ttp consulting

transport planning specialists

Columbia Threadneedle Investments

ONE MILLINGTON WAY, HYDE PARK, HAYES

Transport Statement

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

www.ttp-consulting.co.uk

Registered in England: 09931399

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1 INTRODUCTION

1.1 TTP Consulting has been appointed by Columbia Threadneedle Investments ("the Applicant") to provide highways and transport advice in relation to the proposals for Building HPH1 located on Millington Road in Hyde Park, Hayes ("the Site") as shown in **Figure 1.1** below.

1.2 This Transport Statement supports an application for Prior Approval, submitted pursuant to Class MA of the 'General Permitted Development Order', which seeks change of use of existing office floorspace on-site (floors 1-3) to deliver 75no residential flats.

Figure 1.1: Location Plan (courtesy of google earth)

1.3 The Site comprises a four-storey building (ground plus three above) which is currently used as an office. Parking is provided for up to 23 cars to the front of the building, four of which are reserved for Blue Badge holders, with further parking available in the multi-story car park to the south.

1.4 As noted, this report has been prepared to support an application for Prior Approval under Class MA to convert the 1st, 2nd and 3rd Floors of the building from office to residential accommodation as indicated on the plans in **Appendix A**.

1.5 Development under Class MA is permitted subject to the following conditions. Before beginning development under Class MA, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required.

- transport impacts of the development, particularly to ensure safe site access;
- contamination risks in relation to the building;

- flooding risks in relation to the building; and
- impacts of noise from commercial premises on the intended occupiers of the development;

1.6 This report considers the potential transport implications of the proposals and concludes that the proposed conversion of the building would not result in any severe impact on the local or wider network.

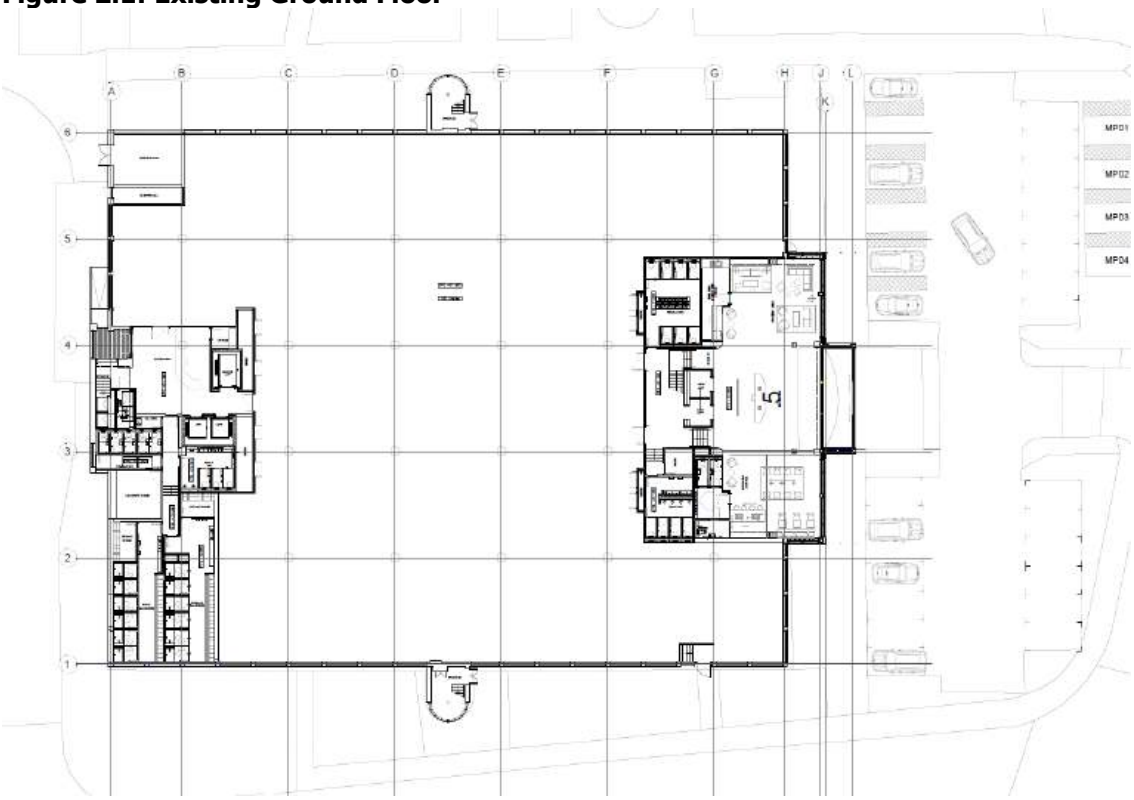
2 EXISTING SITUATION

The Site and Surrounding Area

2.1 The Site comprises of a four-storey building (ground plus three above) providing approximately 10,270sqm (GIA) of office floorspace; it is currently largely vacant with Apple the remaining tenant on the ground floor. The building is broadly rectangular with the office accommodation provided around a central core (with the offices on the ground floor due to remain within the building, following the proposed residential conversion of the upper floors), with the primary access to the building taken from the front.

2.2 There is parking for up to 23 cars to the front of the building including 4 reserved for Blue Badge Holders (on the north side of the building). These are accessed via a raised table priority junction, which links with the internal estate road layout (including Millington Road to the north of the Site), and access road to the wider highway network to the north. In addition, the office has had use of the multi-story car park to the south. In terms of deliveries and refuse collection this is undertaken from the rear of the Site in a dedicated servicing layby (also owned by the Applicant).

Figure 2.1: Existing Ground Floor



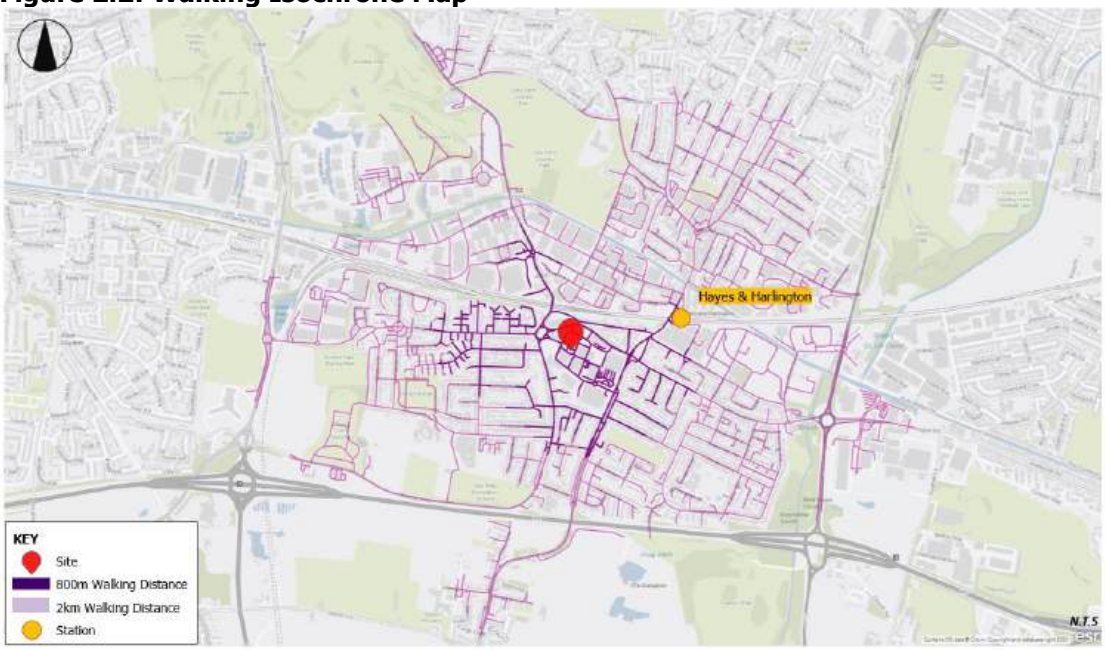
2.3 The surrounding area, which makes up the wider 'Hyde Park, Hayes' estate, comprises mainly of office buildings (with many being vacant, albeit some of which have already been converted

to residential use under similar Prior Approval application / Class MA permitted development rights), along with the aforementioned multi-story car park to the south, an Asda supermarket to the east and a commercial warehouse to the south east. Beyond the immediate commercial uses, the wider site is surrounded by residential development (including a variety of emerging flatted residential schemes). The centre of Hayes is located some 700m to the north east as the 'crow flies'.

Access on Foot

2.4 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. **Figure 2.2** below provides details of an 800m and 2km walking catchment zone surrounding the Site. Within the catchment areas, a number of retail and employment areas can be accessed on foot, as well as a number of public transport nodes.

Figure 2.2: Walking Isochrone Map



2.5 The footways within the vicinity of the Site provide convenient walking routes to local public transport facilities and amenities. The roads serving the commercial uses on the local estate are provided with footways, in general, on both sides of the carriageway, with dropped kerbs and tactile paving located at side roads. In addition, paths permeate through the commercial uses providing easy connectivity for those on foot. Beyond the immediate area footways are also provided on either side of the surrounding roads, and these allow for continues links to the nearby residential areas and the centre of Hayes.

2.6 The nearest signal-controlled crossing is located approximately 250m to the north east of the site at the junction between Station Road and North Hyde Road. This provides a crossing opportunity for pedestrians wishing to access Hayes station along with the centre of Hayes. The crossing is accessible by all types of pedestrians insofar that it is equipped with tactile paving, dropped kerbs and green-man push-button facilities.

2.7 **Table 2.1** below 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 Opportunities

Stop / Station	Location	Distance	Approximate Walk Time*
Hayes and Harlington Mainline and Underground Station	Station Road	610m	8 minutes
Bus Stop	North Hyde Road	120m	2 minutes
Bus Stop	Station Road	330m	5 minutes
Bus Stop	Station Road	610m	8 minutes
*Based on 80m per minute			

2.8 Local facilities and amenities including a primary school, shops and cafes etc. are also located a short walking distance from the Site, a summary of which is shown in **Table 2.2** below.

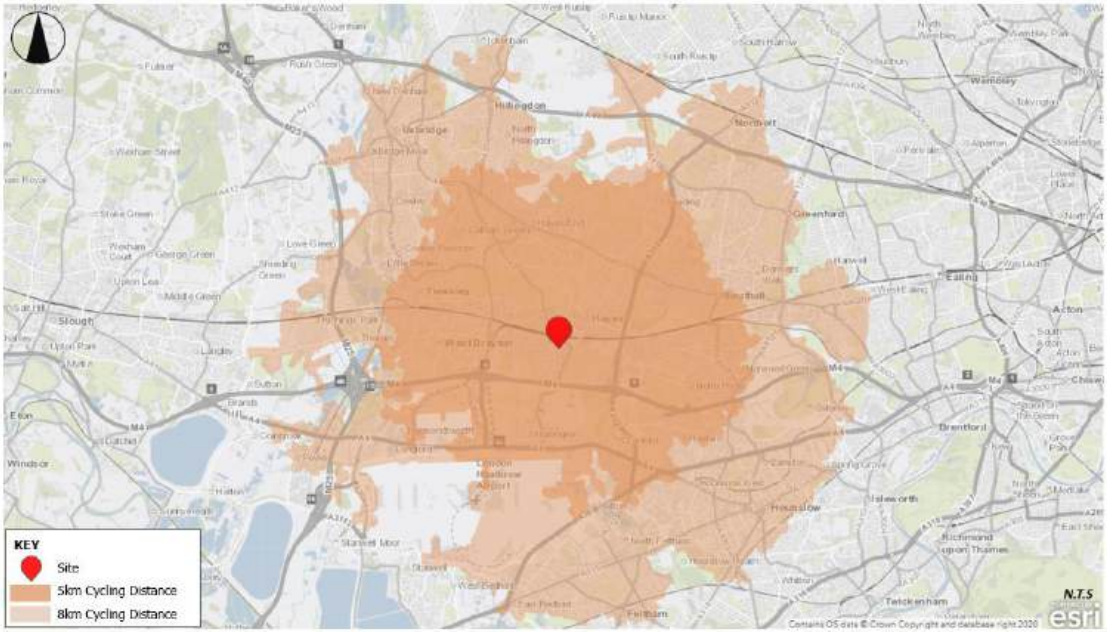
Table 2.2: Approximate Distances to Local Facilities

Amenity	Location	Distance	Approximate Walk Time*
Asda Supermarket	Station Road	300m	4 minutes
Asda Café	Station Road	300m	4 minutes
Takeaways	Station Road	310m	4 minutes
Pharmacy	Station Road	310m	4 minutes
Hayes Medical Centre	Old Station Road	380m	5 minutes
Great Western Public House	Shepiston Lane	800m	10 minutes
Town Centre Shopping	Station Road	900m	12 minutes
Cranford Park Academy	Phelps Way	1,200m	15 minutes
Pinkwell Primary School	Pinkwell Lane	1,400m	18 minutes
*Based on 80m per minute			

Access by Bike

2.9 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length (in London, longer journeys are commonplace) with factors such as health, weather and facilities along with access to a car and journey purpose influencing a person's choice to cycle. **Figure 2.3** below shows a 5km and 8km cycling catchment from the Site. Within the 5km cycling catchment, Hayes, West Drayton, Cranford, and Yiewsley can be reached, whilst areas such as Northolt, Uxbridge and Feltham can be reached within an 8km cycling catchment area.

Figure 2.3: Cycling Isochrone Map



2.10 There is a on-street cycle lane that runs along the southern side of North Hyde Road with a short section of shared footway / cycleway to the west of the Site in the vicinity of the Dawley Road roundabout. Furthermore, many of the residential streets that surround the wider Hyde Park Estate are subject to 20mph speed limits and as such considered suitable for cyclists.

Access by Public Transport

Public Transport Accessibility Level

2.11 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 a high level of accessibility.

2.12 The Site has a PTAL level of 4, which suggest a good level of accessibility to public transport and is located close to a PTAL 5 area which is classified as very good. The PTAL calculation report is included at **Appendix B**.

Access by Bus

2.13 The Site benefits from good access to local bus services, being located within 120m of stops on North Hyde Road and 330m and 610m of stops on Station Road. These stops provide access to routes which link towards destinations such as Northolt, Long Elms, Brentford, Ruislip, Uxbridge, and Hounslow. **Table 2.3** below provides a summary of the local bus routes, whilst the relevant TfL bus spider map is included at **Appendix C**.

Table 2.3: Summary of Local Bus Services

Route		Frequency (every 'x' minutes)		
No.	**Destination**	**Mon-Fri**	**Saturday**	**Sunday**
90	Northolt to Feltham	10-13	9 – 12	15
140	Hayes to Long Elms	6-10	7-10	11-12
195	Charville to Brentford	10 – 14	11 – 14	15
278	Heathrow to Ruislip	15	15	20
350	Hayes to Heathrow	20	20	20
U4	Hayes to Uxbridge	8-12	10-12	15
U5	Uxbridge to Hayes	11-14	12-12	20
E6	Hayes to Greenford	10 – 13	10 – 13	15
H98	Hayes to Hounslow	8-12	10	15
N140	Heathrow to Long Elms	30	30	30

Access by Rail

2.14 Hayes and Harlington Station is located 520m to the north east of the Site as the 'crow flies' on Station Road. The station provides access to both mainline and Elizabeth line services. The mainline services route towards Heathrow, Abby Wood, Shenfield and Reading, whereas the Elizabeth line services route towards Heathrow and Central London. The station provides parking, step free access and waiting room facilities.

Mode Share to Work

2.15 The 2011 Census has been examined to establish the method of journey to work for the local residential and workplace population. Although the 2021 Census data is available, this has not been extracted as the Census was undertaken during a period when COVID-19 restrictions were still in effect, and hence the results may be skewed and would not be representative of typical resident travel patterns.

2.16 **Table 2.4** below provides a summary of the data for the area in which the site is located.

- The data shows that 27% of residents travelled to work by public transport, with nearly 6% walking or cycling and 48% travelling to work by car.
- In comparison a higher proportion of employees travelled to work by car with 63% car driver and 2% as passenger, with only 11% using the bus and 16% rail.

Table 2.4: Method of Travel to Work

Mode	Residential	Workplace
Underground	5.0%	5.6%
Rail	9.6%	9.5%
Bus	27.2%	11.2%
Taxi	0.6%	0.2%
Motorcycle	0.4%	2.1%
Car Driver	47.7%	63.1%
Car Passenger	3.2%	2.3%
Bicycle	1.6%	2.5%
Walking	4.1%	3.3%
Other	0.7%	0.2%
Total	100%	100%

Highway Network

2.17 In general terms the local highway network is made up of estate roads, which serve the nearby commercial uses and are all referred to as Millington Road. In the main these are 6.0m to 8.0m in width, subject to a 30mph speed limit and provided with double yellow line parking restrictions. Traffic calming takes the form of speed bumps, a raised crossing point and a raised tabletop junction arrangement. In addition, gates are provided to close off areas within the commercial estate and one internal road is one way only.

2.18 Access from the wider highway network to the local estate roads is achieved in a number of locations. A large entrance is provided to the north west of the site, taken from the roundabout which joins Bourne Avenue, Dawley Road and North Hyde Road. This access is provided with two-lanes of entry into the roundabout with a splitter island between the in and out lanes to the site.

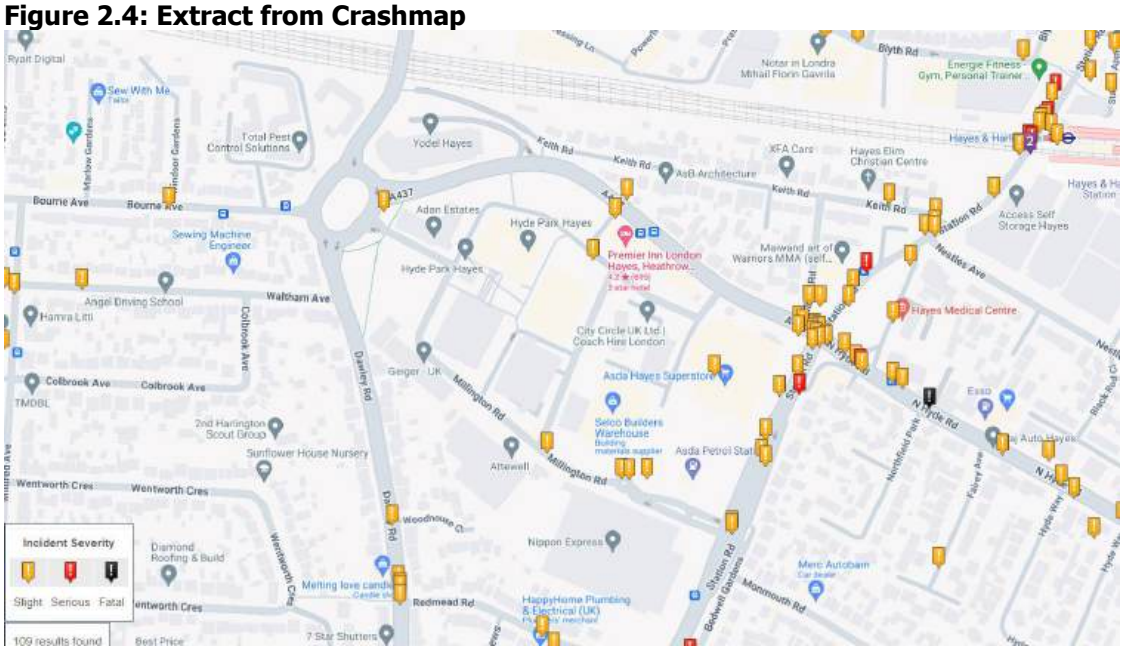
2.19 In addition, to the north there are two priority junctions which join the local estate roads with North Hyde Road, the A437. The western access is provided with a ghost island right turn lane and the eastern access is provided with a central refuge island for pedestrians. To the south east a signalise junction, with two lanes of entry on all arms, is provided on Station Road, the A437. This links to a mini roundabout, which provides access to the Asda supermarket, as well as Millington Road.

2.20 To the north east of the site North Hyde Road and Station Road meet at the signalised junction referred to earlier in this report. North Hyde Road continues east to meet with the A312 at a roundabout, whereas Station Road routes north towards the centre of Hayes. To the south Station Road becomes High Street and links towards Harlington.

