

A Planning Application by
THREADNEEDLE UKPEC6 HAYES JERSEY LP

In respect of
**Building HPH3, Hyde Park,
HAYES**

Transport Statement

October 2020



Document Management

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1 Introduction

- 1.1 Transport Planning Associates (TPA) has been appointed by Threadneedle UKPEC6 Hayes Jersey LP to provide transport consultancy services, along with the preparation of a Transport Statement. This report is submitted as part of notification application for prior approval for the change of use of building PH3, Hyde Park, Hayes from office to residential.
- 1.2 A site location plan is shown in **Figure 1.1** below.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

- 1.3 The application is submitted pursuant to Class O of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2016, for the conversion of the existing building from office to residential.

Planning History

- 1.4 A previous application for Prior Approval (Application Ref 67702/APP/2018/920) submitted in March 2018 for 157 units was approved in July 2018. The proposals were for the conversion of the building to provide 155 studio flats and two one-bed flats. In addition, a total of 135 car parking spaces, including seven disabled spaces, along with 170 cycle parking spaces and seven motorcycle parking spaces were proposed.

- 1.5 Refuse collection was proposed to remain as per the existing arrangements where the refuse vehicle enters the site to collect the waste from the allocated bin storage area.

Report Structure

- 1.6 As part of the legislation outlined under Class O, there is a legal requirement to assess Transport as part of a Prior Approval application, to assess the likely impact of the development on the highway network. Accordingly, TPA has prepared this Transport Statement to describe the proposed scheme, set out the likely trip generation associated with the proposals and consider the impact on the surrounding highway network.
- 1.7 The remainder of this report is set out as follows:
- Chapter 2 reviews the application site and the surrounding area;
 - Chapter 3 sets out the redevelopment proposals;
 - Chapter 4 considers national, regional and local planning policies;
 - Chapter 5 identifies the likely development impact; and
 - Chapter 6 summaries and concludes the findings of the report.

Report Conclusion

- 1.8 This report concludes that the site is located in an area which is accessible to local facilities by walking and cycling or using public transport, will be suitable for its intended use and will have no adverse impact on the local transport and highway networks.
- 1.9 As such, it is considered that the proposed development would not result in any highways or transportation issues and the principle of the proposed works are therefore considered to be acceptable.

2 Application Site

Site Location

- 2.1 Building HPH3 is located at Hyde Park, Hayes; an office led campus in Hayes that has a recent planning consent for a Premier Inn and is also adjacent to an Asda superstore. It is bounded by a car park to the north, Millington Road to the south and east, and a four-arm roundabout to the west. The location of the site in the context of the wider area is shown previously in **Figure 1.1**.
- 2.2 The site, which has an area is 0.46 Ha, is occupied by two buildings: a 7- storey office building and a one-storey ancillary building. The remainder of the site is used as car parking, waste storage and ancillary space. The office space (land use B1) has a total gross floor area (GFA) of 5,350m².

Pedestrian Infrastructure

- 2.3 Pedestrian access to the site is from either North Hyde Road to the north, or Millington Road to the west. It is also possible to reach the site via Millington Road to the east, which provides access to the bus stops on Station Road within a 450m walk.
- 2.4 Footways are located on both sides of Dawley Road, North Hyde Road and Station Road, all of which connect to Millington Road, providing multiple pedestrian access points to the site. Millington Road has footways on both sides of the road within the immediate vicinity of the site, but only on the south side of the road where it connects to the roundabout to the west. Footways in the vicinity of the site are between 1.8m and 2.0m wide.
- 2.5 A number of signalised pedestrian crossings are situated in the vicinity of the site. To the west of the site, island crossings, with dropped kerbs and tactile paving, are situated on each arm of the roundabout, including the access to Millington Road. To the east of the site, signal controlled pedestrian crossings are located at the junction between Millington Road and Station Road.
- 2.6 Additional crossing facilities are provided along Station Road and Dawley Road. This includes signal controlled crossings at the junction of Station Road and North Hyde Road, and a zebra crossing on Dawley Road.
- 2.7 The area west of the site, including Bourne Avenue, Dawley Road and surrounding residential roads have wide footways on either sides of the roads. The surrounding roads also benefit from street lighting.

2.8 The general quality of the footways within the business park and in the surrounding area are of a good standard, with suitable dropped kerbs and tactile paving provided at key junctions along the pedestrian routes to local bus stops and Hayes and Harlington rail station, as well as local schools and retail facilities. Therefore the footways are considered to be suitable for the existing and future levels of use and do not require any immediate improvement works to encourage walking to local destinations.

2.9 In addition, the Chartered Institute of Transportation's publication '*Planning for Walking 2015*' sets out that:

*"Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," with a typical catchment of around 800m, or 10 minutes' walk"*¹

2.10 The bicycle is an effective mode of transport for short trips up to five to eight kilometres (appositely 20 – 35 minutes)². Sustrans has identified a maximum distance which daily commutes could be undertaken by cycle as:

*"We know that in some areas most people are unlikely to walk for more than 2 km (1.2 miles), but are most likely to cycle between 2 (1.2 miles) and 5 km (3.1 miles) for their daily commute, so we can create maps based on both short and longer distance commutes between popular 'journey pairs' (start and end points)."*³

2.11 In light of the information identified above, it has been considered that a cycling catchment of 5km is reasonable to consider for the site.

2.12 The pedestrian network links the site to residential areas, local shops, schools and transport services.

2.13 The Institution of Highways & Transportation (IHT) publication '*Providing for Journeys on Foot, 2000*' sets out in Table 3.2 suggested acceptable walking distance, which are reproduced in **Table 2.1** below.

¹ Page 29, Chartered Institute for Highways and Transportation's Planning for Walking (2015)

² Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)

³ <https://www.sustrans.org.uk/blog/how-transport-modelling-helps-us-plan-cycle-friendly-cities>

Table 2.1 IHT Suggests Acceptable Walking Distance

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: Table 3.2 of the Institution of Highways & Transportation (IHT) publication 'Providing for Journeys on Foot, 2000'

- 2.14 In addition, the Chartered Institute of Transportation's publication 'Planning for Walking 2015' sets out that:

*"Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," with a typical catchment of around 800m, or 10 minutes' walk"*⁴

- 2.15 Being situated just outside the centre of Hayes, the site is within walking distance of local facilities and shops. This includes restaurants, cafes, several bank branches, a Post Office, and Hayes Town Medical Centre. These are all located within 800 m (i.e. a 10 minute walk) of the site. In addition, an Asda food superstore is located 300 m to the east of the site.
- 2.16 In terms of social infrastructure, two schools located within the suggested maximum walking distance of the site. Pinkwell Primary School is situated approximately 1.1 km from the site on Pinkwell Lane, while Cranford Park Academy is approximately 1.2 km (a 15 minute walk) from the site on Phelps Way.
- 2.17 The site has a good level of connectivity to a number of public transport modes, all accessible within an acceptable walking distance from the Site. The nearest bus stops are situated 160 m to the west of the site, and Hayes and Harlington Railway Station is located approximately 700 m from the site.

Cycle Infrastructure

- 2.18 The bicycle is an effective mode of transport for short trips up to five to eight kilometres (appositely 20 – 35 minutes)⁵. Sustrans has identified a maximum distance which daily commutes could be undertaken by cycle as:

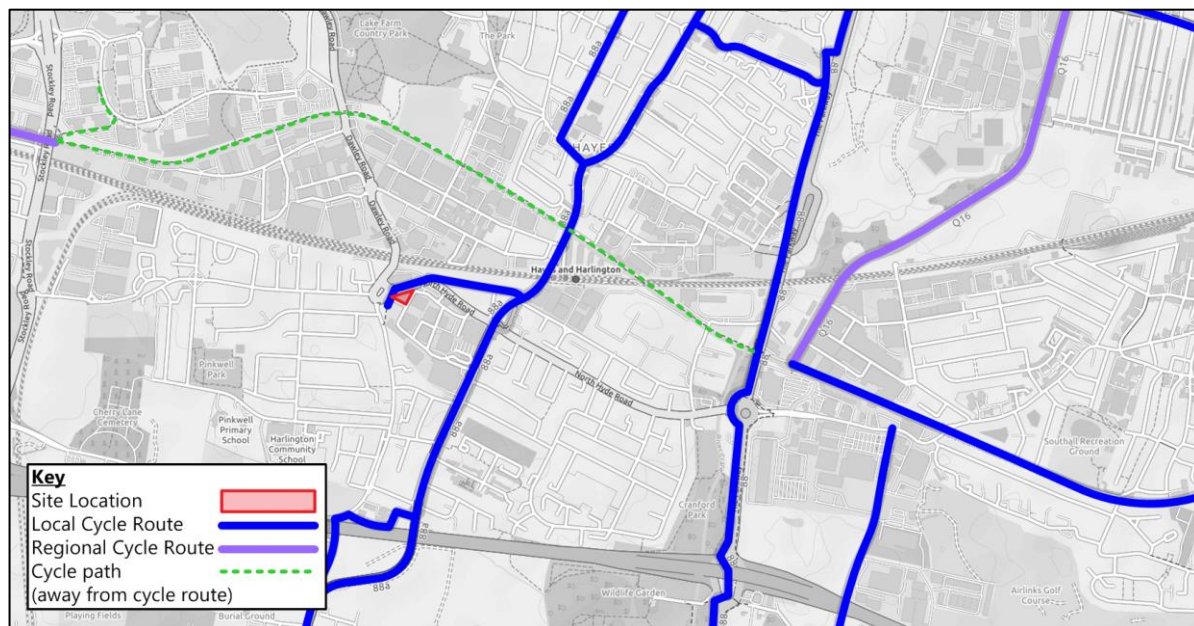
⁴ Page 29, Chartered Institute for Highways and Transportation's Planning for Walking (2015)

⁵ Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)

*"We know that in some areas most people are unlikely to walk for more than 2 km (1.2 miles), but are most likely to cycle between 2 (1.2 miles) and 5 km (3.1 miles) for their daily commute, so we can create maps based on both short and longer distance commutes between popular 'journey pairs' (start and end points)."*⁶

- 2.19 In light of the information identified above, it has been considered that a cycling catchment of 5km is reasonable to consider for the site, which includes areas such as Hillingdon, Southall, Cranford Heathrow Airport and West Drayton.
- 2.20 Existing on-site cycle parking is provided within the building, overlooking the servicing area to the back of the car park. Cycle storage is provided in the form of secure cycle racks, which can accommodate up to 38 cycles.
- 2.21 The nearest cycle route to the site is Local Route 88a, which runs in a north-south direction, and can be accessed from Station Road, approximately 450 m west of the site. This route leads north towards Hayes and Yeading, connecting to Local Route 39 at Uxbridge Road, and runs south towards Cranford, where it terminates at Bath Road.
- 2.22 A shared pedestrian and cycle footway is situated on Station Road, which begins approximately 30 m to the south of Hayes and Harlington Station, and runs on both sides of the road terminating at the signal controlled junction with North Hyde Road. This path continues on the east side of Station Road, and terminates opposite the junction between Station Road and Millington Road.
- 2.23 Additionally, a dedicated cycle lane is situated on the south side North Hyde Road. This runs from the junction with Station Road to the roundabout to the west of the site, where the cycle lane joins the footway to form a shared pedestrian and cycle footway. A map of the local cycle network is shown in **Figure 2.1**.

⁶ <https://www.sustrans.org.uk/blog/how-transport-modelling-helps-us-plan-cycle-friendly-cities>

Figure 2.1 Local Cycle Network

Source: © OpenStreetMap contributors

- 2.24 The general quality of the cycleways, either on-street, segregated or shared foot/cycleway, within the surrounding area are of a good standard and do not require any immediate works to encourage cycling in the area.

Public Transport Infrastructure

Bus Services

- 2.25 Bus services can be accessed from stops located on Bourne Avenue, approximately 160 m west of the site, and also on North Hyde Road. These stops are serviced by routes 698, U4 and 350, which provide journeys between Uxbridge and Hayes (Prologis Park) and Hayes and Harlington Railway Station and Heathrow Terminal 5.
- 2.26 Additional services can be accessed from bus stops on Station Road, approximately 450 m from the site, which provide services for routes 90, 140, 195, 696, 698, E6, H98 and U5. A summary of these routes is available in Table 2.1.

Table 2.2 Summary of Existing Bus Services

Route No.	Route	Bus Frequency		
		Monday-Friday	Saturday	Sunday
90	Northolt - Yeading - Kingshill Avenue - Hayes - Harlington - Hatton Cross - Feltham	Every 11 Mins	Every 11 Mins	Every 15 Mins
140	Hayes & Harlington Station - Yeading - Northolt - South Harrow - Roxeth - Harrow - Wealdstone - Harrow Weald,	Every 8 Mins	Every 8 Mins	Every 12 Mins
278	Heathrow Central - Hayes & Harlington - Hillingdon - Ickenham - West Ruislip - Ruislip	Every 15 Mins	Every 15 Mins	Every 20 Mins
350	Hayes (Asda) - West Drayton - Heathrow Terminal 5	Every 15 Mins	Every 15 Mins	Every 20 Mins
696*	Hayes - Yeading - Bishop Ramsey School	2 x In AM 2 x in PM	No Service	No Service
698*	West Drayton - Shepiston Lane - Hayes - Church Road - Hayes End - Long Lane - Hillingdon Station - Ickenham	4 x In AM 4 x in PM	No Service	No Service
E6	Greenford Station - Greenford Broadway - Yeading - Hayes - Bulls Bridge	Every 12 Mins	Every 12 Mins	Every 15 Mins
H98	Hounslow Bus Station - Hounslow West - Cranford - Harlington - Hayes - Church Road - Hayes End	Every 10 Mins	Every 10 Mins	Every 15 Mins
N140 (Night Bus)	Heathrow Central - Harlington - Hayes - Yeading - Northolt - South Harrow - Harrow - Wealdstone - Harrow Weald Bus Garage	Every 30 Mins	Every 30 Mins	Every 30 Mins
U4	Hayes Prologis Park - Hayes - Barra Hall Circus - Hillingdon Hospital - Kingston Lane - Uxbridge	Every 10 Mins	Every 10 Mins	Every 15 Mins
U5	Hayes - Stockley Park - Stockley Estate - West Drayton - Hillingdon Hospital - Cowley - Uxbridge	Every 12 Mins	Every 12 Mins	Every 20 Mins

Notes: *School service

Source: Transport for London, www.tfl.gov.uk

Rail Services

- 2.27 Rail services are available from Hayes and Harlington Railway Station, which is situated within 700 m (a 10 minute walk) from the site. As previously noted, both bus routes 350 and U4 provide services to the station.
- 2.28 The station is operated by TfL Rail with Rail services operated by Great Western Rail (GWR) and TfL Rail, which provide services to London Paddington, Heathrow Airport (Central and Terminal 4), Reading, Maidenhead and Didcot. A summary of these services is available in the Table below.

Table 2.3 Summary of Rail Services

Service/Route	Operator	Service Frequency (per hour)		
		Monday-Friday	Saturday	Sunday
Reading	GWR	2	2	2
Maidenhead		2	2	2
Didcot Parkway		2	2	1
London Paddington	GWR / TfL Rail	8	8	6
Heathrow Central / Terminal 5*	TfL Rail	2	2	2

Source: National Rail Enquiries, www.nationalrail.co.uk * = Services towards Heathrow currently terminate at Heathrow Terminal 5 (not Terminal 4 as normally scheduled) due to the current temporary closure of Terminal 4.

- 2.29 It should be noted that rail services at Hayes and Harlington station will improve following the completion of the Crossrail project. From December 2023 up to ten services an hour will allow passengers from Hayes & Harlington to travel to Reading or Heathrow in the west or through central London to Essex and southeast London.⁷

Public Transport Accessibility Level

- 2.30 The degree to which a site in London is considered to be accessible by public transport is identified by its Public Transport Accessibility Level (PTAL). This is a measure of accessibility from a point of interest (i.e. the Application Site) to the local public transport network. This measure takes into account the walk access time to a station or stop as well as the wait time and reliability of local transport services.

⁷ <http://www.crossrail.co.uk/route/western-section/hayes-harlington-station>

- 2.31 The PTAL methodology was originally developed by the London Borough of Hammersmith and Fulham and has been approved and adopted by TfL. It is calculated via a numerical Public Transport Accessibility Index which is then converted into a range from Level 0 (worst) to Level 6b (best) which is shown in Table 2.4.

Table 2.4 Range of Public Transport Accessibility Indices

Range of Accessibility Indices (PTAI)	PTAL
0	0 (worst)
0.01 to 2.50	1a
2.51 to 5.00	1b
>5.01 to 10.00	2
>10.01 to 15.00	3
>15.01 to 20.00	4
>20.01 to 25.00	5
>25.01 to 40.00	6a
>40.01	6b (best)

- 2.32 According to the TfL Planning Information Database (WebCat), the site at Hyde Park, Hayes, has an existing PTAI of 16.62, which translates into a PTAL score of 4⁸. A summary of the PTAL report is available in Table 2.5, with the full report provided in **Appendix A**.

Table 2.5 Summary of PTAL Report

Mode	Route	Accessibility Index
Bus	90, 140, 195, 350, E6, H98, U4, U5	12.1
Rail	Hayes and Harlington Railway Station	5.19
Total		17.29

Source: TfL

⁸ The forecast accessibility rating for the site in 2021- post completion of Crossrail shows that the area remains as PTAL 4, although there is some local improvement closer to the railway station.

Local Highway Network

- 2.33 The site is located on Millington Road, a single carriageway road that is subject to a 15 mph speed limit. Millington Road runs through the Hyde Park Hayes campus, connecting to the surrounding highway network at North Hyde Road to the north, Station Road to the west, and a four-arm roundabout to the east. Station Road runs in a north-south direction, leading towards Hayes Town to the north, and the centre of Harlington to the south, via the High Street.
- 2.34 The four-arm roundabout links to Dawley Road (north and south), North Hyde Road (east) and Bourne Avenue (west). Dawley Road runs in a north-south direction, leading towards Hayes and Hillingdon to the north, and connects to Shepiston Lane to the south.
- 2.35 North Hyde Road is a single carriageway road that runs east from the roundabout, connecting to Hayes Road, which continues west towards Southall Green. Finally, Bourne Avenue is a residential road, subject to a 30mph speed limit. The road continues west from the roundabout towards Prologis Park, via Nine Acres Close.
- 2.36 The wider highway network provides access to the M4 (via Dawley Road/Shepiston Lane), which runs in an east-west direction towards Brentford and Chiswick to the east, and Windsor and Slough to the west. A map of the local highway network is included at **Figure 2.2**.

Figure 2.2 Local Highway Network



Source: [openstreetmap.org](https://www.openstreetmap.org)

Parking

- 2.37 A breakdown of the existing parking stock within the business park is set out in Table 2.6 below. At present a significant number of tenants within the various buildings have an allocated number of parking bays.

