# 579-583 Uxbridge Road, Hayes

*Transport Statement*

DTA

Transport Planning Consultants

579-583 Uxbridge Road, Hayes

# *Transport Statement*

| | |
|---|---|
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| Date: | 19/04/2023 |


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## 1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) has been instructed by Thorney Farm Developments to advise on the transport implications of the proposed changes to the development at 579-583 Uxbridge Road, Hayes. DTA previously advised on the original development proposals (LPA Reference: 72470/APP/2016/4684) for which a Transport Statement (TS) was prepared.

1.2 The current proposals seek to modify the composition of the development, which was originally to comprise 21 flats, whereby two of the larger 3-bed flats will instead be reconfigured into two 2-bed flats and two 1-bed flats; a net increase of two flats (to 23 flats overall) albeit the individual units will be smaller. The total number of bedrooms remains unchanged. There will be no change to the site access or overall car parking provision. This report therefore considers the travel demand implications of this change and the associated implications for vehicle and cycle parking. The site location can be seen on **Figure 1**.

1.3 This TS has been prepared in accordance with the National Planning Policy Framework (NPPF) and The Guidance on Transport Assessments 2007, issued by DfT. The scale of the proposed development is however significantly lower than that which requires a formal assessment. Nevertheless, this report has been prepared to support the application.

1.4 This report considers the transport and highways implications associated with the proposals and is structured as follows:

Chapter 1: Introduction
Chapter 2: Transport Policy
Chapter 3: Existing Conditions
Chapter 4: Development Proposals
Chapter 5: Access and Servicing
Chapter 6: Conclusions

1.5 As established in the previous TS, the sustainable travel credentials of the location are very good. The site is in an accessible location and within easy walking distance of a range of local services including local stores, schools etc. It is in close proximity to bus stops, cycle links and the strategic local road network. The passenger transport accessibility level of the site is '3' which is very high for an outer London location.

1.6 A comparison has been undertaken in terms of the traffic generation for the existing and proposed development and the car parking provision within the site. Reference is made to both the original TRICS appraisals, and agreed trip rates, and a first principles appraisal based on National Travel Survey data. It is concluded that there will not be a material change in travel demand from the development as a whole.

1.7 There will be no change in car parking provision as a result of the proposed changes. Census data from 2011 has been examined which suggests that the actual parking demand should not change as a result of the development. Whilst local policy would suggest that additional parking should be provided, the proposed provision remains in line with the guidance London Plan given the level of accessibility (PTAL) at this location.

1.8 Overall, the report identifies that the site is well positioned to facilitate the development of sustainable travel patterns and that the proposed car parking is appropriate for the location. The report concludes that the proposals will have no adverse impact on the safety or operation of the surrounding road network including on-street parking conditions.

# 2.0 TRANSPORT POLICY

## 2.1 National Policy

### National Planning Policy Framework (July 2021)

2.1.1 In July 2021, the Government published a revised National Planning Policy Framework (NPPF). This report should therefore be read in the context of the new NPPF.

2.1.2 Paragraph 111 of the NPPF is clear 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".

2.1.3 Within this context, the NPPF identifies in Paragraph 112 that 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."*

2.1.4 Paragraph 113 of the NPPF goes on to state 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".*

## 2.2 Local Policy

### London Plan 2021

2.2.1 The London Plan sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably.

### Hillingdon Local Plan - Development Management Document – January 2020

2.2.2 The Hillingdon Local Plan is the key strategic planning document for Hillingdon and will support the delivery of the spatial elements of the Sustainable Community Strategy. It sets out the long-term vision and objectives for the Borough, what is going to happen, where, and how this will be achieved. In Part 2, the development management policies are set out. Those relevant to the transport implications of development include:

***Policy DMT 1**: Managing Transport Impacts*

*Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:*

- *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;*
- *maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;*
- *provide equal access for all people, including inclusive access for disabled people;*
- *adequately address delivery, servicing and drop-off requirements; and*

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

***Policy DMT 2**: Highways Impacts*

*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.*

***Policy DMT 4**: Public Transport*

*The Council will support and promote the enhancement of public transport facilities, including at key interchanges that address the needs of the Borough. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services, which may include:*

*i) improvements to address inclusive access;*

*ii) ensuring that bus stops are conveniently located for passengers;*

*iii) implementation of bus priority and bus stop accessibility measures;*

*iv) providing for bus route requirements and associated road layouts;*

*v) improvements to the network of services; and*

*vi) improvements to infrastructure to support cycling.*

*Public transport measures may be required to be included in the highways layout design where they are identified in a transport assessment, travel plan or integral to the acceptability of the proposal.*

***Policy DMT 5** : Pedestrians and cyclists*

*Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:*

- *i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;*
- *ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;*
- *iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and*
- *iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.*

*Development proposals located next to or along the Blue Ribbon network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.*

***Policy DMT 6**: Vehicle Parking*

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

*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.*

*Excerpt from Table 1 of Appendix C*

| Flats | | |
|---|---|---|
| | Car Spaces | Cycle Spaces |
| 3+ Beds | 2 spaces | 2 spaces |
| 1-2 beds | 1-1.5 spaces | 1 space |
| studio | 0.5 spaces | 1 space |

2.2.3 This document has been prepared in line with the policy and guidance stated above.

**Mayor's Transport Strategy – Hillingdon's Local Implementation Plan 2019**

2.2.4 Hillingdon's Local Implementation Plan (LIP) sets out how the council proposes to implement the Mayor's Transport Strategy (MTS) and provides details on transport strategy, projects, proposals and programmes from 2019. The LIP allows the council to plan strategically to meet current and future transport challenges and achieve the council's overriding ambitions to be an attractive and sustainable borough. The LIP transport policies, programme and long term aspirations address demands on the existing transport network to not only maintain the existing network but improve mobility and access to employment, retail and leisure opportunities.

2.2.5 The key objectives according to the Transport Strategy are:

***Objective 1:*** *Hillingdon will encourage and promote healthy travel behaviours.*

*Town centres and residential streets will be assessed against the Healthy Streets guidance and barriers to active travel will be addressed through projects and programmes contained within Local Implementation Plan 3.*

*Borough objective: By 2041, 70% of Hillingdon residents to be reporting two periods of ten minutes spent walking or cycling on the previous day*

*Hillingdon aspires to provide improvements to active travel and air quality through the following mission/policy statements:*

- *Hillingdon will implement improvements assessed against the 10 Healthy Street indicators*
- *Hillingdon will review street design to shift priority towards active modes, and provide infrastructure, i.e. improved pedestrian crossings and protected cycle lanes to facilitate behaviour change.*
- *Accessible design will be incorporated as per the streets toolkit.*

***Objective 2:*** *Hillingdon will prioritise road safety and work towards achieving the Mayor's Vision Zero.*

*London Borough of Hillingdon will work will stakeholders to collect, collate, analyse and interpret road traffic collisions casualty data and crime statistics to help understand real and perceived threats to residents' personal safety.*

*Key Performance Indicator 2: Vision Zero - Deaths and serious injuries from all road collisions to be eliminated from our streets*

*Safe Street Design -The Council recognises that there is a direct relationship between the design of the built environment and road safety. Through the development management process the Council will ensure that when new streets are being built that they are designed to reduce the risk posed to all road users. Road schemes being designed and implemented by the Council itself will also take into account the safety of all road users from the outset*

***Objective 3:*** *Hillingdon will promote sustainable travel to encourage a reduction in car use.*

*With support from TfL investment, streets in Hillingdon will operate efficiently through proper design, management and maintenance. Land use/transportation planning policies will be applied to reduce the need to travel and measures will be put in place to encourage and enable travel by public transport, cycling and walking – helping Hillingdon's streets to become places for people. The schemes to be delivered in pursuance of this Objective complements and support the TfL Business Plan.*

*Hillingdon recognise that prioritising different road users may be the most efficient way of managing streets and reducing congestion. Hillingdon will continue, through its town centre upgrade programmes to review and assess pedestrianisation, modal filters and emerging road-space reallocation policies and approaches. As with all projects in Hillingdon community support for road space allocation will be sought and where this can be achieved projects can be implemented.*

***Objective 8:** Hillingdon will support new development environments that prioritise sustainable travel*

*Through the development management process, new developments will be situated in locations accessible by walking, cycling and public transport and will include facilities to encourage and enable travel by these modes.*

*Key areas Hillingdon have identified for sustainable transport provision in new developments:*

*Through Hillingdon's development management process, new developments will be required to make provisions for walking, cycling and public transport. These to include cycle facilities, footpaths, environments accessible to all, including providing for disabled travellers' requirements and road layouts that support bus priority.*

# 3.0 EXISTING CONDITIONS

## 3.1 Adjacent Highway Network

3.1.1 The A4020 Uxbridge Road, from which the site will be accessed, is a dual carriageway with a raised kerb central reservation so traffic can only enter the site left in from the east and exit left out to the west. There are several opportunities to u-turn.