Highway Safety

2.21 **Figure 2.4** illustrates the location of the Personnel Injury Accidents that have been recorded in the local area in the 5-year period through to the end of December 2022. As expected, the majority of accidents were recorded along Station Road and North Hyde Road to the east of Station Road, with a cluster of accidents at the North Hyde Road / Station Road junction which is signalised and on Station Road outside the Hayes & Harlington Station.

Figure 2.4: Extract from Crashmap



2.22 Three accidents were reported in the vicinity of the Site including one on 3rd October 2018 which involved two cars resulting in one slight injury. The other two accidents occurred at the North Hyde Road / Millington Road junctiion with one in November 2018 and the other in December 2021 both resulting in slight injuries with copies of the output included at **Appendix E**.

3 POLICY

National Planning Policy Framework

3.1 The National Planning Policy Framework (NPPF) was most recently updated in December 2023. It sets out the Government's planning policies for England and how these are expected to be applied.

3.2 Paragraph 115 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 would be severe."

3.3 Paragraph 116 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."

3.4 When considering the transport effects of a development, NPPF states at paragraph 117 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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

London Plan

3.5 The London Plan was published in March 2021 and is the Spatial Development Strategy which forms the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

3.6 GG2 'Making the best use of land' sets out how the Mayor intends to create successful sustainable mixed-use places and outlines what those involved in planning and development must achieve, with point 'C' stating the following in regard to transport and developments:

"Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling".

3.7 Policy T1 'Strategic approach to transport', states that:

"A. "Development Plans should support, and 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.

the proposed transport schemes set out in Table 10.1.

B. All developments should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport network and supporting infrastructure are mitigated."

3.8 Policy T2 'Healthy Streets' states that in relation to Development Proposals, these should:

"Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;

Reduce the dominance of vehicles on London's streets whether stationary or moving; and

Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

3.9 Policy T5 'Cycling' suggests that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle through supporting the delivery of the London-wide cycle networks, securing the appropriate provision of cycle parking in accordance with the minimum standards set out in Table 10.2 and layout cycle parking in accordance with the guidance contained within the London Cycling Design Standards.

3.10 Table 10.2 of the London Plan summarises the minimum cycle standards for different land uses with those for Class C3 residential as follows:

Long Stay

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

Short Stay

- 5 to 40 dwellings: 2 spaces; and
- Thereafter: 1 space per 40 dwellings.

3.11 Policy T6 'Car Parking' outlines that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity, car-free development should be the starting point for all development proposals in places that are (or planned to be) well-connected by public transport and car parking should follow the maximum standards set out in Policy T6.1 with respect to residential parking.

3.12 Policy T6.1 'Residential parking' outlines that new residential developments should not exceed the maximum parking standards set out in Table 10.3, which states that for outer London areas with a PTAL of 4, no more than 0.5 to 0.75 spaces should be provided per dwelling.

3.13 With regard to disabled persons parking, Policy T6.1 notes:

"Residential developments proposals delivering ten or more units must, as a minimum:

Ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset".

Demonstrate as part of the Parking Design and Management plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage."

3.14 Furthermore, with respect to Electric Vehicle (EV) parking, Policy T6.1 notes:

"All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces."

Hillingdon Local Plan 2018

3.15 The Hillingdon Local Plan Part 1 Strategic Policies was adopted in November 2012 and is the key strategic planning document for Hillingdon. It sets out a long-term spatial vision and objectives for the Borough, what is planned to happen and where / how it will be achieved. This Development Management Policies document forms part of Hillingdon's Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Council's decisions on individual planning applications.

3.16 Policy DMT1 'Managing Transport Impacts' states that development proposals will need to address their transport impacts in a sustainable manner and in order for developments to be acceptable they are required to:

"i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) provide equal access for all people, including inclusive access for disabled people;

iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network."

3.17 Policy DMT2 'Highways Impacts' notes that development proposals must ensure that:

"i) safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity."

3.18 In terms of parking Policy DMT6 'Vehicle Parking' states that:

"A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD."

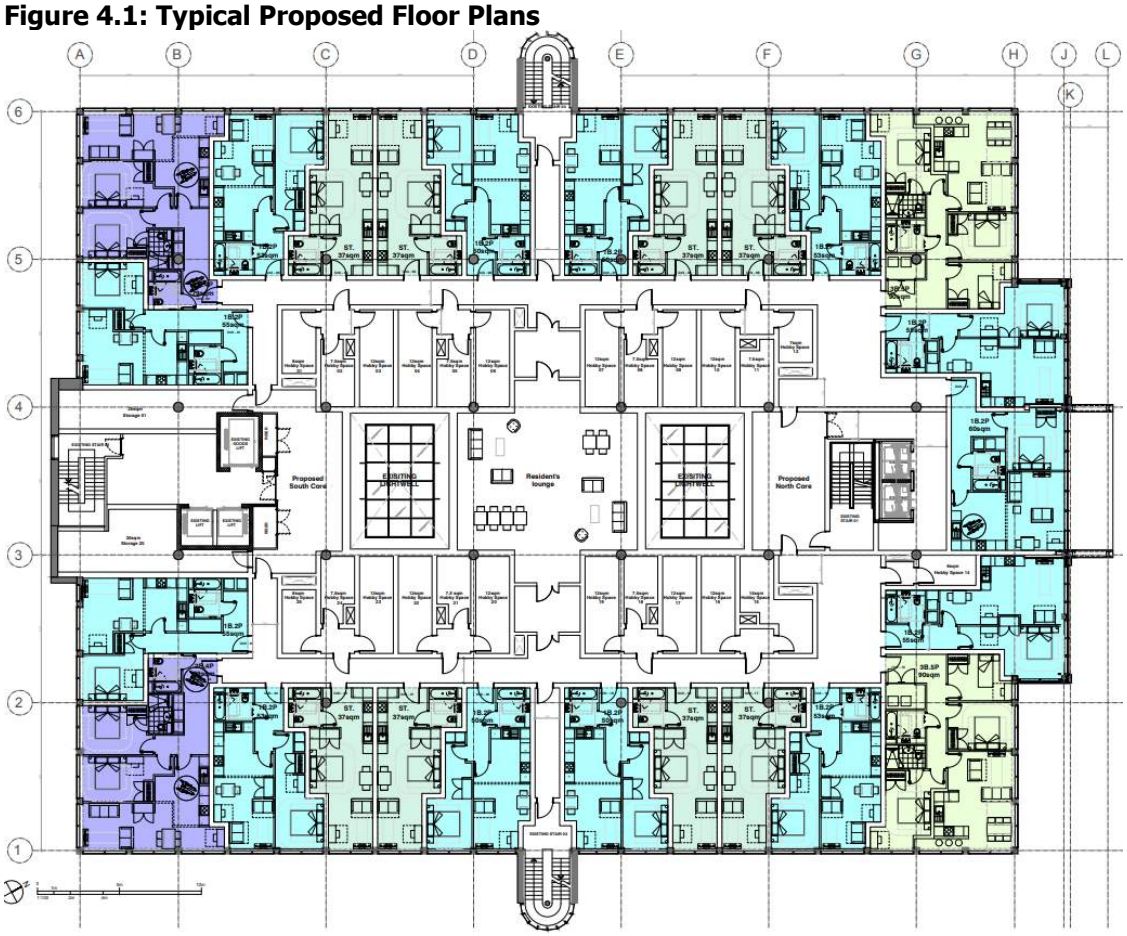
3.19 With respect to the parking standards outlined in Appendix C it is noted that studio flats can provide a maximum of one space per two units, one- and two-bedroom flats can provide up to one to 1.5 car parking spaces per unit, whereas three-to-four-bedroom flats can provide up to two car parking spaces per unit. With regard to cycle parking the standards set out that one- and two-bedroom flats should provide one space, whereas two spaces should be provided for three plus bedroom flats.

4 EFFECTS OF THE PROPOSED DEVELOPMENT

The Proposed Development

4.1 The proposals include the conversion of approximately 7,635sqm of office accommodation to provide 75 apartments (24 studios, 39 one-bed, 6 two-bed and 6 three-bed flats) as shown on the plans in **Appendix A** with an extract of one of the proposed floor plans is included at **Figure 4.1** below.

Figure 4.1: Typical Proposed Floor Plans



Access Arrangements

4.2 Access is to the building is taken from the north and south with separate escape stairs to the east and west, with access to the car park taken from Millington Way. A servicing layby is provided to the rear of the building, which can be access off the section of one-way estate road. The proposals do not include any changes to the access arrangements.

Car Parking

4.3 There is parking for up to 23 cars at front of the building including 4 spaces reserved for Blue Badge Holders. In addition, the building has had use of the multi-story car park to the south where there are an estimated 696 spaces.

4.4 The proposals including converting approximately 7,635sqm of office accommodation into 75 apartments with a mix of studios along with 1-, 2- and 3-bedroom apartments. In terms of policy, the London Plan would allow a maximum of 57 parking spaces in this location (75 units x 0.75 spaces per unit = 57), with the Local Plan permitting up to 92 parking spaces.

4.5 In terms of demand, data from the Census suggests that approximately 25% of dwellings in the local ward do not own a car with an average car ownership of 1.18 cars per household. However, these details include both houses and flats, with car ownership levels expected to be lower for flats, in particular smaller apartments. **Table 4.1** provides a summary of the Census Car Ownership data from 2011 which includes details at the local level along with details for car ownership by dwelling type and size for the wider borough. The data suggests that whereas the car ownership across the borough is approximately 1.19 cars per household, it is only 0.72 cars per household for apartments and 0.59 cars per household for smaller apartments.

Table 4.1: Summary of Census Car Ownership Data

	Cars per Household				Avg. / HH
	0	1	2	3+	
Local (All Dwellings)	25.5%	43.1%	22.6%	8.7%	1.18
Hillingdon (All Dwelling)	22.7%	43.8%	25.2%	8.4%	1.19
Hillingdon (All Houses)	16.0%	42.7%	30.4%	10.9%	1.36
Hillingdon (All Flats)	41.4%	47.0%	10.5%	1.2%	0.72
Hillingdon (1 – 3 Room Flats)	48.9%	44.1%	6.4%	0.5%	0.59

4.6 As such, the proposed 75 apartments would have a demand for between 45 and 89 parking spaces based on the following:

- Small Hillingdon Apartments: 75 * 0.59 = 45 spaces
- Local (All Dwellings): 75 * 1.18 = 89 spaces

4.7 There are 23 spaces to the front of the Building and a further 696 spaces in the MSCP. As such, there is adequate parking within the Estate to accommodate the demand along with the retained office accommodation. Three of the 4 Blue Badge spaces to the front of the building will be reserved for the residential apartments. As such, the proposed development would not result in any overspill parking onto local streets.

4.8 The Applicant is in the process of considering the redevelopment of the remaining buildings on the Estate which would entail converting much of the hardstanding to the front of the Building to soft landscaping with the general parking removed with future residents and employees required to use available parking within the MSCP, with the Blue Badge parking relocated to a suitable location.

Cycle Parking

4.9 Parking is provided for up to 64 bicycles in secure compounds to the south of the building adjacent to the MSCP.

4.10 The proposed scheme includes a total of 75 apartments with 24 studio flats, 39 one-bedroom flats, 6 two-bedroom flats and 6 three-bedroom flats which suggests a minimum of 107 long stay spaces for residents plus 3 short stay spaces for visitors.

4.11 The proposals include a residents' cycle store within the building on the ground floor with access via the reception as illustrated on the plans in **Appendix A**. Parking will be provided for 108 spaces within the residential cycle store which will include 11 Sheffield Stands catering for 22 bicycles and 6 wider spaces for adaptable bicycles, with 80 spaces provided in a two-tier format. Short stay parking for visitors will be provided in the reception area. As such, cycle parking will be provided in accordance with London Plan Standards.

Deliveries

4.12 The existing office accommodation would have received a number of deliveries across the day typically associated with the delivery of stationary, water and post along with an increasing number of personal deliveries to staff. The majority of the trips would have been undertaken by transit vans or similar sized vehicles with vehicles being able to stop in front of the reception in the existing car park area or to the rear of the building from the Estate Road.

4.13 According to the TRICS data the proposed residential use is expected to receive 5 – 6 deliveries per day by motorised vehicle. Some of these will be associated with the purchase of on-line goods, with the majority undertaken using a transit van or similar sized vehicles as per the existing office accommodation. Deliveries will take place from the loading bay to the rear of the building, with delivery drivers required to make contact with the relevant resident who would be responsible for collecting the goods.

Refuse Storage and Collection

4.14 The proposals include a refuse store on the ground floor to the rear of the building. This will include storage for general waste, recycling etc. as required, with the relevant plans included at **Appendix A**.

4.15 Residents will be responsible for placing waste and recycling in the appropriate bin, with the Estate Team responsible for taking bins to and from the bin store on collection days. The bins will be collected by the relevant refuse collection team from the rear of the building in the existing service layby.

Trip Generation

4.16 The potential number of trips associated with the existing and proposed uses has been estimated based on trip rate information from the TRICS database considering the location and use as follows:

- Existing office based on multi-modal trip rates from the TRICS database considering surveys from offices in London in town centre, edge of town centre or neighbourhood centre locations, which were completed since January 2016; the exercise revealed a total of five surveys.
- Proposed residential based on multi-modal trip rates from the TRICS database considering surveys from private flats in London in suburban, edge of town or neighbourhood centre locations, which were completed since January 2016; the exercise revealed a total of 15 surveys.

4.17 Copies of the TRICS data are provided at **Appendix F**.

4.18 **Tables 4.2** and **4.3** provide summaries of the trip rates and the resulting number of person trips for the existing office and proposed residential use. The exercise demonstrates that the proposed residential use would generate significantly fewer trips than the existing office accommodation albeit with peak movements in the opposite direction.

Table 4.2: Trip Rates & Person Movements (Existing 7,635sqm Office)

	Trip Rates		Person Movements	
	Arrive	**Depart**	**Arrive**	**Depart**
0700 - 0800	0.745	0.068	57	5
0800 - 0900	2.168	0.187	166	14
0900 - 1000	2.192	0.263	167	20
1600 - 1700	0.347	1.270	26	97
1700 - 1800	0.169	2.286	13	175
1800 - 1900	0.050	1.727	4	132
0700 - 1900	11.951	11.795	912	901

Table 4.3: Trip Rates & Person Movements (Proposed 75 Residential Flats)				
	Trip Rates		Person Movements	
	Arrive	Depart	Arrive	Depart
0700 - 0800	0.055	0.312	4	23
0800 - 0900	0.078	0.465	6	35
0900 - 1000	0.113	0.210	8	16
1600 - 1700	0.263	0.148	20	11
1700 - 1800	0.295	0.155	22	12
1800 - 1900	0.341	0.134	26	10
0700 - 2100	2.568	2.582	193	194

4.19 **Tables 4.4** and **4.5** set out the potential number of trips by mode for the consented office and proposed residential for the typical morning and evening commuter peak hours which demonstrate as expected that the proposed residential results in fewer trips by each mode when compared to the consented office accommodation.

Table 4.4: Summary of Trips by Mode (Consented Office)				
Mode	AM Peak (0700 – 1000)		PM Peak (1600 – 1900)	
	Arrive	Depart	Arrive	Depart
Underground	22	2	2	23
Rail	37	4	4	38
Bus	44	4	5	45
Taxi	1	0	0	1
Motorcycle	8	1	1	8
Car Driver	246	25	27	255
Car Passenger	9	1	1	9
Bicycle	10	1	1	10
Walking	13	1	1	13
Other	1	0	0	1
Total	390	40	43	403

Table 4.5: Summary of Trips by Mode (Proposed Residential)				
Mode	AM Peak (0700 – 1000)		PM Peak (1600 – 1900)	
	Arrive	Depart	Arrive	Depart
Underground	1	4	3	2
Rail	2	7	6	3
Bus	5	20	18	9
Taxi	0	0	0	0
Motorcycle	0	0	0	0
Car Driver	9	35	32	16
Car Passenger	1	2	2	1
Bicycle	0	1	1	1
Walking	1	3	3	1
Other	0	1	0	0
Total	18	74	67	33

4.20 Overall, it can be concluded that the proposal to convert the 1st, 2nd and 3rd floors of the building from an office to residential use would result in significantly fewer person, vehicular and public transport trips, during the peak periods and across the day. As such, the proposals would not result in an unacceptable impact on the local highway or transport network.

5 SUMMARY AND CONCLUSION

Summary

5.1 TTP Consulting has been appointed by Columbia Threadneedle Investments ("the applicant") to provide highways and transport advice in relation to the proposals at Building HPH1, Millington Road, Hyde Park, Hayes which is located in Hillingdon.

5.2 The Site comprises of a four-storey building (ground plus three above) providing approximately 10,270sqm (GIA) of office floorspace; it is currently largely vacant with Apple the remaining tenant on the ground floor. The building is broadly rectangular with the office accommodation provided around a central core, with the primary access to the building taken from the front.

5.3 There is parking for up to 23 cars to the front of the building including 4 reserved for Blue Badge Holders. These are accessed via a raised table priority junction, which links with the internal estate road layout, and access road to the wider highway network to the north. In addition, the office has had use of the multi-story car park to the south. In terms of deliveries and refuse collection this is undertaken from the rear of the Site in a dedicated servicing layby.

5.4 The Site is in an accessible location being within walking distance of nearby bus stops and Hays and Harlington Station along with Hayes Town Centre. The Site has a PTAL rating of 4.

5.5 This report supports a prior approval notification to convert the 1st, 2nd and 3rd floors of the building from office to residential; the ground floor will remain in office use.

5.6 The trip generation exercise demonstrates that the proposed residential use would result in significantly fewer person, public transport and vehicular trips than the consented office accommodation. As such, there would not be any unacceptable impact on the local highway or transport networks as a result of the proposed development.

5.7 Data from the Census suggests that proposed residential would generate a demand for between 45 and 89 parking spaces which can be accommodated within the Estate in the MSCP. As such, the proposals would not result in any overspill on the surrounding highway network. Three spaces will be reserved for Blue Badge holders at the front of the building.

5.8 Parking will be provided for up to 112 bicycles which will include 108 long stay spaces in a cycle store for residents and 4 spaces for visitors in the reception area. The proposals will include 12 Sheffield Stands catering for 24 bicycles with a further 3 Sheffield Stands for adaptable bicycles in accordance with the minimum requirement set out in the London Plan.

5.9 A refuse store will be provided at the rear of the building on the ground floor with residents responsible for placing waste and recycling in the bins. The bins will then be taken to the service layby to the back of the building by the management team on collection day.

5.10 The proposed residential use is expected to receive around 5 – 6 deliveries by motorised vehicle per day, which is expected to be less than that to the consented office accommodation. Deliveries will be undertaken to the rear of the building as per existing.

