044	0.002	0.046
08:00-09:00	12	10250	0.120	0.003	0.123
09:00-10:00	12	10250	0.096	0.008	0.104
10:00-11:00	12	10250	0.031	0.010	0.041
11:00-12:00	12	10250	0.018	0.013	0.031
12:00-13:00	12	10250	0.039	0.041	0.080
13:00-14:00	12	10250	0.041	0.037	0.078
14:00-15:00	12	10250	0.021	0.021	0.042
15:00-16:00	12	10250	0.014	0.026	0.040
16:00-17:00	12	10250	0.007	0.059	0.066
17:00-18:00	12	10250	0.003	0.125	0.128
18:00-19:00	12	10250	0.001	0.069	0.070
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.435	0.414	0.849

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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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	11/03/2024 - 05/06/2025
Number of weekdays (Monday-Friday):	12
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	11	3909	0.000	0.000	0.000
08:00-09:00	12	10250	0.000	0.000	0.000
09:00-10:00	12	10250	0.000	0.000	0.000
10:00-11:00	12	10250	0.000	0.000	0.000
11:00-12:00	12	10250	0.000	0.000	0.000
12:00-13:00	12	10250	0.000	0.000	0.000
13:00-14:00	12	10250	0.000	0.000	0.000
14:00-15:00	12	10250	0.000	0.000	0.000
15:00-16:00	12	10250	0.000	0.000	0.000
16:00-17:00	12	10250	0.000	0.000	0.000
17:00-18:00	12	10250	0.000	0.000	0.000
18:00-19:00	12	10250	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	11	3909	0.005	0.002	0.007
08:00-09:00	12	10250	0.000	0.001	0.001
09:00-10:00	12	10250	0.002	0.002	0.004
10:00-11:00	12	10250	0.003	0.003	0.006
11:00-12:00	12	10250	0.002	0.002	0.004
12:00-13:00	12	10250	0.001	0.001	0.002
13:00-14:00	12	10250	0.000	0.000	0.000
14:00-15:00	12	10250	0.000	0.000	0.000
15:00-16:00	12	10250	0.001	0.001	0.002
16:00-17:00	12	10250	0.000	0.000	0.000
17:00-18:00	12	10250	0.000	0.000	0.000
18:00-19:00	12	10250	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.014	0.012	0.026

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

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

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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	11/03/2024 - 05/06/2025
Number of weekdays (Monday-Friday):	6
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	11	3909	0.007	0.007	0.014
08:00-09:00	12	10250	0.025	0.025	0.050
09:00-10:00	12	10250	0.015	0.015	0.030
10:00-11:00	12	10250	0.007	0.007	0.014
11:00-12:00	12	10250	0.007	0.008	0.015
12:00-13:00	12	10250	0.016	0.015	0.031
13:00-14:00	12	10250	0.014	0.013	0.027
14:00-15:00	12	10250	0.009	0.009	0.018
15:00-16:00	12	10250	0.007	0.007	0.014
16:00-17:00	12	10250	0.009	0.008	0.017
17:00-18:00	12	10250	0.015	0.016	0.031
18:00-19:00	12	10250	0.005	0.005	0.010
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.136	0.135	0.271

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	11/03/2024 - 05/06/2025
Number of weekdays (Monday-Friday):	10
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	11	3909	0.270	0.051	0.321
08:00-09:00	12	10250	0.241	0.032	0.273
09:00-10:00	12	10250	0.232	0.041	0.273
10:00-11:00	12	10250	0.080	0.040	0.120
11:00-12:00	12	10250	0.064	0.052	0.116
12:00-13:00	12	10250	0.067	0.067	0.134
13:00-14:00	12	10250	0.071	0.076	0.147
14:00-15:00	12	10250	0.054	0.079	0.133
15:00-16:00	12	10250	0.054	0.117	0.171
16:00-17:00	12	10250	0.038	0.202	0.240
17:00-18:00	12	10250	0.014	0.223	0.237
18:00-19:00	12	10250	0.011	0.072	0.083
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.196	1.052	2.248

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	11/03/2024 - 05/06/2025
Number of weekdays (Monday-Friday):	12
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	11	3909	0.012	0.000	0.012
08:00-09:00	12	10250	0.012	0.011	0.023
09:00-10:00	12	10250	0.011	0.010	0.021
10:00-11:00	12	10250	0.015	0.014	0.029
11:00-12:00	12	10250	0.018	0.016	0.034
12:00-13:00	12	10250	0.015	0.015	0.030
13:00-14:00	12	10250	0.014	0.013	0.027
14:00-15:00	12	10250	0.005	0.008	0.013
15:00-16:00	12	10250	0.011	0.011	0.022
16:00-17:00	12	10250	0.005	0.008	0.013
17:00-18:00	12	10250	0.001	0.003	0.004
18:00-19:00	12	10250	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.119	0.109	0.228

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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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	11/03/2024 - 05/06/2025
Number of weekdays (Monday-Friday):	12
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	11	3909	0.002	0.002	0.004
08:00-09:00	12	10250	0.006	0.000	0.006
09:00-10:00	12	10250	0.004	0.000	0.004
10:00-11:00	12	10250	0.001	0.000	0.001
11:00-12:00	12	10250	0.004	0.002	0.006
12:00-13:00	12	10250	0.004	0.002	0.006
13:00-14:00	12	10250	0.002	0.002	0.004
14:00-15:00	12	10250	0.002	0.002	0.004
15:00-16:00	12	10250	0.000	0.003	0.003
16:00-17:00	12	10250	0.000	0.002	0.002
17:00-18:00	12	10250	0.001	0.005	0.006
18:00-19:00	12	10250	0.000	0.002	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.026	0.022	0.048