3.1.2 The A4020 runs to the West of London where it connects to the M40 and the M25. To the East of the site the A4020 runs towards central London. A plan of the local highway network can be seen on **Figure 2**.

## 3.2 Road Safety

3.2.1 Accident Data has been reviewed from www.crashmap.com and shows there have been only no accidents at the access between 2017-2021 (inclusive), the closest reports being 100m east of the access and 200m west of the access both of which were slight.

## 3.3 Public Transport

3.3.1 Public Transport Accessibility Level is the standard method for the calculation of public transport access used primarily in Greater London. The calculation is based on the type and frequency of public transport service and the distance to the nearest stops. The results range from 1 to 6 where a PTAL of 1(a) indicates very poor accessibility and 6(b) indicates excellent accessibility.

3.3.2 A PTAL assessment has been undertaken for the site. Accessibility here is classified as moderate with a PTAL score of 3. In practice, a PTAL levels of 4-6 are generally within inner London Boroughs and a PTAL level of 3 in an outer London location is relatively high. Full details are attached in **Appendix A**.

3.3.3 Buses are the most easily accessed form of transport from the site. The nearest bus stop is situated approximately 70m from the site access along the Uxbridge Road to the East. Bus stops in both the eastbound and the westbound directions are equipped with information panels, shelters and seating.

3.3.4 From **Table 1** it is clear that there are many regular buses which run past the site access.

**Table 1:** Existing Bus Services

| Service Number | Route | Weekday Frequency |
|---|---|---|
| 278 | Heathrow - Hayes - Hillingdon - Ruislip | Every 15 min |
| 427 | Uxbridge - Hillingdon - Southall | 6-10 mins |
| 697 | Hayes End - Long Lane - Ickenham | School travel times only |
| 698 | West Drayton - Hayes - Ickenham | School travel times only |
| H98 | Hounslow - Hayes & Harlington - Hayes End | Every 8 - 10 minutes |
| N207 | Uxbridge - Shepherd's Bush - Holborn | Half Hourly until 4am |

3.3.5 The site is within a 2km radius of the nearest train station Hayes and Harlington Railway Station. From here regular services are available to many destinations including London Paddington, Heathrow T4 & T5, Abbey Wood and Reading. Services available from Hayes and Harlington station are summarised below in **Table 2**.

**Table 2:** Train Services from Hayes and Harlington

| Destination | Frequency (Approx) | Duration (Approx) |
|---|---|---|
| London Paddington | Every 7 minutes | 20 minutes |
| Reading | 10 - 20 minutes | 38 mins |
| Abbey Wood | 5 -10 min | 1 hour |
| Heathrow T4 & T5 | 15 min | 17 minutes |

## 3.4 Walking and Cycling Facilities

3.4.1 Footways are present on both sides and along the entire Uxbridge Road, with frequent pedestrian crossings situated along the Uxbridge Road for easy crossing. There is a cycle route heading east directly in front of the site's access on the Uxbridge Road. Further off-road cycling facilities exist approximately 1km away to the east of the site running south.

## 3.5 Local Facilities

3.5.1 There are local shops, pubs and eateries found within 450m walking distance away from the site access on the Uxbridge Road. In the Northwest region of London, the site has high public transport accessibility to numerous employment and facilities in central London and the suburbs.

3.5.2 The site is in close walking distance to a large residential area, making it easy for many local workers to walk and cycle to work.

# 4.0 PROPOSED DEVELOPMENT & TRAFFIC IMPACT

## 4.1 Proposed Development

4.1.1 The current proposals seek to modify the composition of the development, which was originally to comprise 21 flats, whereby two of the larger 3-bed flats will instead be reconfigured into two 2-bed flats and two 1-bed flats; a net increase of two flats (to 23 flats overall) albeit the individual units will be smaller. The total number of bedrooms remains unchanged. There will be no change to the site access or overall car parking provision.

4.1.2 A current plan of the proposed site layout can be seen in **Appendix B**. As before primary access to the site will be from Kingswood Place. In addition there will be a direct access onto Uxbridge Road which will serve two car parking spaces only.

4.1.3 Pedestrian access will be taken from Uxbridge Road and Kingswood Place.

## 4.2 Car Parking

4.2.1 The permitted development allocated parking on a 1:1 ratio of car parking spaces to flats. This was in line with the standards set out in Table 1 of Appendix C of the Hillingdon Local Plan: Revised Development Management Policies, Oct 2015, which permits 1-1.5 spaces per dwelling + visitor spaces. These standards were continued to the Jan 2020 DMP therefore is still in line with the updated standards. The London Plan, however, suggests that a ratio of less than one is appropriate in accessible locations such as here. In accordance with the London Plan, locations in Outer London with a PTAL of 3, with 1 - 2 beds should have a maximum provision of 0.75 spaces per dwelling.

4.2.2 The 2011 census data on car ownership for Hillingdon has been reviewed for flats, separating car ownership per available rooms in the household, data is shown below in **Table 3.**

**Table 3 :** Census 2011 - Hillingdon - Flat, maisonette or apartment (all tenures)

| 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 |
|---|---|---|---|---|
| 1-3 room | | | | |
| 26,226 | 10,847 | 12,316 | 2,749 | 314 |
| % total | 41% | 47.0% | 10% | 1% |
| 4 room | | | | |
| 10,695 | 3,628 | 5,455 | 1,470 | 142 |
| % total | 34% | 51% | 14% | 1% |

4.2.3 Data shows that a significant proportion of households do not own a car. For 1 to 3 room households 41.4% do not own a car, and 47.0% own 1 car per household. Whereas for 4 room households 34% do not own cars with 51% owning 1 car. There are therefore a significant number of households who require accommodation without car parking.

4.2.4 To assess the change in parking demand, the car ownership data for Hillingdon has been applied to the proposed flat layout change, this is shown in below in **Table 4.**

**Table 4:** Total Car Ownership for 4 flats of 1-3 rooms

| Total Car Ownership for 4no. Flats - 1 to 3 rooms | | | | | |
|---|---|---|---|---|---|
| Cars Per Household | No Cars | 1 Car | 2 Cars | 3+ Cars | Total Spaces Required |
| Required Spaces | 2 | 2 | 0 | 0 | 2 |

4.2.5 Based on car ownership data, the total required spaces for the proposed flat layout of 2no. 2 bed flats and 2no. 1 bed flats would therefore require 2 spaces. This assumes that car ownership is independent of parking availability. In practice, the availability of parking will influence household choices and as set out above the pool of households requiring parking is similar to those that do not.

4.2.6 The current site proposes 2 spaces for the existing 3 bed flats. The reconfiguration should not give rise to additional demand on-street on local roads as the supply

(proposed provision) aligns with unconstrained demand (as Table 4). Therefore, the parking provision on site is considered sufficient.

4.2.7 The on-site parking has 2 approved unallocated spaces. For robustness, as a result of the reconfiguration, these 2 unallocated spaces are to be reallocated to the 2 new 1 bed flats proposed, therefore maintaining the proposed 1:1 parking ratio.

## 4.3 Cycle Parking

4.3.1 There are 36 cycle parking spaces proposed for the 23 units.

## 4.4 Trip Generation

4.4.1 To assess the potential traffic movements from the development the TRICS database was interrogated (TRICS 2016 v7.3.3 on line). This database contains surveys of the vehicle and multimodal trip generation of a wide variety of sites which are classified by land use and various other attributes. The database was interrogated for multimodal surveys for 'Land Use 03 – Residential/C – Flats Privately Owned', with sites outside London manually excluded. The lists were adjusted to include only those areas with a PTAL score in the range 2 to 4.