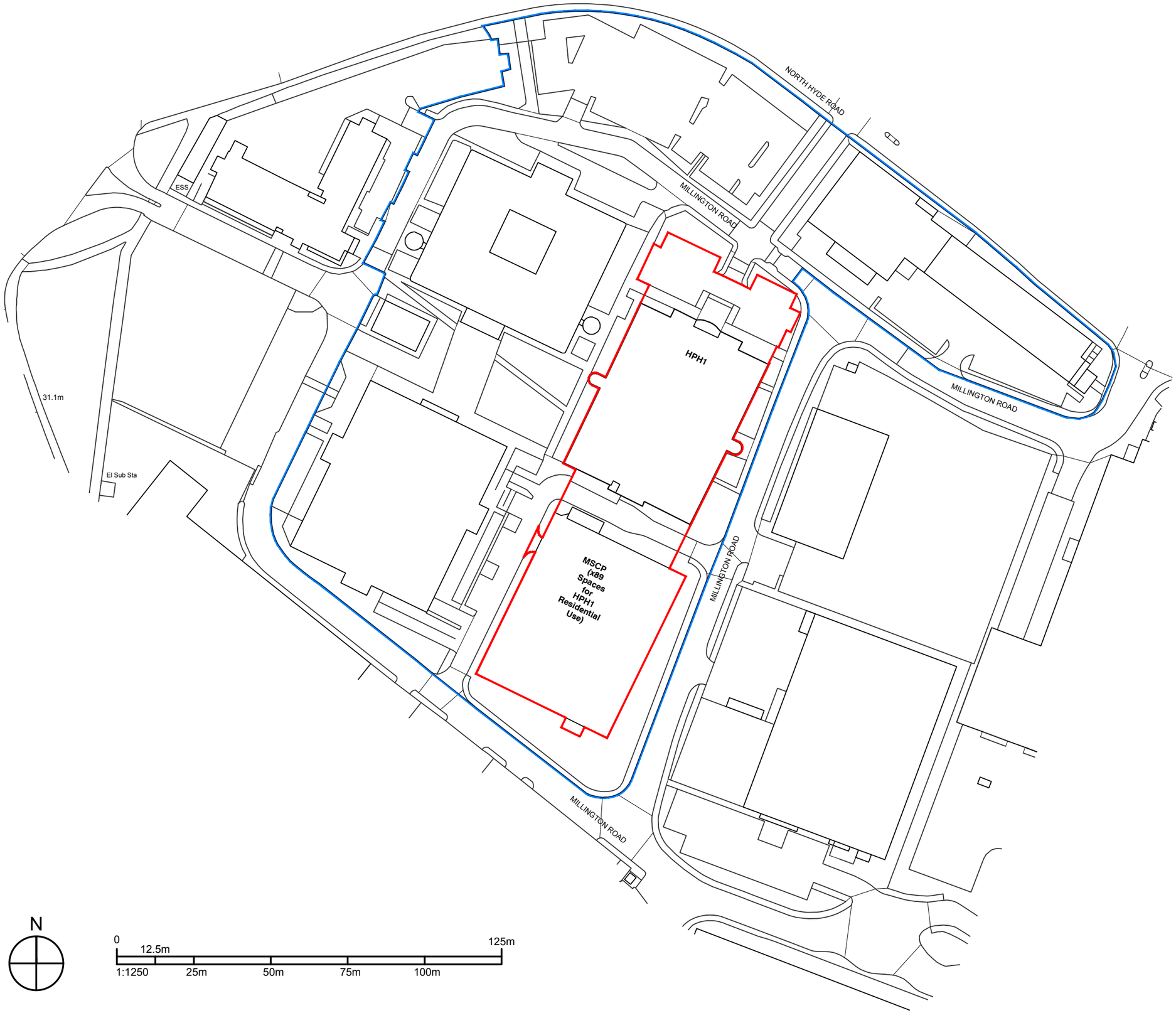
Conclusion

5.11 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 115, 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 would be severe."

Appendix A

(Application Plans)



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SERVICES ENGINEER

CONSULTANT

KEY PLAN

NOTES:

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BOUNDARY LINES WHERE SHOWN ARE INDICATIVE ONLY AND TO BE VERIFIED BY THE CLIENT.

Rev.	Suit.	Date	Comment	Drawn	Chk'd
P03	S5	30.09.24	Issued For Planning	REB	MD
P02	S5	23.09.24	Issued For Planning	REB	MD
P01	S1	12.09.24	First Preliminary Issue	REB	MD

Issue Purpose

PRELIMINARY

tp bennett

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Project

One Hyde Park, Hayes
Millington Road
UB3 4AZ

Drawing Title

Site Location Plan

Drawn	Date	Scale @ A3	Alt. Ref.
REB	September 2024	1:1250	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
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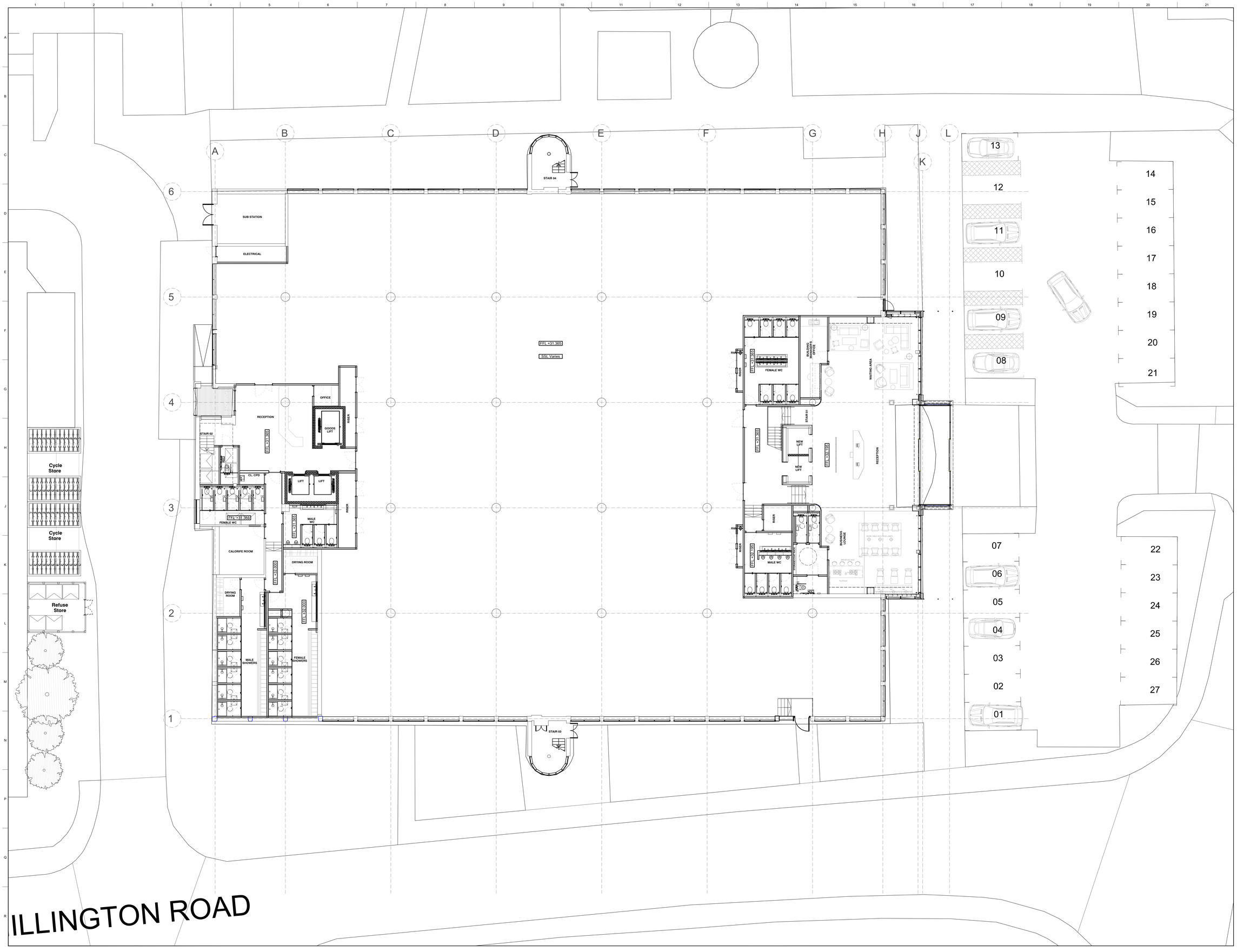

N

0 1m 2m 4m 5m 10m

1:100

Additional notes:

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- Lightwell spaces are shown as per existing.

Rev.	Suit.	Date	Comment	Drawn	Chk'd
P2	S5	30.09.24	Issued For Planning	MD	NH
P1	S1	25.09.24	First Preliminary Issue	MD	NH

Issue Purpose

PRELIMINARY

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Project

One Hyde Park, Hayes
Millington Road
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Drawing Title

LEVEL 00
EXISTING
GENERAL ARRANGEMENT PLAN

Drawn	Date	Scale @ A0	Ah. Ref.
MD	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Availability	Suitability
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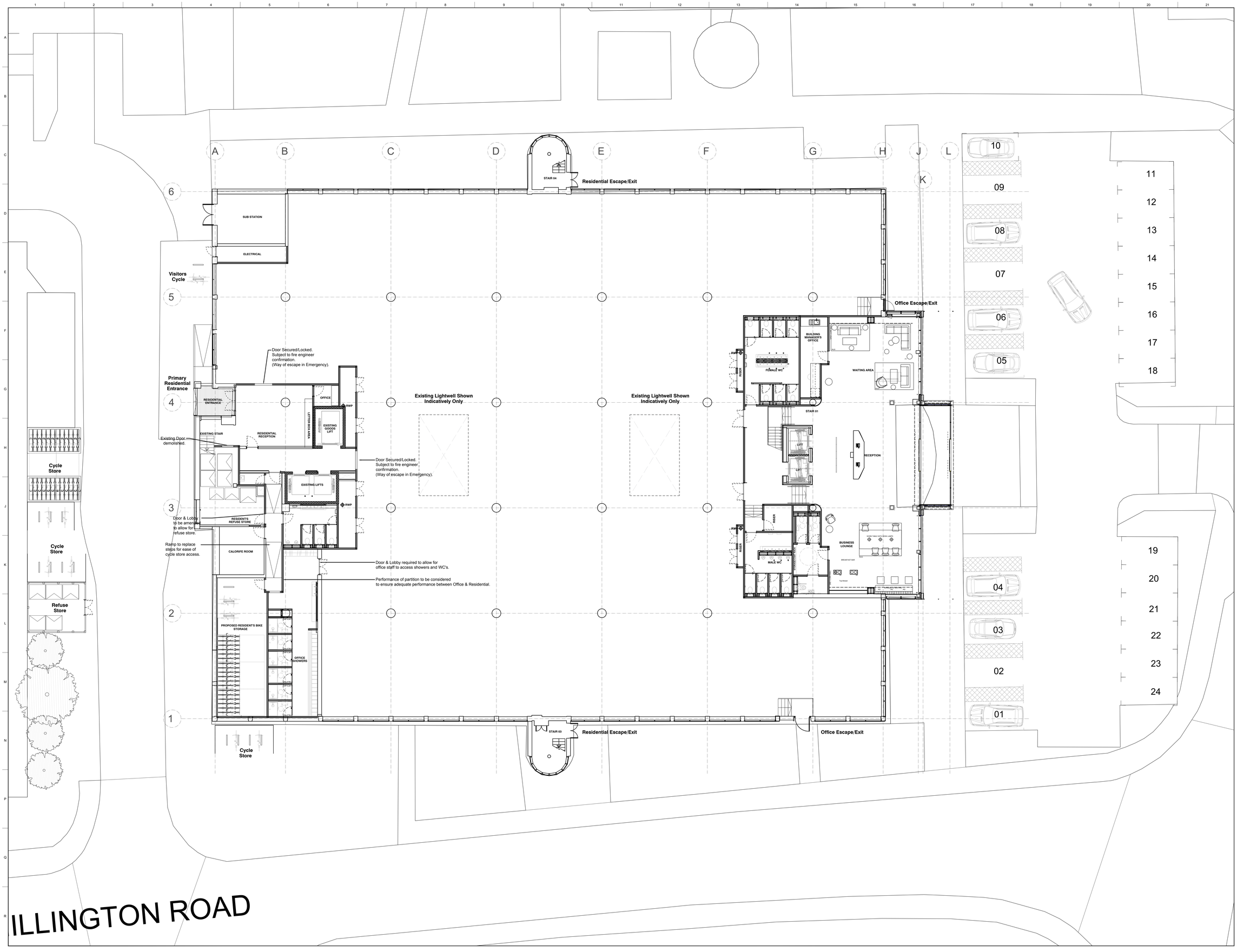

0 1m 2m 4m 5m 10m
1:100

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Rev.	Suit.	Date	Comment	Drawn	Chk'd
P2	S5	30.09.24	Issued For Planning	MD	NH
P1	S1	25.09.24	First Preliminary Issue	MD	NH

Issue Purpose
PRELIMINARY

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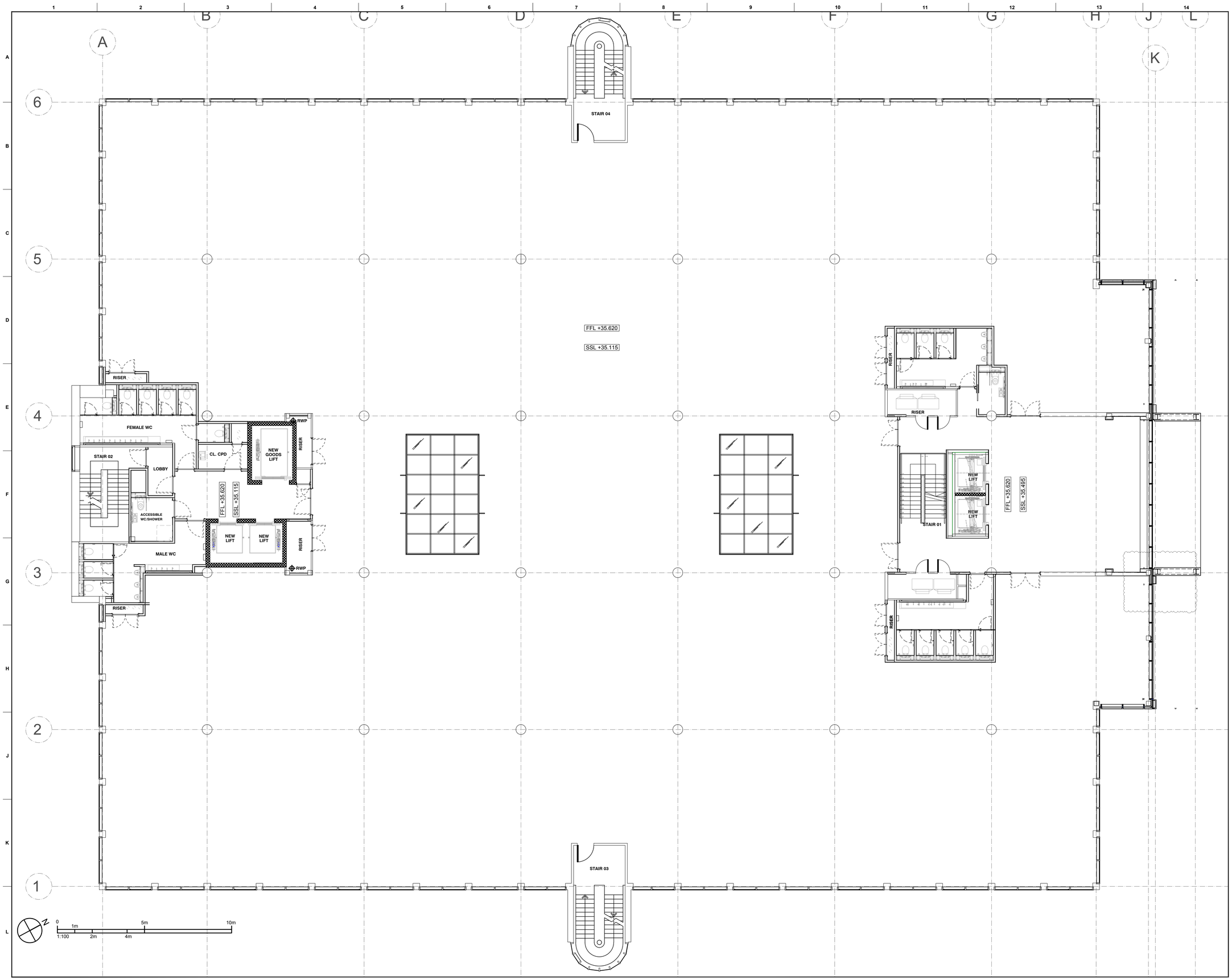
Project
One Hyde Park, Hayes
Millington Road
UB3 4AZ

Drawing Title
LEVEL 00
PROPOSED
GENERAL ARRANGEMENT PLAN

Drawn	Date	Scale @ A0	Alt. Ref.
MD	September 2024	1:100	

Project Originator Volume Level Type Role Number Suitability Revision
A12425 - TPB - B1 - L00 - DR - A - 041100 - S5 P02



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KEY PLAN

NOTES:

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Rev.	Suit.	Date	Comment	Drawn	Chk'd
P2	S5	30.09.24	Issued For Planning	MD	NH
P1	S1	25.09.24	First Preliminary Issue	MD	NH

Issue Purpose

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Project

One Hyde Park, Hayes
Millington Road
UB3 4AZ

Drawing Title

LEVELS 01 -03
EXISTING
GENERAL ARRANGEMENT PLAN

Drawn	Date	Scale @ A1	Alt. Ref.
MD	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
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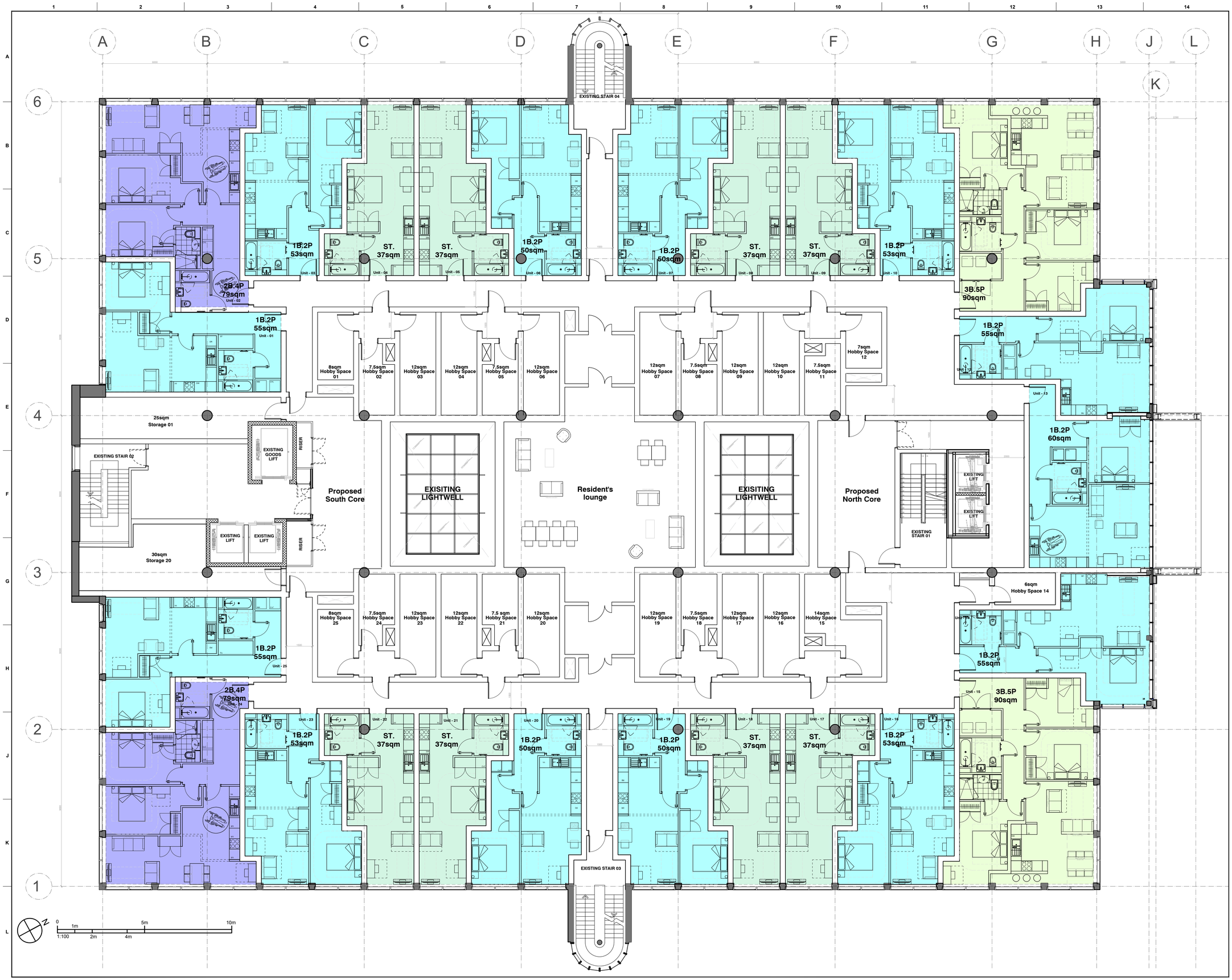

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- Lightwell spaces are shown as per existing.