Table 2.6 Hyde Park Hayes Business Park - Car Park Breakdown

Car Park	Location	Total Capacity	Total Allocated	Remaining Capacity
Car Park 1	In front of HPH2	109	109	0
Car Park 2	In front of HPH1	27	0	27
Multi Storey 3	Adjacent to HPH1 & HPH5	696	455	241
Car Park 4	To the rear of HPH3	59	55	4
Car Park 5	Spaces for disabled	6	0	6
Car Park 6	Spaces for disabled and visitors in front of HPH3	9	0	9
Car Park 7	Demised to Rackspace	21	21	0
Car Park 8	Demised to Rackspace	103	103	0
Car Park 9	Plot 4 – Not demised to any Tenant	25	0	25
TOTAL (inc disabled parking spaces)		1055	743	312

- 2.38 Table 2.6 indicates that there are a total of 1,055 parking spaces on site, of which there are 743 allocated spaces and 312 unallocated parking spaces. The allocation of parking spaces is based on tenants needs and therefore the demand for spaces can be controlled.
- 2.39 The total office floor area for the site equates to 343,367sqft (31,900sqm), with a breakdown of the office developments set out below:

Building 1 - 95,219sqft / 8,846sqm

Building 2 – 63,564sqft / 5,905sqm

Building 3 – 60,114sqft / 5,585sqm

Building 5 – 124,470sqft / 11,564sqm

- 2.40 For office developments the standards for the London Borough of Hillingdon state that 1 space per 100m² should be provided. Based on the above floor areas the following car parking spaces are required for each building, as follows:

Building 1 – 88 spaces

Building 2 – 59 spaces

Building 3 – 56 spaces

Building 5 – 116 spaces

TOTAL Required Parking for office buildings – **319 Spaces**

- 2.41 In addition to the office buildings there is also a Premier Inn Hotel which has 50 parking spaces, which increases the total parking provision based on current parking standards to 369 spaces.

Personal Injury Accident Data

- 2.42 Personal Injury Collision (PIC) data is collected by the police about road traffic incidents where someone is injured, the PIC data records the location of the crash, the severity of the accident (ranked either: Slight, Serious or Fatal), the cause of the crash, the vehicles or persons involved and the conditions.

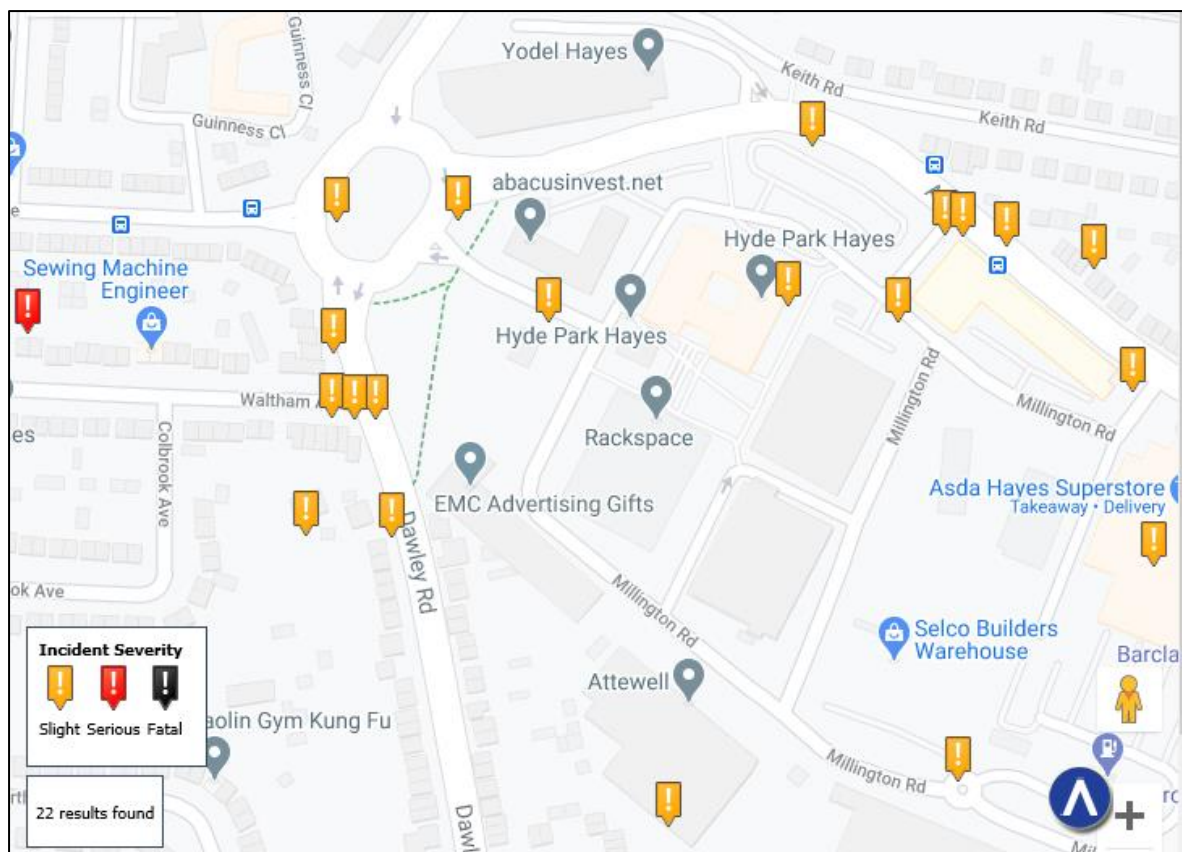
- 2.43 PIC is recorded into three brackets dependant on the severity of the incident. The three brackets are slight, serious and fatal. A definition of each is outlined below:

Slight: One in which at least one person is slightly injured but no person is killed or seriously injured. Slight injury is defined as an injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut, which are not judged to be severe or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Serious: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed. Serious injury is defined as an injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing's, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.

Fatal Accident: One in which a person is killed.

- 2.44 PIC data has been obtained from Crashmap for the most recent five years (60 months) up to 2019 for the vicinity of the site. The PIC data from Crashmap is reproduced in **Figure 2.3** below.

Figure 2.3 Crashmap Data

Source: Crashmap

- 2.45 Within approximately 250m of the site a total of 22 collisions have been recorded, of incidents recorded locally, of which 21 resulted in slight injuries and one in serious injury. A large proportion of these are concentrated on the A437, Dawley Road and at the Dawley Road Roundabout.
- 2.46 Of the accidents recorded locally two (9%) involved pedestrians and one (4.5%) involved a cyclist.
- 2.47 The 22 accidents over the 60-month period equates to one accident every 2.7 months or 0.36 accidents a month. As such, given this and the presence of a number of local distributor roads it considered that there is no accident issues in the local area.

3 Proposed Development

- 3.1 The following section of the report describes the proposed development and the associated highway access to and from the development site, as well as the provision of car and cycle parking facilities on the site.
- 3.2 The existing HPH3 office building comprises 5,350 m² of office space, spread over seven floors. It is currently in use as serviced offices, a training facility for staff based elsewhere on the site, a gym and a café. The existing parking arrangements are as set out previously in Section 2 of this report.
- 3.3 This prior notification application seeks approval for the conversion of the existing building to residential, comprising up to 114 residential flats, of which 110 will be studio flats, and the remaining four will be one-bedroom flats.

Car Parking

- 3.4 The proposals will provide a total of 69 car parking spaces, which also includes six disabled parking spaces. Ten of the parking spaces will be allocated as visitor parking. The overall parking provision equates to 0.61 spaces per unit. The proposed parking layout is shown in Spratley Studios drawing 16.629 GA.1205, which is reproduced in **Appendix B**
- 3.5 The resident car parking spaces will be provided to the rear of Building HPH3. A total of six disabled parking spaces will be located to the front of Building HPH3. The visitor parking will be split between the front and rear of the building.

Electric Car Charging Points

- 3.6 The Borough parking standards also require that provision is made for electric vehicle charging points. The standards call for a minimum of 5% of parking spaces to be configured as electric charging spaces, with a further 5% provided as passive electric charging spaces. Based on a total provision of 70 car parking spaces, this would equate to four active and four passive electric vehicle charging spaces.
- 3.7 The London Plan requires 20% of car parking spaces to be configured as electric charging spaces, with a further 20% provided as passive electric charging spaces. Based on a total provision of 69 spaces, this would equate to 14 active and 14 passive electric vehicle charging spaces.

Impact on Availability of Parking Spaces

- 3.8 As previously set out in Section 2 of this report, there are a total of 1,055 parking spaces currently provided within the business park. Of these some 743 of these are currently allocated spaces, which is based on existing tenant's needs, which will increase to 813 with the proposed development. As such there will be 242 available parking spaces within the business park.
- 3.9 Should existing or future tenants of the office buildings require additional parking to meet demand from within their respective organisations then there is sufficient capacity within the overall car parking provision to accommodate any such requirement. However, the allocation of car parking spaces and parking restrictions along the local business parks access roads ensures that excessive parking demands can be controlled in keeping with national, regional and local aspirations to reduce the overall use of private vehicles when commuting.

Cycle Parking

- 3.10 A total of 117 cycle spaces be provided, which equates to 1.03 spaces per unit, and will be located within the former service building to the rear of Building HPH3, as shown in **Appendix B**.

Motorcycle Parking

- 3.11 In order to meet local parking policy requirements a total of three motorcycle parking spaces will be provided as part of the scheme and will be located within the former service building, co-located with the cycle parking.

Site Access

- 3.12 As previously mentioned, the site is accessed from Millington Road by various entrances to Hyde Park. These are located at the junction with the roundabout to the west, from North Hyde Road to the north, or at the junction with Station Road to the east.
- 3.13 These access points to the site will remain the same for the proposed development. Pedestrian and cycle access will also remain from these entrances to Hyde Park, which provide access to a comprehensive pedestrian and cycle network in the local area which are of good standard and provide links to local services and facilities.

Refuse Collection & Servicing

Refuse Collection

- 3.14 While the form of the refuse contract may change to reflect the residential nature of the scheme, refuse collection will remain as per the existing arrangements for the development, where the refuse vehicle enters the site to collect the waste from the allocated bin storage area.
- 3.15 Refuse storage bins will be located within the existing storage area at ground level behind Building HPH3 to accommodate 22 refuse bins and 10 recycling bins. The bin store would only be accessible from within the site and therefore refuse vehicles would have to access the site rather than stopping on North Hyde Road or Millington Road. This on-site servicing strategy has been discussed and agreed in principle with the Councils waste team.
- 3.16 Refuse vehicles would access the site from Millington Road and would turn within car park as shown in TPA drawing 2002-064 SP01, which is reproduced in **Appendix C** showing an 10.5m refuse vehicle manoeuvring the site. This will enable a refuse vehicle to be able to access to within 10m of the bin store to minimise the 'drag distance' of bins to the rear of the vehicles

Servicing

- 3.17 Deliveries and servicing to the proposed residential units would also follow existing arrangements with access to the site taken from the adjacent roundabout or from the other access points to the east and north of the site.
- 3.18 Servicing to the residential units would take place on an infrequent basis, using vans and small rigid vehicles for domestic goods. Inspection of the TRICS data (referenced in Section 5 of this report) would suggest a daily frequency of circa five vehicles to and from the site. This is unlikely to have any noticeable traffic impact on the existing highway network as these deliveries are likely to form part of multi-drop services and would therefore be existing vehicle movements in the general area.

4 Planning Policy

Overview

4.1 This Chapter of the Transport Statement refers to relevant national and local land use and transport planning policies. The policy context will outline how the transport infrastructure of the proposed development meets governmental requirements: The documents which have been reviewed in relation to this planning application include;

- The National Planning Policy Framework (2019);
- The National Planning Practice Guidance Document (2019);
- The London Plan (2016);
- The Draft New London Plan (2019);
- The London Borough of Hillingdon: Local Plan: Part 1 (2012); and
- The London Borough of Hillingdon: Local Plan: Part 2 (2020).

National Planning Policy Framework (2019)

4.2 The Government's National Planning Policy Framework ("NPPF") updated on in February 2019.

4.3 As part of the core land-use planning principles, the Government wants to:

"Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

4.4 A sustainable transport mode is described as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport" (Annex 2, p. 72).

4.5 The basis of transport policy within the NPPF is stated as:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural

areas, and this should be taken into account in both plan-making and decision-making.”
(Paragraph 103)

4.6 This site is within a well-connected area with good cycle and pedestrian infrastructure, public transport links, and therefore it is considered that the site is located in a sustainable location.

4.7 Transport is recognised as having an important role in supporting sustainable development:

“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.” (para.111)

4.8 In supporting sustainable development, planning decision makers are advised to consider opportunities for sustainable transport to reduce the need for major transport infrastructure and achieve safe and suitable site access. Importantly,

“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.” (para. 109)

4.9 The proposed development will have a negligible impact on the local road and public transport networks, therefore there is no reason for the refusal of the application on highway grounds.

4.10 In continuation of previous government policy, the Government seeks the minimisation of the need to travel and a maximisation of the use of sustainable transport modes to/from development (par. 108)

4.11 The NPPF states that Planning policies should:

- “Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- Provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

- Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
- Recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy.” (para. 104).

4.12 The proposed site is consistent with the policy outlined above.

4.13 The NPPF (2019) states that where practical, a new development should:

“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;

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

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;

Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.” (para. 110)

4.14 The proposed site has a major focus on pedestrian and cycle movements with the development being located within a town centre environment. The site also has access to high quality public transport facilities with connection to frequent rail and bus services. This is in line with NPPF policy.

National Planning Practice Guidance (2018)

4.15 The National Planning Practice Guidance (NPPG) was produced by the Department for Communities and Local Government in 2014 and is regularly and routinely updated. It “provides advice on when Transport Statements and Transport Assessments are required and what they should contain.”

4.16 It states that “Travel Plans, Transport Assessments and Statements can positively contribute to:

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads."

4.17 In determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account the following considerations:

- "The Transport Assessment and Statement policies (if any) of the Local Plan;
- The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);
- Existing intensity of transport use and the availability of public transport;
- Proximity to nearby environmental designations or sensitive areas;
- Impact on other priorities/strategies (such as promoting walking and cycling);
- The cumulative impacts of multiple developments within a particular area; and
- Whether there are particular types of impacts around which to focus the Transport Assessment or Statement (eg assessing traffic generated at peak times)."

4.18 The key principles that "Travel Plans, Transport Assessments and Statements should be:

- "Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Established at the earliest practicable possible stage of a development proposal;
- Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);
- Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."

London Plan (2016)

4.19 The London Plan, concerning all the 32 London Boroughs and the Corporation of London sets out policies to accommodate the expected growth of the city in a sustainable way covering the period up to 2031.

4.20 Chapter 3 of the London Plan, "*London's People*", addresses housing supply in Policy 3.3:

"The Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford."

4.21 Chapter 6 of the London Plan, "London's Transport", addresses London's transport aims. It sets out six themes, these are:

- "Supporting economic development and population growth;
- Enhancing the quality of life for all Londoners;
- Improving the safety and security of all Londoner;
- Improving transport opportunities for all Londoner;
- Reducing transport's contribution to climate change, and improving its resilience; and
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy."

4.22 Chapter 6 of the London Plan also sets out the 15 policies intended to support delivery of the plan's 6th objective which is to ensure that London is:

"A city where it is easy, safe and convenient for everyone to access jobs opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling and makes better use of the Thames, and supports delivery of all objectives of this plan."

4.23 Policy 6.1 focuses upon London's strategic approach to integrate transport and development. The plan states that that: "All relevant partners to encourage the closer integration of transport and development through the schemes by:

- Encouraging patterns and nodes of development that reduce the need to travel, especially by car
- Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand.
- Supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations.
- Improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London
- Seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use
- Facilitating the efficient distribution of freight whilst minimising its impacts on the transport network
- Supporting measures that encourage shifts to more sustainable modes and appropriate demand management
- Promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced
- Promoting walking by ensuring an improved urban realm

- Seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.”

4.24 There is a large range of amenities and public transport services located within walking or cycle distance of the site is likely to reduce the reliance on the private car, and therefore the site conforms to Policy 6.1 above.

4.25 Policy 6.3 in the London Plan, focus upon assessing the effects of development on transport capacity. It states that there are three main planning decisions:

1. “Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.
2. Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account
3. Transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan¹ and should be co-ordinated with travel plans.”

4.26 The proposed development will have a no effect on public transport. Within the peak hours there are approximately 84 bus services serving the site in each direction in addition to a number of trains services.

New London Plan

4.27 The London Plan is the statutory Spatial Development Strategy for Greater London prepared by the Mayor of London in accordance with the Greater London Authority Act 1999 and associated regulations. A draft new London Plan was published by the Mayor for consultation in December 2017. It has since passed through Examination in Public with the Inspectors’ Panel publishing its proposed modifications report. The GLA is currently considering the proposed modifications before publishing its response

4.28 Within the Draft New London Plan there are several policies relating to transport and new developments. The first policy is Policy T1 - Strategic approach to transport. This policy consists of two parts:

- A. "Development Plans and development proposals should support and facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041; and
- B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

4.29 Another key policy outline in the Draft New London Plan is Policy T4 - Assessing and mitigating transport impacts. It states that:

- A. "Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.
- B. Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and servicing Plans will be required in accordance with relevant Transport for London guidance 142.
- C. Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.
- D. Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission may will be contingent on the provision of necessary public transport and active travel infrastructure.
- E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.
- F. Development proposals should not increase road danger.

4.30 The proposed development meets all of the requirements outlined in the Draft New London Plan.

Hillingdon Local Plan: Part One (2012)

4.31 The Hillingdon Local Plan (2012) set out the strategic policies, in the area around the proposed site.

4.32 One of its key policies of the Hillingdon Local Plan is policy 1T. This Policy states that:

"The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision;

The Council will ensure access to local destinations which provide services and amenities; and

The Council will promote active travel through improvements to Hillingdon's public rights of way."

4.33 The proposed site has good cycle and walking facilities that provide access to local amenities and transport hubs, as such the proposed site is in line with Policy 1T.

4.34 The Hillingdon local Plan (2012) also sets out standards for local destinations, its focus is ensuring:

"That local destinations are accessible by good quality, safe and convenient transport is essential to achieving sustainable development. 'Local destinations' are locations which provide services and amenities including health, education, employment and training, local shopping, community, culture, sport and leisure facilities. It is vital for people to be able to access these types of destinations through well planned routes and integrated public transport, especially for those without a car and for those in more remote parts of the borough."

Hillingdon Local Plan: Part Two (2020)

4.35 The Local Plan Part 2 comprises Development Management Policies, Site Allocations and Designations and Policies Map. It will deliver the detail of the strategic policies set out in the Local Plan Part 1: Strategic Policies (2012) and together they will form the comprehensive development approach for Hillingdon up to 2026. The Local Plan Part 2 was adopted as part of the borough's development plan at on 16 January 2020.

4.36 Policies DMT1 and DMT2 are the basis for transport policy for new developments. Policy DMT1: Managing Transport Impacts, states:

- A. 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:
 - I. be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
 - II. maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
 - III. provide equal access for all people, including inclusive access for disabled people;
 - IV. adequately address delivery, servicing and drop-off requirements; and
 - V. Have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.
- B. Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the thresholds set out in Table 8.1 and any subsequent update to these thresholds. All major developments that fall below these thresholds will be required to produce a

satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

4.37 Policy DMT2 focuses on highway impacts, it states:

“Development proposals must be compatible with the safe and efficient movement of the highway and therefore 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.”

4.38 The proposed development meets all of the requirements outlined in the Local Plan Part Two.

Local Parking Standards

Car Parking

4.39 The local parking standards are set out in the Hillingdon Local Plan as saved policy DMT6, which requires.

<i>1 – 2 bedroom flat</i>	<i>1 – 1.5 spaces per unit</i>
<i>Studio</i>	<i>1 space per 2 units</i>

4.40 The proposals provide a total of 69 car parking spaces, which equates to 0.61 spaces per unit.

Table 4.1 Car Parking

Local Plan Standards	Local Plan Requirement	Development Proposals
Studio – 1 space per 2 units	55	55
1 bed flat – 1 – 1.5 spaces per unit	4	4
Total	59	59

4.41 Of the 59 car parking spaces six of the spaces will for disabled users.

4.42 In addition to the car parking provision set out in Table 4.1, an additional ten car parking spaces will be provided for visitors.