4.4.2 The resulting TRICS printouts are attached at **Appendix D**. The trip rates are summarised in **Table 4** below. The trip generation for 21 flats and 23 flats according to these rates is shown in **Tables 5** and **6** respectively. **Table 7** shows the net trip generation expected as a result of the development.

**Table 4**: TRICS Trip Rates per Flat (PTAL 2-4)

| Trip Rate for Private Flat | | | | | | |
|---|---|---|---|---|---|---|
| Time Range | Vehicle Trips | | | Person Trips | | |
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| 08:00-09:00 | 0 | 0.071 | 0.071 | 0.119 | 0.524 | 0.643 |
| 17:00-18:00 | 0.095 | 0.048 | 0.143 | 0.452 | 0.31 | 0.762 |
| Daily Trip Rates: | 0.666 | 0.713 | 1.379 | 3 | 3.263 | 6.263 |

**Table 5**: TRICS Trip Generation for 21 Flats (PTAL 2-4)

| Trip Generation for 21 Private Flats | | | | | | |
|---|---|---|---|---|---|---|
| Time Range | Vehicle Trips | | | Person Trips | | |
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| 08:00-09:00 | 0 | 1 | 1 | 2 | 11 | 14 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 17:00-18:00 | 2 | 1 | 3 | 9 | 7 | 16 |
| Daily Trip Rates: | 14 | 15 | 29 | 63 | 69 | 132 |

**Table 6**: TRICS Trip Generation for 23 Flats (PTAL 2-4)

| Trip Generation for 23 Private Flats | | | | | | |
|---|---|---|---|---|---|---|
| Time Range | Vehicle Trips | | | Person Trips | | |
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| 08:00-09:00 | 0 | 2 | 2 | 3 | 12 | 15 |
| 17:00-18:00 | 2 | 1 | 3 | 10 | 7 | 18 |
| Daily Trip Rates: | 15 | 16 | 32 | 69 | 75 | 144 |

**Table 7**: Net Trip Generation of the Development

| Net Trip Generation | | | | | | |
|---|---|---|---|---|---|---|
| Time Range | Vehicle Trips | | | Person Trips | | |
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| 08:00-09:00 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:00-18:00 | 0 | 0 | 0 | 1 | 1 | 2 |
| Daily Trip Rates: | 1 | 1 | 3 | 6 | 7 | 13 |

4.4.3 **Table 5** shows that the existing development generates approximately 1 vehicle trip in each of the peaks. **Table 6** shows that the proposals will generate 1 vehicle trip in the AM and 3 in the PM peaks.

4.4.4 The TRICS trip rates do not differentiate between flats of different sizes. The TRICS data is effectively reporting 'garden gate' trip rates, i.e. as observed at the entrance to a development, and in practice most developments will include a mix of unit sizes.

4.4.5 An alternative approach is to take a first principles approach to estimating travel demand based on the number of residents. The National Travel Survey reports than on average people make 2.6 trips per day. The overall demand can therefore be calculated if the occupancy is known. This has been calculated based on the maximum occupancy of the available bed spaces.

4.4.6 The current configuration of two three-bedroom flats could each accommodate up to 6 persons per flat (on the basis of three double sized rooms); a total of 12 people. The proposed configuration of two, three-bedroom flats, and two, one bedroom flats which together accommodates up to 11 people (based on two flats with two single and one double room)

and two one-bedroom flats, which could together accommodate up to 3 people (on the basis of one flat with a double room and one flat with a single room).

4.4.7 The net trip generation as a result of the proposals is shown in **Table 7**, indicating there will be no net change vehicle trip generation in the AM and PM peak. With a net increase of 3 daily trips. This will have a negligible impact on the local road network and cannot be considered significant in line with the test set out in paragraph 111 of the NPPF.

## 5.0 SUMMARY AND CONCLUSIONS

5.1 The development seeks to modify a consented residential development to reconfigure two 3 bed apartments to three 2 bed apartments and two 1 bed apartments. As a result the number of households will increase by 2 apartments the overall number of bedrooms is increased although the number of bed-spaces will reduce by one.

5.2 Primary access is as per the original permitted scheme. There will be no increase in the parking provided.

5.3 This Transport Statement assessed the site and the following conclusions are made:

- the proposed development has no significant effect on the current traffic generation from the site (negligible);
- Suitable pedestrian access is achievable;
- There are many accessible travel choices for residents who will not need to own a private car;
- There is ample secure and covered cycle parking provided;
- Current car ownership patterns show a high level of non-car owning households in the locality there is unlikely to be excess parking demand displaced onto the local road network; and,
- Traffic generation from the proposed development would be modest and impact on the adjacent road network would not be material.

5.4 It is concluded, for the reasons set out above, that the proposed site development will have no material adverse impact in terms of traffic or transport.

