

579-583 Uxbridge Road, Hayes

Transport Statement

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Transport Statement

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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 3-bed flats and two 1-bed flats; a net increase of two flats (to 23 flats overall). 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:

- safe and efficient vehicular access to the highway network is provided to the Council's standards;*
- they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;*
- safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;*
- 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*
- 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:

- improvements to address inclusive access;*
- ensuring that bus stops are conveniently located for passengers;*
- implementation of bus priority and bus stop accessibility measures;*
- providing for bus route requirements and associated road layouts;*
- improvements to the network of services; and*
- 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 with 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. Two of the larger 3-bed flats will instead be reduced in size and two additional 1-bed flats are proposed; a net increase of two flats (to 23 flats overall). 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**. The Uxbridge Road is at the front of the development access, as approved, which serves 4 parking spaces. Remaining 20 spaces are accessed via Kingswood Place.
- 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. 3 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. There will be no additional parking as a result of the reconfiguration. This 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. The two proposed units will be car free.

4.2.7 Cycle Parking

4.2.8 There are 43 cycle parking spaces proposed for the 23 units.

4.3 Trip Generation

4.3.1 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.

4.3.2 The resulting TRICS printouts are attached at **Appendix C**. 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

- 4.3.3 **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.
- 4.3.4 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.
- 4.3.5 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 that 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.
- 4.3.6 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, which could together accommodate up to 8 people 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) Totals 11 people.



4.3.7 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. 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 two 3 bed apartments and two 1 bed apartments. As a result the number of households will increase by 2 apartments. Whilst the overall number of bedrooms is changed from 6 to 8, the number of bed-spaces is reduced.
- 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);
 - The two proposed 1 bed units will be car free.
 - 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