Cycle Parking

4.43 The Local Plan requires one cycle parking space per studio and 1 to 3 bed flat.

4.44 The minimum cycle parking standards for C3-C4 (residential dwellings) is split between long and short stay. For long stay the minimum cycle parking requirements are 1 space per studio and 1-bedroom unit and 2 spaces per all other dwellings. For short stay the minimum cycle parking requirement is given as 1 space per 40 units.

Table 4.2 Cycle Parking

Local Plan Standards	Local Plan Requirement	Development Proposals
Short Stay – One space per 40 Units	3	3
Long Stay – Studio and 1 Bed Dwellings	114	114
Total	117	117

Summary

4.45 The site is considered to conform to all current and emerging local, regional and national planning policy.

5 Development Impact

- 5.1 To determine the likely traffic generation of the proposed development, the TRICS database (v7.7.3) has been used to obtain suitable trip rates for the existing and proposed uses. A selection of "Edge of Town Centre" and "Suburban Area" sites, all within Greater London, were used. Due to the PTAL rating of the development site, only Greater London sites with a PTAL rating of 5 or less were included in the site selection.
- 5.2 The full TRICS reports are shown in **Appendix D** while Table 5.1 below shows the resulting multimodal trips calculated for the existing site and the following Table 5.2 shows the trips for the proposed development.

Table 5.1 Trip Generation for the Peak Hours: Existing (Use Class B1)

Land Use	Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily
		In	Out	In	Out	
Office (5,350 m ²)	Vehicles	40	5	4	41	335
	Cycle	6	0	1	5	28
	Pedestrian	6	0	2	7	100
	Public Transport	38	1	1	40	205
Total		96		101		668

Source: TRICS v.7.7.3

Note: Any arithmetic errors are due to rounding.

- 5.3 From the above table, the existing offices could be expected to generate up to 45 vehicles during both the AM peak and PM peak hours. The data also suggests that the existing development could generate a total of 335 vehicle movements per day.

Table 5.2 Trip Generation for the Peak Hours: Proposed Flats

Land Use	Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily
		In	Out	In	Out	
Residential Flats (114 units)	Vehicle	4	8	9	9	192
	Cycle	0	1	0	0	9
	Pedestrian	5	17	8	6	188
	Public Transport	3	27	14	7	260
Total		66		53		649

Source: TRICS v. 7.3.3

Note: Any arithmetic errors are due to rounding.

- 5.4 For the proposed development, the TRICS data shows that the proposed residential development is predicted to generate up to 12 vehicle movement during the AM peak, 18 vehicle movements in the PM peak, and up to 192 vehicle movements per day.

Development Impact

Pedestrian / Cycle Impact

- 5.5 The change in the likely pedestrian and cycle movements associated with the existing office use and proposed residential development is set out below.

Table 5.3 Potential Development Pedestrian and Cycle Impact

		Existing	Proposed	Difference
Pedestrian	AM Peak	6	22	+16
	PM Peak	9	14	+5
	Daily	100	188	+88
Cycle	AM Peak	6	1	-5
	PM Peak	6	0	-6
	Daily	28	9	-19

- 5.6 As can be seen from Table 5.3 above, there will be a noticeable, but not significant, increase in the number of pedestrian trips associated with the proposed development during the course of a day. The proposed development could potentially result in 16 additional pedestrian movements in the AM peak hour, five additional pedestrian movements in the PM peak hour and 88 additional pedestrian movements across the day
- 5.7 Due to the location of the site and the wide range of destinations available to residents it is considered that the development will not have a significant impact on the local network.
- 5.8 In terms of cycling, there is likely to be a slight reduction cycle trips in each of the peak hours and a total reduction of 19 trips during the course of the day.

Vehicle Impact

- 5.9 The number of vehicle trips that the site may have previously generated is compared in the following table to the predicted number of trips that the proposed development could generate.

Table 5.4 Potential Development Vehicle Impact

	AM Peak	PM Peak	Daily
Existing	45	45	335
Proposed	12	18	192
Difference	-33	-27	-143

- 5.10 As can be seen from Table 5.3 above, there will be a significant reduction in the number of vehicle trips associated with the proposed development during the course of a day. The proposed development could potentially result in:
- A reduction of 73.3% of vehicle trips during the AM peak hours;
 - A reduction of 60% of vehicle trips during the PM peak hours; and
 - A reduction of 42.7% of the daily vehicle trips to and from the site.

6 Summary & Conclusion

Summary

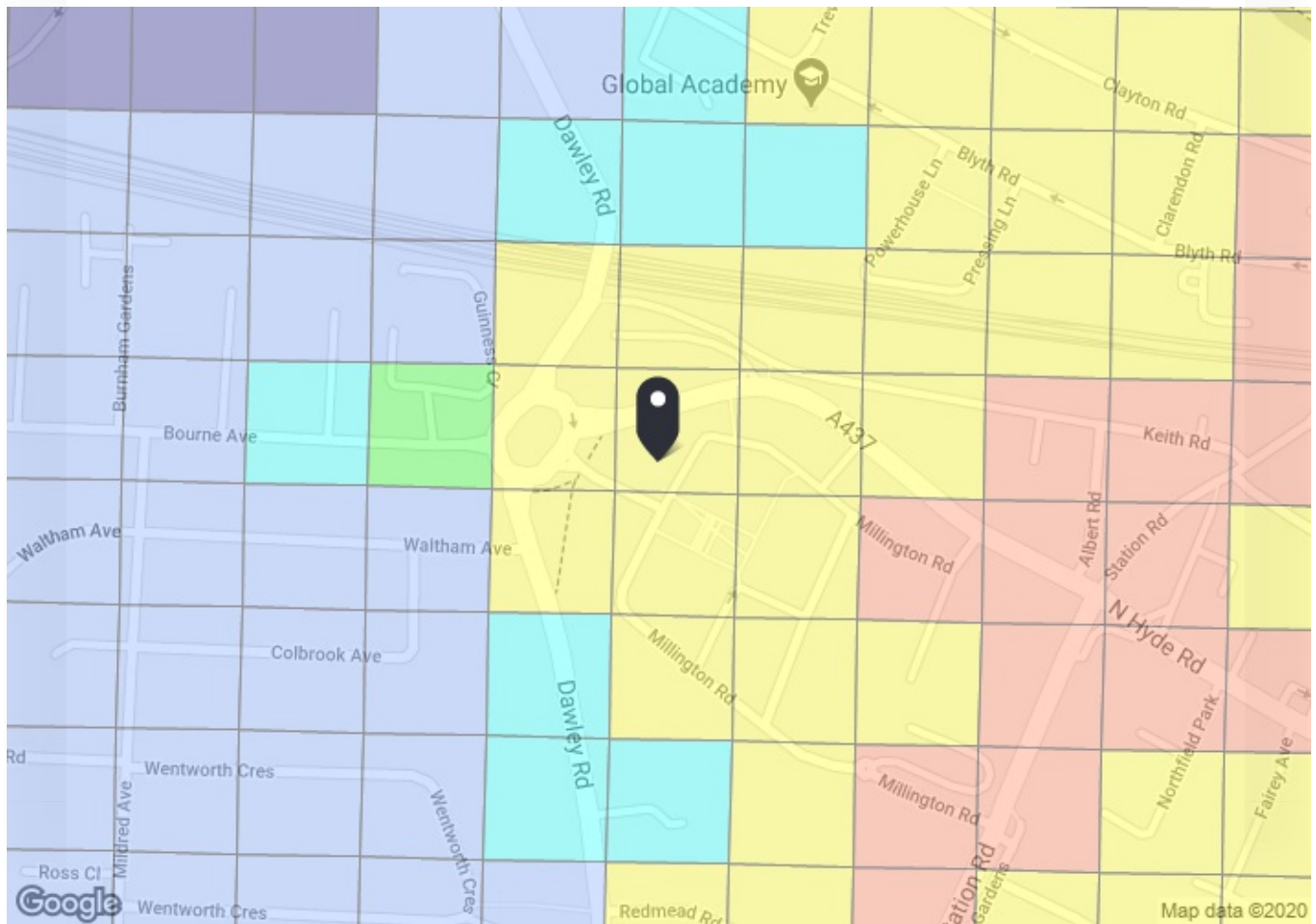
- 6.1 Transport Planning Associates has been appointed by Threadneedle UKPEC6 Hayes Jersey LP to provide transport and highways advice in relation to the proposed change of use from office to residential of Building HPH3, Hyde Park, Hayes campus.
- 6.2 The development proposals consist of a change of use from offices to residential flats, up to 114 residential units. The proposed car parking provision of 69 car parking spaces equates to 0.61 spaces per unit and the proposed cycle parking provision of 117 spaces equates to 1.03 spaces per unit. Therefore, the associated car and cycle parking is in accordance with local parking standards.
- 6.3 The proposed parking provision will provide sufficient parking for residents and as such removes the risk of over-spill parking on the surrounding highway.
- 6.4 There is sufficient on-site car parking to accommodate the existing parking demand associated with the business park and hotel, with further on-site car parking being available should demand increase.
- 6.5 The proposed cycle parking is located within the former service building and therefore offers secure and covered storage for resident's cycles.
- 6.6 Access to the site will remain as per the arrangements for the existing site for all modes of transport, including refuse collection.
- 6.7 Refuse vehicles are able to access the site in forward gear, service the bin store and then egress in forward gear.
- 6.8 The site is located in an area which is accessible to local services and facilities, including surrounding residential areas, local shops, schools and services whether by walking, cycling or via public transport.
- 6.9 The site has a good level of connectivity to a number of public transport modes, all accessible within an acceptable walking distance from the site,
- 6.10 The proposals will result in a negligible increase in the number of pedestrian movements in and around the site during the peak hours and over the course of the day, with a negligible reduction in cycling. As such there will be no detrimental impact on local pedestrian and cycle facilities.

- 6.11 In terms of impact on the local highway network, the proposed residential development will generate significantly less traffic than the existing office use, thereby reducing the impact on the local highway network.
- 6.12 It is considered that the proposed development is in accordance with both national and local planning policy.

Conclusion

- 6.13 The proposed development is located in a sustainable location and will not have a detrimental impact on the local transport and highway networks. It is therefore considered to be an acceptable development and that there are no transport and highway reasons for refusing the application.

APPENDIX A



PTAL output for Base Year 4

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Easting: 509133, Northing: 179317

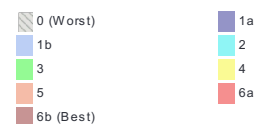
Grid Cell: 74713

Report generated: 19/10/2020

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

Map key - PTAL



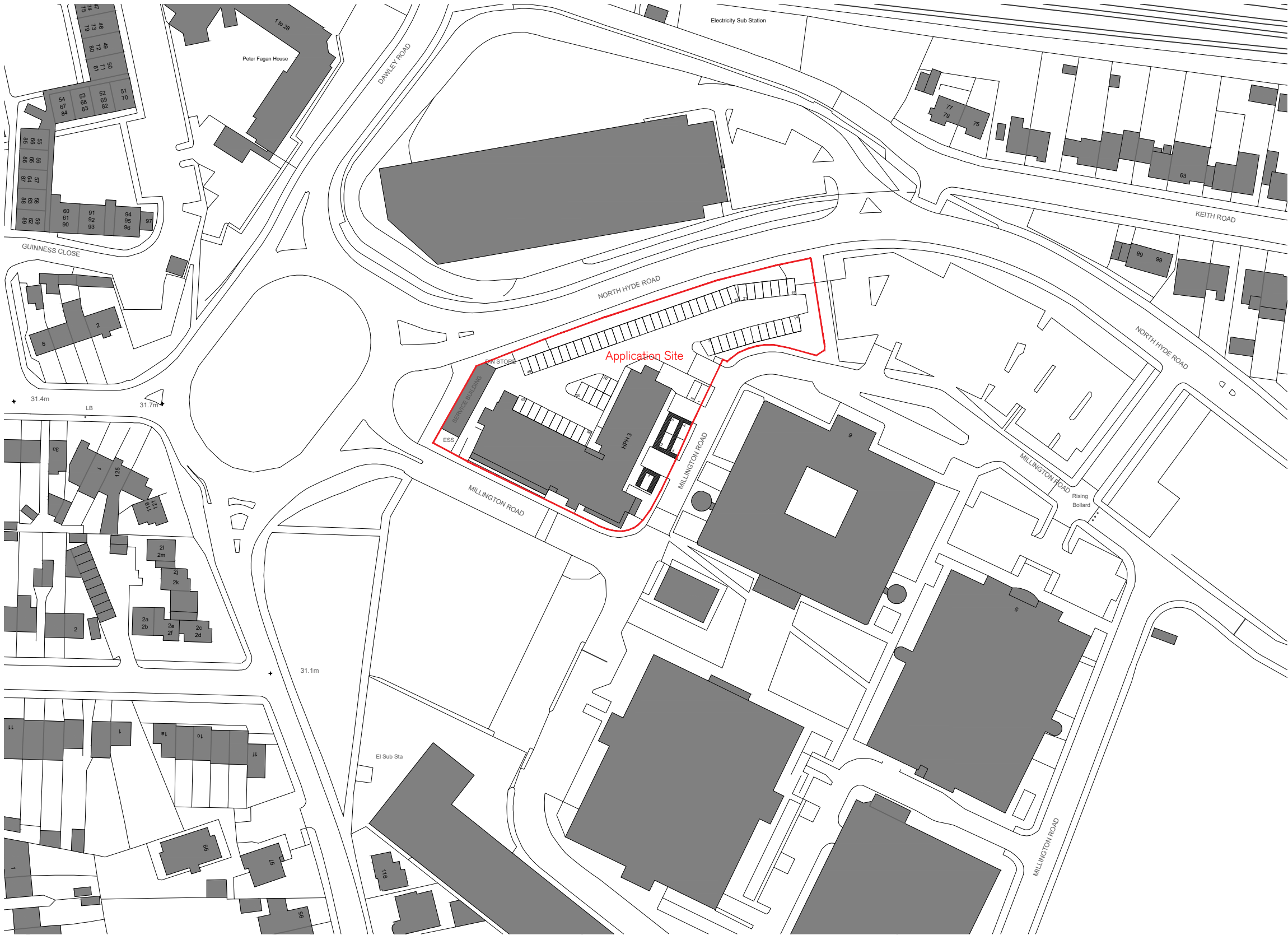
Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	STATION RD NORTH HYDE RD	E6	417.79	6	5.22	7	12.22	2.45	0.5	1.23
Bus	STATION RD NORTH HYDE RD	U5	417.79	5	5.22	8	13.22	2.27	0.5	1.13
Bus	STATION RD NORTH HYDE RD	90	417.79	6	5.22	7	12.22	2.45	0.5	1.23
Bus	STATION RD NORTH HYDE RD	H98	417.79	7.5	5.22	6	11.22	2.67	0.5	1.34
Bus	STATION RD NORTH HYDE RD	195	417.79	5	5.22	8	13.22	2.27	0.5	1.13
Bus	STATION RD NORTH HYDE RD	140	417.79	8.5	5.22	5.53	10.75	2.79	0.5	1.4
Bus	BOURNES BRIDGE	U4	253.39	7.5	3.17	6	9.17	3.27	1	3.27
Bus	NTH HYDE RD MILLINGTON R	350	233.85	5	2.92	8	10.92	2.75	0.5	1.37
Rail	Hayes & Harlington	'PADTON-HTRWAPT 2T18'	723.42	2	9.04	15.75	24.79	1.21	1	1.21
Rail	Hayes & Harlington	'HTRWAPT-PADTON 2Y14'	723.42	2	9.04	15.75	24.79	1.21	0.5	0.61
Rail	Hayes & Harlington	'PADTON-OXFD 2N14'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N16'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N18'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N22'	723.42	0.67	9.04	45.53	54.57	0.55	0.5	0.27
Rail	Hayes & Harlington	'PADTON-OXFD 2N24'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P09'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'OXFD-PADTON 2P11'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P12'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P14'	723.42	1.33	9.04	23.31	32.35	0.93	0.5	0.46
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P17'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'OXFD-PADTON 2P18'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'BNBR-PADTON 2P20'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P25'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P32'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R13'	723.42	1.67	9.04	18.71	27.76	1.08	0.5	0.54
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R19'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-TWYFORD 2R21'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
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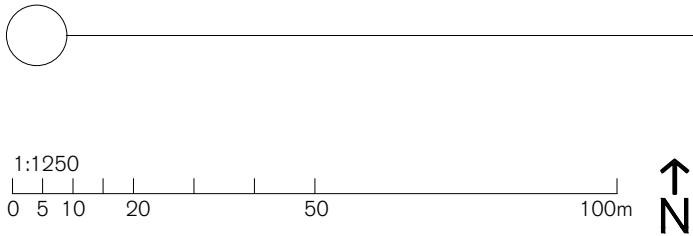
APPENDIX B



- Note:
- Areas are subject to full measured survey, detailed design, local authority planning consents, building control approval, detailed structural and services design.
 - All areas calculated to RICS Code of Measuring Practice 6th Edition.

Location Plan

1:1250



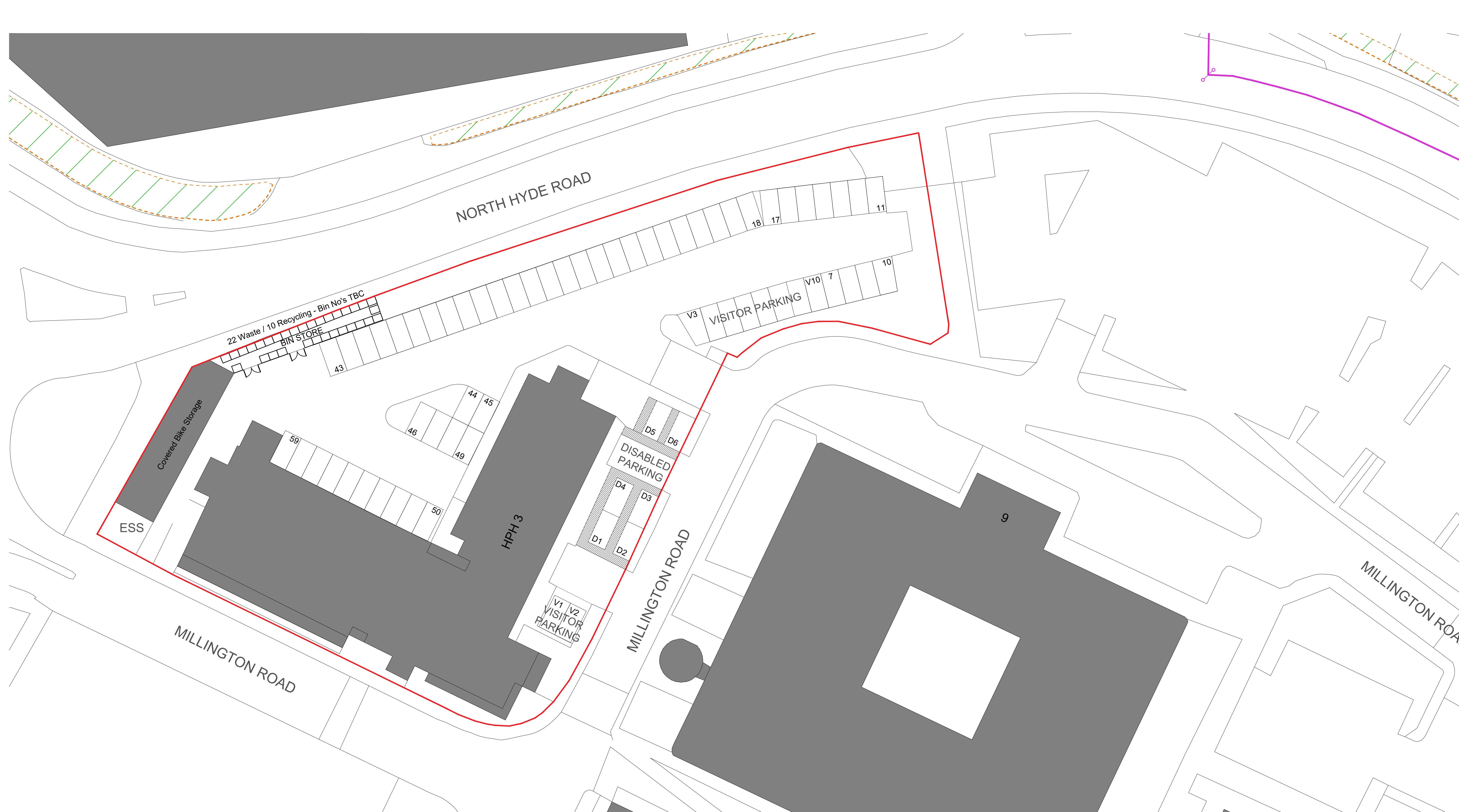
SPRATLEY & PARTNERS . 7 CENTENARY BUSINESS PARK, STATION ROAD,
HENLEY-ON-THAMES, OXFORDSHIRE RG9 1DS . 01491 411277

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REV.	ISSUED	DESCRIPTION	DRAWN	CHECKED
A	01.11.16	Road Name Amended	SG	SS
B	06.09.17	Page to A3, block removed	IG	SS
C	28.10.20	Site Boundary amended	HW	SS

PROJECT /DESCRIPTION	DATE	SCALE AT A3	JOB NO
HPH 3 Hyde Park Hayes 11 Millington Road Hayes UB3 4Az Location Plan	Oct '20	1:1250	16.629
CLIENT	DRAWN	CHECKED	REV
-	HW	SS	C

S
&
P

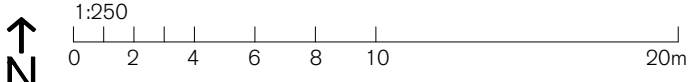


Proposed Site Plan
1:250

- Note:
- Areas are subject to full measured survey, detailed design, local authority planning consents, building control approval, detailed structural and services design.
 - All areas calculated to RICS Code of Measuring Practice 6th Edition.