**FIGURES**

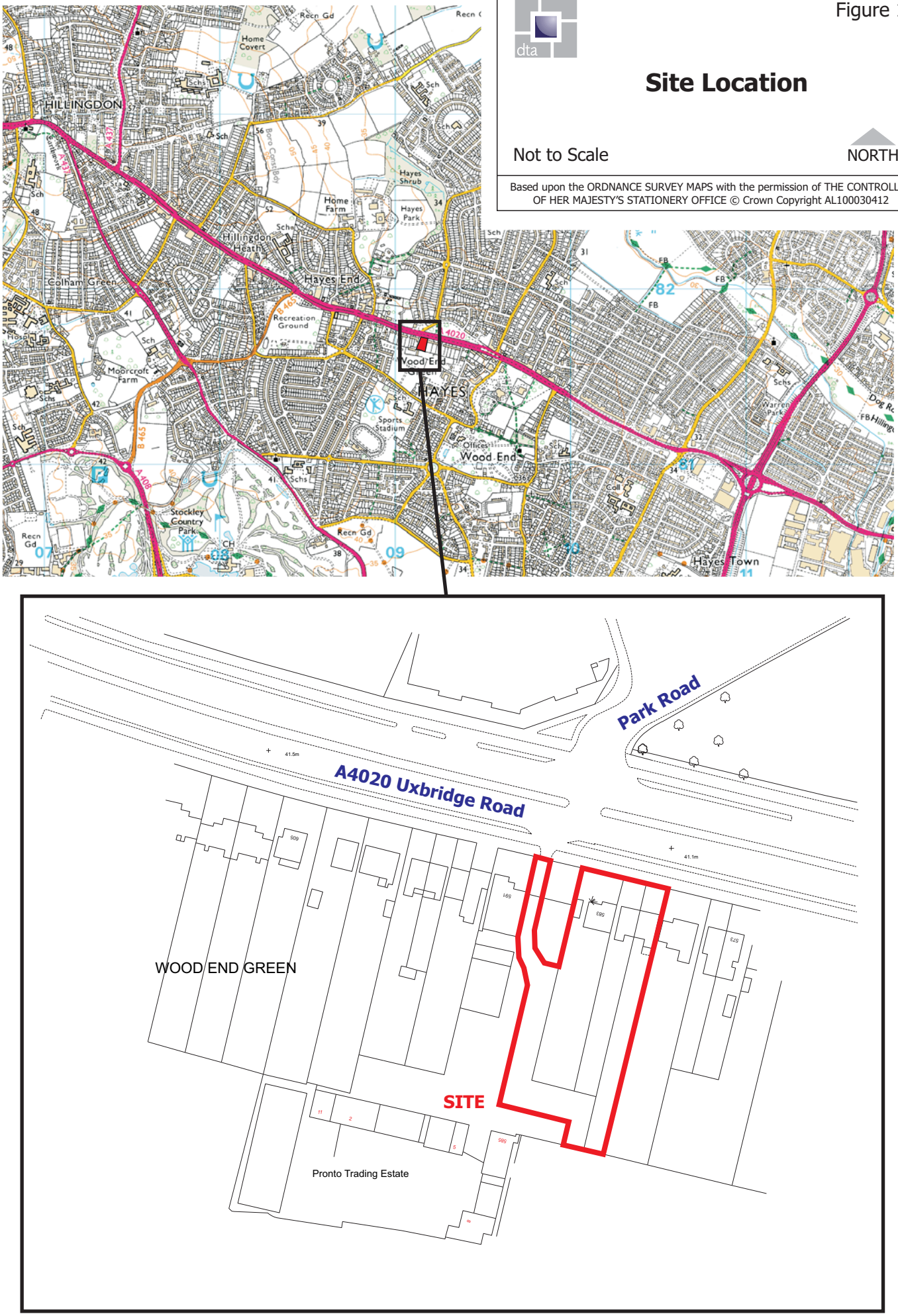
Figure 1

# Site Location

Not to Scale

NORTH






**579-583 Uxbridge Road**
JSA Architects

December 2016
**10231-07**

**579-583 Uxbridge Road**
JSA Architects

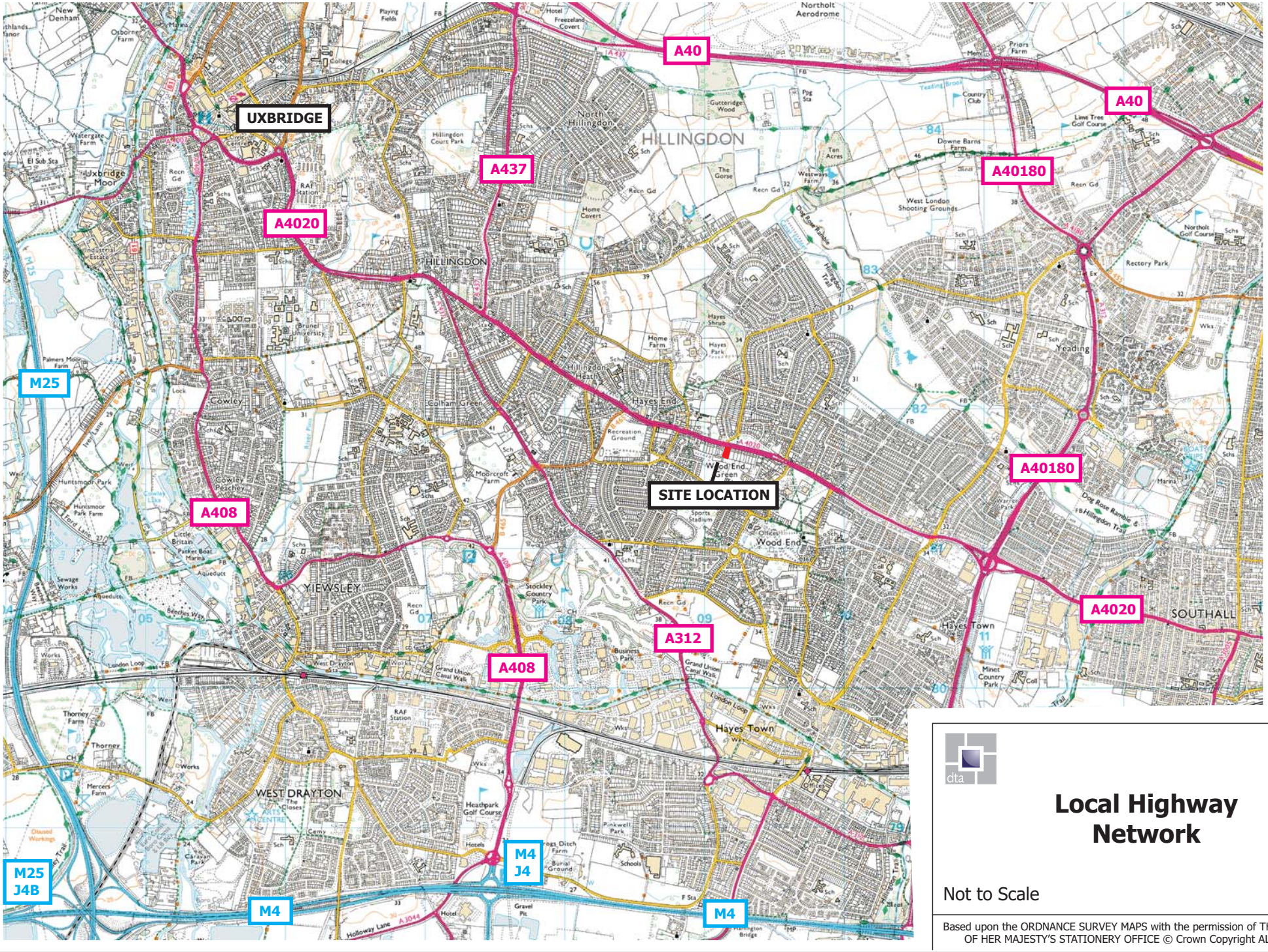



Figure 2

# Local Highway Network

Not to Scale

NORTH



December 2016
**10231-06**

**579-583 Uxbridge Road**

JSA Architects

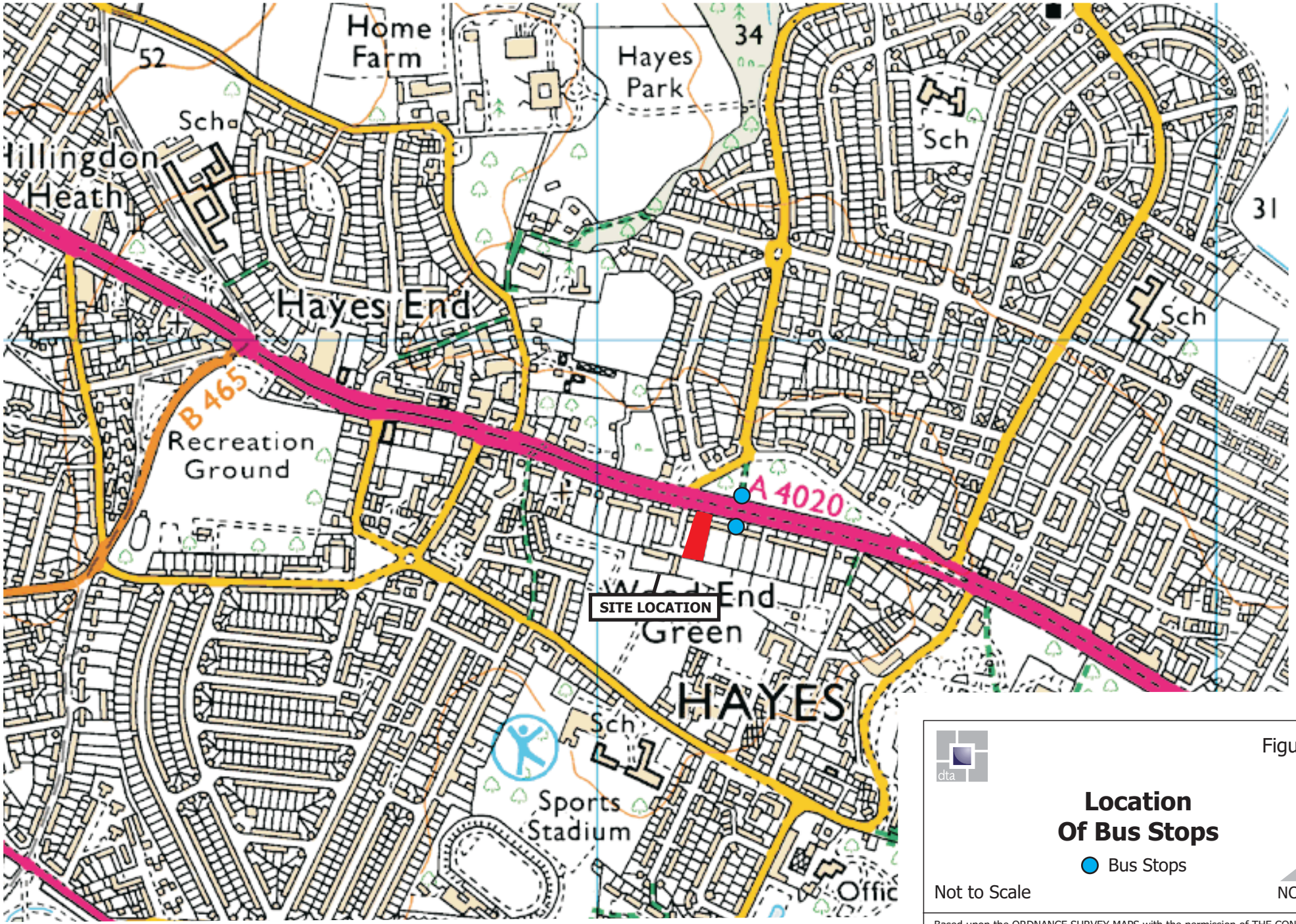



Figure 3

## Location Of Bus Stops

Bus Stops

Not to Scale

NORTH

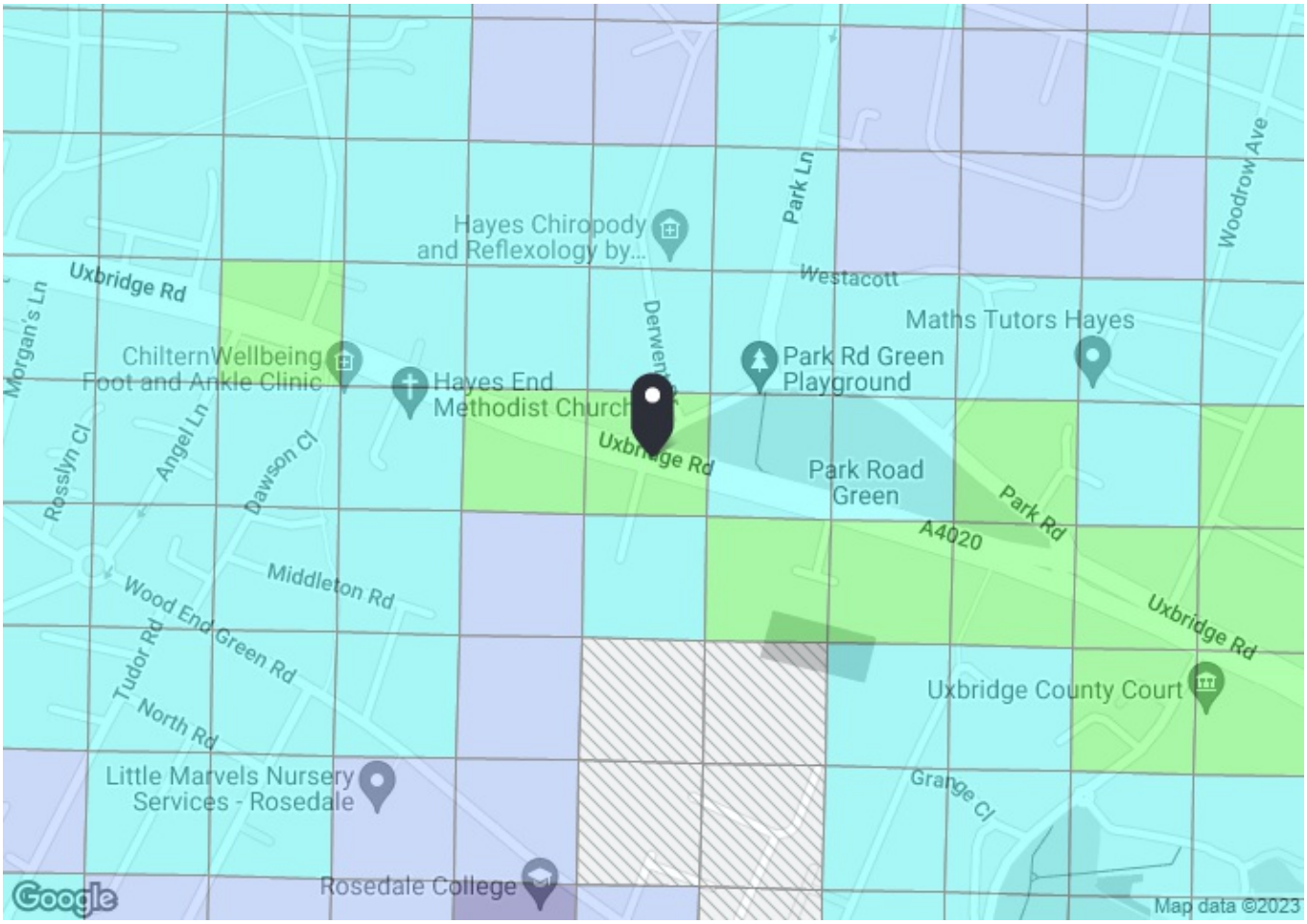


December 2016

**10231-08**

**APPENDIX A**

TRANSPORT FOR LONDON




**PTAL output for Base Year**
3

Pronto Yard, 589 Uxbridge Rd, Hayes UB4 8HP, UK
Easting: 509151, Northing: 181739

Grid Cell: 86653

Report generated: 18/04/2023

**Map key - PTAL**

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

**Map layers**

PTAL (cell size: 100m)

Calculation Parameters

| | |
|---|---|
| **Day of Week** | M-F |
| **Time Period** | AM Peak |
| **Walk Speed** | 4.8 kph |
| **Bus Node Max. Walk Access Time (mins)** | 8 |
| **Bus Reliability Factor** | 2.0 |
| **LU Station Max. Walk Access Time (mins)** | 12 |
| **LU Reliability Factor** | 0.75 |
| **National Rail Station Max. Walk Access Time (mins)** | 12 |
| **National Rail Reliability Factor** | 0.75 |

Calculation data

| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|---|---|---|---|---|---|---|---|---|---|---|
| Bus | UXBRIDGE ROAD PARK ROAD | H98 | 100.55 | 7.5 | 1.26 | 6 | 7.26 | 4.13 | 0.5 | 2.07 |
| Bus | UXBRIDGE ROAD PARK ROAD | 427 | 100.55 | 7.5 | 1.26 | 6 | 7.26 | 4.13 | 1 | 4.13 |
| Bus | UXBRIDGE ROAD PARK ROAD | 607 | 100.55 | 6 | 1.26 | 7 | 8.26 | 3.63 | 0.5 | 1.82 |
| Bus | LANSBURY DR UXBRIDGE RD | U7 | 502.85 | 2 | 6.29 | 17 | 23.29 | 1.29 | 0.5 | 0.64 |
| Bus | LANSBURY DR UXBRIDGE RD | 90 | 502.85 | 6 | 6.29 | 7 | 13.29 | 2.26 | 0.5 | 1.13 |
| Bus | LANSBURY DR UXBRIDGE RD | 195 | 502.85 | 5 | 6.29 | 8 | 14.29 | 2.1 | 0.5 | 1.05 |