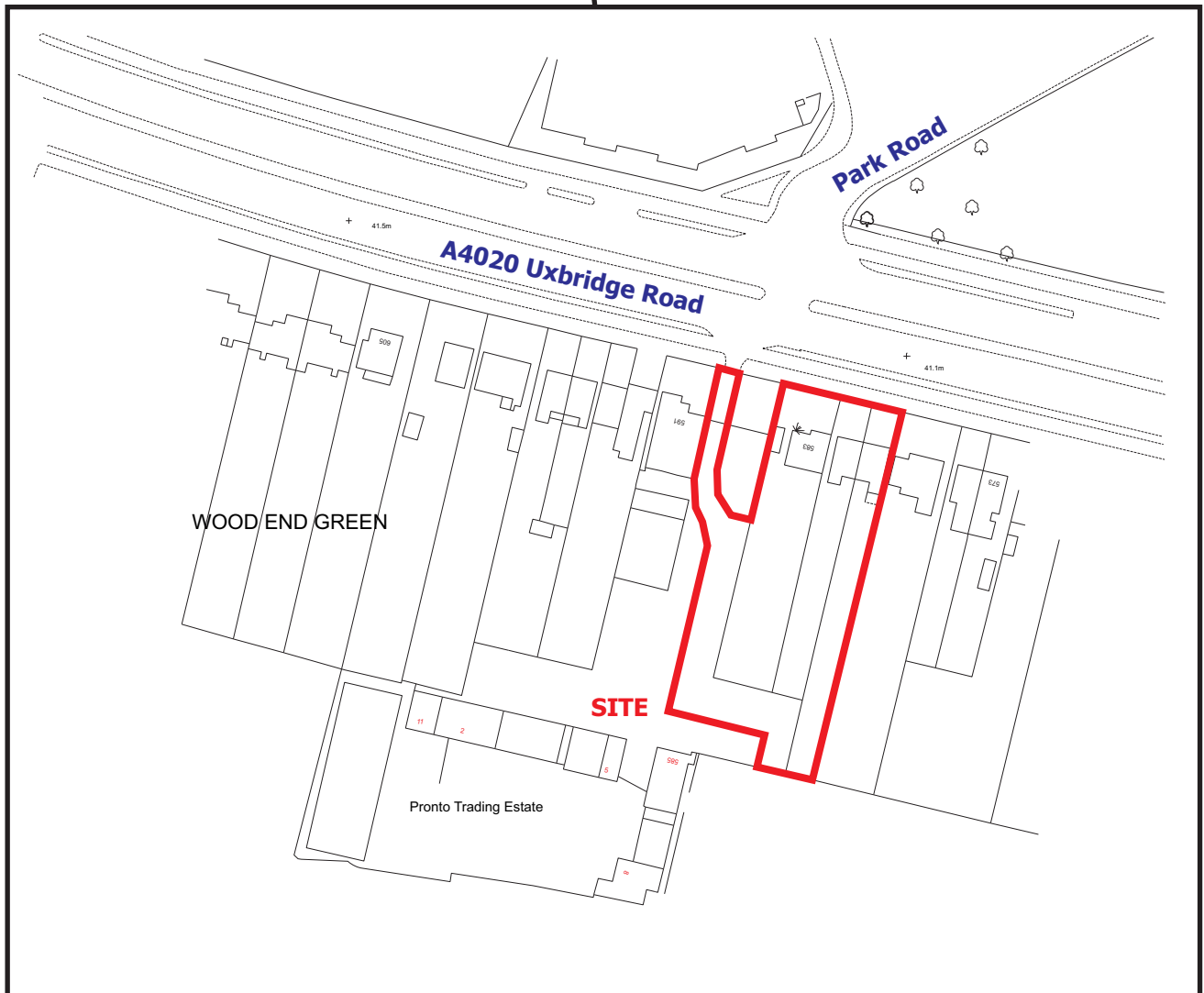
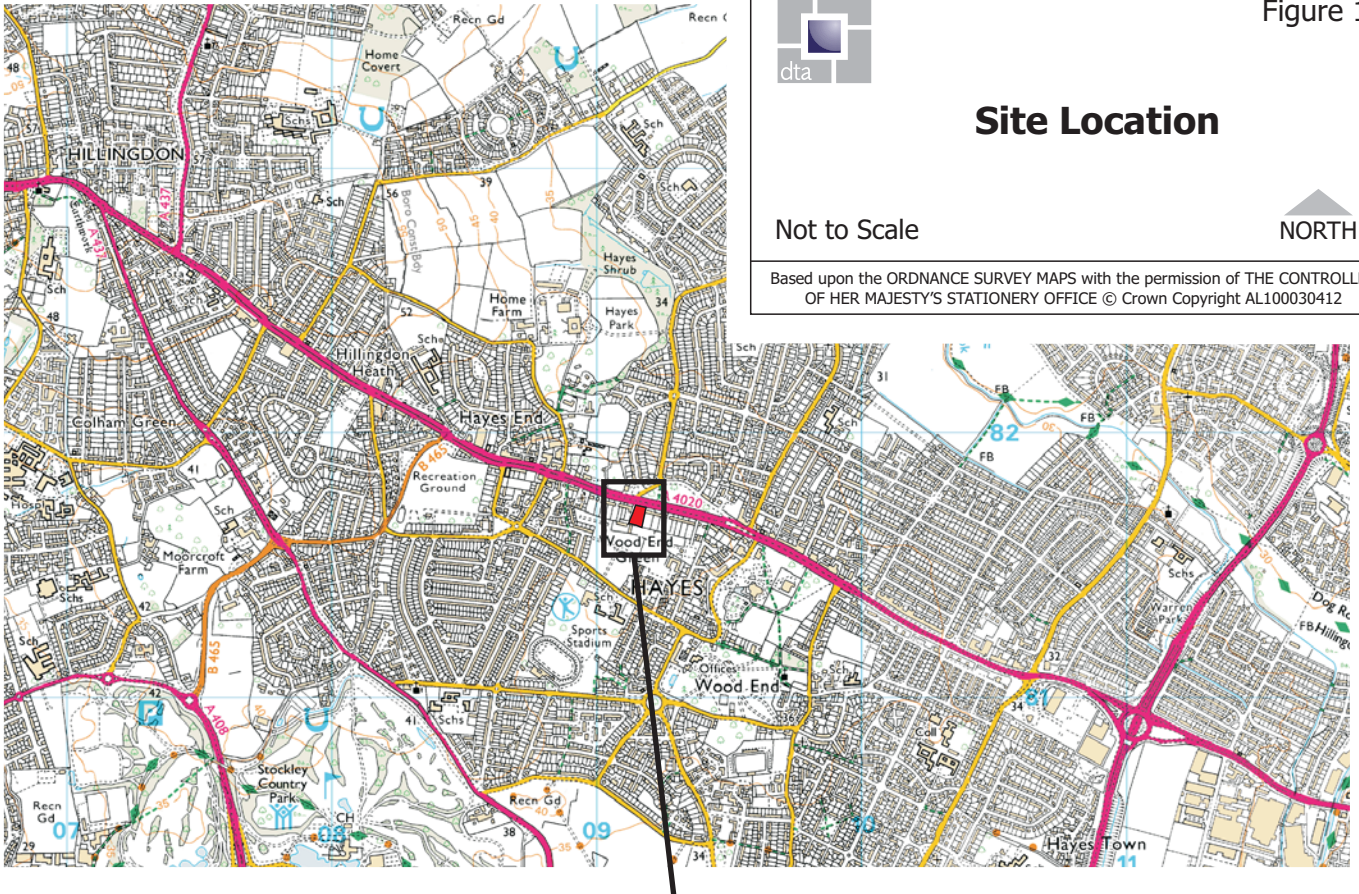
Figure 1