ACCOMMODATION SCHEDULE

Floor	1 Bed	Studio
Ground	4	14
First	0	16
Second	0	16
Third	0	16
Fourth	0	16
Fifth	0	16
Sixth	0	16
Total	4	110



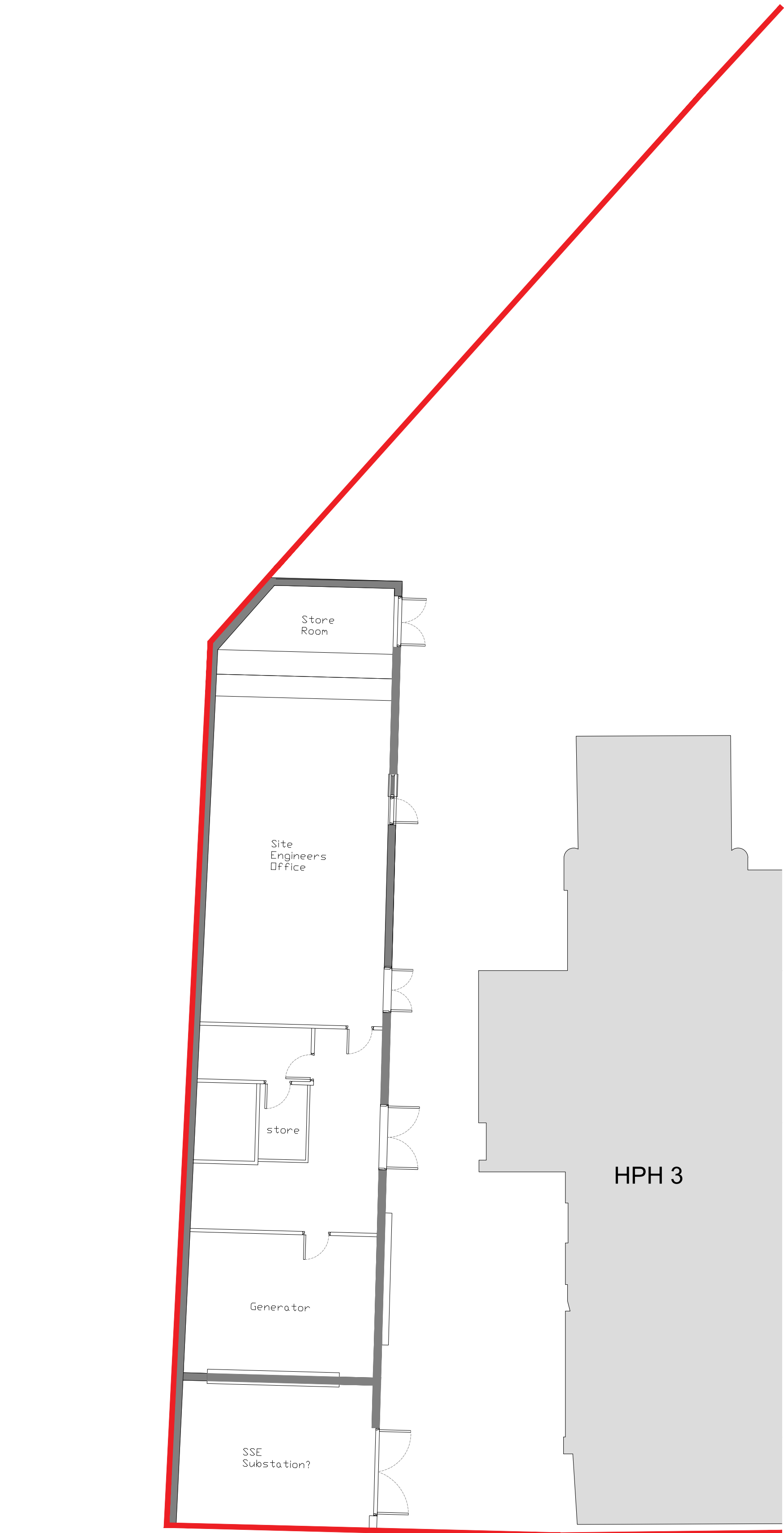
SPRATLEY & PARTNERS
7 CENTENARY BUSINESS PARK, STATION ROAD, HENLEY-ON-THAMES, OXFORDSHIRE RG9 1DS. 01491 411277
ISSUED ONLY FOR THE PURPOSE INDICATED. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS INFORMATION. ALL DIMENSIONS TO BE CHECKED ON SITE. DO NOT SCALE. THIS DRAWING IS COPYRIGHT.

REV.	ISSUED	DESCRIPTION	DRAWN	CHECKED
A	28.10.20	Site Boundary Amended	HW	SS
-	-	-	-	-
-	-	-	-	-

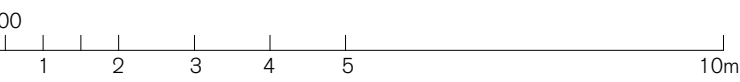
PROJECT	DESCRIPTION
HPH 3 HYDE PARK HAYES	Proposed Site Plan
11 Millington Road	& Cycle covered storage
Hayes UB34AZ	
CLIENT	

DATE	SCALE AT A1	JOB NO.
OCT 2020	1:250	16.629
STATUS		DRAWING NO.
DRAFT		GA.1205
DRAWN	CHECKED	REV
HW	SS	-

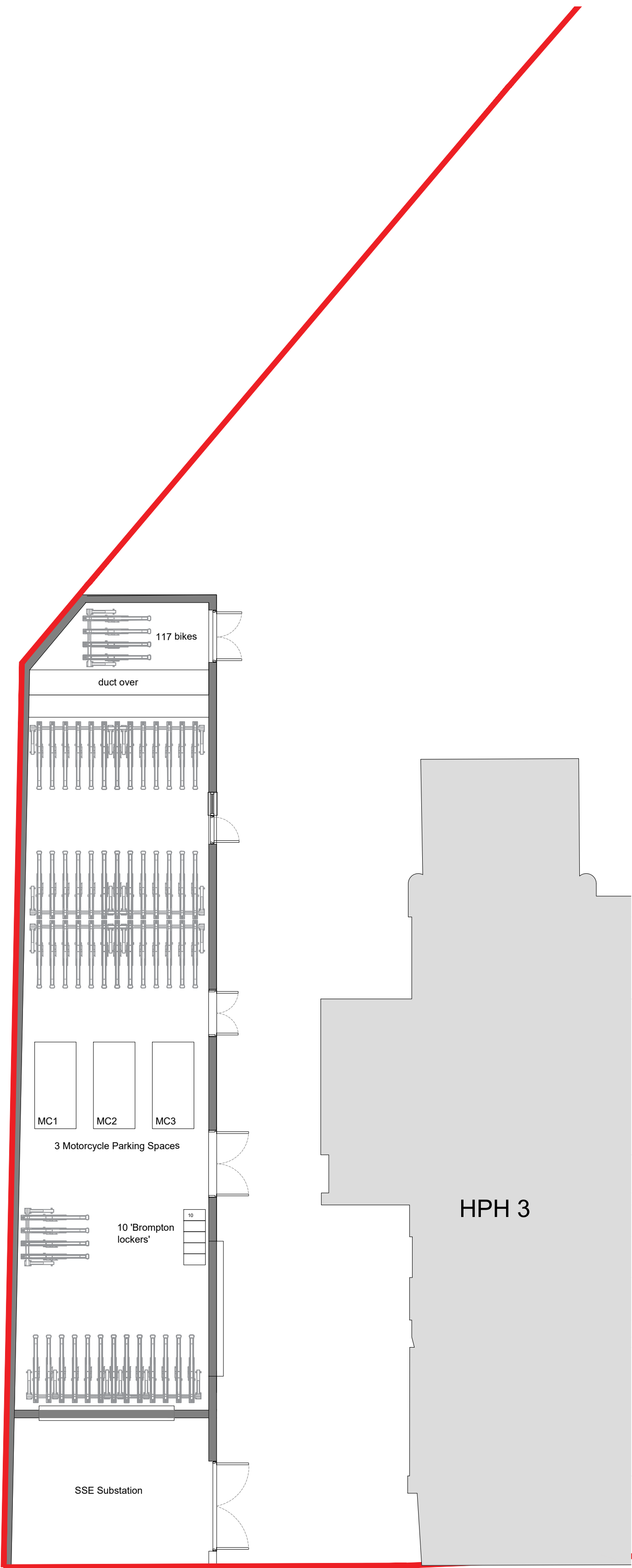
S
&
P



Existing Service Storage
1:100



SPRATLEY & PARTNERS
7 CENTINARY BUSINESS PARK, STATION ROAD, HENLEY-ON-THAMES, OXFORDSHIRE RG9 1DS, 01491 411277
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Proposed Service Storage
1:100

Note:
• Areas are subject to full measured survey, detailed design, local authority planning consents, building control approval, detailed structural and services design.
• All areas calculated to RICS Code of Measuring Practice 6th Edition.

REV.	ISSUED	DESCRIPTION	DRAWN	CHECKED
A	28.10.20	Updated Sheet	HW	SS
-	-	-	-	-
-	-	-	-	-

PROJECT
HPH3 Hyde Park Hayes
11 Millington Road
Hayes UB3 4AZ

DESCRIPTION
Covered Cycle Storage
Existing and Proposed Plan

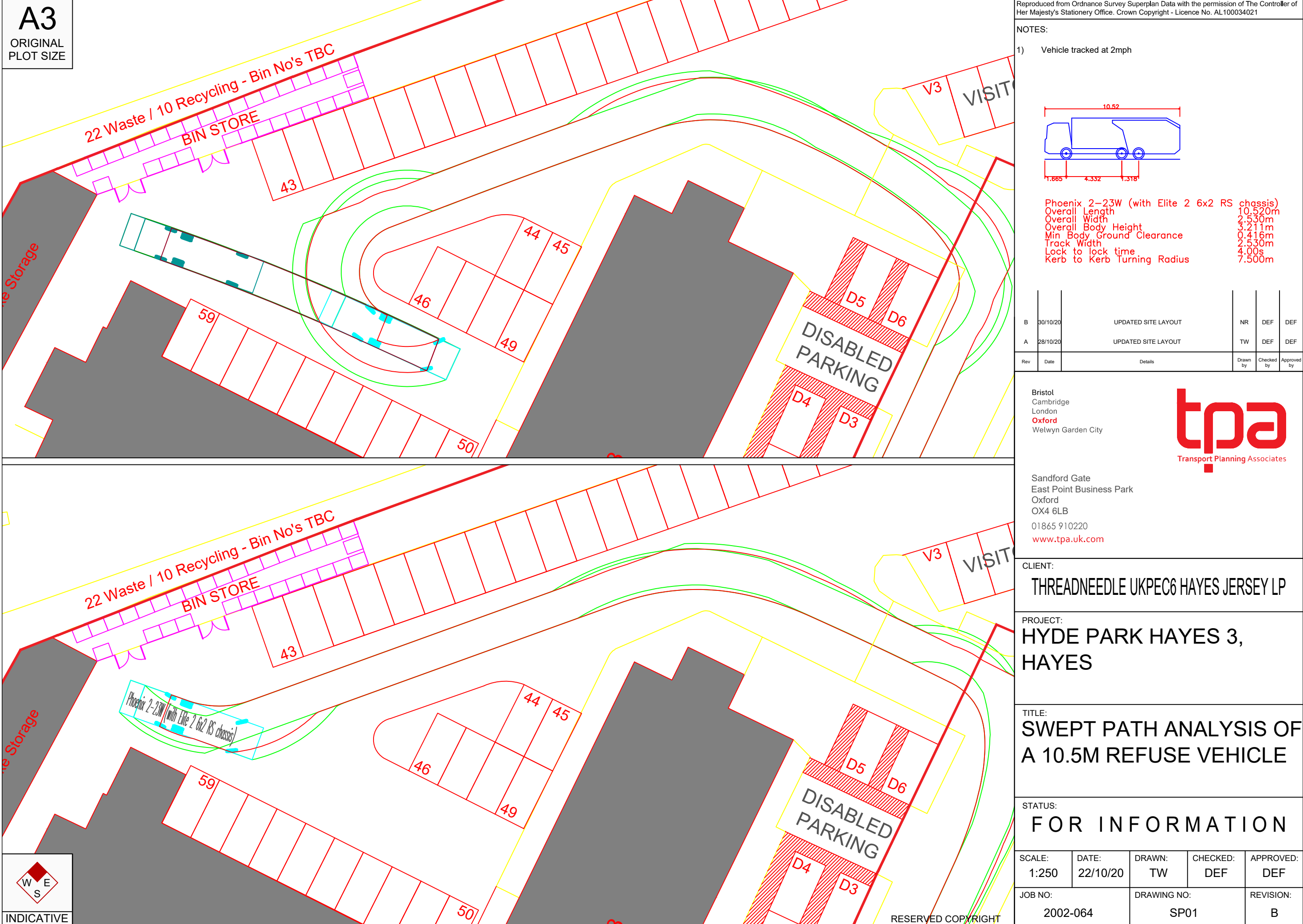
DATE
Oct '20
SCALE AT A1
1:100
STATUS
CONCEPT

JOB NO
16.629
DRAWING NO
GA.1358

CLIENT	DRAWN	CHECKED	REV
-	HW	SS	A

S
& P

APPENDIX C



APPENDIX D

Calculation Reference: AUDIT-219602-201019-1013

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
BT	BRENT	1 days
HD	HILLINGDON	1 days
HO	HOUNSLOW	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	10584 to 114000 (units: sqm)
Range Selected by User:	408 to 114000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 05/11/19

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

B1	3 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®.

Filter by Use Class Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

500,001 or More	3 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
1.1 to 1.5	1 days

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

Travel Plan:

Yes	3 days
-----	--------

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

PTAL Rating:

1b Very poor	1 days
4 Good	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-02-A-04 EMPIRE WAY WEMBLEY	OFFICES	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone		
	Total Gross floor area:	10625 sqm	
	Survey date: THURSDAY	14/05/15	Survey Type: MANUAL
2	HD-02-A-09 MILLINGTON ROAD HAYES	DATA CENTRE	HILLINGDON
	Edge of Town Centre Commercial Zone		
	Total Gross floor area:	12100 sqm	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
3	HO-02-A-01 SYON LANE ISLEWORTH	SKY HEADQUARTERS	HOUNSLOW
	Suburban Area (PPS6 Out of Centre) No Sub Category		
	Total Gross floor area:	120000 sqm	
	Survey date: WEDNESDAY	05/07/17	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.145	1	114000	0.020	1	114000	0.165
06:30 - 07:00	1	114000	0.216	1	114000	0.035	1	114000	0.251
07:00 - 07:30	3	45561	0.214	3	45561	0.035	3	45561	0.249
07:30 - 08:00	3	45561	0.315	3	45561	0.031	3	45561	0.346
08:00 - 08:30	3	45561	0.357	3	45561	0.037	3	45561	0.394
08:30 - 09:00	3	45561	0.394	3	45561	0.054	3	45561	0.448
09:00 - 09:30	3	45561	0.298	3	45561	0.052	3	45561	0.350
09:30 - 10:00	3	45561	0.214	3	45561	0.048	3	45561	0.262
10:00 - 10:30	3	45561	0.110	3	45561	0.050	3	45561	0.160
10:30 - 11:00	3	45561	0.067	3	45561	0.042	3	45561	0.109
11:00 - 11:30	3	45561	0.050	3	45561	0.030	3	45561	0.080
11:30 - 12:00	3	45561	0.058	3	45561	0.042	3	45561	0.100
12:00 - 12:30	3	45561	0.059	3	45561	0.070	3	45561	0.129
12:30 - 13:00	3	45561	0.058	3	45561	0.053	3	45561	0.111
13:00 - 13:30	3	45561	0.040	3	45561	0.045	3	45561	0.085
13:30 - 14:00	3	45561	0.043	3	45561	0.060	3	45561	0.103
14:00 - 14:30	3	45561	0.034	3	45561	0.052	3	45561	0.086
14:30 - 15:00	3	45561	0.045	3	45561	0.053	3	45561	0.098
15:00 - 15:30	3	45561	0.025	3	45561	0.085	3	45561	0.110
15:30 - 16:00	3	45561	0.038	3	45561	0.115	3	45561	0.153
16:00 - 16:30	3	45561	0.040	3	45561	0.241	3	45561	0.281
16:30 - 17:00	3	45561	0.040	3	45561	0.248	3	45561	0.288
17:00 - 17:30	3	45561	0.040	3	45561	0.353	3	45561	0.393
17:30 - 18:00	3	45561	0.040	3	45561	0.420	3	45561	0.460
18:00 - 18:30	3	45561	0.034	3	45561	0.248	3	45561	0.282
18:30 - 19:00	3	45561	0.039	3	45561	0.176	3	45561	0.215
19:00 - 19:30	1	114000	0.028	1	114000	0.123	1	114000	0.151
19:30 - 20:00	1	114000	0.021	1	114000	0.116	1	114000	0.137
20:00 - 20:30	1	114000	0.022	1	114000	0.061	1	114000	0.083
20:30 - 21:00	1	114000	0.016	1	114000	0.032	1	114000	0.048
21:00 - 21:30	1	114000	0.032	1	114000	0.041	1	114000	0.073
21:30 - 22:00	1	114000	0.018	1	114000	0.034	1	114000	0.052
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.150			3.102			6.252