| | | | | | | | | | **Total Grid Cell AI:** | **10.84** |

**APPENDIX B**

Fern Court
Ebony Court
Cypress Court
Bayberry Court
Alder Court
Darwin Court
Aster Court
KINGSWOOD PLACE
UXBRIDGE ROAD
Home Zone
Bins E
Bins F
Bins C
Bins D
Bins A1 A2
Bin Store H
Cycle Parking
Motorcycle Parking
High Level Windows
Camera 6 to be Installed above First Floor
PB
gate
Footway
Communal Garden
position of existing dropped kerb
577

Tarmac surfacing. Kerbs where required to be french grey colour.

Mistral Priora setts silver grey rumble strip

Block Mistral Priora Harvest Buff colour herringbone pattern 120mm- 240mm gauge

Textured conservation paving Conservation Priora silver grey 400x400mm

- Bollards - Tronco Short Outdoor Post Light - Black
- Street Light - Philips Iridium³ LED Medium 41w Street Light
- Bulkhead Light - Philips Boston Outdoor Wall Light with PIR Sensor
- Bulkhead Light - Philips Boston Outdoor Wall Light
- Active Electric Vehicle Charging Point
- Passive Electric Vehicle Charging Point
- Ceiling mounted LED fitting

| | PLANTING PLANS |
|---|---|
| A | Lavandalu ang. Munstead |
| B | Nandina domestica Obsessed |
| C | Saracocca Confusa |
| E | Nepeta 'Walkers Low' |
| F | Escallonia 'Iveyi' |
| G | Osmanthus heter Goshika |
| H | Philadelphus Belle Etoile |
| J | Spiraea Japonica Little Princess |
| K | Weigala 'Red Prince' |

Street lighting to comply with BS 5389-1:2003, to achieve an overall uniform rating 0.2 and not fall below 0.25 at any location. Lamps should have a minimum colour rendering rating of 60Ra

Dedicated energy efficient space lighting (capable of accepting lamps with a luminous efficacy of 40 lumens per circuit watt or greater) with daylight sensors and time switch controls.
Ø Any Security lighting shall be energy efficient (lamps less than 150w) with daylight sensors and PIR switch controls"

All lighting subject to approval of Secured by Design Adviser and Local Authority as appropriate.