Studio Unit
1 Bed Unit
2 Bed Unit
3 Bed Unit
x25 Total Units

Rev.	Suit.	Date	Comment	Drawn	Chk'd
P2	S5	30.09.24	Issued For Planning	MD	NH
P1	S1	25.09.24	First Preliminary Issue	MD	NH

Issue Purpose
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Project
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Drawing Title
LEVEL 01
PROPOSED
GENERAL ARRANGEMENT PLAN

Drawn	Date	Scale @ A1	Alt. Ref.
MD	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
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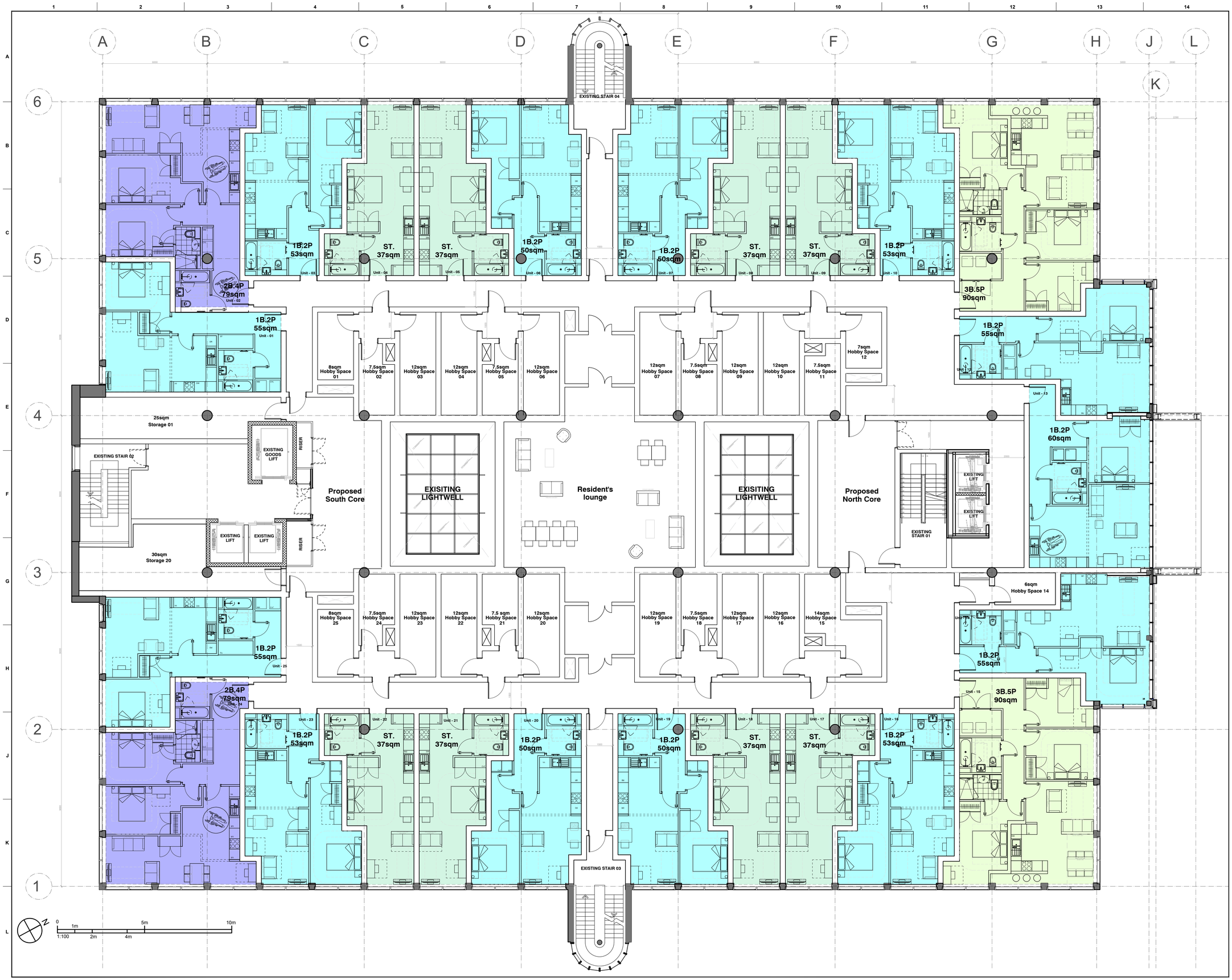

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- Studio Unit
- 1 Bed Unit
- 2 Bed Unit
- 3 Bed Unit

x25 Total Units

Rev.	Suit.	Date	Comment	Drawn	Chk'd
P2	S5	30.09.24	Issued For Planning	MD	NH
P1	S1	25.09.24	First Preliminary Issue	MD	NH

Issue Purpose

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Project

One Hyde Park, Hayes
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UB3 4AZ

Drawing Title

LEVEL 02
PROPOSED
GENERAL ARRANGEMENT PLAN

Drawn	Date	Scale @ A1	Alt. Ref.
MD	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
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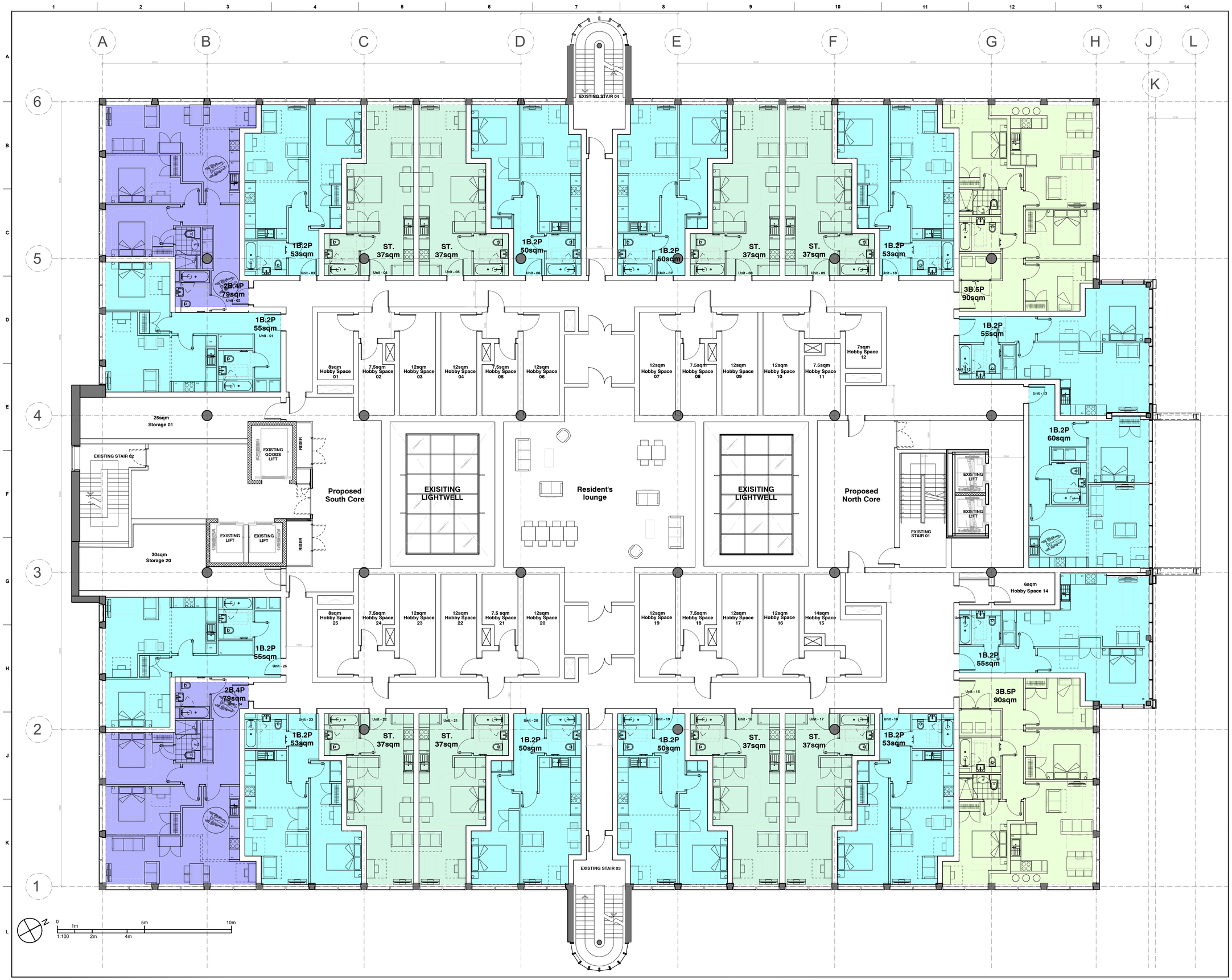

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Studio Unit
1 Bed Unit
2 Bed Unit
3 Bed Unit

x25 Total Units

Rev.	Suit.	Date	Comment	Drawn	Chk'd
P1	S1	25.09.24	First Preliminary Issue	MD	NH

Issue Purpose

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Project

One Hyde Park, Hayes
Millington Road
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Drawing Title

LEVEL 03
PROPOSED
GENERAL ARRANGEMENT PLAN

Drawn	Date	Scale @ A1	Alt. Ref.
MD	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
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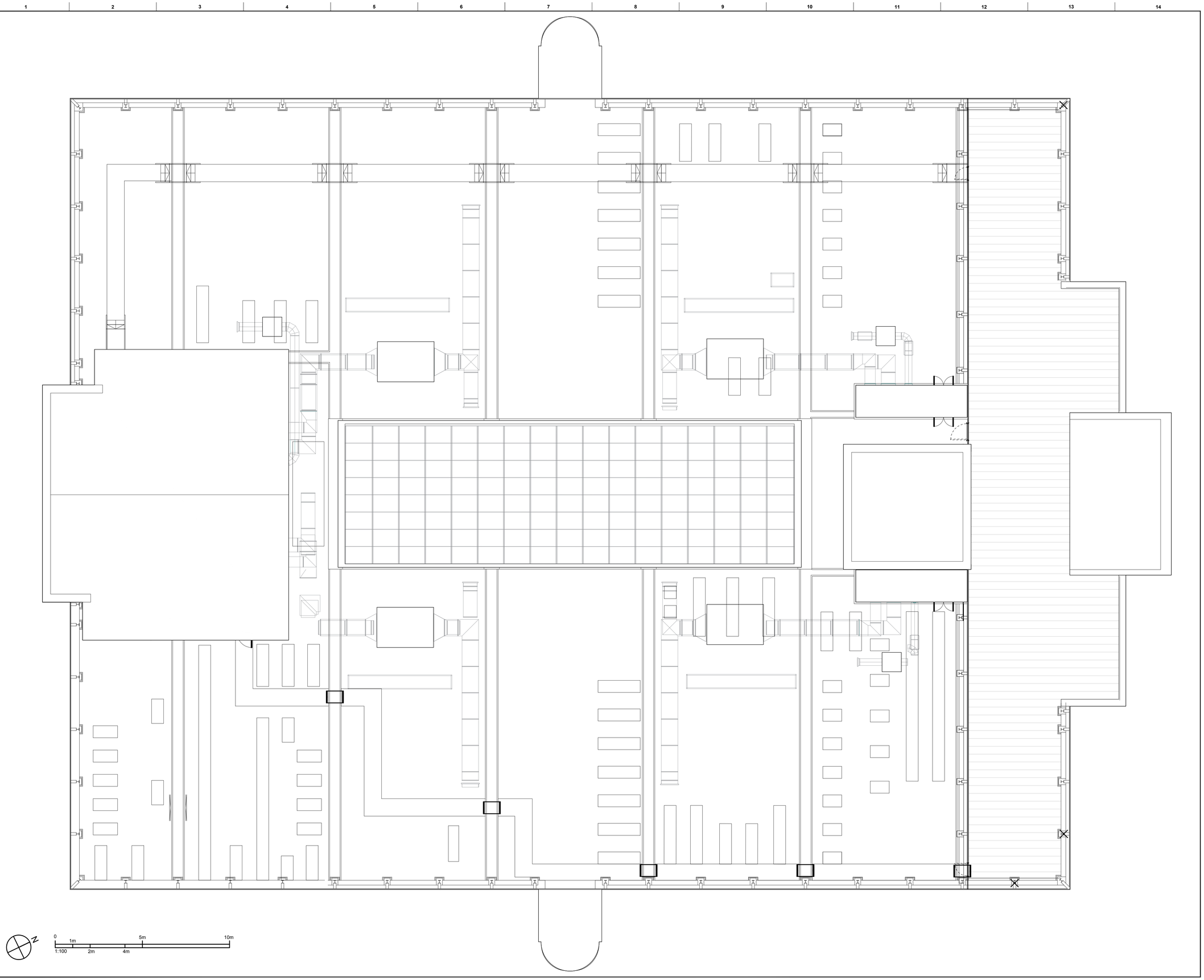

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Rev.	Suit.	Date	Comment	Drawn	Chk'd
P2	S5	30.09.24	Issued For Planning	MD	NH
P1	S1	25.09.2024	First Preliminary Issue	MD	NH

Issue Purpose

PRELIMINARY

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Project

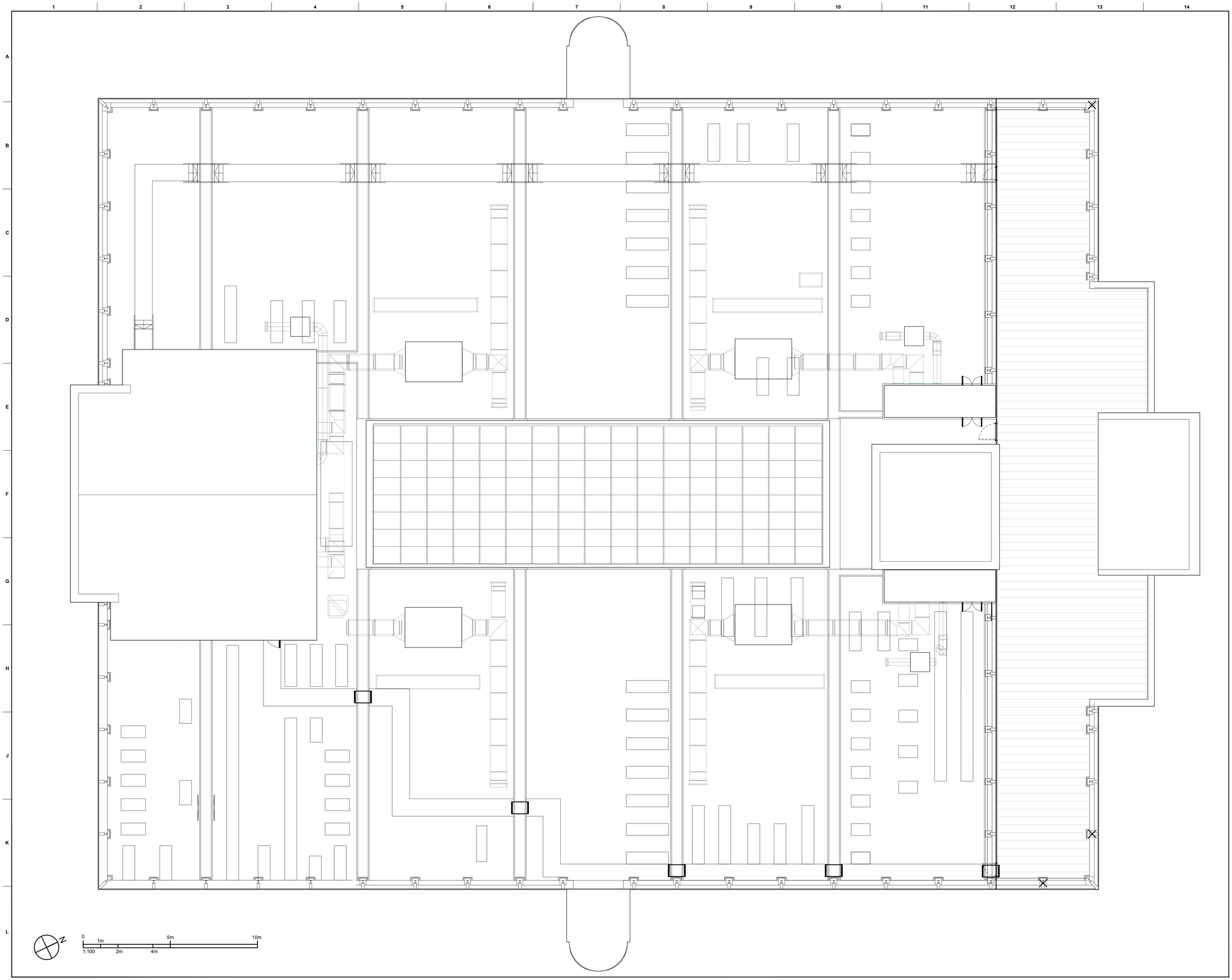
One Hyde Park, Hayes
Millington Road
UB3 4AZ

Drawing Title

ROOF PLAN
EXISTING
GENERAL ARRANGEMENT PLAN

Drawn	Date	Scale @ A1	Alt. Ref.
REB	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12425	TPB	B1	R01	DR	A	061104	S5	P02



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STRUCTURAL ENGINEER

SERVICES ENGINEER

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KEY PLAN

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P2	S5	30.09.24	Issued For Planning	MD	NH
P1	S1	25.09.2024	First Preliminary Issue	MD	NH

Issue Purpose

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Project

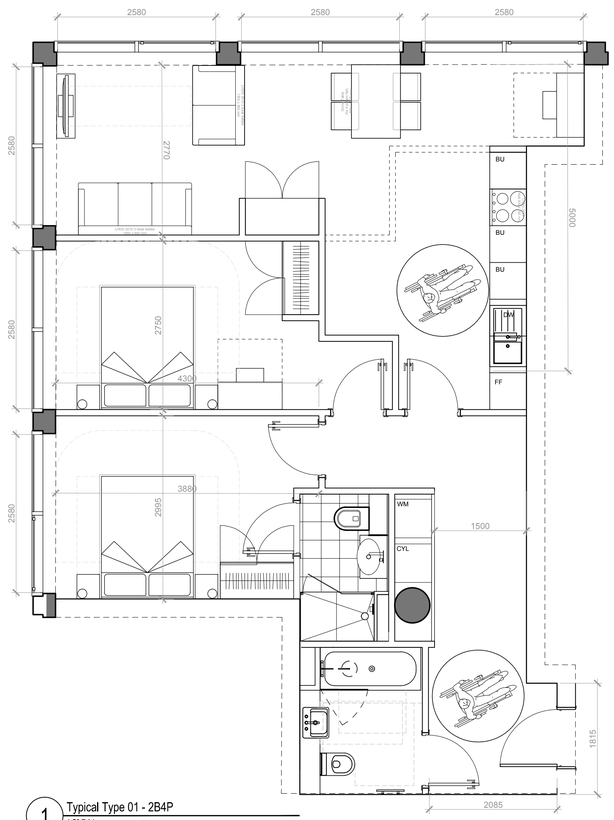
One Hyde Park, Hayes
Millington Road
UB3 4AZ

Drawing Title

Roof / Block Plan
Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
REB	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12425	TPB	B1	R01	DR	A	041104	S5	P02



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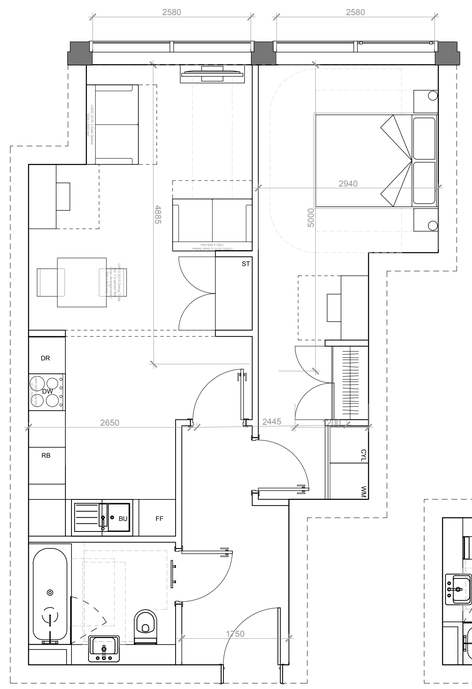