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

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

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Parameter summary

Trip rate parameter range selected:	10584 - 114000 (units: sqm)
Survey date range:	01/01/12 - 05/11/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.000	1	114000	0.000	1	114000	0.000
06:30 - 07:00	1	114000	0.002	1	114000	0.002	1	114000	0.004
07:00 - 07:30	3	45561	0.003	3	45561	0.003	3	45561	0.006
07:30 - 08:00	3	45561	0.004	3	45561	0.004	3	45561	0.008
08:00 - 08:30	3	45561	0.007	3	45561	0.006	3	45561	0.013
08:30 - 09:00	3	45561	0.016	3	45561	0.014	3	45561	0.030
09:00 - 09:30	3	45561	0.013	3	45561	0.016	3	45561	0.029
09:30 - 10:00	3	45561	0.017	3	45561	0.013	3	45561	0.030
10:00 - 10:30	3	45561	0.008	3	45561	0.010	3	45561	0.018
10:30 - 11:00	3	45561	0.004	3	45561	0.004	3	45561	0.008
11:00 - 11:30	3	45561	0.004	3	45561	0.001	3	45561	0.005
11:30 - 12:00	3	45561	0.004	3	45561	0.002	3	45561	0.006
12:00 - 12:30	3	45561	0.003	3	45561	0.004	3	45561	0.007
12:30 - 13:00	3	45561	0.007	3	45561	0.009	3	45561	0.016
13:00 - 13:30	3	45561	0.002	3	45561	0.003	3	45561	0.005
13:30 - 14:00	3	45561	0.006	3	45561	0.009	3	45561	0.015
14:00 - 14:30	3	45561	0.002	3	45561	0.002	3	45561	0.004
14:30 - 15:00	3	45561	0.005	3	45561	0.002	3	45561	0.007
15:00 - 15:30	3	45561	0.004	3	45561	0.003	3	45561	0.007
15:30 - 16:00	3	45561	0.004	3	45561	0.001	3	45561	0.005
16:00 - 16:30	3	45561	0.008	3	45561	0.006	3	45561	0.014
16:30 - 17:00	3	45561	0.008	3	45561	0.010	3	45561	0.018
17:00 - 17:30	3	45561	0.006	3	45561	0.006	3	45561	0.012
17:30 - 18:00	3	45561	0.001	3	45561	0.007	3	45561	0.008
18:00 - 18:30	3	45561	0.007	3	45561	0.005	3	45561	0.012
18:30 - 19:00	3	45561	0.003	3	45561	0.004	3	45561	0.007
19:00 - 19:30	1	114000	0.005	1	114000	0.009	1	114000	0.014
19:30 - 20:00	1	114000	0.005	1	114000	0.004	1	114000	0.009
20:00 - 20:30	1	114000	0.004	1	114000	0.004	1	114000	0.008
20:30 - 21:00	1	114000	0.003	1	114000	0.003	1	114000	0.006
21:00 - 21:30	1	114000	0.006	1	114000	0.003	1	114000	0.009
21:30 - 22:00	1	114000	0.001	1	114000	0.002	1	114000	0.003
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.172			0.171			0.343

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.001	1	114000	0.000	1	114000	0.001
06:30 - 07:00	1	114000	0.000	1	114000	0.000	1	114000	0.000
07:00 - 07:30	3	45561	0.002	3	45561	0.001	3	45561	0.003
07:30 - 08:00	3	45561	0.001	3	45561	0.002	3	45561	0.003
08:00 - 08:30	3	45561	0.001	3	45561	0.001	3	45561	0.002
08:30 - 09:00	3	45561	0.001	3	45561	0.001	3	45561	0.002
09:00 - 09:30	3	45561	0.001	3	45561	0.001	3	45561	0.002
09:30 - 10:00	3	45561	0.001	3	45561	0.001	3	45561	0.002
10:00 - 10:30	3	45561	0.000	3	45561	0.000	3	45561	0.000
10:30 - 11:00	3	45561	0.001	3	45561	0.001	3	45561	0.002
11:00 - 11:30	3	45561	0.000	3	45561	0.001	3	45561	0.001
11:30 - 12:00	3	45561	0.000	3	45561	0.000	3	45561	0.000
12:00 - 12:30	3	45561	0.000	3	45561	0.000	3	45561	0.000
12:30 - 13:00	3	45561	0.000	3	45561	0.000	3	45561	0.000
13:00 - 13:30	3	45561	0.000	3	45561	0.000	3	45561	0.000
13:30 - 14:00	3	45561	0.000	3	45561	0.000	3	45561	0.000
14:00 - 14:30	3	45561	0.001	3	45561	0.000	3	45561	0.001
14:30 - 15:00	3	45561	0.000	3	45561	0.001	3	45561	0.001
15:00 - 15:30	3	45561	0.000	3	45561	0.000	3	45561	0.000
15:30 - 16:00	3	45561	0.000	3	45561	0.000	3	45561	0.000
16:00 - 16:30	3	45561	0.000	3	45561	0.000	3	45561	0.000
16:30 - 17:00	3	45561	0.000	3	45561	0.000	3	45561	0.000
17:00 - 17:30	3	45561	0.000	3	45561	0.000	3	45561	0.000
17:30 - 18:00	3	45561	0.000	3	45561	0.000	3	45561	0.000
18:00 - 18:30	3	45561	0.000	3	45561	0.000	3	45561	0.000
18:30 - 19:00	3	45561	0.000	3	45561	0.000	3	45561	0.000
19:00 - 19:30	1	114000	0.000	1	114000	0.000	1	114000	0.000
19:30 - 20:00	1	114000	0.000	1	114000	0.000	1	114000	0.000
20:00 - 20:30	1	114000	0.000	1	114000	0.000	1	114000	0.000
20:30 - 21:00	1	114000	0.000	1	114000	0.000	1	114000	0.000
21:00 - 21:30	1	114000	0.000	1	114000	0.000	1	114000	0.000
21:30 - 22:00	1	114000	0.000	1	114000	0.000	1	114000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.010			0.010			0.020

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.002	1	114000	0.002	1	114000	0.004
06:30 - 07:00	1	114000	0.001	1	114000	0.002	1	114000	0.003
07:00 - 07:30	3	45561	0.003	3	45561	0.008	3	45561	0.011
07:30 - 08:00	3	45561	0.005	3	45561	0.005	3	45561	0.010
08:00 - 08:30	3	45561	0.005	3	45561	0.006	3	45561	0.011
08:30 - 09:00	3	45561	0.008	3	45561	0.008	3	45561	0.016
09:00 - 09:30	3	45561	0.009	3	45561	0.008	3	45561	0.017
09:30 - 10:00	3	45561	0.007	3	45561	0.007	3	45561	0.014
10:00 - 10:30	3	45561	0.008	3	45561	0.007	3	45561	0.015
10:30 - 11:00	3	45561	0.003	3	45561	0.004	3	45561	0.007
11:00 - 11:30	3	45561	0.002	3	45561	0.001	3	45561	0.003
11:30 - 12:00	3	45561	0.002	3	45561	0.001	3	45561	0.003
12:00 - 12:30	3	45561	0.001	3	45561	0.001	3	45561	0.002
12:30 - 13:00	3	45561	0.002	3	45561	0.002	3	45561	0.004
13:00 - 13:30	3	45561	0.002	3	45561	0.001	3	45561	0.003
13:30 - 14:00	3	45561	0.001	3	45561	0.001	3	45561	0.002
14:00 - 14:30	3	45561	0.002	3	45561	0.003	3	45561	0.005
14:30 - 15:00	3	45561	0.002	3	45561	0.001	3	45561	0.003
15:00 - 15:30	3	45561	0.001	3	45561	0.001	3	45561	0.002
15:30 - 16:00	3	45561	0.003	3	45561	0.004	3	45561	0.007
16:00 - 16:30	3	45561	0.005	3	45561	0.006	3	45561	0.011
16:30 - 17:00	3	45561	0.006	3	45561	0.007	3	45561	0.013
17:00 - 17:30	3	45561	0.008	3	45561	0.007	3	45561	0.015
17:30 - 18:00	3	45561	0.007	3	45561	0.007	3	45561	0.014
18:00 - 18:30	3	45561	0.007	3	45561	0.007	3	45561	0.014
18:30 - 19:00	3	45561	0.007	3	45561	0.007	3	45561	0.014
19:00 - 19:30	1	114000	0.005	1	114000	0.006	1	114000	0.011
19:30 - 20:00	1	114000	0.007	1	114000	0.004	1	114000	0.011
20:00 - 20:30	1	114000	0.006	1	114000	0.003	1	114000	0.009
20:30 - 21:00	1	114000	0.002	1	114000	0.002	1	114000	0.004
21:00 - 21:30	1	114000	0.002	1	114000	0.002	1	114000	0.004
21:30 - 22:00	1	114000	0.003	1	114000	0.002	1	114000	0.005
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.134			0.133			0.267

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.007	1	114000	0.000	1	114000	0.007
06:30 - 07:00	1	114000	0.016	1	114000	0.002	1	114000	0.018
07:00 - 07:30	3	45561	0.021	3	45561	0.001	3	45561	0.022
07:30 - 08:00	3	45561	0.034	3	45561	0.000	3	45561	0.034
08:00 - 08:30	3	45561	0.044	3	45561	0.000	3	45561	0.044
08:30 - 09:00	3	45561	0.058	3	45561	0.000	3	45561	0.058
09:00 - 09:30	3	45561	0.042	3	45561	0.000	3	45561	0.042
09:30 - 10:00	3	45561	0.018	3	45561	0.000	3	45561	0.018
10:00 - 10:30	3	45561	0.004	3	45561	0.000	3	45561	0.004
10:30 - 11:00	3	45561	0.004	3	45561	0.000	3	45561	0.004
11:00 - 11:30	3	45561	0.001	3	45561	0.001	3	45561	0.002
11:30 - 12:00	3	45561	0.001	3	45561	0.000	3	45561	0.001
12:00 - 12:30	3	45561	0.001	3	45561	0.001	3	45561	0.002
12:30 - 13:00	3	45561	0.000	3	45561	0.001	3	45561	0.001
13:00 - 13:30	3	45561	0.001	3	45561	0.001	3	45561	0.002
13:30 - 14:00	3	45561	0.001	3	45561	0.001	3	45561	0.002
14:00 - 14:30	3	45561	0.002	3	45561	0.001	3	45561	0.003
14:30 - 15:00	3	45561	0.000	3	45561	0.005	3	45561	0.005
15:00 - 15:30	3	45561	0.000	3	45561	0.004	3	45561	0.004
15:30 - 16:00	3	45561	0.001	3	45561	0.007	3	45561	0.008
16:00 - 16:30	3	45561	0.000	3	45561	0.010	3	45561	0.010
16:30 - 17:00	3	45561	0.003	3	45561	0.031	3	45561	0.034
17:00 - 17:30	3	45561	0.001	3	45561	0.042	3	45561	0.043
17:30 - 18:00	3	45561	0.001	3	45561	0.048	3	45561	0.049
18:00 - 18:30	3	45561	0.001	3	45561	0.037	3	45561	0.038
18:30 - 19:00	3	45561	0.001	3	45561	0.028	3	45561	0.029
19:00 - 19:30	1	114000	0.000	1	114000	0.013	1	114000	0.013
19:30 - 20:00	1	114000	0.000	1	114000	0.014	1	114000	0.014
20:00 - 20:30	1	114000	0.000	1	114000	0.007	1	114000	0.007
20:30 - 21:00	1	114000	0.000	1	114000	0.004	1	114000	0.004
21:00 - 21:30	1	114000	0.002	1	114000	0.001	1	114000	0.003
21:30 - 22:00	1	114000	0.000	1	114000	0.003	1	114000	0.003
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.265			0.263			0.528

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.146	1	114000	0.018	1	114000	0.164
06:30 - 07:00	1	114000	0.221	1	114000	0.031	1	114000	0.252
07:00 - 07:30	3	45561	0.221	3	45561	0.032	3	45561	0.253
07:30 - 08:00	3	45561	0.328	3	45561	0.023	3	45561	0.351
08:00 - 08:30	3	45561	0.385	3	45561	0.022	3	45561	0.407
08:30 - 09:00	3	45561	0.427	3	45561	0.029	3	45561	0.456
09:00 - 09:30	3	45561	0.316	3	45561	0.026	3	45561	0.342
09:30 - 10:00	3	45561	0.224	3	45561	0.027	3	45561	0.251
10:00 - 10:30	3	45561	0.105	3	45561	0.036	3	45561	0.141
10:30 - 11:00	3	45561	0.066	3	45561	0.035	3	45561	0.101
11:00 - 11:30	3	45561	0.048	3	45561	0.030	3	45561	0.078
11:30 - 12:00	3	45561	0.057	3	45561	0.046	3	45561	0.103
12:00 - 12:30	3	45561	0.058	3	45561	0.075	3	45561	0.133
12:30 - 13:00	3	45561	0.056	3	45561	0.056	3	45561	0.112
13:00 - 13:30	3	45561	0.043	3	45561	0.042	3	45561	0.085
13:30 - 14:00	3	45561	0.050	3	45561	0.059	3	45561	0.109
14:00 - 14:30	3	45561	0.034	3	45561	0.053	3	45561	0.087
14:30 - 15:00	3	45561	0.045	3	45561	0.057	3	45561	0.102
15:00 - 15:30	3	45561	0.022	3	45561	0.092	3	45561	0.114
15:30 - 16:00	3	45561	0.034	3	45561	0.123	3	45561	0.157
16:00 - 16:30	3	45561	0.032	3	45561	0.247	3	45561	0.279
16:30 - 17:00	3	45561	0.034	3	45561	0.260	3	45561	0.294
17:00 - 17:30	3	45561	0.025	3	45561	0.389	3	45561	0.414
17:30 - 18:00	3	45561	0.029	3	45561	0.462	3	45561	0.491
18:00 - 18:30	3	45561	0.023	3	45561	0.275	3	45561	0.298
18:30 - 19:00	3	45561	0.036	3	45561	0.195	3	45561	0.231
19:00 - 19:30	1	114000	0.024	1	114000	0.118	1	114000	0.142
19:30 - 20:00	1	114000	0.011	1	114000	0.129	1	114000	0.140
20:00 - 20:30	1	114000	0.015	1	114000	0.063	1	114000	0.078
20:30 - 21:00	1	114000	0.014	1	114000	0.031	1	114000	0.045
21:00 - 21:30	1	114000	0.027	1	114000	0.042	1	114000	0.069
21:30 - 22:00	1	114000	0.016	1	114000	0.032	1	114000	0.048
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.172			3.155			6.327

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.007	1	114000	0.004	1	114000	0.011
06:30 - 07:00	1	114000	0.018	1	114000	0.002	1	114000	0.020
07:00 - 07:30	3	45561	0.008	3	45561	0.007	3	45561	0.015
07:30 - 08:00	3	45561	0.025	3	45561	0.004	3	45561	0.029
08:00 - 08:30	3	45561	0.038	3	45561	0.002	3	45561	0.040
08:30 - 09:00	3	45561	0.080	3	45561	0.004	3	45561	0.084
09:00 - 09:30	3	45561	0.055	3	45561	0.010	3	45561	0.065
09:30 - 10:00	3	45561	0.037	3	45561	0.008	3	45561	0.045
10:00 - 10:30	3	45561	0.019	3	45561	0.008	3	45561	0.027
10:30 - 11:00	3	45561	0.011	3	45561	0.014	3	45561	0.025
11:00 - 11:30	3	45561	0.018	3	45561	0.015	3	45561	0.033
11:30 - 12:00	3	45561	0.013	3	45561	0.023	3	45561	0.036
12:00 - 12:30	3	45561	0.042	3	45561	0.106	3	45561	0.148
12:30 - 13:00	3	45561	0.100	3	45561	0.102	3	45561	0.202
13:00 - 13:30	3	45561	0.101	3	45561	0.124	3	45561	0.225
13:30 - 14:00	3	45561	0.106	3	45561	0.061	3	45561	0.167
14:00 - 14:30	3	45561	0.078	3	45561	0.037	3	45561	0.115
14:30 - 15:00	3	45561	0.036	3	45561	0.031	3	45561	0.067
15:00 - 15:30	3	45561	0.026	3	45561	0.031	3	45561	0.057
15:30 - 16:00	3	45561	0.025	3	45561	0.029	3	45561	0.054
16:00 - 16:30	3	45561	0.014	3	45561	0.022	3	45561	0.036
16:30 - 17:00	3	45561	0.014	3	45561	0.029	3	45561	0.043
17:00 - 17:30	3	45561	0.010	3	45561	0.059	3	45561	0.069
17:30 - 18:00	3	45561	0.019	3	45561	0.079	3	45561	0.098
18:00 - 18:30	3	45561	0.007	3	45561	0.030	3	45561	0.037
18:30 - 19:00	3	45561	0.005	3	45561	0.020	3	45561	0.025
19:00 - 19:30	1	114000	0.001	1	114000	0.013	1	114000	0.014
19:30 - 20:00	1	114000	0.004	1	114000	0.023	1	114000	0.027
20:00 - 20:30	1	114000	0.007	1	114000	0.012	1	114000	0.019
20:30 - 21:00	1	114000	0.001	1	114000	0.010	1	114000	0.011
21:00 - 21:30	1	114000	0.001	1	114000	0.006	1	114000	0.007
21:30 - 22:00	1	114000	0.004	1	114000	0.007	1	114000	0.011
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.930			0.932			1.862

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.012	1	114000	0.000	1	114000	0.012
06:30 - 07:00	1	114000	0.019	1	114000	0.004	1	114000	0.023
07:00 - 07:30	3	45561	0.009	3	45561	0.016	3	45561	0.025
07:30 - 08:00	3	45561	0.013	3	45561	0.003	3	45561	0.016
08:00 - 08:30	3	45561	0.027	3	45561	0.001	3	45561	0.028
08:30 - 09:00	3	45561	0.045	3	45561	0.001	3	45561	0.046
09:00 - 09:30	3	45561	0.028	3	45561	0.000	3	45561	0.028
09:30 - 10:00	3	45561	0.027	3	45561	0.000	3	45561	0.027
10:00 - 10:30	3	45561	0.015	3	45561	0.000	3	45561	0.015
10:30 - 11:00	3	45561	0.005	3	45561	0.004	3	45561	0.009
11:00 - 11:30	3	45561	0.007	3	45561	0.001	3	45561	0.008
11:30 - 12:00	3	45561	0.010	3	45561	0.005	3	45561	0.015
12:00 - 12:30	3	45561	0.004	3	45561	0.002	3	45561	0.006
12:30 - 13:00	3	45561	0.003	3	45561	0.001	3	45561	0.004
13:00 - 13:30	3	45561	0.006	3	45561	0.001	3	45561	0.007
13:30 - 14:00	3	45561	0.004	3	45561	0.002	3	45561	0.006
14:00 - 14:30	3	45561	0.001	3	45561	0.002	3	45561	0.003
14:30 - 15:00	3	45561	0.002	3	45561	0.004	3	45561	0.006
15:00 - 15:30	3	45561	0.001	3	45561	0.004	3	45561	0.005
15:30 - 16:00	3	45561	0.005	3	45561	0.014	3	45561	0.019
16:00 - 16:30	3	45561	0.000	3	45561	0.015	3	45561	0.015
16:30 - 17:00	3	45561	0.002	3	45561	0.022	3	45561	0.024
17:00 - 17:30	3	45561	0.004	3	45561	0.029	3	45561	0.033
17:30 - 18:00	3	45561	0.004	3	45561	0.042	3	45561	0.046
18:00 - 18:30	3	45561	0.002	3	45561	0.017	3	45561	0.019
18:30 - 19:00	3	45561	0.003	3	45561	0.018	3	45561	0.021
19:00 - 19:30	1	114000	0.004	1	114000	0.011	1	114000	0.015
19:30 - 20:00	1	114000	0.004	1	114000	0.012	1	114000	0.016
20:00 - 20:30	1	114000	0.004	1	114000	0.004	1	114000	0.008
20:30 - 21:00	1	114000	0.003	1	114000	0.004	1	114000	0.007
21:00 - 21:30	1	114000	0.004	1	114000	0.001	1	114000	0.005
21:30 - 22:00	1	114000	0.005	1	114000	0.004	1	114000	0.009
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.282			0.244			0.526