The Cycle door must be at least 44mm thick and should be locked into the doorframe using a mortice deadlock certificated to BS 3621: 2007.

Flat entrance doors (all upper levels) To comply with SBD guidance note 25.2 Which allows for lock hardware to be operable from both sides of an unlocked door without the use of a key. A key must not be required to unlock the door from the inside in case of fire escape.

The Bin Storage must be secured using a mortice deadlock certificated to BS 3621: 2007.

All ground floor windows to comply with NHBC & Building Regulations SBD requirements, including BS7950: 1997 , BBA Agremont Cert or kite marked. Ironmongery must accord with the NHBC requirements.

Except designated Escape windows, provide Key operated locks

All handles to be max 1.2m from FFL (Lifetimes Homes)

All Bin & Bike Stores to have LED Lighting

Notes:

1) ALL DIMENSIONS, LEVELS AND CLEARANCES TO BE CHECKED ON SITE PRIOR TO WORKS COMMENCING
2) THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER PROJECT RELATED DRAWINGS, SPECIFICATIONS AND DOCUMENTS
3) ANY DISCREPANCY BETWEEN THIS DRAWING, OTHER DRAWINGS FORMING PART OF THIS CONTRACT, OR THE SPECIFICATION/BILLS OF QUANTITIES MUST BE CLARIFIED BEFORE COMMENCEMENT OF ANY WORK OR ORDERING OF ANY MATERIALS
4) PLEASE CONSULT THE AUTHOR OR PROJECT MANAGER SHOULD THE READER REQUIRE CLARIFICATION ON ANY PART OF THIS DRAWING
5) THE COPYRIGHT OF THE DRAWING AND DESIGN IS THE PROPERTY OF JSA ARCHITECTS LTD. THIS INFORMATION HAS BEEN ISSUED UNDER SPECIFIC TERMS FOR THIS PROJECT AND MAY ONLY BE USED AND REPRODUCED ACCORDINGLY

| REV: | DESCRIPTION: | BY: | DATE: |
|---|---|---|---|
| D | parking provision finalised | ndt | 5 -04-19 |
| C | parking provision rationalised | ndt | 3 -04-19 |
| B | position of bike store and landscape garden altered. | ndt | 30 -03-19 |
| A | Details of Landscape Planting added external lighting scheme added | ndt | 3 -03-19 |

STATUS: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Tavistock House
Waltham Road
Maidenhead SL6 3NH
01628 828 241-4
reception@jsaarchitects.com
www.jsaarchitects.com

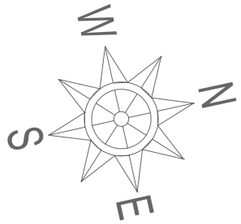

SITE:
579- 583 UXBRIDGE ROAD
HAYES, MIDDLESEX UB4 8HP

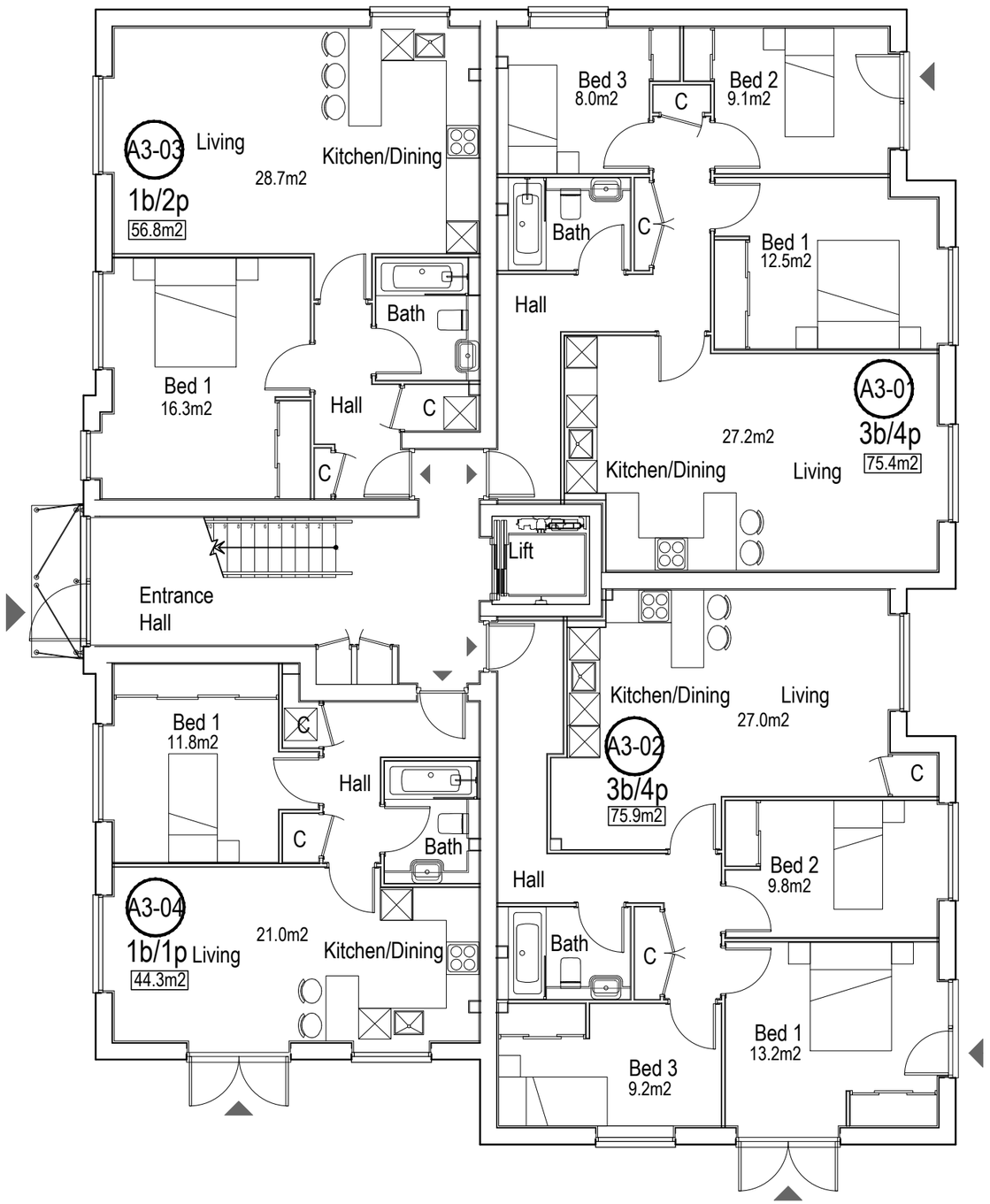
CLIENT:
THORNEY FARM DEVELOPMENT

TITLE:
SITE PLAN
BLOCK H AND A3

| SCALE AT A1: | DATE: | DRAWN: | CHECKED: |
|---|---|---|---|
| 1:200 | 2 APR 2019 | NT | |

| PROJECT: | DRAWING NO: | REVISION: |
|---|---|---|
| TPH5 | PL-104 | D |




0 1 2 4 6m

1:100

| REV: | DESCRIPTION: | BY: | DATE: |
|---|---|---|---|
| | | | |

CLIENT: Thorney Farm Developments

SITE: 579-583 Uxbridge Road
Hayes
Middlesex

TITLE:
Block A3
Ground Floor Plan
Proposed

STATUS: PLANNING

| SCALE AT A3: | DATE: | DRAWN: | CHECKED: |
|---|---|---|---|
| 1:100 | Feb 2023 | JJ | |

| PROJECT: | DRAWING NO: | REVISION: |
|---|---|---|
| TPH5A3 | PL-260 | |

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**APPENDIX C**

Calculation Reference: AUDIT-623801-161130-1156

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | | |
|---|---|---|---|
| 01 | GREATER LONDON | | |
| | HG | HARINGEY | 1 days |
| | NH | NEWHAM | 1 days |

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

Filtering Stage 2 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: | Number of dwellings |
| Actual Range: | 12 to 30 (units: ) |
| Range Selected by User: | 9 to 40 (units: ) |

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 23/04/15

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:

| | |
|---|---|
| Wednesday | 1 days |
| Thursday | 1 days |

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

Selected survey types:

| | |
|---|---|
| Manual count | 2 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) | 1 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

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

Selected Location Sub Categories:

| | |
|---|---|
| Residential Zone | 2 |

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.