Site Location

Not to Scale



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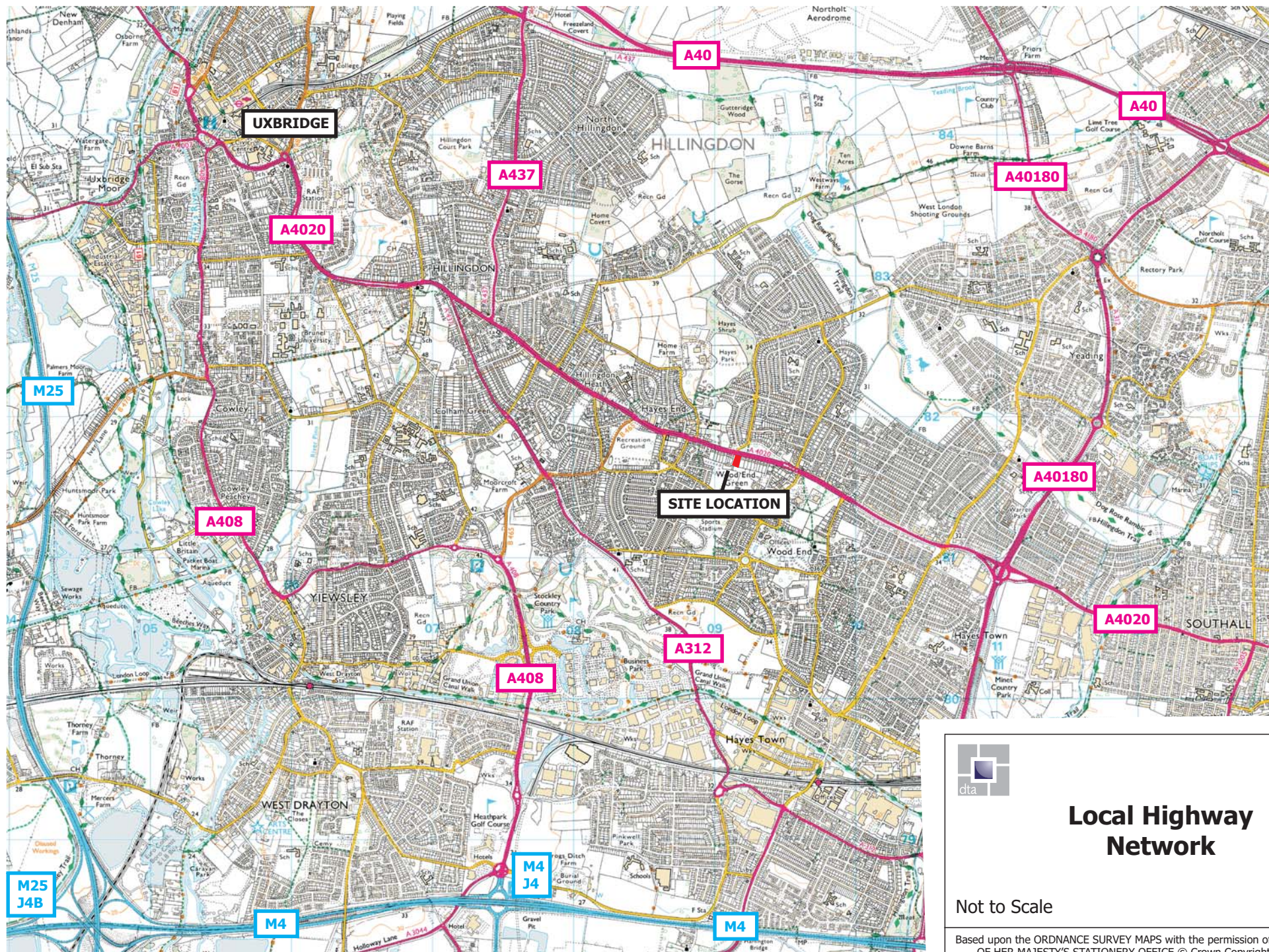