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.002	1	114000	0.003	1	114000	0.005
06:30 - 07:00	1	114000	0.026	1	114000	0.004	1	114000	0.030
07:00 - 07:30	3	45561	0.057	3	45561	0.009	3	45561	0.066
07:30 - 08:00	3	45561	0.077	3	45561	0.004	3	45561	0.081
08:00 - 08:30	3	45561	0.199	3	45561	0.002	3	45561	0.201
08:30 - 09:00	3	45561	0.406	3	45561	0.006	3	45561	0.412
09:00 - 09:30	3	45561	0.242	3	45561	0.004	3	45561	0.246
09:30 - 10:00	3	45561	0.215	3	45561	0.001	3	45561	0.216
10:00 - 10:30	3	45561	0.108	3	45561	0.006	3	45561	0.114
10:30 - 11:00	3	45561	0.019	3	45561	0.003	3	45561	0.022
11:00 - 11:30	3	45561	0.014	3	45561	0.011	3	45561	0.025
11:30 - 12:00	3	45561	0.019	3	45561	0.003	3	45561	0.022
12:00 - 12:30	3	45561	0.031	3	45561	0.008	3	45561	0.039
12:30 - 13:00	3	45561	0.015	3	45561	0.007	3	45561	0.022
13:00 - 13:30	3	45561	0.018	3	45561	0.012	3	45561	0.030
13:30 - 14:00	3	45561	0.015	3	45561	0.007	3	45561	0.022
14:00 - 14:30	3	45561	0.005	3	45561	0.007	3	45561	0.012
14:30 - 15:00	3	45561	0.006	3	45561	0.015	3	45561	0.021
15:00 - 15:30	3	45561	0.003	3	45561	0.024	3	45561	0.027
15:30 - 16:00	3	45561	0.005	3	45561	0.037	3	45561	0.042
16:00 - 16:30	3	45561	0.001	3	45561	0.101	3	45561	0.102
16:30 - 17:00	3	45561	0.003	3	45561	0.171	3	45561	0.174
17:00 - 17:30	3	45561	0.001	3	45561	0.249	3	45561	0.250
17:30 - 18:00	3	45561	0.004	3	45561	0.375	3	45561	0.379
18:00 - 18:30	3	45561	0.003	3	45561	0.192	3	45561	0.195
18:30 - 19:00	3	45561	0.004	3	45561	0.113	3	45561	0.117
19:00 - 19:30	1	114000	0.000	1	114000	0.069	1	114000	0.069
19:30 - 20:00	1	114000	0.005	1	114000	0.069	1	114000	0.074
20:00 - 20:30	1	114000	0.004	1	114000	0.037	1	114000	0.041
20:30 - 21:00	1	114000	0.004	1	114000	0.018	1	114000	0.022
21:00 - 21:30	1	114000	0.001	1	114000	0.009	1	114000	0.010
21:30 - 22:00	1	114000	0.001	1	114000	0.006	1	114000	0.007
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		1.513			1.582			3.095	

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.000	1	114000	0.000	1	114000	0.000
06:30 - 07:00	1	114000	0.000	1	114000	0.000	1	114000	0.000
07:00 - 07:30	3	45561	0.001	3	45561	0.000	3	45561	0.001
07:30 - 08:00	3	45561	0.020	3	45561	0.000	3	45561	0.020
08:00 - 08:30	3	45561	0.017	3	45561	0.000	3	45561	0.017
08:30 - 09:00	3	45561	0.017	3	45561	0.000	3	45561	0.017
09:00 - 09:30	3	45561	0.020	3	45561	0.000	3	45561	0.020
09:30 - 10:00	3	45561	0.003	3	45561	0.000	3	45561	0.003
10:00 - 10:30	3	45561	0.001	3	45561	0.000	3	45561	0.001
10:30 - 11:00	3	45561	0.001	3	45561	0.000	3	45561	0.001
11:00 - 11:30	3	45561	0.000	3	45561	0.000	3	45561	0.000
11:30 - 12:00	3	45561	0.000	3	45561	0.000	3	45561	0.000
12:00 - 12:30	3	45561	0.000	3	45561	0.000	3	45561	0.000
12:30 - 13:00	3	45561	0.000	3	45561	0.000	3	45561	0.000
13:00 - 13:30	3	45561	0.000	3	45561	0.000	3	45561	0.000
13:30 - 14:00	3	45561	0.000	3	45561	0.000	3	45561	0.000
14:00 - 14:30	3	45561	0.000	3	45561	0.001	3	45561	0.001
14:30 - 15:00	3	45561	0.000	3	45561	0.001	3	45561	0.001
15:00 - 15:30	3	45561	0.000	3	45561	0.001	3	45561	0.001
15:30 - 16:00	3	45561	0.000	3	45561	0.003	3	45561	0.003
16:00 - 16:30	3	45561	0.000	3	45561	0.007	3	45561	0.007
16:30 - 17:00	3	45561	0.000	3	45561	0.007	3	45561	0.007
17:00 - 17:30	3	45561	0.000	3	45561	0.018	3	45561	0.018
17:30 - 18:00	3	45561	0.000	3	45561	0.029	3	45561	0.029
18:00 - 18:30	3	45561	0.000	3	45561	0.010	3	45561	0.010
18:30 - 19:00	3	45561	0.001	3	45561	0.012	3	45561	0.013
19:00 - 19:30	1	114000	0.000	1	114000	0.008	1	114000	0.008
19:30 - 20:00	1	114000	0.000	1	114000	0.026	1	114000	0.026
20:00 - 20:30	1	114000	0.000	1	114000	0.003	1	114000	0.003
20:30 - 21:00	1	114000	0.000	1	114000	0.000	1	114000	0.000
21:00 - 21:30	1	114000	0.000	1	114000	0.000	1	114000	0.000
21:30 - 22:00	1	114000	0.000	1	114000	0.000	1	114000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.081			0.126			0.207

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.014	1	114000	0.003	1	114000	0.017
06:30 - 07:00	1	114000	0.046	1	114000	0.007	1	114000	0.053
07:00 - 07:30	3	45561	0.067	3	45561	0.025	3	45561	0.092
07:30 - 08:00	3	45561	0.110	3	45561	0.007	3	45561	0.117
08:00 - 08:30	3	45561	0.243	3	45561	0.003	3	45561	0.246
08:30 - 09:00	3	45561	0.468	3	45561	0.007	3	45561	0.475
09:00 - 09:30	3	45561	0.290	3	45561	0.004	3	45561	0.294
09:30 - 10:00	3	45561	0.245	3	45561	0.001	3	45561	0.246
10:00 - 10:30	3	45561	0.125	3	45561	0.006	3	45561	0.131
10:30 - 11:00	3	45561	0.025	3	45561	0.007	3	45561	0.032
11:00 - 11:30	3	45561	0.021	3	45561	0.012	3	45561	0.033
11:30 - 12:00	3	45561	0.029	3	45561	0.008	3	45561	0.037
12:00 - 12:30	3	45561	0.034	3	45561	0.010	3	45561	0.044
12:30 - 13:00	3	45561	0.018	3	45561	0.007	3	45561	0.025
13:00 - 13:30	3	45561	0.023	3	45561	0.013	3	45561	0.036
13:30 - 14:00	3	45561	0.019	3	45561	0.009	3	45561	0.028
14:00 - 14:30	3	45561	0.006	3	45561	0.010	3	45561	0.016
14:30 - 15:00	3	45561	0.008	3	45561	0.020	3	45561	0.028
15:00 - 15:30	3	45561	0.004	3	45561	0.029	3	45561	0.033
15:30 - 16:00	3	45561	0.010	3	45561	0.054	3	45561	0.064
16:00 - 16:30	3	45561	0.001	3	45561	0.122	3	45561	0.123
16:30 - 17:00	3	45561	0.005	3	45561	0.200	3	45561	0.205
17:00 - 17:30	3	45561	0.004	3	45561	0.297	3	45561	0.301
17:30 - 18:00	3	45561	0.007	3	45561	0.446	3	45561	0.453
18:00 - 18:30	3	45561	0.005	3	45561	0.219	3	45561	0.224
18:30 - 19:00	3	45561	0.007	3	45561	0.144	3	45561	0.151
19:00 - 19:30	1	114000	0.004	1	114000	0.088	1	114000	0.092
19:30 - 20:00	1	114000	0.009	1	114000	0.108	1	114000	0.117
20:00 - 20:30	1	114000	0.008	1	114000	0.043	1	114000	0.051
20:30 - 21:00	1	114000	0.006	1	114000	0.023	1	114000	0.029
21:00 - 21:30	1	114000	0.005	1	114000	0.010	1	114000	0.015
21:30 - 22:00	1	114000	0.006	1	114000	0.011	1	114000	0.017
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.872			1.953			3.825

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.175	1	114000	0.025	1	114000	0.200
06:30 - 07:00	1	114000	0.300	1	114000	0.041	1	114000	0.341
07:00 - 07:30	3	45561	0.317	3	45561	0.066	3	45561	0.383
07:30 - 08:00	3	45561	0.497	3	45561	0.034	3	45561	0.531
08:00 - 08:30	3	45561	0.710	3	45561	0.027	3	45561	0.737
08:30 - 09:00	3	45561	1.032	3	45561	0.041	3	45561	1.073
09:00 - 09:30	3	45561	0.703	3	45561	0.039	3	45561	0.742
09:30 - 10:00	3	45561	0.524	3	45561	0.037	3	45561	0.561
10:00 - 10:30	3	45561	0.253	3	45561	0.050	3	45561	0.303
10:30 - 11:00	3	45561	0.106	3	45561	0.056	3	45561	0.162
11:00 - 11:30	3	45561	0.089	3	45561	0.059	3	45561	0.148
11:30 - 12:00	3	45561	0.100	3	45561	0.077	3	45561	0.177
12:00 - 12:30	3	45561	0.136	3	45561	0.193	3	45561	0.329
12:30 - 13:00	3	45561	0.174	3	45561	0.166	3	45561	0.340
13:00 - 13:30	3	45561	0.168	3	45561	0.180	3	45561	0.348
13:30 - 14:00	3	45561	0.176	3	45561	0.130	3	45561	0.306
14:00 - 14:30	3	45561	0.119	3	45561	0.101	3	45561	0.220
14:30 - 15:00	3	45561	0.089	3	45561	0.113	3	45561	0.202
15:00 - 15:30	3	45561	0.051	3	45561	0.157	3	45561	0.208
15:30 - 16:00	3	45561	0.070	3	45561	0.213	3	45561	0.283
16:00 - 16:30	3	45561	0.048	3	45561	0.400	3	45561	0.448
16:30 - 17:00	3	45561	0.056	3	45561	0.519	3	45561	0.575
17:00 - 17:30	3	45561	0.040	3	45561	0.786	3	45561	0.826
17:30 - 18:00	3	45561	0.056	3	45561	1.034	3	45561	1.090
18:00 - 18:30	3	45561	0.036	3	45561	0.561	3	45561	0.597
18:30 - 19:00	3	45561	0.050	3	45561	0.387	3	45561	0.437
19:00 - 19:30	1	114000	0.028	1	114000	0.232	1	114000	0.260
19:30 - 20:00	1	114000	0.024	1	114000	0.274	1	114000	0.298
20:00 - 20:30	1	114000	0.030	1	114000	0.125	1	114000	0.155
20:30 - 21:00	1	114000	0.021	1	114000	0.067	1	114000	0.088
21:00 - 21:30	1	114000	0.035	1	114000	0.059	1	114000	0.094
21:30 - 22:00	1	114000	0.025	1	114000	0.053	1	114000	0.078
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.238			6.302			12.540

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.134	1	114000	0.014	1	114000	0.148
06:30 - 07:00	1	114000	0.196	1	114000	0.029	1	114000	0.225
07:00 - 07:30	3	45561	0.195	3	45561	0.016	3	45561	0.211
07:30 - 08:00	3	45561	0.293	3	45561	0.016	3	45561	0.309
08:00 - 08:30	3	45561	0.321	3	45561	0.021	3	45561	0.342
08:30 - 09:00	3	45561	0.337	3	45561	0.026	3	45561	0.363
09:00 - 09:30	3	45561	0.263	3	45561	0.022	3	45561	0.285
09:30 - 10:00	3	45561	0.173	3	45561	0.023	3	45561	0.196
10:00 - 10:30	3	45561	0.075	3	45561	0.020	3	45561	0.095
10:30 - 11:00	3	45561	0.044	3	45561	0.019	3	45561	0.063
11:00 - 11:30	3	45561	0.034	3	45561	0.020	3	45561	0.054
11:30 - 12:00	3	45561	0.042	3	45561	0.033	3	45561	0.075
12:00 - 12:30	3	45561	0.043	3	45561	0.054	3	45561	0.097
12:30 - 13:00	3	45561	0.039	3	45561	0.034	3	45561	0.073
13:00 - 13:30	3	45561	0.031	3	45561	0.035	3	45561	0.066
13:30 - 14:00	3	45561	0.029	3	45561	0.042	3	45561	0.071
14:00 - 14:30	3	45561	0.023	3	45561	0.037	3	45561	0.060
14:30 - 15:00	3	45561	0.029	3	45561	0.042	3	45561	0.071
15:00 - 15:30	3	45561	0.018	3	45561	0.075	3	45561	0.093
15:30 - 16:00	3	45561	0.026	3	45561	0.098	3	45561	0.124
16:00 - 16:30	3	45561	0.023	3	45561	0.213	3	45561	0.236
16:30 - 17:00	3	45561	0.018	3	45561	0.212	3	45561	0.230
17:00 - 17:30	3	45561	0.024	3	45561	0.320	3	45561	0.344
17:30 - 18:00	3	45561	0.031	3	45561	0.380	3	45561	0.411
18:00 - 18:30	3	45561	0.020	3	45561	0.221	3	45561	0.241
18:30 - 19:00	3	45561	0.026	3	45561	0.159	3	45561	0.185
19:00 - 19:30	1	114000	0.018	1	114000	0.100	1	114000	0.118
19:30 - 20:00	1	114000	0.009	1	114000	0.104	1	114000	0.113
20:00 - 20:30	1	114000	0.011	1	114000	0.050	1	114000	0.061
20:30 - 21:00	1	114000	0.011	1	114000	0.026	1	114000	0.037
21:00 - 21:30	1	114000	0.022	1	114000	0.032	1	114000	0.054
21:30 - 22:00	1	114000	0.011	1	114000	0.029	1	114000	0.040
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.569			2.522			5.091

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.004	1	114000	0.003	1	114000	0.007
06:30 - 07:00	1	114000	0.007	1	114000	0.003	1	114000	0.010
07:00 - 07:30	3	45561	0.007	3	45561	0.004	3	45561	0.011
07:30 - 08:00	3	45561	0.007	3	45561	0.004	3	45561	0.011
08:00 - 08:30	3	45561	0.005	3	45561	0.003	3	45561	0.008
08:30 - 09:00	3	45561	0.007	3	45561	0.005	3	45561	0.012
09:00 - 09:30	3	45561	0.001	3	45561	0.004	3	45561	0.005
09:30 - 10:00	3	45561	0.004	3	45561	0.002	3	45561	0.006
10:00 - 10:30	3	45561	0.015	3	45561	0.011	3	45561	0.026
10:30 - 11:00	3	45561	0.012	3	45561	0.011	3	45561	0.023
11:00 - 11:30	3	45561	0.007	3	45561	0.007	3	45561	0.014
11:30 - 12:00	3	45561	0.006	3	45561	0.005	3	45561	0.011
12:00 - 12:30	3	45561	0.010	3	45561	0.007	3	45561	0.017
12:30 - 13:00	3	45561	0.009	3	45561	0.007	3	45561	0.016
13:00 - 13:30	3	45561	0.003	3	45561	0.004	3	45561	0.007
13:30 - 14:00	3	45561	0.005	3	45561	0.004	3	45561	0.009
14:00 - 14:30	3	45561	0.003	3	45561	0.006	3	45561	0.009
14:30 - 15:00	3	45561	0.005	3	45561	0.004	3	45561	0.009
15:00 - 15:30	3	45561	0.001	3	45561	0.004	3	45561	0.005
15:30 - 16:00	3	45561	0.003	3	45561	0.007	3	45561	0.010
16:00 - 16:30	3	45561	0.004	3	45561	0.007	3	45561	0.011
16:30 - 17:00	3	45561	0.007	3	45561	0.014	3	45561	0.021
17:00 - 17:30	3	45561	0.001	3	45561	0.004	3	45561	0.005
17:30 - 18:00	3	45561	0.001	3	45561	0.003	3	45561	0.004
18:00 - 18:30	3	45561	0.001	3	45561	0.001	3	45561	0.002
18:30 - 19:00	3	45561	0.001	3	45561	0.001	3	45561	0.002
19:00 - 19:30	1	114000	0.000	1	114000	0.000	1	114000	0.000
19:30 - 20:00	1	114000	0.000	1	114000	0.002	1	114000	0.002
20:00 - 20:30	1	114000	0.000	1	114000	0.002	1	114000	0.002
20:30 - 21:00	1	114000	0.000	1	114000	0.000	1	114000	0.000
21:00 - 21:30	1	114000	0.000	1	114000	0.000	1	114000	0.000
21:30 - 22:00	1	114000	0.002	1	114000	0.002	1	114000	0.004
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.138			0.141			0.279

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.004	1	114000	0.002	1	114000	0.006
06:30 - 07:00	1	114000	0.011	1	114000	0.000	1	114000	0.011
07:00 - 07:30	3	45561	0.004	3	45561	0.003	3	45561	0.007
07:30 - 08:00	3	45561	0.005	3	45561	0.001	3	45561	0.006
08:00 - 08:30	3	45561	0.018	3	45561	0.000	3	45561	0.018
08:30 - 09:00	3	45561	0.026	3	45561	0.001	3	45561	0.027
09:00 - 09:30	3	45561	0.012	3	45561	0.000	3	45561	0.012
09:30 - 10:00	3	45561	0.012	3	45561	0.000	3	45561	0.012
10:00 - 10:30	3	45561	0.004	3	45561	0.001	3	45561	0.005
10:30 - 11:00	3	45561	0.002	3	45561	0.003	3	45561	0.005
11:00 - 11:30	3	45561	0.001	3	45561	0.000	3	45561	0.001
11:30 - 12:00	3	45561	0.004	3	45561	0.000	3	45561	0.004
12:00 - 12:30	3	45561	0.001	3	45561	0.003	3	45561	0.004
12:30 - 13:00	3	45561	0.001	3	45561	0.001	3	45561	0.002
13:00 - 13:30	3	45561	0.001	3	45561	0.001	3	45561	0.002
13:30 - 14:00	3	45561	0.002	3	45561	0.004	3	45561	0.006
14:00 - 14:30	3	45561	0.003	3	45561	0.004	3	45561	0.007
14:30 - 15:00	3	45561	0.004	3	45561	0.002	3	45561	0.006
15:00 - 15:30	3	45561	0.000	3	45561	0.001	3	45561	0.001
15:30 - 16:00	3	45561	0.002	3	45561	0.004	3	45561	0.006
16:00 - 16:30	3	45561	0.000	3	45561	0.010	3	45561	0.010
16:30 - 17:00	3	45561	0.000	3	45561	0.005	3	45561	0.005
17:00 - 17:30	3	45561	0.001	3	45561	0.016	3	45561	0.017
17:30 - 18:00	3	45561	0.000	3	45561	0.022	3	45561	0.022
18:00 - 18:30	3	45561	0.000	3	45561	0.014	3	45561	0.014
18:30 - 19:00	3	45561	0.001	3	45561	0.006	3	45561	0.007
19:00 - 19:30	1	114000	0.000	1	114000	0.008	1	114000	0.008
19:30 - 20:00	1	114000	0.000	1	114000	0.003	1	114000	0.003
20:00 - 20:30	1	114000	0.000	1	114000	0.003	1	114000	0.003
20:30 - 21:00	1	114000	0.000	1	114000	0.002	1	114000	0.002
21:00 - 21:30	1	114000	0.003	1	114000	0.004	1	114000	0.007
21:30 - 22:00	1	114000	0.002	1	114000	0.000	1	114000	0.002
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.124			0.124			0.248