Filtering Stage 3 selection:

Use Class:
C3 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:
50,001 to 100,000 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 2 days

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

Car ownership within 5 miles:
0.6 to 1.0 2 days

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

Travel Plan:
No 2 days

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

LIST OF SITES relevant to selection parameters

1 HG-03-C-02 BLOCK OF FLATS HARINGEY
HIGH ROAD
WOODSIDE PARK
WOOD GREEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY 01/10/14 Survey Type: MANUAL

2 NH-03-C-01 BLOCK OF FLATS NEWHAM
ARTHINGWORTH STREET

STRATFORD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 12
Survey date: THURSDAY 14/11/13 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

| Site Ref | Reason for Deselection |
|---|---|
| CN-03-C-01 | Unsuitable PTAL Rating |
| HK-03-C-02 | Unsuitable PTAL Rating |
| HK-03-C-03 | Unsuitable PTAL Rating |
| IS-03-C-01 | Unsuitable PTAL Rating |
| IS-03-C-03 | Unsuitable PTAL Rating |
| KN-03-C-01 | Unsuitable PTAL Rating |
| SK-03-C-02 | Unsuitable PTAL Rating |
| TH-03-C-02 | Unsuitable PTAL Rating |
| WH-03-C-01 | Unsuitable PTAL Rating |

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 21 | 0.048 | 2 | 21 | 0.071 | 2 | 21 | 0.119 |
| 08:00 - 09:00 | 2 | 21 | 0.000 | 2 | 21 | 0.071 | 2 | 21 | 0.071 |
| 09:00 - 10:00 | 2 | 21 | 0.000 | 2 | 21 | 0.024 | 2 | 21 | 0.024 |
| 10:00 - 11:00 | 2 | 21 | 0.071 | 2 | 21 | 0.071 | 2 | 21 | 0.142 |
| 11:00 - 12:00 | 2 | 21 | 0.000 | 2 | 21 | 0.024 | 2 | 21 | 0.024 |
| 12:00 - 13:00 | 2 | 21 | 0.071 | 2 | 21 | 0.048 | 2 | 21 | 0.119 |
| 13:00 - 14:00 | 2 | 21 | 0.048 | 2 | 21 | 0.048 | 2 | 21 | 0.096 |
| 14:00 - 15:00 | 2 | 21 | 0.071 | 2 | 21 | 0.071 | 2 | 21 | 0.142 |
| 15:00 - 16:00 | 2 | 21 | 0.048 | 2 | 21 | 0.071 | 2 | 21 | 0.119 |
| 16:00 - 17:00 | 2 | 21 | 0.143 | 2 | 21 | 0.095 | 2 | 21 | 0.238 |
| 17:00 - 18:00 | 2 | 21 | 0.095 | 2 | 21 | 0.048 | 2 | 21 | 0.143 |
| 18:00 - 19:00 | 2 | 21 | 0.071 | 2 | 21 | 0.071 | 2 | 21 | 0.142 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.666 | | | 0.713 | | | 1.379 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 12 - 30 (units: ) |
| Survey date date range: | 01/01/08 - 23/04/15 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 9 |

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 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 08:00 - 09:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 09:00 - 10:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 10:00 - 11:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 11:00 - 12:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 12:00 - 13:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 13:00 - 14:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 14:00 - 15:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 15:00 - 16:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 16:00 - 17:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 17:00 - 18:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 18:00 - 19:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 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.

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 12 - 30 (units: ) |
| Survey date date range: | 01/01/08 - 23/04/15 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 9 |

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 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 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 08:00 - 09:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 09:00 - 10:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 10:00 - 11:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 11:00 - 12:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 12:00 - 13:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 13:00 - 14:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 14:00 - 15:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 15:00 - 16:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 16:00 - 17:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 17:00 - 18:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 18:00 - 19:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 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.

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|---|---|
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| Number of Sundays: | 0 |
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| Surveys manually removed from selection: | 9 |

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PSVS
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 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 08:00 - 09:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 09:00 - 10:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 10:00 - 11:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 11:00 - 12:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 12:00 - 13:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 13:00 - 14:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 14:00 - 15:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 15:00 - 16:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 16:00 - 17:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 17:00 - 18:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 18:00 - 19:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 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.

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 12 - 30 (units: ) |
| Survey date date range: | 01/01/08 - 23/04/15 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 9 |

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 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 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 08:00 - 09:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 09:00 - 10:00 | 2 | 21 | 0.024 | 2 | 21 | 0.024 | 2 | 21 | 0.048 |
| 10:00 - 11:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 11:00 - 12:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 12:00 - 13:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 13:00 - 14:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 14:00 - 15:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 15:00 - 16:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 16:00 - 17:00 | 2 | 21 | 0.024 | 2 | 21 | 0.024 | 2 | 21 | 0.048 |
| 17:00 - 18:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 18:00 - 19:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.048 | | | 0.048 | | | 0.096 |

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: | 12 - 30 (units: ) |
| Survey date date range: | 01/01/08 - 23/04/15 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 9 |

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 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 | 2 | 21 | 0.048 | 2 | 21 | 0.071 | 2 | 21 | 0.119 |
| 08:00 - 09:00 | 2 | 21 | 0.000 | 2 | 21 | 0.071 | 2 | 21 | 0.071 |
| 09:00 - 10:00 | 2 | 21 | 0.000 | 2 | 21 | 0.024 | 2 | 21 | 0.024 |
| 10:00 - 11:00 | 2 | 21 | 0.071 | 2 | 21 | 0.071 | 2 | 21 | 0.142 |
| 11:00 - 12:00 | 2 | 21 | 0.000 | 2 | 21 | 0.024 | 2 | 21 | 0.024 |
| 12:00 - 13:00 | 2 | 21 | 0.071 | 2 | 21 | 0.048 | 2 | 21 | 0.119 |
| 13:00 - 14:00 | 2 | 21 | 0.048 | 2 | 21 | 0.048 | 2 | 21 | 0.096 |
| 14:00 - 15:00 | 2 | 21 | 0.071 | 2 | 21 | 0.071 | 2 | 21 | 0.142 |
| 15:00 - 16:00 | 2 | 21 | 0.119 | 2 | 21 | 0.119 | 2 | 21 | 0.238 |
| 16:00 - 17:00 | 2 | 21 | 0.167 | 2 | 21 | 0.119 | 2 | 21 | 0.286 |
| 17:00 - 18:00 | 2 | 21 | 0.095 | 2 | 21 | 0.048 | 2 | 21 | 0.143 |
| 18:00 - 19:00 | 2 | 21 | 0.071 | 2 | 21 | 0.095 | 2 | 21 | 0.166 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.761 | | | 0.809 | | | 1.570 |

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: | 12 - 30 (units: ) |
| Survey date date range: | 01/01/08 - 23/04/15 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 9 |

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 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 | 2 | 21 | 0.071 | 2 | 21 | 0.095 | 2 | 21 | 0.166 |
| 08:00 - 09:00 | 2 | 21 | 0.071 | 2 | 21 | 0.262 | 2 | 21 | 0.333 |
| 09:00 - 10:00 | 2 | 21 | 0.024 | 2 | 21 | 0.048 | 2 | 21 | 0.072 |
| 10:00 - 11:00 | 2 | 21 | 0.071 | 2 | 21 | 0.048 | 2 | 21 | 0.119 |
| 11:00 - 12:00 | 2 | 21 | 0.071 | 2 | 21 | 0.095 | 2 | 21 | 0.166 |
| 12:00 - 13:00 | 2 | 21 | 0.048 | 2 | 21 | 0.024 | 2 | 21 | 0.072 |
| 13:00 - 14:00 | 2 | 21 | 0.095 | 2 | 21 | 0.071 | 2 | 21 | 0.166 |
| 14:00 - 15:00 | 2 | 21 | 0.119 | 2 | 21 | 0.071 | 2 | 21 | 0.190 |
| 15:00 - 16:00 | 2 | 21 | 0.143 | 2 | 21 | 0.048 | 2 | 21 | 0.191 |
| 16:00 - 17:00 | 2 | 21 | 0.167 | 2 | 21 | 0.167 | 2 | 21 | 0.334 |
| 17:00 - 18:00 | 2 | 21 | 0.190 | 2 | 21 | 0.190 | 2 | 21 | 0.380 |
| 18:00 - 19:00 | 2 | 21 | 0.167 | 2 | 21 | 0.143 | 2 | 21 | 0.310 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.237 | | | 1.262 | | | 2.499 |