Figure 2

Local Highway Network

Not to Scale



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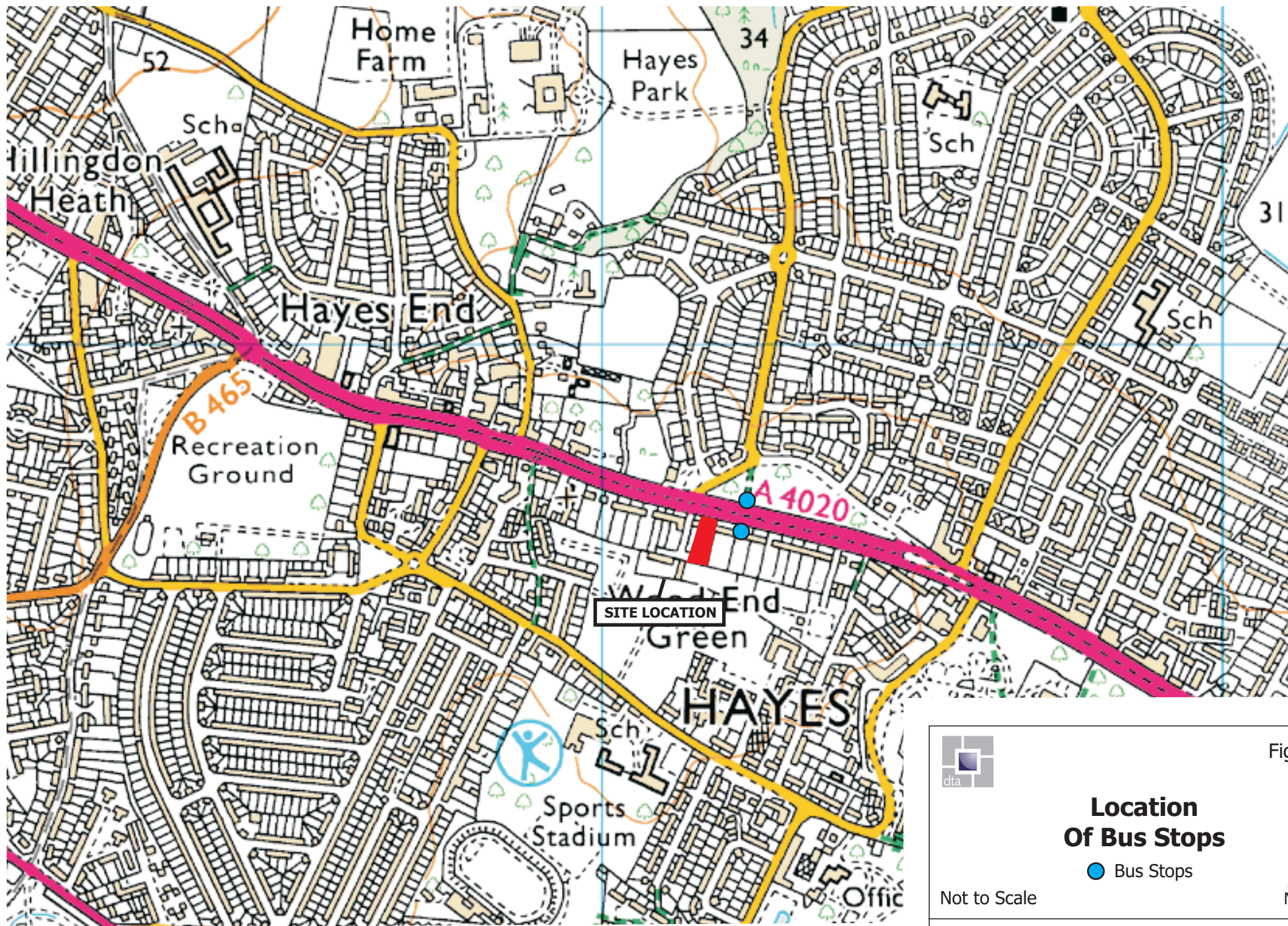