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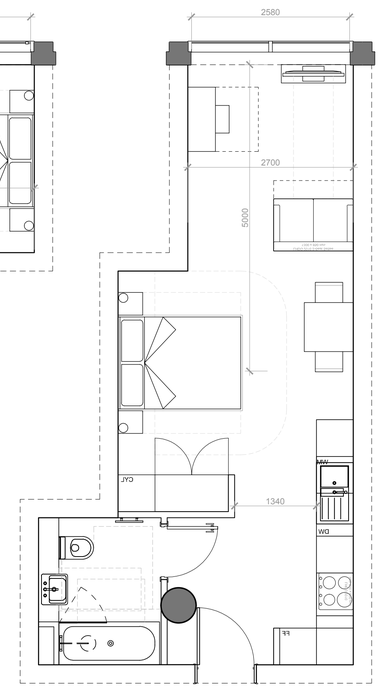

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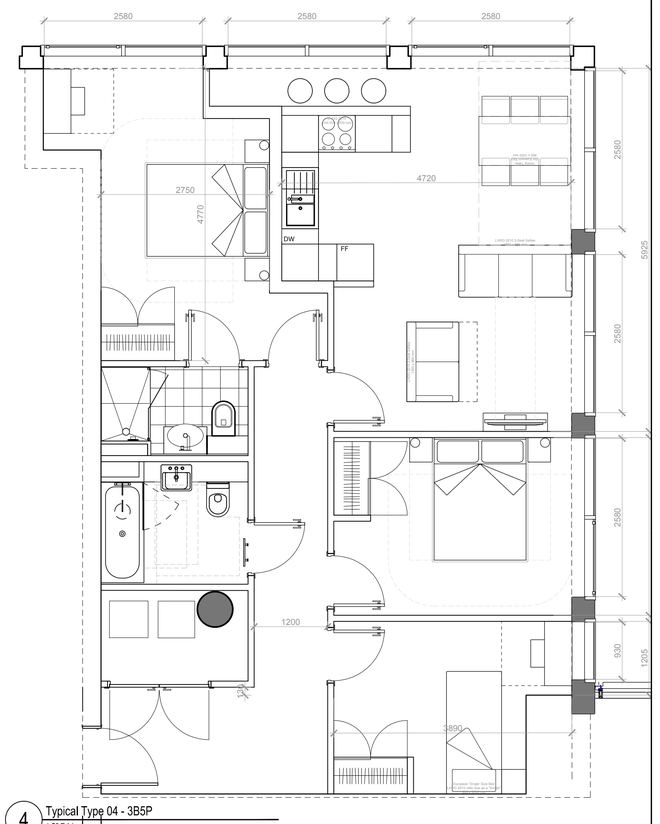

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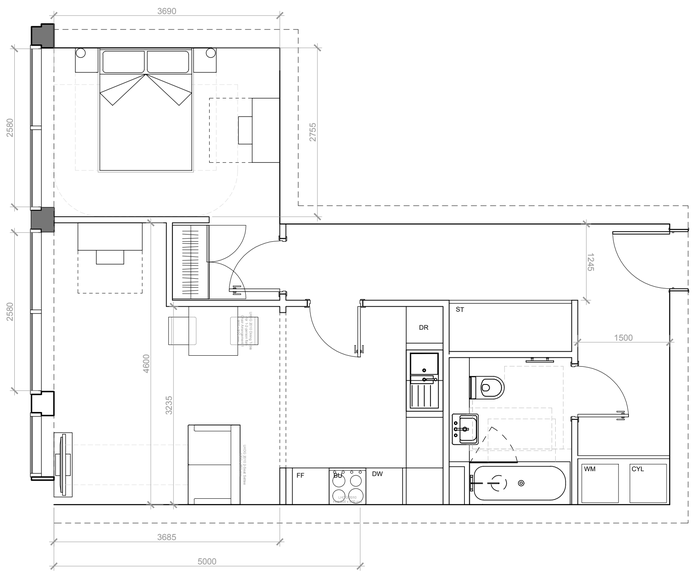

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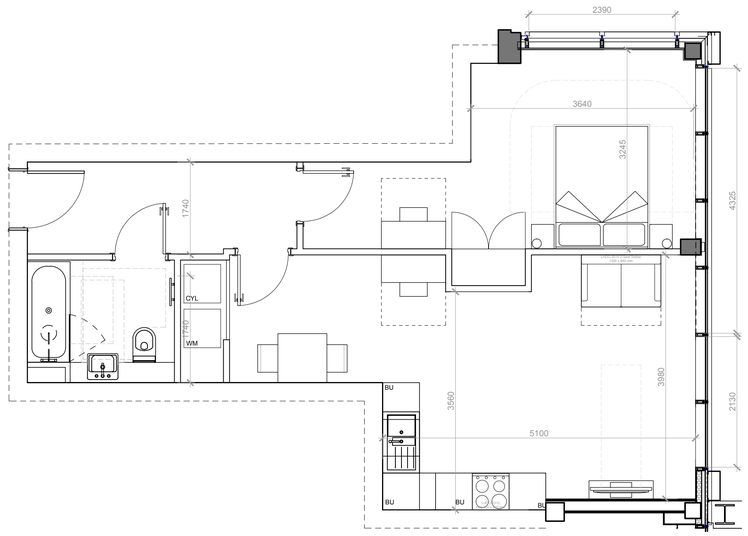

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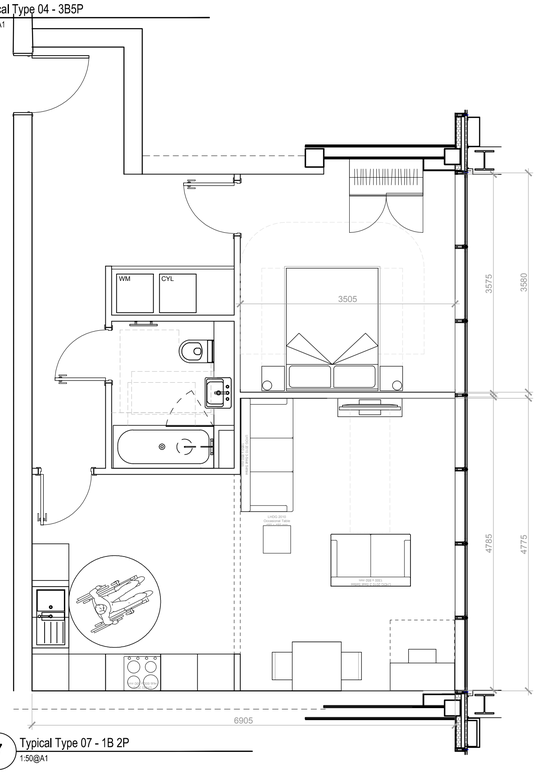

7 Typical Type 07 - 1B 2P
1:50@A1

0 1:50 | 1m | 2.5mm | 2m | 3m | 5m

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KEY PLAN

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Rev.	Suit.	Date	Comment	Drawn	Chk'd
P2	S5	30.09.24	Issued For Planning	MD	NH
P1	S1	25.09.24	First Preliminary Issue	MD	NH

Issue Purpose
PRELIMINARY

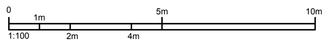
tp bennett
One America Street London SE1 0NE | +44 (0)20 2408 2000 | www.tpbennett.com

Project
One Hyde Park, Hayes
Millington Road
UB3 4AZ

Drawing Title
TYPICAL UNIT TYPES
PROPOSED
GENERAL ARRANGEMENT PLAN

Drawn	Date	Scale @ A1	Alt. Ref.
MD	September 2024	1:50	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12425	TPB	B1	XX	DR	A	041500	S5	P02



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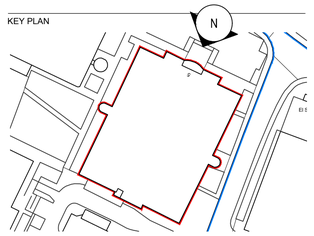
CONSULTANT

KEY PLAN



NOTES:

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Rev.	Suit.	Date	Comment	Drawn	Chk'd
P1	S5	30.09.24	Issued For Planning	MD	NH

Issue Purpose

PRELIMINARY

tp bennett

One America Street London SE1 0NE | +44 (0)20 2408 2000 | www.tpbennett.com

Project

One Hyde Park, Hayes
Millington Road
UB3 4AZ

Drawing Title

North Elevation
Existing

Drawn	Date	Scale @ A1	Alt. Ref.
REB	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12425	TPB	B1	XXX	DR	A	062011	S5	P01

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STRUCTURAL ENGINEER

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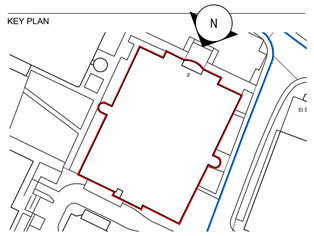
KEY PLAN



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P2	S5	23.09.24	Rescale of Drawing for Planning	MD	REB
P1	S1	12.09.24	First Preliminary Issue	REB	MD

Issue Purpose

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Drawing Title

North Elevation
Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
REB	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
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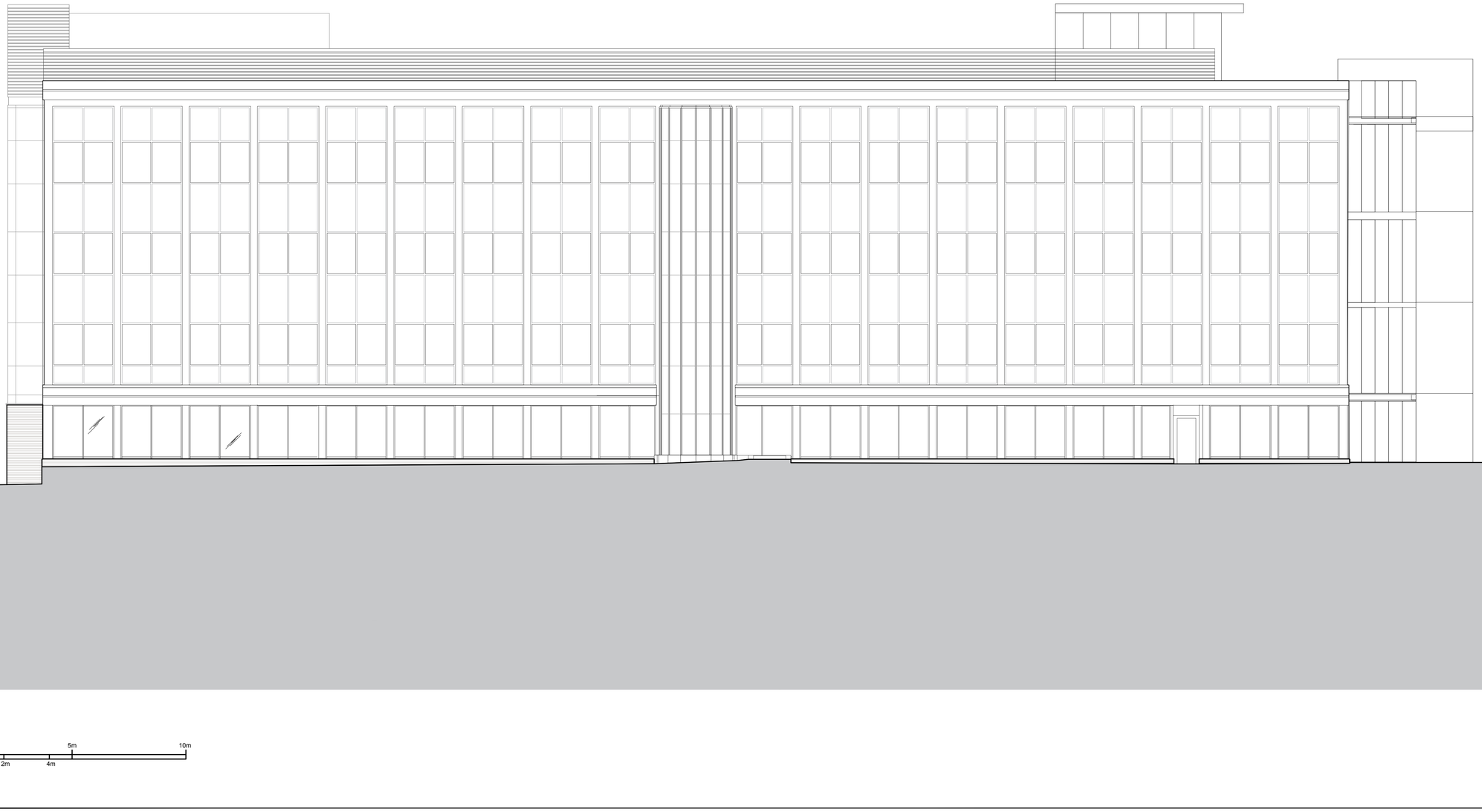

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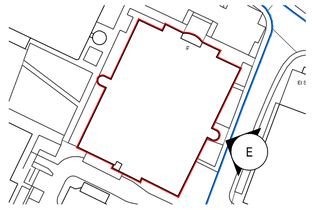
KEY PLAN



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Project

One Hyde Park, Hayes
Millington Road
UB3 4AZ

Drawing Title

East Elevation
Existing

Drawn	Date	Scale @ A1	Alt. Ref.
REB	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
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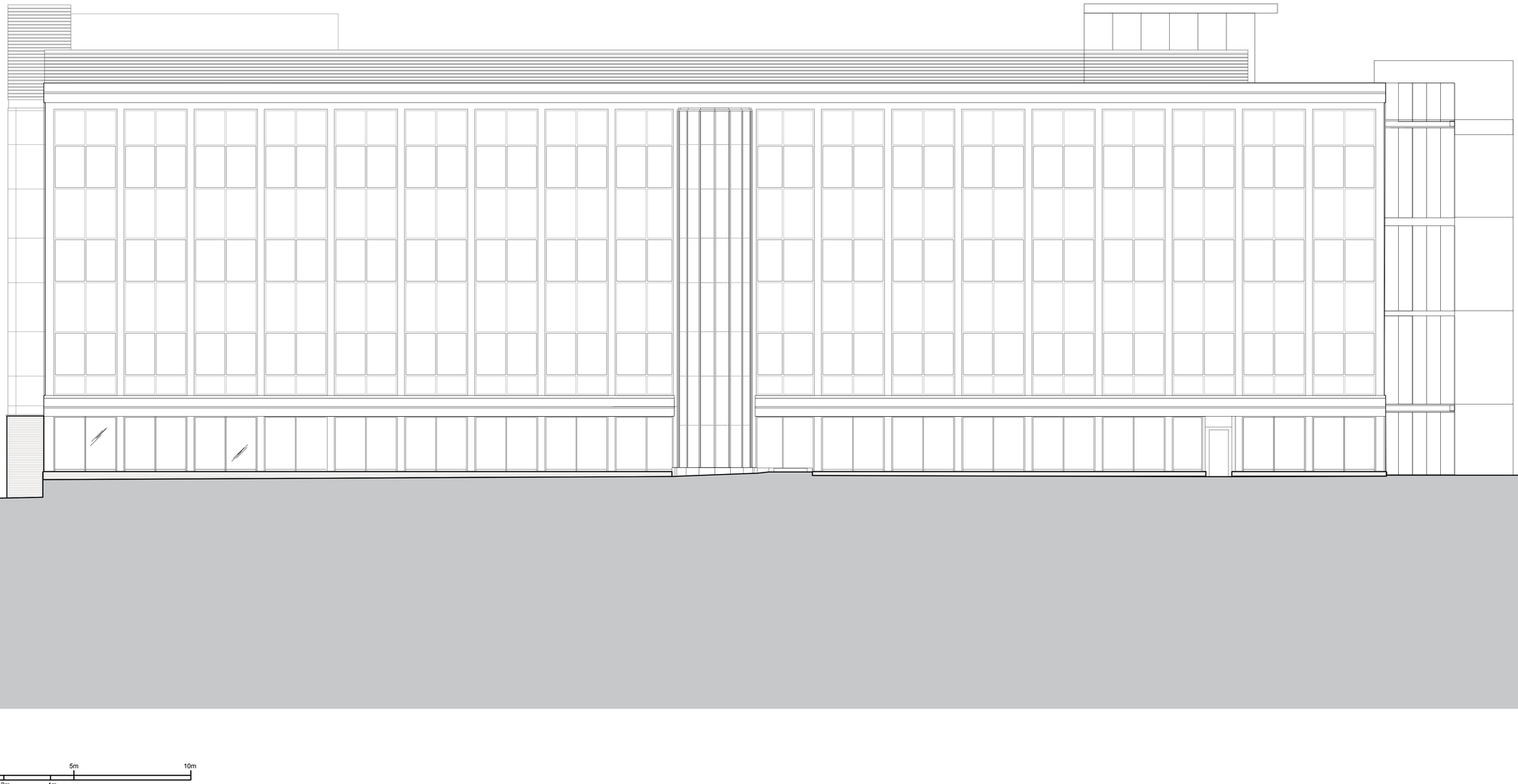

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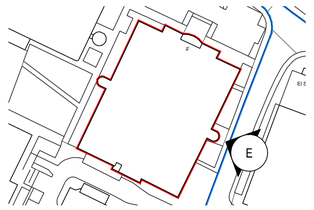
KEY PLAN



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Issue Purpose

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Project

One Hyde Park, Hayes
Millington Road
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Drawing Title

East Elevation
Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
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Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
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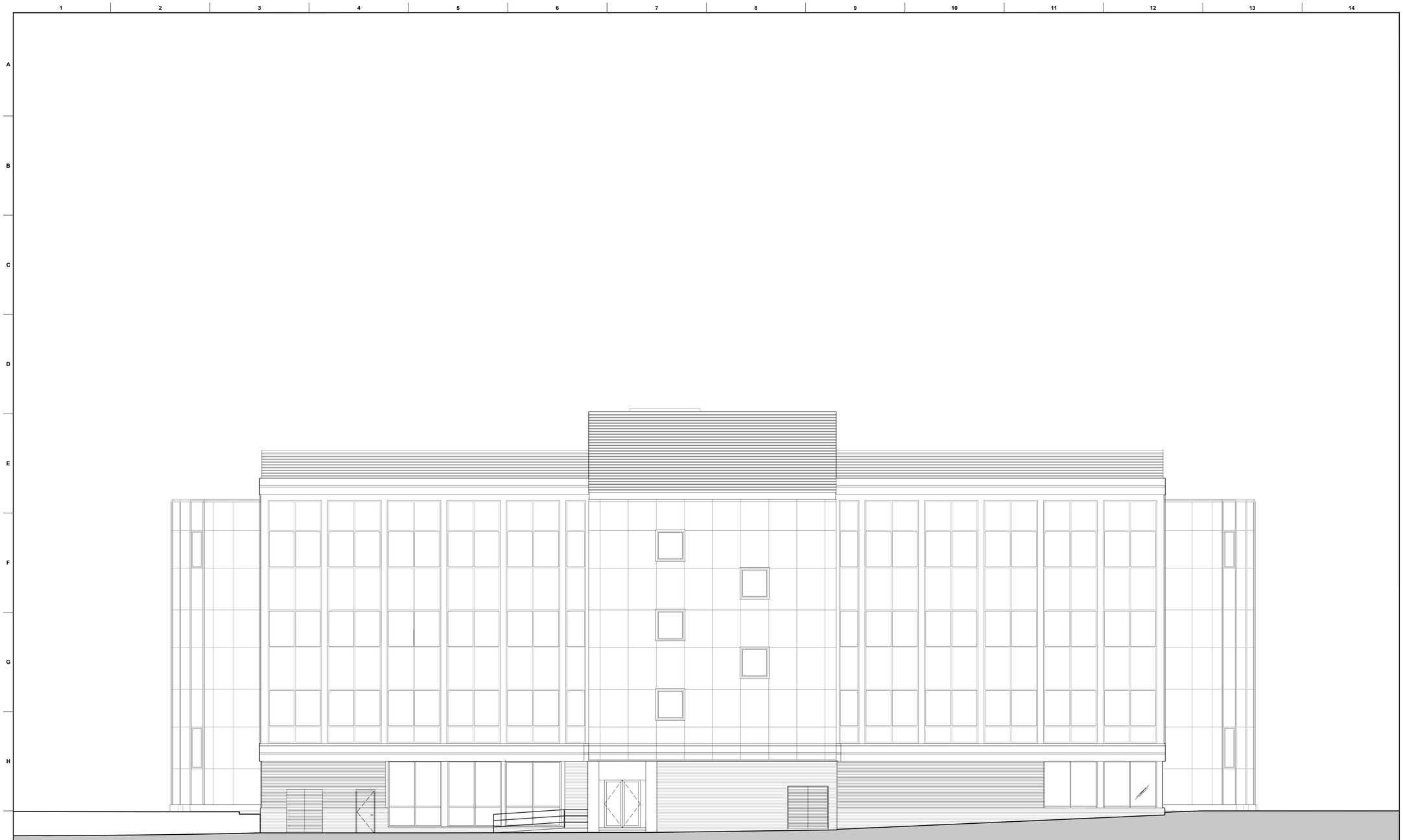