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: | 12 - 30 (units: ) |
| Survey date date range: | 01/01/08 - 23/04/15 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 9 |

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 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 | 2 | 21 | 0.024 | 2 | 21 | 0.262 | 2 | 21 | 0.286 |
| 08:00 - 09:00 | 2 | 21 | 0.048 | 2 | 21 | 0.095 | 2 | 21 | 0.143 |
| 09:00 - 10:00 | 2 | 21 | 0.000 | 2 | 21 | 0.024 | 2 | 21 | 0.024 |
| 10:00 - 11:00 | 2 | 21 | 0.024 | 2 | 21 | 0.024 | 2 | 21 | 0.048 |
| 11:00 - 12:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 12:00 - 13:00 | 2 | 21 | 0.024 | 2 | 21 | 0.000 | 2 | 21 | 0.024 |
| 13:00 - 14:00 | 2 | 21 | 0.000 | 2 | 21 | 0.024 | 2 | 21 | 0.024 |
| 14:00 - 15:00 | 2 | 21 | 0.024 | 2 | 21 | 0.024 | 2 | 21 | 0.048 |
| 15:00 - 16:00 | 2 | 21 | 0.048 | 2 | 21 | 0.024 | 2 | 21 | 0.072 |
| 16:00 - 17:00 | 2 | 21 | 0.119 | 2 | 21 | 0.071 | 2 | 21 | 0.190 |
| 17:00 - 18:00 | 2 | 21 | 0.143 | 2 | 21 | 0.048 | 2 | 21 | 0.191 |
| 18:00 - 19:00 | 2 | 21 | 0.190 | 2 | 21 | 0.119 | 2 | 21 | 0.309 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.644 | | | 0.715 | | | 1.359 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 12 - 30 (units: ) |
| Survey date date range: | 01/01/08 - 23/04/15 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 9 |

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 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 | 2 | 21 | 0.000 | 2 | 21 | 0.095 | 2 | 21 | 0.095 |
| 08:00 - 09:00 | 2 | 21 | 0.000 | 2 | 21 | 0.095 | 2 | 21 | 0.095 |
| 09:00 - 10:00 | 2 | 21 | 0.000 | 2 | 21 | 0.048 | 2 | 21 | 0.048 |
| 10:00 - 11:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 11:00 - 12:00 | 2 | 21 | 0.000 | 2 | 21 | 0.024 | 2 | 21 | 0.024 |
| 12:00 - 13:00 | 2 | 21 | 0.024 | 2 | 21 | 0.024 | 2 | 21 | 0.048 |
| 13:00 - 14:00 | 2 | 21 | 0.000 | 2 | 21 | 0.071 | 2 | 21 | 0.071 |
| 14:00 - 15:00 | 2 | 21 | 0.024 | 2 | 21 | 0.000 | 2 | 21 | 0.024 |
| 15:00 - 16:00 | 2 | 21 | 0.024 | 2 | 21 | 0.000 | 2 | 21 | 0.024 |
| 16:00 - 17:00 | 2 | 21 | 0.000 | 2 | 21 | 0.024 | 2 | 21 | 0.024 |
| 17:00 - 18:00 | 2 | 21 | 0.024 | 2 | 21 | 0.024 | 2 | 21 | 0.048 |
| 18:00 - 19:00 | 2 | 21 | 0.214 | 2 | 21 | 0.024 | 2 | 21 | 0.238 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.310 | | | 0.429 | | | 0.739 |

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: | 12 - 30 (units: ) |
| Survey date date range: | 01/01/08 - 23/04/15 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 9 |

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 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 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 08:00 - 09:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 09:00 - 10:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 10:00 - 11:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 11:00 - 12:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 12:00 - 13:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 13:00 - 14:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 14:00 - 15:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 15:00 - 16:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 16:00 - 17:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 17:00 - 18:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 18:00 - 19:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 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.

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 12 - 30 (units: ) |
| Survey date date range: | 01/01/08 - 23/04/15 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 9 |

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 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 | 2 | 21 | 0.024 | 2 | 21 | 0.357 | 2 | 21 | 0.381 |
| 08:00 - 09:00 | 2 | 21 | 0.048 | 2 | 21 | 0.190 | 2 | 21 | 0.238 |
| 09:00 - 10:00 | 2 | 21 | 0.000 | 2 | 21 | 0.071 | 2 | 21 | 0.071 |
| 10:00 - 11:00 | 2 | 21 | 0.024 | 2 | 21 | 0.024 | 2 | 21 | 0.048 |
| 11:00 - 12:00 | 2 | 21 | 0.000 | 2 | 21 | 0.024 | 2 | 21 | 0.024 |
| 12:00 - 13:00 | 2 | 21 | 0.048 | 2 | 21 | 0.024 | 2 | 21 | 0.072 |
| 13:00 - 14:00 | 2 | 21 | 0.000 | 2 | 21 | 0.095 | 2 | 21 | 0.095 |
| 14:00 - 15:00 | 2 | 21 | 0.048 | 2 | 21 | 0.024 | 2 | 21 | 0.072 |
| 15:00 - 16:00 | 2 | 21 | 0.071 | 2 | 21 | 0.024 | 2 | 21 | 0.095 |
| 16:00 - 17:00 | 2 | 21 | 0.119 | 2 | 21 | 0.095 | 2 | 21 | 0.214 |
| 17:00 - 18:00 | 2 | 21 | 0.167 | 2 | 21 | 0.071 | 2 | 21 | 0.238 |
| 18:00 - 19:00 | 2 | 21 | 0.405 | 2 | 21 | 0.143 | 2 | 21 | 0.548 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.954 | | | 1.142 | | | 2.096 |

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: | 12 - 30 (units: ) |
| Survey date date range: | 01/01/08 - 23/04/15 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 9 |

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 TOTAL PEOPLE
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 | 2 | 21 | 0.143 | 2 | 21 | 0.524 | 2 | 21 | 0.667 |
| 08:00 - 09:00 | 2 | 21 | 0.119 | 2 | 21 | 0.524 | 2 | 21 | 0.643 |
| 09:00 - 10:00 | 2 | 21 | 0.048 | 2 | 21 | 0.167 | 2 | 21 | 0.215 |
| 10:00 - 11:00 | 2 | 21 | 0.167 | 2 | 21 | 0.143 | 2 | 21 | 0.310 |
| 11:00 - 12:00 | 2 | 21 | 0.071 | 2 | 21 | 0.143 | 2 | 21 | 0.214 |
| 12:00 - 13:00 | 2 | 21 | 0.167 | 2 | 21 | 0.095 | 2 | 21 | 0.262 |
| 13:00 - 14:00 | 2 | 21 | 0.143 | 2 | 21 | 0.214 | 2 | 21 | 0.357 |
| 14:00 - 15:00 | 2 | 21 | 0.238 | 2 | 21 | 0.167 | 2 | 21 | 0.405 |
| 15:00 - 16:00 | 2 | 21 | 0.333 | 2 | 21 | 0.190 | 2 | 21 | 0.523 |
| 16:00 - 17:00 | 2 | 21 | 0.476 | 2 | 21 | 0.405 | 2 | 21 | 0.881 |
| 17:00 - 18:00 | 2 | 21 | 0.452 | 2 | 21 | 0.310 | 2 | 21 | 0.762 |
| 18:00 - 19:00 | 2 | 21 | 0.643 | 2 | 21 | 0.381 | 2 | 21 | 1.024 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.000 | | | 3.263 | | | 6.263 |

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

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| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 9 |

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