Figure 3

Location Of Bus Stops

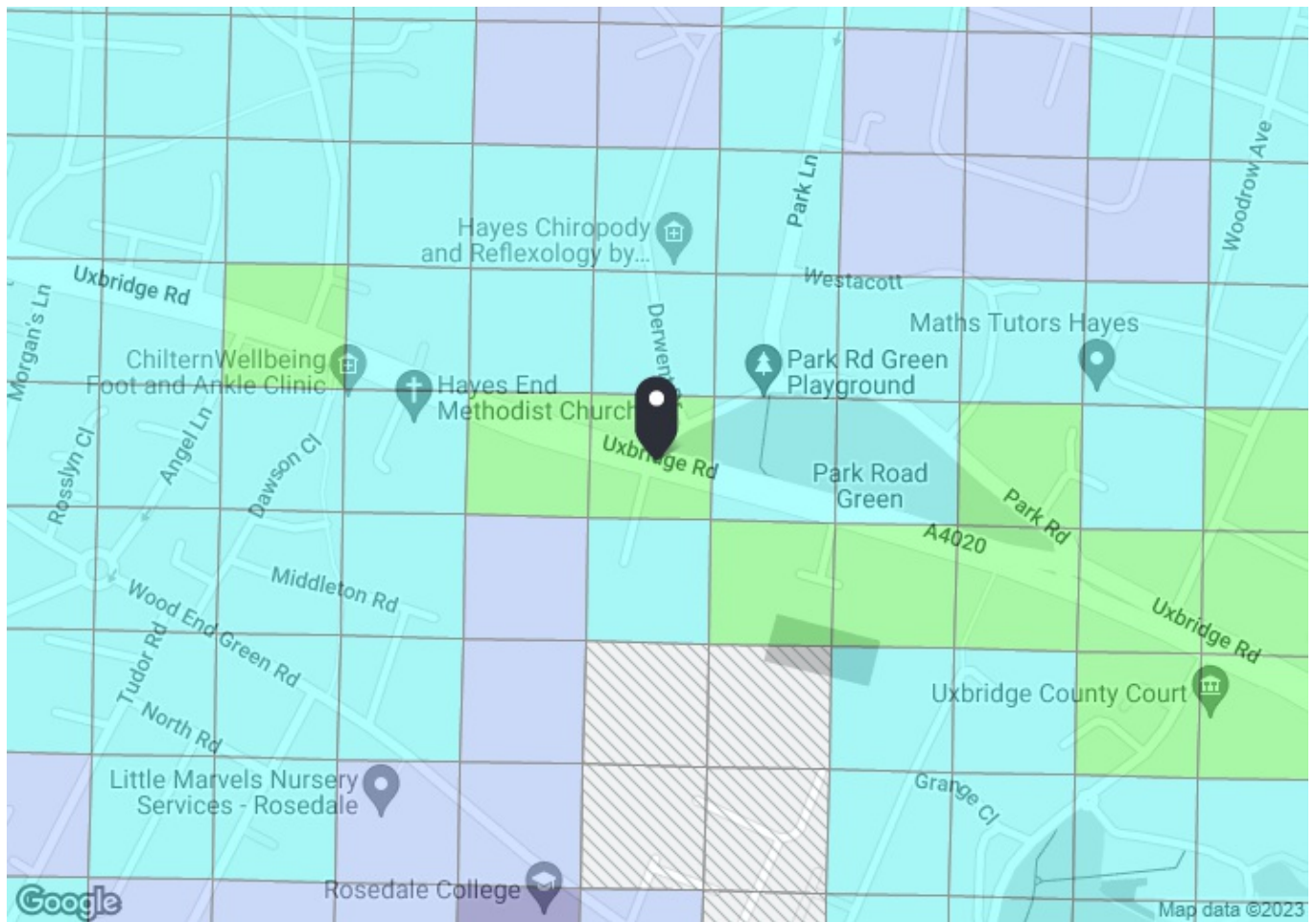
● Bus Stops

Not to Scale



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APPENDIX A



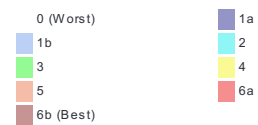
PTAL output for Base Year 3

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

Grid Cell: 86653

Report generated: 18/04/2023

Map key - PTAL



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



- BLOCK H**
11 ALLOCATED PARKING BAYS
1 UNALLOCATED PARKING BAY
- BLOCK A3**
10 ALLOCATED PARKING BAYS
2 UNALLOCATED PARKING BAYS

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

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F	DDA parking bay info updated	JJ	27.09.23
E	Site Plan Updated	JJ	26.09.23
D	Site Plan Updated	PD	05.01.23
REV:	DESCRIPTION:	BY:	DATE:
STATUS: CONSTRUCTION ISSUE			

SITE:	577-583 UXBRIDGE ROAD
CLIENT:	Thorney Farm Developments

TITLE:				SITE PLAN	
SCALE AT A0: 1:100		DATE: 05.01.23	DRAWN: BVH/JJ	CHECKED:	
PROJECT: TPH5 A3		DRAWING NO: WD 190		REVISION: F	

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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 undertaken 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
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 | HARINGEY

Survey Type: MANUAL |
| 2 | NH-03-C-01 BLOCK OF FLATS
ARTHINGWORTH STREET

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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 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 shown. 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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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 shown. 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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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 shown. 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 PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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 shown. 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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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 shown. 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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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 shown. 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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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 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 shown. 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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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 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 shown. 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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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 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 shown. 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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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 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 shown. 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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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 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 shown. 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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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.

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 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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