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STRUCTURAL ENGINEER

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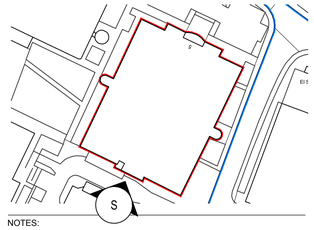
KEY PLAN



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Project

One Hyde Park, Hayes
Millington Road
UB3 4AZ

Drawing Title

South Elevation
Existing

Drawn	Date	Scale @ A1	Alt. Ref.
REB	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12425	TPB	B1	XX	DR	A	062013	S5	P01

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SERVICES ENGINEER

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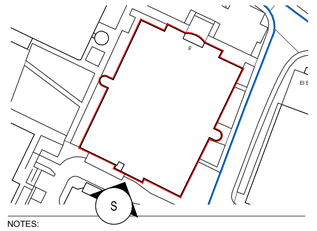
KEY PLAN



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Project

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UB3 4AZ

Drawing Title

South Elevation
Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
REB	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
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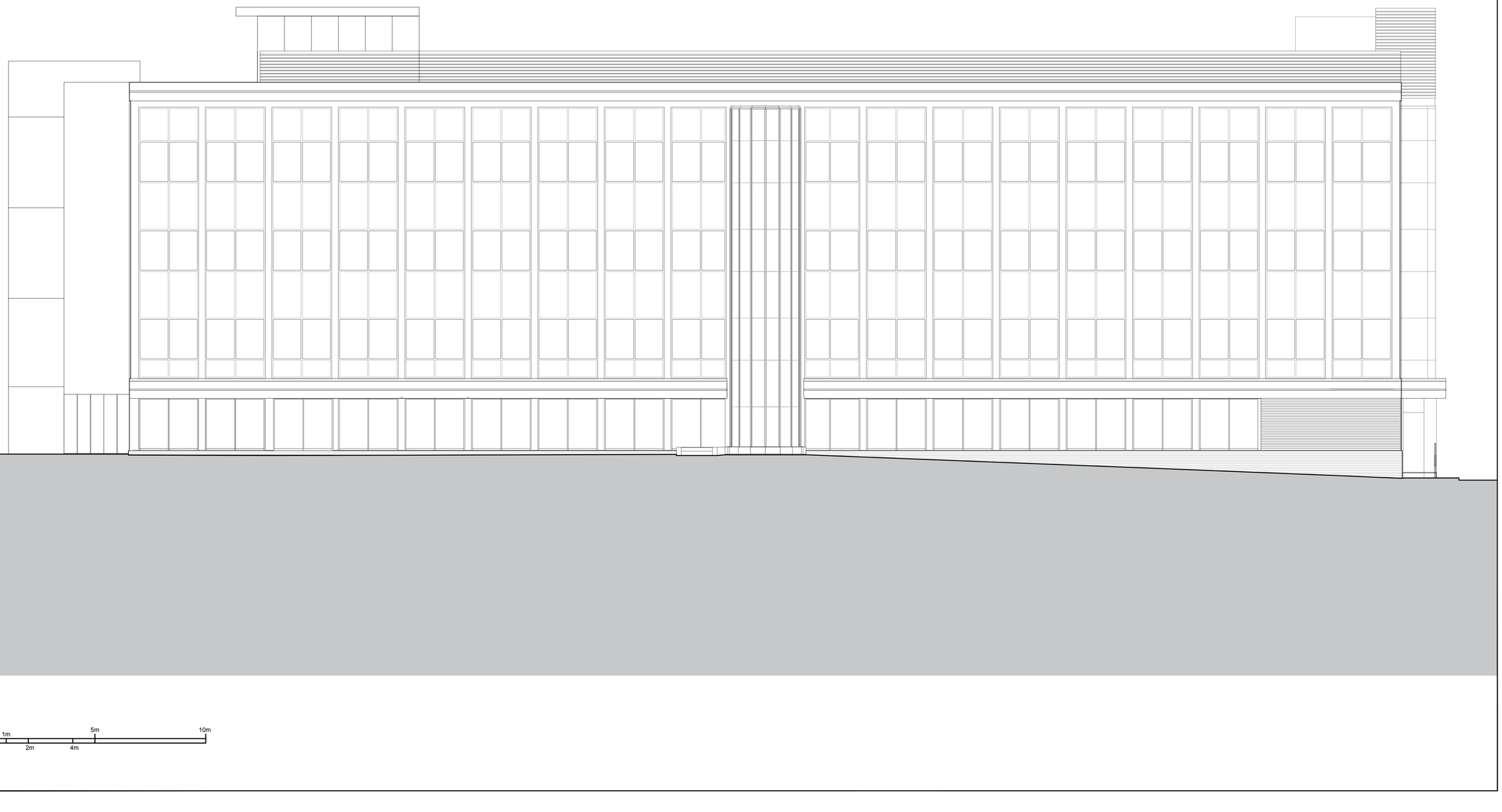

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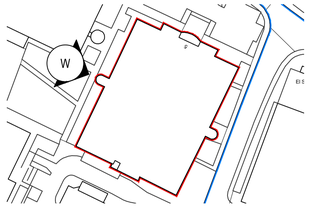

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Project

One Hyde Park, Hayes
Millington Road
UB3 4AZ

Drawing Title

West Elevation
Existing

Drawn	Date	Scale @ A1	Alt. Ref.
REB	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
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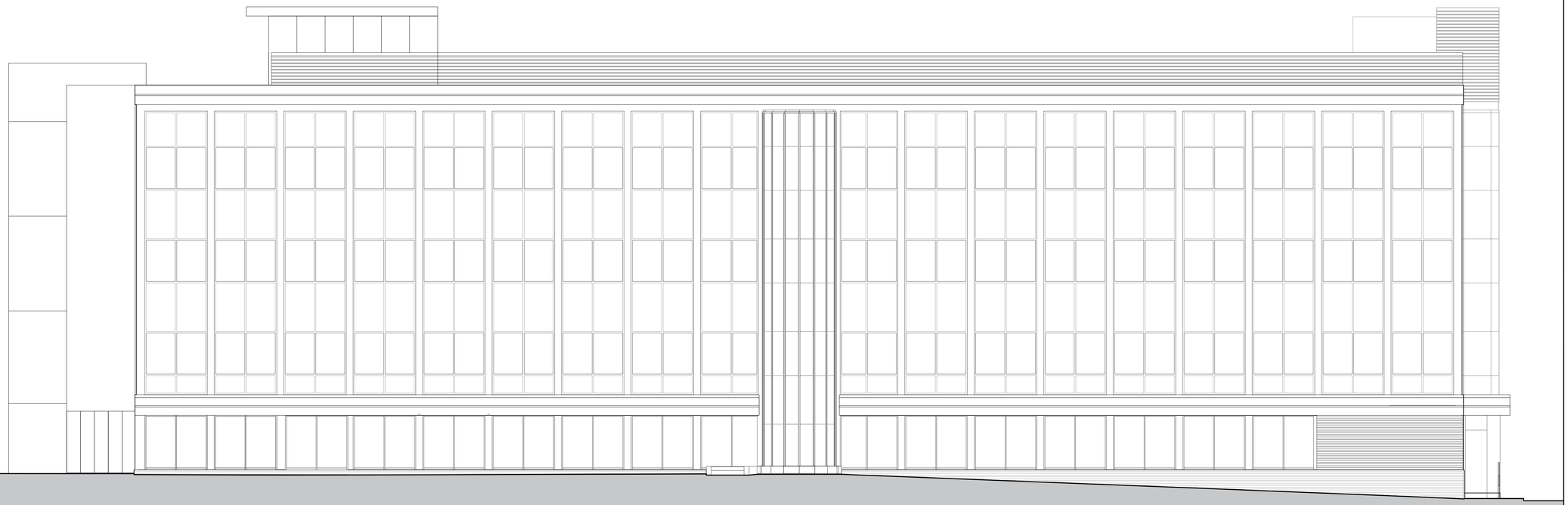

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STRUCTURAL ENGINEER

SERVICES ENGINEER

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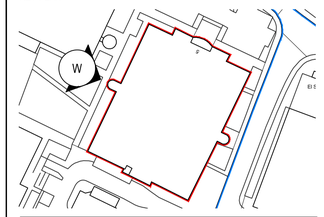
KEY PLAN



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UB3 4AZ

Drawing Title

West Elevation
Proposed

Drawn	Date	Scale @ A1	Alt. Ref.
REB	September 2024	1:100	

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12425	TPB	B1	XX	DR	A	042014	S5	P02

Appendix B

(PTAL Output)

WebCAT

Address or co-ordinates

eg. NW1 6XE or 530273, 179613 | Go

Access level (PTAL) | Time mapping (TIM)

PTAL: a measure which rates locations by distance from frequent public transport services.

Map key - PTAL

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

Map layers

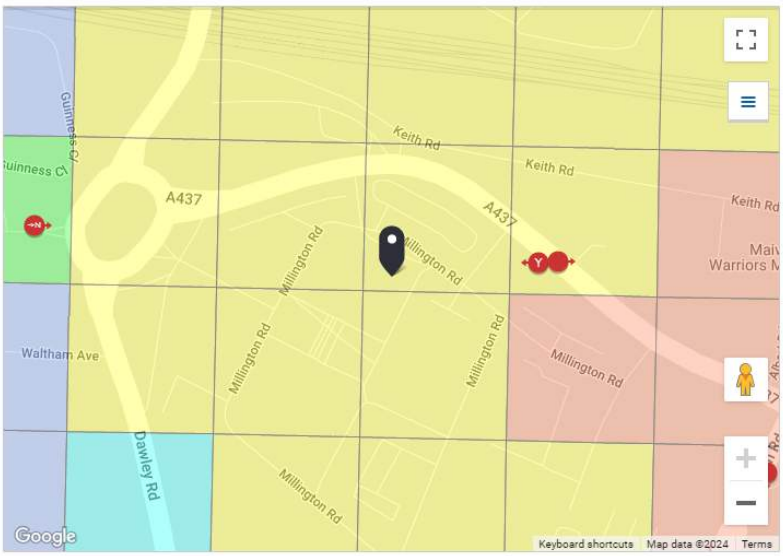
PTAL (cell size: 100m)

Scenario

Base Year

Highlight locations where PTALs have changed from Base Year

Update



You can click anywhere on the map to change the selected location.

PTAL output for Base Year

4

4 Millington Rd, N Hyde Rd, Hayes UB3 4AZ, UK
Easting: **509215**, Northing: **179304**

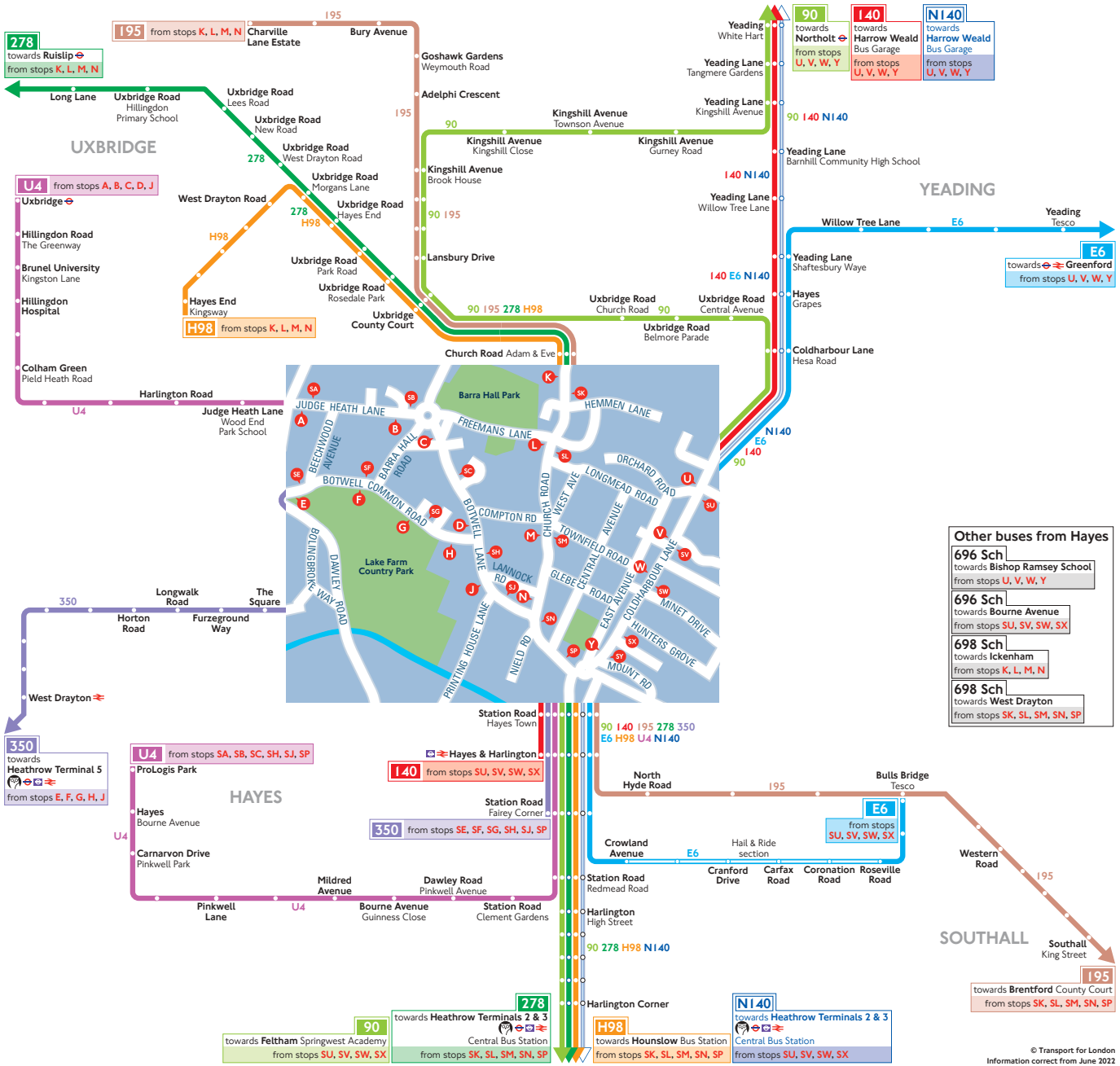
All public transport modes in London currently available:
National Rail, London Overground, Tube, DLR, Tram, Buses

Reports and map downloads

Appendix C

(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.

TfL 2034.06.22 (P)

Appendix D

(Census Data)

				Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household		No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	Avg Cars / Household
E09000017 Hillingdon	Total: Accommodation type	Total: Tenure	Total: Number of rooms	100,058	22,668	43,864	25,169	8,357		22.7%	43.8%	25.2%	8.4%	1.19
E09000017 Hillingdon	Total: Accommodation type	Total: Tenure	1 - 3 rooms	17,144	7,739	7,796	1,436	173		45.1%	45.5%	8.4%	1.0%	0.65
E09000017 Hillingdon	Total: Accommodation type	Total: Tenure	4 rooms	22,454	6,516	11,411	3,940	587		29.0%	50.8%	17.5%	2.6%	0.94
E09000017 Hillingdon	Total: Accommodation type	Total: Tenure	5 rooms	24,791	4,482	11,566	6,895	1,848		18.1%	46.7%	27.8%	7.5%	1.25
E09000017 Hillingdon	Total: Accommodation type	Total: Tenure	6 rooms	19,564	2,801	8,185	6,361	2,217		14.3%	41.8%	32.5%	11.3%	1.41
E09000017 Hillingdon	Total: Accommodation type	Total: Tenure	7 rooms	8,413	686	2,932	3,278	1,517		8.2%	34.9%	39.0%	18.0%	1.67
E09000017 Hillingdon	Total: Accommodation type	Total: Tenure	8 or more rooms	7,692	444	1,974	3,259	2,015		5.8%	25.7%	42.4%	26.2%	1.89
E09000017 Hillingdon	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	62,900	7,903	27,362	20,351	7,284		12.6%	43.5%	32.4%	11.6%	1.43
E09000017 Hillingdon	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	5,186	1,308	2,983	776	119		25.2%	57.5%	15.0%	2.3%	0.94
E09000017 Hillingdon	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	4 rooms	11,257	2,182	6,116	2,546	413		19.4%	54.3%	22.6%	3.7%	1.11
E09000017 Hillingdon	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	5 rooms	17,016	2,196	7,779	5,543	1,498		12.9%	45.7%	32.6%	8.8%	1.37
E09000017 Hillingdon	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	6 rooms	15,488	1,614	6,392	5,513	1,969		10.4%	41.3%	35.6%	12.7%	1.51
E09000017 Hillingdon	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	7 rooms	7,257	409	2,485	2,982	1,381		5.6%	34.2%	41.1%	19.0%	1.74
E09000017 Hillingdon	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	8 or more rooms	6,696	194	1,607	2,991	1,904		2.9%	24.0%	44.7%	28.4%	1.99
E09000017 Hillingdon	Total: Accommodation type	Shared ownership; rented and living rent free	Total: Number of rooms	37,158	14,765	16,502	4,818	1,073		39.7%	44.4%	13.0%	2.9%	0.79
E09000017 Hillingdon	Total: Accommodation type	Shared ownership; rented and living rent free	1 - 3 rooms	11,958	6,431	4,813	660	54		53.8%	40.2%	5.5%	0.5%	0.53
E09000017 Hillingdon	Total: Accommodation type	Shared ownership; rented and living rent free	4 rooms	11,197	4,334	5,295	1,394	174		38.7%	47.3%	12.4%	1.6%	0.77
E09000017 Hillingdon	Total: Accommodation type	Shared ownership; rented and living rent free	5 rooms	7,775	2,286	3,787	1,352	350		29.4%	48.7%	17.4%	4.5%	0.97
E09000017 Hillingdon	Total: Accommodation type	Shared ownership; rented and living rent free	6 rooms	4,076	1,187	1,793	848	248		29.1%	44.0%	20.8%	6.1%	1.04
E09000017 Hillingdon	Total: Accommodation type	Shared ownership; rented and living rent free	7 rooms	1,156	277	447	296	136		24.0%	38.7%	25.6%	11.8%	1.25
E09000017 Hillingdon	Total: Accommodation type	Shared ownership; rented and living rent free	8 or more rooms	996	250	367	268	111		25.1%	36.8%	26.9%	11.1%	1.24
E09000017 Hillingdon	House or bungalow	Total: Tenure	Total: Number of rooms	73,832	11,821	31,548	22,420	8,043		16.0%	42.7%	30.4%	10.9%	1.36
E09000017 Hillingdon	House or bungalow	Total: Tenure	1 - 3 rooms	4,170	1,390	2,073	603	104		33.3%	49.7%	14.5%	2.5%	0.86
E09000017 Hillingdon	House or bungalow	Total: Tenure	4 rooms	11,759	2,888	5,956	2,470	445		24.6%	50.7%	21.0%	3.8%	1.04
E09000017 Hillingdon	House or bungalow	Total: Tenure	5 rooms	22,949	3,894	10,680	6,581	1,794		17.0%	46.5%	28.7%	7.8%	1.27
E09000017 Hillingdon	House or bungalow	Total: Tenure	6 rooms	19,158	2,665	8,025	6,273	2,195		13.9%	41.9%	32.7%	11.5%	1.42
E09000017 Hillingdon	House or bungalow	Total: Tenure	7 rooms	8,277	624	2,897	3,254	1,502		7.5%	35.0%	39.3%	18.1%	1.68
E09000017 Hillingdon	House or bungalow	Total: Tenure	8 or more rooms	7,519	360	1,917	3,239	2,003		4.8%	25.5%	43.1%	26.6%	1.92
E09000017 Hillingdon	House or bungalow	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	54,437	5,829	22,549	18,934	7,125		10.7%	41.4%	34.8%	13.1%	1.50
E09000017 Hillingdon	House or bungalow	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	1,892	355	1,074	383	80		18.8%	56.8%	20.2%	4.2%	1.10
E09000017 Hillingdon	House or bungalow	Owned: Owned outright or with a mortgage or loan	4 rooms	6,943	1,226	3,646	1,736	335		17.7%	52.5%	25.0%	4.8%	1.17
E09000017 Hillingdon	House or bungalow	Owned: Owned outright or with a mortgage or loan	5 rooms	16,347	2,066	7,423	5,388	1,470		12.6%	45.4%	33.0%	9.0%	1.38
E09000017 Hillingdon	House or bungalow	Owned: Owned outright or with a mortgage or loan	6 rooms	15,370	1,599	6,336	5,475	1,960		10.4%	41.2%	35.6%	12.8%	1.51
E09000017 Hillingdon	House or bungalow	Owned: Owned outright or with a mortgage or loan	7 rooms	7,221	401	2,475	2,967	1,378		5.6%	34.3%	41.1%	19.1%	1.74
E09000017 Hillingdon	House or bungalow	Owned: Owned outright or with a mortgage or loan	8 or more rooms	6,664	182	1,595	2,985	1,902		2.7%	23.9%	44.8%	28.5%	1.99
E09000017 Hillingdon	House or bungalow	Shared ownership; rented and living rent free	Total: Number of rooms	19,395	5,992	8,999	3,486	918		30.9%	46.4%	18.0%	4.7%	0.97
E09000017 Hillingdon	House or bungalow	Shared ownership; rented and living rent free	1 - 3 rooms	2,278	1,035	999	220	24		45.4%	43.9%	9.7%	1.1%	0.66
E09000017 Hillingdon	House or bungalow	Shared ownership; rented and living rent free	4 rooms	4,816	1,662	2,310	734	110		34.5%	48.0%	15.2%	2.3%	0.85
E09000017 Hillingdon	House or bungalow	Shared ownership; rented and living rent free	5 rooms	6,602	1,828	3,257	1,193	324		27.7%	49.3%	18.1%	4.9%	1.00
E09000017 Hillingdon	House or bungalow	Shared ownership; rented and living rent free	6 rooms	3,788	1,066	1,689	798	235		28.1%	44.6%	21.1%	6.2%	1.05
E09000017 Hillingdon	House or bungalow	Shared ownership; rented and living rent free	7 rooms	1,056	223	422	287	124		21.1%	40.0%	27.2%	11.7%	1.30
E09000017 Hillingdon	House or bungalow	Shared ownership; rented and living rent free	8 or more rooms	855	178	322	254	101		20.8%	37.7%	29.7%	11.8%	1.33
E09000017 Hillingdon	Flat, maisonette or apartment	Total: Tenure	Total: Number of rooms	26,226	10,847	12,316	2,749	314		41.4%	47.0%	10.5%	1.2%	0.72
E09000017 Hillingdon	Flat, maisonette or apartment	Total: Tenure	1 - 3 rooms	12,974	6,349	5,723	833	69		48.9%	44.1%	6.4%	0.5%	0.59
E09000017 Hillingdon	Flat, maisonette or apartment	Total: Tenure	4 rooms	10,695	3,628	5,455	1,470	142		33.9%	51.0%	13.7%	1.3%	0.82
E09000017 Hillingdon	Flat, maisonette or apartment	Total: Tenure	5 rooms	1,842	588	886	314	54		31.9%	48.1%	17.0%	2.9%	0.91
E09000017 Hillingdon	Flat, maisonette or apartment	Total: Tenure	6 rooms	406	136	160	88	22		33.5%	39.4%	21.7%	5.4%	0.99
E09000017 Hillingdon	Flat, maisonette or apartment	Total: Tenure	7 rooms	136	62	35	24	15		45.6%	25.7%	17.6%	11.0%	0.94
E09000017 Hillingdon	Flat, maisonette or apartment	Total: Tenure	8 or more rooms	173	84	57	20	12		48.6%	32.9%	11.6%	6.9%	0.77
E09000017 Hillingdon	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	8,463	2,074	4,813	1,417	159		24.5%	56.9%	16.7%	1.9%	0.96
E09000017 Hillingdon	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	3,294	953	1,909	393	39		28.9%	58.0%	11.9%	1.2%	0.85
E09000017 Hillingdon	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	4 rooms	4,314	956	2,470	810	78		22.2%	57.3%	18.8%	1.8%	1.00
E09000017 Hillingdon	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	5 rooms	669	130	356	155	28		19.4%	53.2%	23.2%	4.2%	1.12
E09000017 Hillingdon	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	6 rooms	118	15	56	38	9		12.7%	47.5%	32.2%	7.6%	1.35
E09000017 Hillingdon	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	7 rooms	36	8	10	15	3		22.2%	27.8%	41.7%	8.3%	1.36
E09000017 Hillingdon	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	8 or more rooms	32	12	12	6	2		37.5%	37.5%	18.8%	6.3%	0.94
E09000017 Hillingdon	Flat, maisonette or apartment	Shared ownership; rented and living rent free	Total: Number of rooms	17,763	8,773	7,503	1,332	155		49.4%	42.2%	7.5%	0.9%	0.60
E09000017 Hillingdon	Flat, maisonette or apartment	Shared ownership; rented and living rent free	1 - 3 rooms	9,680	5,396	3,814	440	30		55.7%	39.4%	4.5%	0.3%	0.49
E09000017 Hillingdon	Flat, maisonette or apartment	Shared ownership; rented and living rent free	4 rooms	6,381	2,672	2,985	660	64		41.9%	46.8%	10.3%	1.0%	0.70
E09000017 Hillingdon	Flat, maisonette or apartment	Shared ownership; rented and living rent free	5 rooms	1,173	458	530	159	26		39.0%	45.2%	13.6%	2.2%	0.79
E09000017 Hillingdon	Flat, maisonette or apartment	Shared ownership; rented and living rent free	6 rooms	288	121	104	50	13		42.0%	36.1%	17.4%	4.5%	0.84
E09000017 Hillingdon	Flat, maisonette or apartment	Shared ownership; rented and living rent free	7 rooms	100	54	25	9	12		54.0%	25.0%	9.0%	12.0%	0.79
E09000017 Hillingdon	Flat, maisonette or apartment	Shared ownership; rented and living rent free	8 or more rooms	141	72	45	14	10		51.1%	31.9%	9.9%	7.1%	0.73

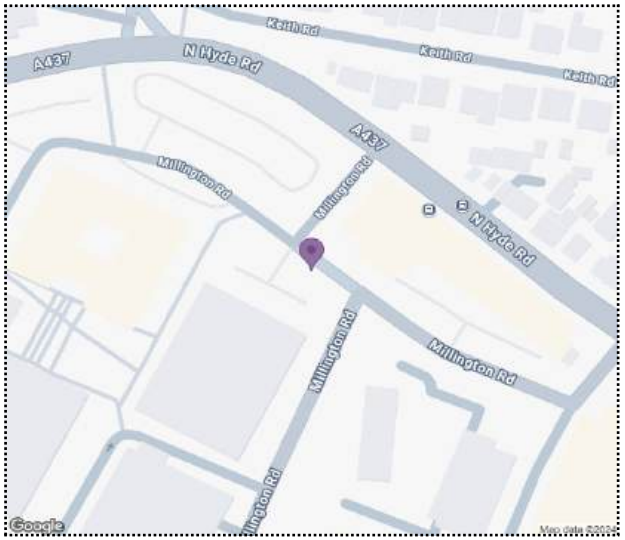
Appendix E

(Crashmap Reports)

crashmap.co.uk

Validated Data

Crash Date:	Wednesday, October 3, 2018	**Time of Crash:**	17:15:00	**Crash Reference:**	2018010136757
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Hillingdon			**Vehicles:**	2
Local Authority:	Hillingdon			**OS Grid Reference:**	509270 179290
Weather Description:	Other				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Roundabout				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

Validated Data

Crash Date: Wednesday, October 3, 2018 **Time of Crash:** 17:15:00 **Crash Reference:** 2018010136757

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Female	26 - 35	Unknown	Back	Unknown	Unknown	Unknown
2	Car (excluding private hire)	8	Unknown	Unknown	Unknown	Front	Unknown	Unknown	Unknown

Casualties

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

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

crashmap.co.uk

Validated Data

Crash Date:	Tuesday, November 20, 2018	**Time of Crash:**	19:25:00	**Crash Reference:**	2018010147180
Highest Injury Severity:	Slight	**Road Number:**	A437	**Casualties:**	1
Highway Authority:	Hillingdon			**Vehicles:**	2
Local Authority:	Hillingdon			**OS Grid Reference:**	509290 179330
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Slip Road				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

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Validated Data

Crash Date: Tuesday, November 20, 2018 **Time of Crash:** 19:25:00 **Crash Reference:** 2018010147180

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	26 - 35	Unknown	Front	Commuting to/from work	Unknown	Unknown
2	Car (excluding private hire)	10	Unknown	Unknown	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown

Casualties

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

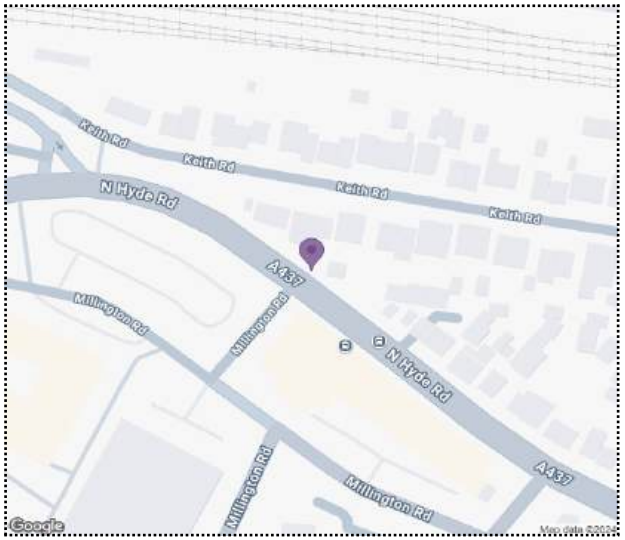
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

crashmap.co.uk

Validated Data

Crash Date:	Tuesday, December 7, 2021	**Time of Crash:**	16:23:00	**Crash Reference:**	2021010348788
Highest Injury Severity:	Slight	**Road Number:**	A437	**Casualties:**	1
Highway Authority:	Hillingdon			**Vehicles:**	2
Local Authority:	Hillingdon			**OS Grid Reference:**	509301 179348
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

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Validated Data

Crash Date: Tuesday, December 7, 2021 **Time of Crash:** 16:23:00 **Crash Reference:** 2021010348788

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	6	Male	26 - 35	Unknown	Front	Journey as part of work	Unknown	Unknown
2	Car (excluding private hire)	5	Unknown	Unknown	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown

Casualties

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

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix F

(TRICS Data)

TTP Consulting 111-113 Great Portland Street London Licence No: 752101

Calculation Reference: AUDIT-752101-240927-0927

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	LB	LAMBETH	1 days
	TH	TOWER HAMLETS	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1306 to 3549 (units: sqm)
Range Selected by User:	408 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 11/11/21

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Built-Up Zone	2
High Street	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	5 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	2 days
100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	5 days

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 days
0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	4 days

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

PTAL Rating:

3 Moderate	1 days
5 Very Good	1 days
6a Excellent	1 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

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

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

2 HM-02-A-01 REGUS OFFICES HAMMERSMITH AND FULHAM
QUEEN CAROLINE STREET
HAMMERSMITH

Town Centre
Built-Up Zone
Total Gross floor area: 2036 sqm
Survey date: MONDAY *13/11/17* *Survey Type: MANUAL*

3 KN-02-A-01 FRUIT DRINKS COMPANY KENSINGTON AND CHELSEA
LADBROKE GROVE
KENSAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 2255 sqm
Survey date: MONDAY *17/06/19* *Survey Type: MANUAL*

4 LB-02-A-02 MUSIC COMPANY LAMBETH
STREATHAM HIGH ROAD
STREATHAM

Town Centre
High Street
Total Gross floor area: 3054 sqm
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

5 TH-02-A-01 OFFICE SPACE FOR RENT TOWER HAMLETS
CAMBRIDGE HEATH ROAD
BETHNAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 7049 sqm
Survey date: WEDNESDAY *06/03/19* *Survey Type: MANUAL*

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

TTP Consulting 111-113 Great Portland Street London Licence No: 752101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 14.46

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	2363	0.186	5	2363	0.034	5	2363	0.220
07:30 - 08:00	5	2363	0.559	5	2363	0.034	5	2363	0.593
08:00 - 08:30	5	2363	0.830	5	2363	0.102	5	2363	0.932
08:30 - 09:00	5	2363	1.338	5	2363	0.085	5	2363	1.423
09:00 - 09:30	5	2363	1.354	5	2363	0.119	5	2363	1.473
09:30 - 10:00	5	2363	0.838	5	2363	0.144	5	2363	0.982
10:00 - 10:30	5	2363	0.728	5	2363	0.212	5	2363	0.940
10:30 - 11:00	5	2363	0.508	5	2363	0.203	5	2363	0.711
11:00 - 11:30	5	2363	0.389	5	2363	0.339	5	2363	0.728
11:30 - 12:00	5	2363	0.457	5	2363	0.491	5	2363	0.948
12:00 - 12:30	5	2363	0.483	5	2363	0.736	5	2363	1.219
12:30 - 13:00	5	2363	0.626	5	2363	0.974	5	2363	1.600
13:00 - 13:30	5	2363	0.804	5	2363	1.041	5	2363	1.845
13:30 - 14:00	5	2363	0.948	5	2363	0.618	5	2363	1.566
14:00 - 14:30	5	2363	0.567	5	2363	0.313	5	2363	0.880
14:30 - 15:00	5	2363	0.279	5	2363	0.356	5	2363	0.635
15:00 - 15:30	5	2363	0.288	5	2363	0.339	5	2363	0.627
15:30 - 16:00	5	2363	0.203	5	2363	0.372	5	2363	0.575
16:00 - 16:30	5	2363	0.144	5	2363	0.652	5	2363	0.796
16:30 - 17:00	5	2363	0.203	5	2363	0.618	5	2363	0.821
17:00 - 17:30	5	2363	0.110	5	2363	1.160	5	2363	1.270
17:30 - 18:00	5	2363	0.059	5	2363	1.126	5	2363	1.185
18:00 - 18:30	5	2363	0.042	5	2363	1.278	5	2363	1.320
18:30 - 19:00	5	2363	0.008	5	2363	0.449	5	2363	0.457
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			11.951			11.795			23.746

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.*

TTP Consulting 111-113 Great Portland Street London Licence No: 752101

Calculation Reference: AUDIT-752101-240927-0926

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BM	BROMLEY	2 days
	BN	BARNET	2 days
	BT	BRENT	3 days
	EN	ENFIELD	1 days
	HG	HARINGEY	1 days
	HO	HOUNSLOW	1 days
	HV	HAVERING	1 days
	RD	RICHMOND	1 days
	SK	SOUTHWARK	1 days
	WF	WALTHAM FOREST	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 20 to 493 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 16/11/23

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

Selected survey days:

Tuesday	5 days
Wednesday	7 days
Thursday	3 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	5

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:

Industrial Zone	1
Development Zone	3
Residential Zone	10
Built-Up Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	15 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	10 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	13 days

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

Car ownership within 5 miles:

0.6 to 1.0	14 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	8 days
No	7 days

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

PTAL Rating:

No PTAL Present	1 days
1a (Low) Very poor	1 days
1b Very poor	3 days
2 Poor	3 days
3 Moderate	3 days
4 Good	1 days
5 Very Good	2 days
6a Excellent	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BE-03-C-02 BLOCKS OF FLATS BEXLEY
CLYDESDALE WAY
BELVEDERE

Edge of Town
Industrial Zone
Total No of Dwellings: 402
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 BM-03-C-02 BLOCK OF FLATS BROMLEY
ORCHARD ROAD
BROMLEY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 20
Survey date: TUESDAY *17/10/23* *Survey Type: MANUAL*

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

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

4 BN-03-C-01 FLATS IN HOUSES BARNET
VICTORIA ROAD
NEW BARNET

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *09/06/22* *Survey Type: MANUAL*

5 BN-03-C-02 BLOCKS OF FLATS BARNET
OAKLEIGH ROAD
WHETSTONE

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 115
Survey date: WEDNESDAY *13/09/23* *Survey Type: MANUAL*

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

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

7 BT-03-C-02 BLOCKS OF FLATS BRENT
ENGINEERS WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 472
Survey date: WEDNESDAY *30/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

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

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

9 EN-03-C-03 BLOCKS OF FLATS ENFIELD
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

10 HG-03-C-01 BLOCKS OF FLATS HARINGEY
BREAM CLOSE
TOTTENHAM HALE

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 255
Survey date: TUESDAY *18/06/19* *Survey Type: MANUAL*

11 HO-03-C-04 BLOCKS OF FLATS HOUNSLOW
LONDON ROAD
ISLEWORTH

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 203
Survey date: TUESDAY *03/07/18* *Survey Type: MANUAL*

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

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

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

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

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LIST OF SITES relevant to selection parameters (Cont.)

14 SK-03-C-03 BLOCKS OF FLATS SOUTHWARK
MARITIME STREET
SURREY QUAYS

Neighbourhood Centre (PPS6 Local Centre)
Development Zone
Total No of Dwellings: 233
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

15 WF-03-C-06 BLOCKS OF FLATS WALTHAM FOREST
BELGRAVE ROAD
WANSTEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY *25/05/21* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.59

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.024	15	186	0.078	15	186	0.102
08:00 - 09:00	15	186	0.027	15	186	0.095	15	186	0.122
09:00 - 10:00	15	186	0.041	15	186	0.047	15	186	0.088
10:00 - 11:00	15	186	0.033	15	186	0.041	15	186	0.074
11:00 - 12:00	15	186	0.038	15	186	0.049	15	186	0.087
12:00 - 13:00	15	186	0.040	15	186	0.044	15	186	0.084
13:00 - 14:00	15	186	0.047	15	186	0.045	15	186	0.092
14:00 - 15:00	15	186	0.040	15	186	0.042	15	186	0.082
15:00 - 16:00	15	186	0.056	15	186	0.048	15	186	0.104
16:00 - 17:00	15	186	0.067	15	186	0.048	15	186	0.115
17:00 - 18:00	15	186	0.083	15	186	0.051	15	186	0.134
18:00 - 19:00	15	186	0.087	15	186	0.049	15	186	0.136
19:00 - 20:00	12	168	0.077	12	168	0.039	12	168	0.116
20:00 - 21:00	12	168	0.061	12	168	0.034	12	168	0.095
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.721			0.710			1.431

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

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

Parameter summary

Trip rate parameter range selected:	20 - 493 (units:)
Survey date date range:	01/01/16 - 16/11/23
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.003	15	186	0.002	15	186	0.005
08:00 - 09:00	15	186	0.003	15	186	0.003	15	186	0.006
09:00 - 10:00	15	186	0.003	15	186	0.002	15	186	0.005
10:00 - 11:00	15	186	0.002	15	186	0.002	15	186	0.004
11:00 - 12:00	15	186	0.001	15	186	0.002	15	186	0.003
12:00 - 13:00	15	186	0.001	15	186	0.001	15	186	0.002
13:00 - 14:00	15	186	0.003	15	186	0.003	15	186	0.006
14:00 - 15:00	15	186	0.003	15	186	0.003	15	186	0.006
15:00 - 16:00	15	186	0.003	15	186	0.003	15	186	0.006
16:00 - 17:00	15	186	0.001	15	186	0.001	15	186	0.002
17:00 - 18:00	15	186	0.003	15	186	0.003	15	186	0.006
18:00 - 19:00	15	186	0.003	15	186	0.003	15	186	0.006
19:00 - 20:00	12	168	0.005	12	168	0.004	12	168	0.009
20:00 - 21:00	12	168	0.002	12	168	0.003	12	168	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.035			0.071