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL Underground Passengers
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.001	1	114000	0.000	1	114000	0.001
06:30 - 07:00	1	114000	0.019	1	114000	0.003	1	114000	0.022
07:00 - 07:30	3	45561	0.020	3	45561	0.005	3	45561	0.025
07:30 - 08:00	3	45561	0.017	3	45561	0.001	3	45561	0.018
08:00 - 08:30	3	45561	0.053	3	45561	0.001	3	45561	0.054
08:30 - 09:00	3	45561	0.124	3	45561	0.003	3	45561	0.127
09:00 - 09:30	3	45561	0.071	3	45561	0.002	3	45561	0.073
09:30 - 10:00	3	45561	0.050	3	45561	0.000	3	45561	0.050
10:00 - 10:30	3	45561	0.036	3	45561	0.001	3	45561	0.037
10:30 - 11:00	3	45561	0.004	3	45561	0.000	3	45561	0.004
11:00 - 11:30	3	45561	0.005	3	45561	0.004	3	45561	0.009
11:30 - 12:00	3	45561	0.004	3	45561	0.001	3	45561	0.005
12:00 - 12:30	3	45561	0.022	3	45561	0.001	3	45561	0.023
12:30 - 13:00	3	45561	0.005	3	45561	0.001	3	45561	0.006
13:00 - 13:30	3	45561	0.004	3	45561	0.004	3	45561	0.008
13:30 - 14:00	3	45561	0.004	3	45561	0.001	3	45561	0.005
14:00 - 14:30	3	45561	0.001	3	45561	0.003	3	45561	0.004
14:30 - 15:00	3	45561	0.001	3	45561	0.001	3	45561	0.002
15:00 - 15:30	3	45561	0.002	3	45561	0.005	3	45561	0.007
15:30 - 16:00	3	45561	0.000	3	45561	0.012	3	45561	0.012
16:00 - 16:30	3	45561	0.000	3	45561	0.026	3	45561	0.026
16:30 - 17:00	3	45561	0.001	3	45561	0.053	3	45561	0.054
17:00 - 17:30	3	45561	0.001	3	45561	0.066	3	45561	0.067
17:30 - 18:00	3	45561	0.003	3	45561	0.136	3	45561	0.139
18:00 - 18:30	3	45561	0.003	3	45561	0.072	3	45561	0.075
18:30 - 19:00	3	45561	0.001	3	45561	0.029	3	45561	0.030
19:00 - 19:30	1	114000	0.000	1	114000	0.019	1	114000	0.019
19:30 - 20:00	1	114000	0.001	1	114000	0.017	1	114000	0.018
20:00 - 20:30	1	114000	0.001	1	114000	0.012	1	114000	0.013
20:30 - 21:00	1	114000	0.000	1	114000	0.001	1	114000	0.001
21:00 - 21:30	1	114000	0.000	1	114000	0.003	1	114000	0.003
21:30 - 22:00	1	114000	0.000	1	114000	0.004	1	114000	0.004
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.454			0.487			0.941

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL Overground Passengers
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.000	1	114000	0.002	1	114000	0.002
06:30 - 07:00	1	114000	0.004	1	114000	0.000	1	114000	0.004
07:00 - 07:30	3	45561	0.004	3	45561	0.001	3	45561	0.005
07:30 - 08:00	3	45561	0.010	3	45561	0.000	3	45561	0.010
08:00 - 08:30	3	45561	0.037	3	45561	0.000	3	45561	0.037
08:30 - 09:00	3	45561	0.038	3	45561	0.000	3	45561	0.038
09:00 - 09:30	3	45561	0.023	3	45561	0.000	3	45561	0.023
09:30 - 10:00	3	45561	0.012	3	45561	0.000	3	45561	0.012
10:00 - 10:30	3	45561	0.003	3	45561	0.001	3	45561	0.004
10:30 - 11:00	3	45561	0.000	3	45561	0.001	3	45561	0.001
11:00 - 11:30	3	45561	0.000	3	45561	0.001	3	45561	0.001
11:30 - 12:00	3	45561	0.000	3	45561	0.001	3	45561	0.001
12:00 - 12:30	3	45561	0.000	3	45561	0.000	3	45561	0.000
12:30 - 13:00	3	45561	0.001	3	45561	0.000	3	45561	0.001
13:00 - 13:30	3	45561	0.000	3	45561	0.001	3	45561	0.001
13:30 - 14:00	3	45561	0.000	3	45561	0.000	3	45561	0.000
14:00 - 14:30	3	45561	0.001	3	45561	0.000	3	45561	0.001
14:30 - 15:00	3	45561	0.001	3	45561	0.000	3	45561	0.001
15:00 - 15:30	3	45561	0.000	3	45561	0.001	3	45561	0.001
15:30 - 16:00	3	45561	0.000	3	45561	0.004	3	45561	0.004
16:00 - 16:30	3	45561	0.000	3	45561	0.004	3	45561	0.004
16:30 - 17:00	3	45561	0.000	3	45561	0.011	3	45561	0.011
17:00 - 17:30	3	45561	0.000	3	45561	0.016	3	45561	0.016
17:30 - 18:00	3	45561	0.000	3	45561	0.023	3	45561	0.023
18:00 - 18:30	3	45561	0.000	3	45561	0.022	3	45561	0.022
18:30 - 19:00	3	45561	0.000	3	45561	0.013	3	45561	0.013
19:00 - 19:30	1	114000	0.000	1	114000	0.004	1	114000	0.004
19:30 - 20:00	1	114000	0.000	1	114000	0.004	1	114000	0.004
20:00 - 20:30	1	114000	0.000	1	114000	0.001	1	114000	0.001
20:30 - 21:00	1	114000	0.000	1	114000	0.000	1	114000	0.000
21:00 - 21:30	1	114000	0.000	1	114000	0.000	1	114000	0.000
21:30 - 22:00	1	114000	0.000	1	114000	0.000	1	114000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.134			0.111			0.245

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL National Rail Passengers
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.001	1	114000	0.001	1	114000	0.002
06:30 - 07:00	1	114000	0.004	1	114000	0.001	1	114000	0.005
07:00 - 07:30	3	45561	0.034	3	45561	0.003	3	45561	0.037
07:30 - 08:00	3	45561	0.050	3	45561	0.002	3	45561	0.052
08:00 - 08:30	3	45561	0.109	3	45561	0.001	3	45561	0.110
08:30 - 09:00	3	45561	0.244	3	45561	0.003	3	45561	0.247
09:00 - 09:30	3	45561	0.148	3	45561	0.001	3	45561	0.149
09:30 - 10:00	3	45561	0.154	3	45561	0.001	3	45561	0.155
10:00 - 10:30	3	45561	0.070	3	45561	0.004	3	45561	0.074
10:30 - 11:00	3	45561	0.015	3	45561	0.002	3	45561	0.017
11:00 - 11:30	3	45561	0.009	3	45561	0.007	3	45561	0.016
11:30 - 12:00	3	45561	0.015	3	45561	0.001	3	45561	0.016
12:00 - 12:30	3	45561	0.009	3	45561	0.007	3	45561	0.016
12:30 - 13:00	3	45561	0.009	3	45561	0.006	3	45561	0.015
13:00 - 13:30	3	45561	0.014	3	45561	0.007	3	45561	0.021
13:30 - 14:00	3	45561	0.010	3	45561	0.005	3	45561	0.015
14:00 - 14:30	3	45561	0.003	3	45561	0.004	3	45561	0.007
14:30 - 15:00	3	45561	0.004	3	45561	0.015	3	45561	0.019
15:00 - 15:30	3	45561	0.001	3	45561	0.018	3	45561	0.019
15:30 - 16:00	3	45561	0.005	3	45561	0.021	3	45561	0.026
16:00 - 16:30	3	45561	0.001	3	45561	0.071	3	45561	0.072
16:30 - 17:00	3	45561	0.001	3	45561	0.107	3	45561	0.108
17:00 - 17:30	3	45561	0.000	3	45561	0.168	3	45561	0.168
17:30 - 18:00	3	45561	0.001	3	45561	0.216	3	45561	0.217
18:00 - 18:30	3	45561	0.000	3	45561	0.099	3	45561	0.099
18:30 - 19:00	3	45561	0.002	3	45561	0.071	3	45561	0.073
19:00 - 19:30	1	114000	0.000	1	114000	0.046	1	114000	0.046
19:30 - 20:00	1	114000	0.004	1	114000	0.049	1	114000	0.053
20:00 - 20:30	1	114000	0.003	1	114000	0.024	1	114000	0.027
20:30 - 21:00	1	114000	0.004	1	114000	0.018	1	114000	0.022
21:00 - 21:30	1	114000	0.001	1	114000	0.006	1	114000	0.007
21:30 - 22:00	1	114000	0.001	1	114000	0.003	1	114000	0.004
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.926			0.988			1.914

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL Bus Passengers
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.012	1	114000	0.000	1	114000	0.012
06:30 - 07:00	1	114000	0.019	1	114000	0.004	1	114000	0.023
07:00 - 07:30	3	45561	0.009	3	45561	0.016	3	45561	0.025
07:30 - 08:00	3	45561	0.013	3	45561	0.003	3	45561	0.016
08:00 - 08:30	3	45561	0.027	3	45561	0.001	3	45561	0.028
08:30 - 09:00	3	45561	0.045	3	45561	0.001	3	45561	0.046
09:00 - 09:30	3	45561	0.028	3	45561	0.000	3	45561	0.028
09:30 - 10:00	3	45561	0.027	3	45561	0.000	3	45561	0.027
10:00 - 10:30	3	45561	0.015	3	45561	0.000	3	45561	0.015
10:30 - 11:00	3	45561	0.005	3	45561	0.004	3	45561	0.009
11:00 - 11:30	3	45561	0.007	3	45561	0.001	3	45561	0.008
11:30 - 12:00	3	45561	0.010	3	45561	0.005	3	45561	0.015
12:00 - 12:30	3	45561	0.004	3	45561	0.002	3	45561	0.006
12:30 - 13:00	3	45561	0.003	3	45561	0.001	3	45561	0.004
13:00 - 13:30	3	45561	0.006	3	45561	0.001	3	45561	0.007
13:30 - 14:00	3	45561	0.004	3	45561	0.002	3	45561	0.006
14:00 - 14:30	3	45561	0.001	3	45561	0.002	3	45561	0.003
14:30 - 15:00	3	45561	0.002	3	45561	0.004	3	45561	0.006
15:00 - 15:30	3	45561	0.001	3	45561	0.004	3	45561	0.005
15:30 - 16:00	3	45561	0.005	3	45561	0.014	3	45561	0.019
16:00 - 16:30	3	45561	0.000	3	45561	0.015	3	45561	0.015
16:30 - 17:00	3	45561	0.002	3	45561	0.022	3	45561	0.024
17:00 - 17:30	3	45561	0.004	3	45561	0.029	3	45561	0.033
17:30 - 18:00	3	45561	0.004	3	45561	0.042	3	45561	0.046
18:00 - 18:30	3	45561	0.002	3	45561	0.017	3	45561	0.019
18:30 - 19:00	3	45561	0.003	3	45561	0.018	3	45561	0.021
19:00 - 19:30	1	114000	0.004	1	114000	0.011	1	114000	0.015
19:30 - 20:00	1	114000	0.004	1	114000	0.012	1	114000	0.016
20:00 - 20:30	1	114000	0.004	1	114000	0.004	1	114000	0.008
20:30 - 21:00	1	114000	0.003	1	114000	0.004	1	114000	0.007
21:00 - 21:30	1	114000	0.004	1	114000	0.001	1	114000	0.005
21:30 - 22:00	1	114000	0.005	1	114000	0.004	1	114000	0.009
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.282			0.244			0.526

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	114000	0.005	1	114000	0.003	1	114000	0.008
06:30 - 07:00	1	114000	0.007	1	114000	0.003	1	114000	0.010
07:00 - 07:30	3	45561	0.010	3	45561	0.005	3	45561	0.015
07:30 - 08:00	3	45561	0.008	3	45561	0.006	3	45561	0.014
08:00 - 08:30	3	45561	0.005	3	45561	0.004	3	45561	0.009
08:30 - 09:00	3	45561	0.008	3	45561	0.006	3	45561	0.014
09:00 - 09:30	3	45561	0.002	3	45561	0.006	3	45561	0.008
09:30 - 10:00	3	45561	0.006	3	45561	0.004	3	45561	0.010
10:00 - 10:30	3	45561	0.015	3	45561	0.011	3	45561	0.026
10:30 - 11:00	3	45561	0.013	3	45561	0.012	3	45561	0.025
11:00 - 11:30	3	45561	0.007	3	45561	0.007	3	45561	0.014
11:30 - 12:00	3	45561	0.006	3	45561	0.005	3	45561	0.011
12:00 - 12:30	3	45561	0.010	3	45561	0.007	3	45561	0.017
12:30 - 13:00	3	45561	0.009	3	45561	0.007	3	45561	0.016
13:00 - 13:30	3	45561	0.003	3	45561	0.004	3	45561	0.007
13:30 - 14:00	3	45561	0.005	3	45561	0.004	3	45561	0.009
14:00 - 14:30	3	45561	0.004	3	45561	0.006	3	45561	0.010
14:30 - 15:00	3	45561	0.005	3	45561	0.005	3	45561	0.010
15:00 - 15:30	3	45561	0.001	3	45561	0.004	3	45561	0.005
15:30 - 16:00	3	45561	0.003	3	45561	0.007	3	45561	0.010
16:00 - 16:30	3	45561	0.004	3	45561	0.007	3	45561	0.011
16:30 - 17:00	3	45561	0.007	3	45561	0.014	3	45561	0.021
17:00 - 17:30	3	45561	0.001	3	45561	0.004	3	45561	0.005
17:30 - 18:00	3	45561	0.001	3	45561	0.003	3	45561	0.004
18:00 - 18:30	3	45561	0.001	3	45561	0.001	3	45561	0.002
18:30 - 19:00	3	45561	0.001	3	45561	0.001	3	45561	0.002
19:00 - 19:30	1	114000	0.000	1	114000	0.000	1	114000	0.000
19:30 - 20:00	1	114000	0.000	1	114000	0.002	1	114000	0.002
20:00 - 20:30	1	114000	0.000	1	114000	0.002	1	114000	0.002
20:30 - 21:00	1	114000	0.000	1	114000	0.000	1	114000	0.000
21:00 - 21:30	1	114000	0.000	1	114000	0.000	1	114000	0.000
21:30 - 22:00	1	114000	0.002	1	114000	0.002	1	114000	0.004
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.149			0.152			0.301

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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Calculation Reference: AUDIT-219602-201019-1057

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
BE	BEXLEY	1 days
BT	BRENT	1 days
IS	ISLINGTON	1 days
RD	RICHMOND	1 days
WF	WALTHAM FOREST	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 73 to 185 (units:)
 Range Selected by User: 9 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 06/03/20

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

Selected survey days:

Tuesday	1 days
Wednesday	3 days
Thursday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	3

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.

Secondary Filtering selection:

Use Class:

C3	5 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 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	3 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	5 days
-----------------	--------

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days

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

Travel Plan:

Yes	3 days
No	2 days

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

PTAL Rating:

1a (Low) Very poor	1 days
3 Moderate	2 days
5 Very Good	2 days

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

LIST OF SITES relevant to selection parameters

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS	BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings: 79 Survey date: WEDNESDAY 19/09/18		Survey Type: MANUAL
2	BT-03-C-01 LAKESIDE DRIVE PARK ROYAL	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 170 Survey date: WEDNESDAY 28/09/16		Survey Type: MANUAL
3	IS-03-C-07 CITY ROAD ISLINGTON	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings: 185 Survey date: THURSDAY 06/06/19		Survey Type: MANUAL
4	RD-03-C-04 BESSANT DRIVE KEW	BLOCKS OF FLATS	RICHMOND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 170 Survey date: WEDNESDAY 15/05/19		Survey Type: MANUAL
5	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS	WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 05/11/19		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-03-C-02	Number of Units
EN-03-C-03	Number of Units
HG-03-C-02	Number of Units
HV-03-C-02	Number of Units

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

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	5	135	0.035	5	135	0.072	5	135	0.107
08:00 - 09:00	5	135	0.037	5	135	0.068	5	135	0.105
09:00 - 10:00	5	135	0.040	5	135	0.050	5	135	0.090
10:00 - 11:00	5	135	0.056	5	135	0.064	5	135	0.120
11:00 - 12:00	5	135	0.046	5	135	0.061	5	135	0.107
12:00 - 13:00	5	135	0.040	5	135	0.053	5	135	0.093
13:00 - 14:00	5	135	0.055	5	135	0.074	5	135	0.129
14:00 - 15:00	5	135	0.032	5	135	0.027	5	135	0.059
15:00 - 16:00	5	135	0.050	5	135	0.053	5	135	0.103
16:00 - 17:00	5	135	0.066	5	135	0.055	5	135	0.121
17:00 - 18:00	5	135	0.078	5	135	0.075	5	135	0.153
18:00 - 19:00	5	135	0.090	5	135	0.083	5	135	0.173
19:00 - 20:00	5	135	0.120	5	135	0.080	5	135	0.200
20:00 - 21:00	5	135	0.072	5	135	0.049	5	135	0.121
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.817			0.864			1.681

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

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Parameter summary

Trip rate parameter range selected:	73 - 185 (units:)
Survey date range:	01/01/12 - 06/03/20
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	4

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	5	135	0.006	5	135	0.006	5	135	0.012
08:00 - 09:00	5	135	0.009	5	135	0.009	5	135	0.018
09:00 - 10:00	5	135	0.015	5	135	0.016	5	135	0.031
10:00 - 11:00	5	135	0.009	5	135	0.009	5	135	0.018
11:00 - 12:00	5	135	0.006	5	135	0.004	5	135	0.010
12:00 - 13:00	5	135	0.009	5	135	0.010	5	135	0.019
13:00 - 14:00	5	135	0.009	5	135	0.009	5	135	0.018
14:00 - 15:00	5	135	0.003	5	135	0.003	5	135	0.006
15:00 - 16:00	5	135	0.009	5	135	0.009	5	135	0.018
16:00 - 17:00	5	135	0.006	5	135	0.006	5	135	0.012
17:00 - 18:00	5	135	0.007	5	135	0.006	5	135	0.013
18:00 - 19:00	5	135	0.022	5	135	0.022	5	135	0.044
19:00 - 20:00	5	135	0.019	5	135	0.019	5	135	0.038
20:00 - 21:00	5	135	0.009	5	135	0.009	5	135	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.138			0.137			0.275