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

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

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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	11/03/2024 - 05/06/2025
Number of weekdays (Monday-Friday):	4
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Vehicle Occupants

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	11	3909	0.349	0.051	0.400
08:00-09:00	12	10250	0.328	0.060	0.388
09:00-10:00	12	10250	0.323	0.077	0.400
10:00-11:00	12	10250	0.119	0.073	0.192
11:00-12:00	12	10250	0.102	0.091	0.193
12:00-13:00	12	10250	0.118	0.114	0.232
13:00-14:00	12	10250	0.115	0.114	0.229
14:00-15:00	12	10250	0.078	0.122	0.200
15:00-16:00	12	10250	0.080	0.140	0.220
16:00-17:00	12	10250	0.041	0.248	0.289
17:00-18:00	12	10250	0.015	0.287	0.302
18:00-19:00	12	10250	0.010	0.090	0.100
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.678	1.467	3.145

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

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

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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	11/03/2024 - 05/06/2025
Number of weekdays (Monday-Friday):	12
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	11	3909	0.258	0.033	0.291
08:00-09:00	12	10250	0.354	0.038	0.392
09:00-10:00	12	10250	0.280	0.063	0.343
10:00-11:00	12	10250	0.114	0.107	0.221
11:00-12:00	12	10250	0.124	0.137	0.261
12:00-13:00	12	10250	0.293	0.398	0.691
13:00-14:00	12	10250	0.356	0.272	0.628
14:00-15:00	12	10250	0.197	0.128	0.325
15:00-16:00	12	10250	0.118	0.136	0.254
16:00-17:00	12	10250	0.057	0.168	0.225
17:00-18:00	12	10250	0.022	0.439	0.461
18:00-19:00	12	10250	0.010	0.144	0.154
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.183	2.063	4.246

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	11/03/2024 - 05/06/2025
Number of weekdays (Monday-Friday):	12
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	11	3909	0.221	0.035	0.256
08:00-09:00	12	10250	0.636	0.046	0.682
09:00-10:00	12	10250	0.628	0.067	0.695
10:00-11:00	12	10250	0.202	0.125	0.327
11:00-12:00	12	10250	0.165	0.145	0.310
12:00-13:00	12	10250	0.292	0.412	0.704
13:00-14:00	12	10250	0.360	0.333	0.693
14:00-15:00	12	10250	0.315	0.162	0.477
15:00-16:00	12	10250	0.209	0.220	0.429
16:00-17:00	12	10250	0.085	0.362	0.447
17:00-18:00	12	10250	0.036	0.756	0.792
18:00-19:00	12	10250	0.014	0.293	0.307
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.163	2.956	6.119

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

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

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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	11/03/2024 - 05/06/2025
Number of weekdays (Monday-Friday):	10
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Bus/Tram Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	11	3909	0.135	0.005	0.140
08:00-09:00	12	10250	0.163	0.011	0.174
09:00-10:00	12	10250	0.128	0.012	0.140
10:00-11:00	12	10250	0.035	0.024	0.059
11:00-12:00	12	10250	0.025	0.026	0.051
12:00-13:00	12	10250	0.054	0.080	0.134
13:00-14:00	12	10250	0.063	0.068	0.131
14:00-15:00	12	10250	0.047	0.050	0.097
15:00-16:00	12	10250	0.026	0.046	0.072
16:00-17:00	12	10250	0.013	0.088	0.101
17:00-18:00	12	10250	0.007	0.191	0.198
18:00-19:00	12	10250	0.002	0.060	0.062
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.698	0.661	1.359

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

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

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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	11/03/2024 - 05/06/2025
Number of weekdays (Monday-Friday):	10
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Coach Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	11	3909	0.000	0.000	0.000
08:00-09:00	12	10250	0.000	0.000	0.000
09:00-10:00	12	10250	0.000	0.000	0.000
10:00-11:00	12	10250	0.000	0.000	0.000
11:00-12:00	12	10250	0.000	0.000	0.000
12:00-13:00	12	10250	0.000	0.000	0.000
13:00-14:00	12	10250	0.000	0.000	0.000
14:00-15:00	12	10250	0.000	0.000	0.000
15:00-16:00	12	10250	0.000	0.000	0.000
16:00-17:00	12	10250	0.000	0.000	0.000
17:00-18:00	12	10250	0.000	0.000	0.000
18:00-19:00	12	10250	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Rail Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	11	3909	0.086	0.030	0.116
08:00-09:00	12	10250	0.464	0.036	0.500
09:00-10:00	12	10250	0.494	0.055	0.549
10:00-11:00	12	10250	0.164	0.101	0.265
11:00-12:00	12	10250	0.138	0.116	0.254
12:00-13:00	12	10250	0.235	0.328	0.563
13:00-14:00	12	10250	0.294	0.262	0.556
14:00-15:00	12	10250	0.265	0.111	0.376
15:00-16:00	12	10250	0.181	0.172	0.353
16:00-17:00	12	10250	0.072	0.271	0.343
17:00-18:00	12	10250	0.029	0.557	0.586
18:00-19:00	12	10250	0.011	0.229	0.240
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.433	2.268	4.701

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7446ada2-446b-4890-a812-9056a35654e4

Parameter Summary:

Trip rate parameter range selected:	506 - 80000 (units: sqm)
Survey date date range:	11/03/2024 - 05/06/2025
Number of weekdays (Monday-Friday):	6
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.