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.001	15	186	0.001	15	186	0.002
08:00 - 09:00	15	186	0.001	15	186	0.000	15	186	0.001
09:00 - 10:00	15	186	0.002	15	186	0.002	15	186	0.004
10:00 - 11:00	15	186	0.004	15	186	0.003	15	186	0.007
11:00 - 12:00	15	186	0.001	15	186	0.003	15	186	0.004
12:00 - 13:00	15	186	0.000	15	186	0.001	15	186	0.001
13:00 - 14:00	15	186	0.000	15	186	0.000	15	186	0.000
14:00 - 15:00	15	186	0.002	15	186	0.002	15	186	0.004
15:00 - 16:00	15	186	0.000	15	186	0.000	15	186	0.000
16:00 - 17:00	15	186	0.000	15	186	0.000	15	186	0.000
17:00 - 18:00	15	186	0.001	15	186	0.000	15	186	0.001
18:00 - 19:00	15	186	0.000	15	186	0.000	15	186	0.000
19:00 - 20:00	12	168	0.000	12	168	0.000	12	168	0.000
20:00 - 21:00	12	168	0.000	12	168	0.000	12	168	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.000	15	186	0.009	15	186	0.009
08:00 - 09:00	15	186	0.003	15	186	0.015	15	186	0.018
09:00 - 10:00	15	186	0.003	15	186	0.006	15	186	0.009
10:00 - 11:00	15	186	0.002	15	186	0.003	15	186	0.005
11:00 - 12:00	15	186	0.002	15	186	0.003	15	186	0.005
12:00 - 13:00	15	186	0.001	15	186	0.004	15	186	0.005
13:00 - 14:00	15	186	0.004	15	186	0.004	15	186	0.008
14:00 - 15:00	15	186	0.004	15	186	0.004	15	186	0.008
15:00 - 16:00	15	186	0.008	15	186	0.003	15	186	0.011
16:00 - 17:00	15	186	0.007	15	186	0.003	15	186	0.010
17:00 - 18:00	15	186	0.008	15	186	0.002	15	186	0.010
18:00 - 19:00	15	186	0.008	15	186	0.001	15	186	0.009
19:00 - 20:00	12	168	0.006	12	168	0.002	12	168	0.008
20:00 - 21:00	12	168	0.004	12	168	0.001	12	168	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.060			0.120

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.026	15	186	0.107	15	186	0.133
08:00 - 09:00	15	186	0.032	15	186	0.144	15	186	0.176
09:00 - 10:00	15	186	0.047	15	186	0.062	15	186	0.109
10:00 - 11:00	15	186	0.039	15	186	0.055	15	186	0.094
11:00 - 12:00	15	186	0.052	15	186	0.065	15	186	0.117
12:00 - 13:00	15	186	0.052	15	186	0.059	15	186	0.111
13:00 - 14:00	15	186	0.058	15	186	0.058	15	186	0.116
14:00 - 15:00	15	186	0.052	15	186	0.055	15	186	0.107
15:00 - 16:00	15	186	0.085	15	186	0.063	15	186	0.148
16:00 - 17:00	15	186	0.096	15	186	0.061	15	186	0.157
17:00 - 18:00	15	186	0.107	15	186	0.070	15	186	0.177
18:00 - 19:00	15	186	0.125	15	186	0.063	15	186	0.188
19:00 - 20:00	12	168	0.102	12	168	0.050	12	168	0.152
20:00 - 21:00	12	168	0.082	12	168	0.047	12	168	0.129
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.955			0.959			1.914

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.020	15	186	0.055	15	186	0.075
08:00 - 09:00	15	186	0.027	15	186	0.106	15	186	0.133
09:00 - 10:00	15	186	0.038	15	186	0.044	15	186	0.082
10:00 - 11:00	15	186	0.029	15	186	0.042	15	186	0.071
11:00 - 12:00	15	186	0.044	15	186	0.040	15	186	0.084
12:00 - 13:00	15	186	0.049	15	186	0.044	15	186	0.093
13:00 - 14:00	15	186	0.040	15	186	0.043	15	186	0.083
14:00 - 15:00	15	186	0.050	15	186	0.049	15	186	0.099
15:00 - 16:00	15	186	0.084	15	186	0.049	15	186	0.133
16:00 - 17:00	15	186	0.074	15	186	0.047	15	186	0.121
17:00 - 18:00	15	186	0.068	15	186	0.043	15	186	0.111
18:00 - 19:00	15	186	0.053	15	186	0.035	15	186	0.088
19:00 - 20:00	12	168	0.066	12	168	0.044	12	168	0.110
20:00 - 21:00	12	168	0.052	12	168	0.037	12	168	0.089
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.694			0.678			1.372

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.006	15	186	0.054	15	186	0.060
08:00 - 09:00	15	186	0.009	15	186	0.074	15	186	0.083
09:00 - 10:00	15	186	0.016	15	186	0.042	15	186	0.058
10:00 - 11:00	15	186	0.013	15	186	0.021	15	186	0.034
11:00 - 12:00	15	186	0.015	15	186	0.025	15	186	0.040
12:00 - 13:00	15	186	0.020	15	186	0.023	15	186	0.043
13:00 - 14:00	15	186	0.019	15	186	0.032	15	186	0.051
14:00 - 15:00	15	186	0.022	15	186	0.024	15	186	0.046
15:00 - 16:00	15	186	0.030	15	186	0.024	15	186	0.054
16:00 - 17:00	15	186	0.047	15	186	0.022	15	186	0.069
17:00 - 18:00	15	186	0.053	15	186	0.020	15	186	0.073
18:00 - 19:00	15	186	0.069	15	186	0.019	15	186	0.088
19:00 - 20:00	12	168	0.053	12	168	0.017	12	168	0.070
20:00 - 21:00	12	168	0.040	12	168	0.015	12	168	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.412			0.412			0.824

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.003	15	186	0.087	15	186	0.090
08:00 - 09:00	15	186	0.007	15	186	0.125	15	186	0.132
09:00 - 10:00	15	186	0.010	15	186	0.056	15	186	0.066
10:00 - 11:00	15	186	0.010	15	186	0.029	15	186	0.039
11:00 - 12:00	15	186	0.012	15	186	0.023	15	186	0.035
12:00 - 13:00	15	186	0.015	15	186	0.021	15	186	0.036
13:00 - 14:00	15	186	0.018	15	186	0.022	15	186	0.040
14:00 - 15:00	15	186	0.017	15	186	0.018	15	186	0.035
15:00 - 16:00	15	186	0.026	15	186	0.018	15	186	0.044
16:00 - 17:00	15	186	0.038	15	186	0.015	15	186	0.053
17:00 - 18:00	15	186	0.059	15	186	0.020	15	186	0.079
18:00 - 19:00	15	186	0.086	15	186	0.015	15	186	0.101
19:00 - 20:00	12	168	0.088	12	168	0.011	12	168	0.099
20:00 - 21:00	12	168	0.059	12	168	0.011	12	168	0.070
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.448			0.471			0.919

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.000	15	186	0.000	15	186	0.000
08:00 - 09:00	15	186	0.000	15	186	0.001	15	186	0.001
09:00 - 10:00	15	186	0.000	15	186	0.000	15	186	0.000
10:00 - 11:00	15	186	0.000	15	186	0.000	15	186	0.000
11:00 - 12:00	15	186	0.000	15	186	0.000	15	186	0.000
12:00 - 13:00	15	186	0.000	15	186	0.000	15	186	0.000
13:00 - 14:00	15	186	0.000	15	186	0.000	15	186	0.000
14:00 - 15:00	15	186	0.000	15	186	0.000	15	186	0.000
15:00 - 16:00	15	186	0.000	15	186	0.000	15	186	0.000
16:00 - 17:00	15	186	0.000	15	186	0.000	15	186	0.000
17:00 - 18:00	15	186	0.000	15	186	0.000	15	186	0.000
18:00 - 19:00	15	186	0.000	15	186	0.000	15	186	0.000
19:00 - 20:00	12	168	0.000	12	168	0.000	12	168	0.000
20:00 - 21:00	12	168	0.000	12	168	0.000	12	168	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.001			0.001

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.009	15	186	0.141	15	186	0.150
08:00 - 09:00	15	186	0.016	15	186	0.200	15	186	0.216
09:00 - 10:00	15	186	0.025	15	186	0.098	15	186	0.123
10:00 - 11:00	15	186	0.022	15	186	0.050	15	186	0.072
11:00 - 12:00	15	186	0.027	15	186	0.048	15	186	0.075
12:00 - 13:00	15	186	0.035	15	186	0.045	15	186	0.080
13:00 - 14:00	15	186	0.036	15	186	0.054	15	186	0.090
14:00 - 15:00	15	186	0.039	15	186	0.042	15	186	0.081
15:00 - 16:00	15	186	0.057	15	186	0.042	15	186	0.099
16:00 - 17:00	15	186	0.086	15	186	0.037	15	186	0.123
17:00 - 18:00	15	186	0.112	15	186	0.040	15	186	0.152
18:00 - 19:00	15	186	0.155	15	186	0.034	15	186	0.189
19:00 - 20:00	12	168	0.141	12	168	0.028	12	168	0.169
20:00 - 21:00	12	168	0.099	12	168	0.026	12	168	0.125
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.859			0.885			1.744

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.59

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.055	15	186	0.312	15	186	0.367
08:00 - 09:00	15	186	0.078	15	186	0.465	15	186	0.543
09:00 - 10:00	15	186	0.113	15	186	0.210	15	186	0.323
10:00 - 11:00	15	186	0.093	15	186	0.150	15	186	0.243
11:00 - 12:00	15	186	0.124	15	186	0.156	15	186	0.280
12:00 - 13:00	15	186	0.137	15	186	0.152	15	186	0.289
13:00 - 14:00	15	186	0.138	15	186	0.158	15	186	0.296
14:00 - 15:00	15	186	0.145	15	186	0.150	15	186	0.295
15:00 - 16:00	15	186	0.234	15	186	0.157	15	186	0.391
16:00 - 17:00	15	186	0.263	15	186	0.148	15	186	0.411
17:00 - 18:00	15	186	0.295	15	186	0.155	15	186	0.450
18:00 - 19:00	15	186	0.341	15	186	0.134	15	186	0.475
19:00 - 20:00	12	168	0.315	12	168	0.124	12	168	0.439
20:00 - 21:00	12	168	0.237	12	168	0.111	12	168	0.348
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.568			2.582			5.150

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.017	15	186	0.069	15	186	0.086
08:00 - 09:00	15	186	0.020	15	186	0.086	15	186	0.106
09:00 - 10:00	15	186	0.030	15	186	0.036	15	186	0.066
10:00 - 11:00	15	186	0.023	15	186	0.029	15	186	0.052
11:00 - 12:00	15	186	0.028	15	186	0.037	15	186	0.065
12:00 - 13:00	15	186	0.029	15	186	0.034	15	186	0.063
13:00 - 14:00	15	186	0.036	15	186	0.034	15	186	0.070
14:00 - 15:00	15	186	0.032	15	186	0.034	15	186	0.066
15:00 - 16:00	15	186	0.047	15	186	0.037	15	186	0.084
16:00 - 17:00	15	186	0.061	15	186	0.042	15	186	0.103
17:00 - 18:00	15	186	0.069	15	186	0.040	15	186	0.109
18:00 - 19:00	15	186	0.076	15	186	0.040	15	186	0.116
19:00 - 20:00	12	168	0.062	12	168	0.028	12	168	0.090
20:00 - 21:00	12	168	0.053	12	168	0.028	12	168	0.081
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.583			0.574			1.157

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.003	15	186	0.005	15	186	0.008
08:00 - 09:00	15	186	0.003	15	186	0.004	15	186	0.007
09:00 - 10:00	15	186	0.006	15	186	0.004	15	186	0.010
10:00 - 11:00	15	186	0.004	15	186	0.007	15	186	0.011
11:00 - 12:00	15	186	0.007	15	186	0.008	15	186	0.015
12:00 - 13:00	15	186	0.007	15	186	0.006	15	186	0.013
13:00 - 14:00	15	186	0.005	15	186	0.006	15	186	0.011
14:00 - 15:00	15	186	0.003	15	186	0.002	15	186	0.005
15:00 - 16:00	15	186	0.005	15	186	0.007	15	186	0.012
16:00 - 17:00	15	186	0.005	15	186	0.004	15	186	0.009
17:00 - 18:00	15	186	0.007	15	186	0.005	15	186	0.012
18:00 - 19:00	15	186	0.004	15	186	0.003	15	186	0.007
19:00 - 20:00	12	168	0.002	12	168	0.001	12	168	0.003
20:00 - 21:00	12	168	0.002	12	168	0.000	12	168	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.062			0.125

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.000	15	186	0.001	15	186	0.001
08:00 - 09:00	15	186	0.000	15	186	0.003	15	186	0.003
09:00 - 10:00	15	186	0.001	15	186	0.002	15	186	0.003
10:00 - 11:00	15	186	0.000	15	186	0.001	15	186	0.001
11:00 - 12:00	15	186	0.000	15	186	0.000	15	186	0.000
12:00 - 13:00	15	186	0.002	15	186	0.002	15	186	0.004
13:00 - 14:00	15	186	0.003	15	186	0.002	15	186	0.005
14:00 - 15:00	15	186	0.001	15	186	0.000	15	186	0.001
15:00 - 16:00	15	186	0.002	15	186	0.001	15	186	0.003
16:00 - 17:00	15	186	0.000	15	186	0.000	15	186	0.000
17:00 - 18:00	15	186	0.003	15	186	0.002	15	186	0.005
18:00 - 19:00	15	186	0.005	15	186	0.004	15	186	0.009
19:00 - 20:00	12	168	0.008	12	168	0.005	12	168	0.013
20:00 - 21:00	12	168	0.002	12	168	0.002	12	168	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.025			0.052

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.001	15	186	0.051	15	186	0.052
08:00 - 09:00	15	186	0.004	15	186	0.072	15	186	0.076
09:00 - 10:00	15	186	0.007	15	186	0.032	15	186	0.039
10:00 - 11:00	15	186	0.008	15	186	0.018	15	186	0.026
11:00 - 12:00	15	186	0.008	15	186	0.012	15	186	0.020
12:00 - 13:00	15	186	0.009	15	186	0.011	15	186	0.020
13:00 - 14:00	15	186	0.010	15	186	0.011	15	186	0.021
14:00 - 15:00	15	186	0.010	15	186	0.011	15	186	0.021
15:00 - 16:00	15	186	0.015	15	186	0.013	15	186	0.028
16:00 - 17:00	15	186	0.021	15	186	0.013	15	186	0.034
17:00 - 18:00	15	186	0.029	15	186	0.014	15	186	0.043
18:00 - 19:00	15	186	0.042	15	186	0.010	15	186	0.052
19:00 - 20:00	12	168	0.053	12	168	0.006	12	168	0.059
20:00 - 21:00	12	168	0.039	12	168	0.008	12	168	0.047
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.256			0.282			0.538

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.000	15	186	0.000	15	186	0.000
08:00 - 09:00	15	186	0.000	15	186	0.001	15	186	0.001
09:00 - 10:00	15	186	0.000	15	186	0.001	15	186	0.001
10:00 - 11:00	15	186	0.000	15	186	0.000	15	186	0.000
11:00 - 12:00	15	186	0.000	15	186	0.000	15	186	0.000
12:00 - 13:00	15	186	0.000	15	186	0.000	15	186	0.000
13:00 - 14:00	15	186	0.000	15	186	0.000	15	186	0.000
14:00 - 15:00	15	186	0.000	15	186	0.000	15	186	0.000
15:00 - 16:00	15	186	0.000	15	186	0.000	15	186	0.000
16:00 - 17:00	15	186	0.000	15	186	0.000	15	186	0.000
17:00 - 18:00	15	186	0.000	15	186	0.000	15	186	0.000
18:00 - 19:00	15	186	0.001	15	186	0.001	15	186	0.002
19:00 - 20:00	12	168	0.001	12	168	0.000	12	168	0.001
20:00 - 21:00	12	168	0.000	12	168	0.000	12	168	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.003			0.005

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.001	15	186	0.008	15	186	0.009
08:00 - 09:00	15	186	0.001	15	186	0.011	15	186	0.012
09:00 - 10:00	15	186	0.001	15	186	0.006	15	186	0.007
10:00 - 11:00	15	186	0.001	15	186	0.003	15	186	0.004
11:00 - 12:00	15	186	0.001	15	186	0.002	15	186	0.003
12:00 - 13:00	15	186	0.001	15	186	0.004	15	186	0.005
13:00 - 14:00	15	186	0.002	15	186	0.001	15	186	0.003
14:00 - 15:00	15	186	0.003	15	186	0.000	15	186	0.003
15:00 - 16:00	15	186	0.002	15	186	0.000	15	186	0.002
16:00 - 17:00	15	186	0.002	15	186	0.000	15	186	0.002
17:00 - 18:00	15	186	0.005	15	186	0.001	15	186	0.006
18:00 - 19:00	15	186	0.008	15	186	0.001	15	186	0.009
19:00 - 20:00	12	168	0.007	12	168	0.002	12	168	0.009
20:00 - 21:00	12	168	0.002	12	168	0.000	12	168	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.039			0.076

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.001	15	186	0.028	15	186	0.029
08:00 - 09:00	15	186	0.002	15	186	0.040	15	186	0.042
09:00 - 10:00	15	186	0.002	15	186	0.017	15	186	0.019
10:00 - 11:00	15	186	0.001	15	186	0.008	15	186	0.009
11:00 - 12:00	15	186	0.003	15	186	0.009	15	186	0.012
12:00 - 13:00	15	186	0.006	15	186	0.006	15	186	0.012
13:00 - 14:00	15	186	0.005	15	186	0.010	15	186	0.015
14:00 - 15:00	15	186	0.004	15	186	0.006	15	186	0.010
15:00 - 16:00	15	186	0.010	15	186	0.005	15	186	0.015
16:00 - 17:00	15	186	0.015	15	186	0.002	15	186	0.017
17:00 - 18:00	15	186	0.024	15	186	0.005	15	186	0.029
18:00 - 19:00	15	186	0.035	15	186	0.003	15	186	0.038
19:00 - 20:00	12	168	0.026	12	168	0.002	12	168	0.028
20:00 - 21:00	12	168	0.018	12	168	0.002	12	168	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.152			0.143			0.295

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.006	15	186	0.054	15	186	0.060
08:00 - 09:00	15	186	0.009	15	186	0.074	15	186	0.083
09:00 - 10:00	15	186	0.016	15	186	0.042	15	186	0.058
10:00 - 11:00	15	186	0.013	15	186	0.021	15	186	0.034
11:00 - 12:00	15	186	0.015	15	186	0.025	15	186	0.040
12:00 - 13:00	15	186	0.020	15	186	0.023	15	186	0.043
13:00 - 14:00	15	186	0.019	15	186	0.032	15	186	0.051
14:00 - 15:00	15	186	0.022	15	186	0.024	15	186	0.046
15:00 - 16:00	15	186	0.030	15	186	0.024	15	186	0.054
16:00 - 17:00	15	186	0.047	15	186	0.022	15	186	0.069
17:00 - 18:00	15	186	0.053	15	186	0.020	15	186	0.073
18:00 - 19:00	15	186	0.069	15	186	0.019	15	186	0.088
19:00 - 20:00	12	168	0.053	12	168	0.017	12	168	0.070
20:00 - 21:00	12	168	0.040	12	168	0.015	12	168	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.412			0.412			0.824

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	186	0.000	15	186	0.000	15	186	0.000
08:00 - 09:00	15	186	0.000	15	186	0.000	15	186	0.000
09:00 - 10:00	15	186	0.000	15	186	0.000	15	186	0.000
10:00 - 11:00	15	186	0.000	15	186	0.000	15	186	0.000
11:00 - 12:00	15	186	0.000	15	186	0.000	15	186	0.000
12:00 - 13:00	15	186	0.000	15	186	0.000	15	186	0.000
13:00 - 14:00	15	186	0.000	15	186	0.000	15	186	0.000
14:00 - 15:00	15	186	0.000	15	186	0.000	15	186	0.000
15:00 - 16:00	15	186	0.000	15	186	0.000	15	186	0.000
16:00 - 17:00	15	186	0.000	15	186	0.000	15	186	0.000
17:00 - 18:00	15	186	0.000	15	186	0.000	15	186	0.000
18:00 - 19:00	15	186	0.000	15	186	0.000	15	186	0.000
19:00 - 20:00	12	168	0.000	12	168	0.000	12	168	0.000
20:00 - 21:00	12	168	0.000	12	168	0.000	12	168	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
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.*