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

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

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

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	5	135	0.003	5	135	0.003	5	135	0.006
08:00 - 09:00	5	135	0.000	5	135	0.000	5	135	0.000
09:00 - 10:00	5	135	0.000	5	135	0.000	5	135	0.000
10:00 - 11:00	5	135	0.009	5	135	0.006	5	135	0.015
11:00 - 12:00	5	135	0.004	5	135	0.006	5	135	0.010
12:00 - 13:00	5	135	0.000	5	135	0.001	5	135	0.001
13:00 - 14:00	5	135	0.001	5	135	0.001	5	135	0.002
14:00 - 15:00	5	135	0.003	5	135	0.003	5	135	0.006
15:00 - 16:00	5	135	0.000	5	135	0.000	5	135	0.000
16:00 - 17:00	5	135	0.001	5	135	0.000	5	135	0.001
17:00 - 18:00	5	135	0.000	5	135	0.000	5	135	0.000
18:00 - 19:00	5	135	0.001	5	135	0.001	5	135	0.002
19:00 - 20:00	5	135	0.000	5	135	0.001	5	135	0.001
20:00 - 21:00	5	135	0.000	5	135	0.000	5	135	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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

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

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

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	5	135	0.000	5	135	0.000	5	135	0.000
08:00 - 09:00	5	135	0.000	5	135	0.006	5	135	0.006
09:00 - 10:00	5	135	0.000	5	135	0.000	5	135	0.000
10:00 - 11:00	5	135	0.000	5	135	0.006	5	135	0.006
11:00 - 12:00	5	135	0.000	5	135	0.003	5	135	0.003
12:00 - 13:00	5	135	0.003	5	135	0.003	5	135	0.006
13:00 - 14:00	5	135	0.001	5	135	0.003	5	135	0.004
14:00 - 15:00	5	135	0.004	5	135	0.003	5	135	0.007
15:00 - 16:00	5	135	0.003	5	135	0.004	5	135	0.007
16:00 - 17:00	5	135	0.004	5	135	0.001	5	135	0.005
17:00 - 18:00	5	135	0.004	5	135	0.004	5	135	0.008
18:00 - 19:00	5	135	0.007	5	135	0.004	5	135	0.011
19:00 - 20:00	5	135	0.007	5	135	0.004	5	135	0.011
20:00 - 21:00	5	135	0.004	5	135	0.001	5	135	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.042			0.079

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

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

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

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	5	135	0.047	5	135	0.089	5	135	0.136
08:00 - 09:00	5	135	0.035	5	135	0.086	5	135	0.121
09:00 - 10:00	5	135	0.031	5	135	0.058	5	135	0.089
10:00 - 11:00	5	135	0.064	5	135	0.071	5	135	0.135
11:00 - 12:00	5	135	0.061	5	135	0.074	5	135	0.135
12:00 - 13:00	5	135	0.049	5	135	0.058	5	135	0.107
13:00 - 14:00	5	135	0.065	5	135	0.092	5	135	0.157
14:00 - 15:00	5	135	0.038	5	135	0.030	5	135	0.068
15:00 - 16:00	5	135	0.069	5	135	0.066	5	135	0.135
16:00 - 17:00	5	135	0.077	5	135	0.066	5	135	0.143
17:00 - 18:00	5	135	0.090	5	135	0.096	5	135	0.186
18:00 - 19:00	5	135	0.137	5	135	0.080	5	135	0.217
19:00 - 20:00	5	135	0.143	5	135	0.099	5	135	0.242
20:00 - 21:00	5	135	0.089	5	135	0.052	5	135	0.141
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.995			1.017			2.012	

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

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

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

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	5	135	0.025	5	135	0.043	5	135	0.068
08:00 - 09:00	5	135	0.047	5	135	0.151	5	135	0.198
09:00 - 10:00	5	135	0.059	5	135	0.077	5	135	0.136
10:00 - 11:00	5	135	0.044	5	135	0.065	5	135	0.109
11:00 - 12:00	5	135	0.053	5	135	0.041	5	135	0.094
12:00 - 13:00	5	135	0.050	5	135	0.040	5	135	0.090
13:00 - 14:00	5	135	0.047	5	135	0.044	5	135	0.091
14:00 - 15:00	5	135	0.046	5	135	0.047	5	135	0.093
15:00 - 16:00	5	135	0.095	5	135	0.074	5	135	0.169
16:00 - 17:00	5	135	0.064	5	135	0.061	5	135	0.125
17:00 - 18:00	5	135	0.069	5	135	0.049	5	135	0.118
18:00 - 19:00	5	135	0.078	5	135	0.064	5	135	0.142
19:00 - 20:00	5	135	0.086	5	135	0.047	5	135	0.133
20:00 - 21:00	5	135	0.041	5	135	0.041	5	135	0.082
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.804			0.844			1.648

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

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

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

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	5	135	0.003	5	135	0.044	5	135	0.047
08:00 - 09:00	5	135	0.004	5	135	0.081	5	135	0.085
09:00 - 10:00	5	135	0.013	5	135	0.040	5	135	0.053
10:00 - 11:00	5	135	0.019	5	135	0.035	5	135	0.054
11:00 - 12:00	5	135	0.015	5	135	0.012	5	135	0.027
12:00 - 13:00	5	135	0.022	5	135	0.021	5	135	0.043
13:00 - 14:00	5	135	0.016	5	135	0.030	5	135	0.046
14:00 - 15:00	5	135	0.019	5	135	0.013	5	135	0.032
15:00 - 16:00	5	135	0.046	5	135	0.037	5	135	0.083
16:00 - 17:00	5	135	0.031	5	135	0.030	5	135	0.061
17:00 - 18:00	5	135	0.040	5	135	0.022	5	135	0.062
18:00 - 19:00	5	135	0.074	5	135	0.024	5	135	0.098
19:00 - 20:00	5	135	0.069	5	135	0.019	5	135	0.088
20:00 - 21:00	5	135	0.028	5	135	0.012	5	135	0.040
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.399			0.420			0.819

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

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

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

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	5	135	0.010	5	135	0.131	5	135	0.141
08:00 - 09:00	5	135	0.018	5	135	0.152	5	135	0.170
09:00 - 10:00	5	135	0.028	5	135	0.071	5	135	0.099
10:00 - 11:00	5	135	0.030	5	135	0.058	5	135	0.088
11:00 - 12:00	5	135	0.027	5	135	0.034	5	135	0.061
12:00 - 13:00	5	135	0.032	5	135	0.035	5	135	0.067
13:00 - 14:00	5	135	0.031	5	135	0.032	5	135	0.063
14:00 - 15:00	5	135	0.043	5	135	0.035	5	135	0.078
15:00 - 16:00	5	135	0.066	5	135	0.038	5	135	0.104
16:00 - 17:00	5	135	0.066	5	135	0.027	5	135	0.093
17:00 - 18:00	5	135	0.081	5	135	0.037	5	135	0.118
18:00 - 19:00	5	135	0.106	5	135	0.040	5	135	0.146
19:00 - 20:00	5	135	0.123	5	135	0.025	5	135	0.148
20:00 - 21:00	5	135	0.066	5	135	0.021	5	135	0.087
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.727			0.736			1.463

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

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

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

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	5	135	0.013	5	135	0.176	5	135	0.189
08:00 - 09:00	5	135	0.022	5	135	0.233	5	135	0.255
09:00 - 10:00	5	135	0.041	5	135	0.111	5	135	0.152
10:00 - 11:00	5	135	0.049	5	135	0.093	5	135	0.142
11:00 - 12:00	5	135	0.041	5	135	0.046	5	135	0.087
12:00 - 13:00	5	135	0.055	5	135	0.056	5	135	0.111
13:00 - 14:00	5	135	0.047	5	135	0.062	5	135	0.109
14:00 - 15:00	5	135	0.062	5	135	0.049	5	135	0.111
15:00 - 16:00	5	135	0.112	5	135	0.075	5	135	0.187
16:00 - 17:00	5	135	0.097	5	135	0.056	5	135	0.153
17:00 - 18:00	5	135	0.121	5	135	0.059	5	135	0.180
18:00 - 19:00	5	135	0.180	5	135	0.064	5	135	0.244
19:00 - 20:00	5	135	0.192	5	135	0.044	5	135	0.236
20:00 - 21:00	5	135	0.095	5	135	0.032	5	135	0.127
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.127			1.156			2.283

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

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

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	5	135	0.086	5	135	0.307	5	135	0.393
08:00 - 09:00	5	135	0.105	5	135	0.476	5	135	0.581
09:00 - 10:00	5	135	0.131	5	135	0.245	5	135	0.376
10:00 - 11:00	5	135	0.157	5	135	0.235	5	135	0.392
11:00 - 12:00	5	135	0.155	5	135	0.164	5	135	0.319
12:00 - 13:00	5	135	0.157	5	135	0.157	5	135	0.314
13:00 - 14:00	5	135	0.161	5	135	0.201	5	135	0.362
14:00 - 15:00	5	135	0.151	5	135	0.129	5	135	0.280
15:00 - 16:00	5	135	0.279	5	135	0.220	5	135	0.499
16:00 - 17:00	5	135	0.242	5	135	0.185	5	135	0.427
17:00 - 18:00	5	135	0.285	5	135	0.208	5	135	0.493
18:00 - 19:00	5	135	0.403	5	135	0.211	5	135	0.614
19:00 - 20:00	5	135	0.428	5	135	0.195	5	135	0.623
20:00 - 21:00	5	135	0.229	5	135	0.127	5	135	0.356
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.969			3.060			6.029	

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

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

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

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	5	135	0.025	5	135	0.059	5	135	0.084
08:00 - 09:00	5	135	0.019	5	135	0.055	5	135	0.074
09:00 - 10:00	5	135	0.015	5	135	0.025	5	135	0.040
10:00 - 11:00	5	135	0.019	5	135	0.025	5	135	0.044
11:00 - 12:00	5	135	0.016	5	135	0.035	5	135	0.051
12:00 - 13:00	5	135	0.019	5	135	0.024	5	135	0.043
13:00 - 14:00	5	135	0.025	5	135	0.040	5	135	0.065
14:00 - 15:00	5	135	0.016	5	135	0.012	5	135	0.028
15:00 - 16:00	5	135	0.034	5	135	0.032	5	135	0.066
16:00 - 17:00	5	135	0.038	5	135	0.031	5	135	0.069
17:00 - 18:00	5	135	0.061	5	135	0.055	5	135	0.116
18:00 - 19:00	5	135	0.040	5	135	0.040	5	135	0.080
19:00 - 20:00	5	135	0.078	5	135	0.038	5	135	0.116
20:00 - 21:00	5	135	0.056	5	135	0.031	5	135	0.087
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.461			0.502			0.963

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

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

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

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	5	135	0.001	5	135	0.004	5	135	0.005
08:00 - 09:00	5	135	0.007	5	135	0.001	5	135	0.008
09:00 - 10:00	5	135	0.010	5	135	0.006	5	135	0.016
10:00 - 11:00	5	135	0.018	5	135	0.022	5	135	0.040
11:00 - 12:00	5	135	0.019	5	135	0.013	5	135	0.032
12:00 - 13:00	5	135	0.010	5	135	0.016	5	135	0.026
13:00 - 14:00	5	135	0.016	5	135	0.021	5	135	0.037
14:00 - 15:00	5	135	0.009	5	135	0.007	5	135	0.016
15:00 - 16:00	5	135	0.004	5	135	0.009	5	135	0.013
16:00 - 17:00	5	135	0.015	5	135	0.010	5	135	0.025
17:00 - 18:00	5	135	0.004	5	135	0.004	5	135	0.008
18:00 - 19:00	5	135	0.007	5	135	0.006	5	135	0.013
19:00 - 20:00	5	135	0.004	5	135	0.006	5	135	0.010
20:00 - 21:00	5	135	0.000	5	135	0.000	5	135	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.125			0.249

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

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

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

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	5	135	0.000	5	135	0.000	5	135	0.000
08:00 - 09:00	5	135	0.001	5	135	0.003	5	135	0.004
09:00 - 10:00	5	135	0.000	5	135	0.003	5	135	0.003
10:00 - 11:00	5	135	0.001	5	135	0.001	5	135	0.002
11:00 - 12:00	5	135	0.000	5	135	0.001	5	135	0.001
12:00 - 13:00	5	135	0.001	5	135	0.001	5	135	0.002
13:00 - 14:00	5	135	0.003	5	135	0.003	5	135	0.006
14:00 - 15:00	5	135	0.001	5	135	0.001	5	135	0.002
15:00 - 16:00	5	135	0.003	5	135	0.003	5	135	0.006
16:00 - 17:00	5	135	0.006	5	135	0.007	5	135	0.013
17:00 - 18:00	5	135	0.006	5	135	0.010	5	135	0.016
18:00 - 19:00	5	135	0.019	5	135	0.013	5	135	0.032
19:00 - 20:00	5	135	0.018	5	135	0.015	5	135	0.033
20:00 - 21:00	5	135	0.007	5	135	0.009	5	135	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.070			0.136

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

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

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

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	5	135	0.009	5	135	0.089	5	135	0.098
08:00 - 09:00	5	135	0.009	5	135	0.108	5	135	0.117
09:00 - 10:00	5	135	0.022	5	135	0.046	5	135	0.068
10:00 - 11:00	5	135	0.019	5	135	0.040	5	135	0.059
11:00 - 12:00	5	135	0.016	5	135	0.021	5	135	0.037
12:00 - 13:00	5	135	0.015	5	135	0.027	5	135	0.042
13:00 - 14:00	5	135	0.025	5	135	0.022	5	135	0.047
14:00 - 15:00	5	135	0.031	5	135	0.032	5	135	0.063
15:00 - 16:00	5	135	0.047	5	135	0.035	5	135	0.082
16:00 - 17:00	5	135	0.050	5	135	0.024	5	135	0.074
17:00 - 18:00	5	135	0.062	5	135	0.031	5	135	0.093
18:00 - 19:00	5	135	0.086	5	135	0.032	5	135	0.118
19:00 - 20:00	5	135	0.093	5	135	0.019	5	135	0.112
20:00 - 21:00	5	135	0.050	5	135	0.018	5	135	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.534			0.544			1.078	

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

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

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

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	5	135	0.000	5	135	0.001	5	135	0.001
08:00 - 09:00	5	135	0.000	5	135	0.000	5	135	0.000
09:00 - 10:00	5	135	0.000	5	135	0.001	5	135	0.001
10:00 - 11:00	5	135	0.001	5	135	0.000	5	135	0.001
11:00 - 12:00	5	135	0.000	5	135	0.001	5	135	0.001
12:00 - 13:00	5	135	0.001	5	135	0.000	5	135	0.001
13:00 - 14:00	5	135	0.000	5	135	0.000	5	135	0.000
14:00 - 15:00	5	135	0.000	5	135	0.000	5	135	0.000
15:00 - 16:00	5	135	0.001	5	135	0.000	5	135	0.001
16:00 - 17:00	5	135	0.000	5	135	0.000	5	135	0.000
17:00 - 18:00	5	135	0.000	5	135	0.001	5	135	0.001
18:00 - 19:00	5	135	0.001	5	135	0.000	5	135	0.001
19:00 - 20:00	5	135	0.000	5	135	0.000	5	135	0.000
20:00 - 21:00	5	135	0.000	5	135	0.000	5	135	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

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

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	5	135	0.001	5	135	0.021	5	135	0.022
08:00 - 09:00	5	135	0.007	5	135	0.024	5	135	0.031
09:00 - 10:00	5	135	0.006	5	135	0.012	5	135	0.018
10:00 - 11:00	5	135	0.007	5	135	0.009	5	135	0.016
11:00 - 12:00	5	135	0.007	5	135	0.006	5	135	0.013
12:00 - 13:00	5	135	0.013	5	135	0.006	5	135	0.019
13:00 - 14:00	5	135	0.006	5	135	0.009	5	135	0.015
14:00 - 15:00	5	135	0.006	5	135	0.003	5	135	0.009
15:00 - 16:00	5	135	0.010	5	135	0.001	5	135	0.011
16:00 - 17:00	5	135	0.010	5	135	0.003	5	135	0.013
17:00 - 18:00	5	135	0.012	5	135	0.004	5	135	0.016
18:00 - 19:00	5	135	0.012	5	135	0.006	5	135	0.018
19:00 - 20:00	5	135	0.007	5	135	0.004	5	135	0.011
20:00 - 21:00	5	135	0.004	5	135	0.003	5	135	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.111			0.219

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

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

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

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	5	135	0.000	5	135	0.021	5	135	0.021
08:00 - 09:00	5	135	0.001	5	135	0.021	5	135	0.022
09:00 - 10:00	5	135	0.000	5	135	0.012	5	135	0.012
10:00 - 11:00	5	135	0.001	5	135	0.009	5	135	0.010
11:00 - 12:00	5	135	0.003	5	135	0.006	5	135	0.009
12:00 - 13:00	5	135	0.003	5	135	0.003	5	135	0.006
13:00 - 14:00	5	135	0.000	5	135	0.001	5	135	0.001
14:00 - 15:00	5	135	0.006	5	135	0.000	5	135	0.006
15:00 - 16:00	5	135	0.007	5	135	0.001	5	135	0.008
16:00 - 17:00	5	135	0.006	5	135	0.000	5	135	0.006
17:00 - 18:00	5	135	0.007	5	135	0.000	5	135	0.007
18:00 - 19:00	5	135	0.007	5	135	0.001	5	135	0.008
19:00 - 20:00	5	135	0.022	5	135	0.001	5	135	0.023
20:00 - 21:00	5	135	0.012	5	135	0.000	5	135	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.075			0.076			0.151

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

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

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

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	5	135	0.003	5	135	0.044	5	135	0.047
08:00 - 09:00	5	135	0.004	5	135	0.081	5	135	0.085
09:00 - 10:00	5	135	0.013	5	135	0.040	5	135	0.053
10:00 - 11:00	5	135	0.019	5	135	0.035	5	135	0.054
11:00 - 12:00	5	135	0.015	5	135	0.012	5	135	0.027
12:00 - 13:00	5	135	0.022	5	135	0.021	5	135	0.043
13:00 - 14:00	5	135	0.016	5	135	0.030	5	135	0.046
14:00 - 15:00	5	135	0.019	5	135	0.013	5	135	0.032
15:00 - 16:00	5	135	0.046	5	135	0.037	5	135	0.083
16:00 - 17:00	5	135	0.031	5	135	0.030	5	135	0.061
17:00 - 18:00	5	135	0.040	5	135	0.022	5	135	0.062
18:00 - 19:00	5	135	0.074	5	135	0.024	5	135	0.098
19:00 - 20:00	5	135	0.069	5	135	0.019	5	135	0.088
20:00 - 21:00	5	135	0.028	5	135	0.012	5	135	0.040
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.399			0.420			0.819

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL Servicing 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	5	135	0.004	5	135	0.003	5	135	0.007
08:00 - 09:00	5	135	0.006	5	135	0.001	5	135	0.007
09:00 - 10:00	5	135	0.010	5	135	0.006	5	135	0.016
10:00 - 11:00	5	135	0.024	5	135	0.022	5	135	0.046
11:00 - 12:00	5	135	0.019	5	135	0.016	5	135	0.035
12:00 - 13:00	5	135	0.010	5	135	0.018	5	135	0.028
13:00 - 14:00	5	135	0.018	5	135	0.019	5	135	0.037
14:00 - 15:00	5	135	0.013	5	135	0.010	5	135	0.023
15:00 - 16:00	5	135	0.007	5	135	0.013	5	135	0.020
16:00 - 17:00	5	135	0.018	5	135	0.016	5	135	0.034
17:00 - 18:00	5	135	0.009	5	135	0.010	5	135	0.019
18:00 - 19:00	5	135	0.015	5	135	0.015	5	135	0.030
19:00 - 20:00	5	135	0.012	5	135	0.013	5	135	0.025
20:00 - 21:00	5	135	0.004	5	135	0.006	5	135	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.169			0.168			0.337

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.