

Transport Note
June 2021

EAS

Chaplin House

Widewater Place, Moorhall Road,
South Harefield, Denham UB9 6NS

LB Hillingdon

Fprop Offices General Partner Ltd

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1 Introduction

- 1.1 This Transport Note has been prepared in support of a Permitted Development Rights application by Fprop Offices General Partner Ltd (hereinafter referred to as the 'client') for the reuse of Chaplin House, Widewater Place, Moorhall Road, South Harefield UB9 6NS (hereinafter the 'site').
- 1.2 The site is located within the administrative boundaries of London Borough of Hillingdon. A location plan is included as **Appendix A**.

The Site

- 1.3 The Site under consideration is an existing Business Park, located at the end of the village of South Harefield, within the administrative boundaries of the London Borough of Hillingdon ('LBH').
- 1.4 The existing business park site includes three buildings, which collectively form the Widewater Place park. This document refers to the Chaplin House building.
- 1.5 The proposals include the reuse of the existing office building on site, and its conversion into residential units. A Masterplan showing the development proposals is included in **Appendix B**.

Aims and Structure of this Report

- 1.6 The scope of this report is to inform the planning process of the potential impacts of the scheme in terms of highways and transportation.
- 1.7 This Transport Note has been prepared in line with Transport for London ('TfL') Best Practice Guidance.
- 1.8 This document includes:
- Section 2 reviews the national, regional and local transport planning policy;
 - Section 3 describes the local area including the existing facilities and transport network;
 - Section 4 explains the proposals including access, parking and servicing;
 - Section 5 analyses the site sustainability and impact of the scheme upon the local highway network; and
 - Section 6 provides a summary and conclusions.

2 Policy Context

Introduction

- 2.1 This section sets out the policy context. Development and growth are encouraged at national, London and local level. How this is made sustainable in the longer term is by encouraging walking, cycling and public transport use.

National Planning Policy Framework

- 2.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. The replaces the previous NPPF published in July 2018 and previously in March 2012.
- 2.3 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 2.4 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 2.5 In respect of that, Paragraph 10 of the NPPF states:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis)."*

- 2.6 Section 9 on Promoting Sustainable Transport states in paragraphs 102 and 103:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- *the potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

The planning system should actively manage patterns of growth in support of these objectives. 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.”

2.7 Paragraph 105, in relation to parking standards, states that the following should be taken into account:

- *“the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

2.8 Paragraph 106 adds that:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

2.9 Paragraphs 108 and 109 state that in assessing applications for development it should be ensured that:

- *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.10 Within that context, paragraphs 110 and 111 state that applications for 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.*

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."

The London Plan (2020)

- 2.11 The New London Plan was formally published on the 2nd of March 2021. This document is now the main material consideration element in planning decisions within Greater London.
- 2.12 Policy T1 'Strategic approach to transport' states that development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. 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.
- 2.13 Policy T2 accordingly states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should:
- 1) *"demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;*
 - 2) *reduce the dominance of vehicles on London's streets whether stationary or moving; and*
 - 3) *be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*
- 2.14 Policy T4 states that:
- A) *"Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*
 - B) *When required in accordance with national or local guidance, transport assessments/statements 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 having regard to Transport for London guidance.*

- 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 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."*

2.15 Policy T5 states that developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2 and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Table 10.2 sets the minimum at C3 residential developments as:

- 1 long-term cycle parking space per studio or one-bedroom one-person dwelling;
- 1.5 long-term cycle parking spaces per one-bedroom two-person dwelling;
- 2 long-term cycle parking spaces per all other dwellings; and
- 2 short-term cycle parking spaces for 5 to 40 dwellings, and thereafter 1 space per 40 dwellings

2.16 It should be noted that the site is not in an area where higher minimum cycle parking standards apply.

2.17 Policy T6 states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Although, disabled parking should be provided for 'car-free' developments, in line with Part E of this Policy.

- A. *"Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*
- B. *Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.*
- C. *An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.*

- D. *The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.*
 - E. *Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non- residential disabled persons parking.*
 - F. *Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.*
 - G. *Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.*
 - H. *Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.*
 - I. *Adequate provision should be made for efficient deliveries and servicing and emergency access.*
 - J. *A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.*
 - K. *Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.*
 - L. *Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."*
- 2.18 Policy T6.1 states that new residential development should not exceed the maximum parking standards set out in Table 10.3. This states that sites in Outer London with a PTAL of 1a or 1b (such as this site) should have a maximum of 1.5 spaces per dwelling. An allowance for higher standards is made for larger family-sized units.
- 2.19 Additionally, at least 20% of spaces should include active electric vehicle charging provision, with passive provision for all the remaining spaces.

- 2.20 Car club spaces will also be considered to offset private parking requirements. These should have active charging facilities.
- 2.21 Also, for three per cent of dwellings, at least one designated disabled parking space per dwelling is provided from the outset, though they should not be allocated to specific dwellings but should be located near to the relevant block's entrance and lift core.

Hillingdon Local Plan

- 2.22 The Hillingdon Local Plan is formed of two separately adopted documents – the Strategic Policies adopted in 2012, and the Development Management Policies, adopted in 2020. The two sections of the Local Plan form the council's future development strategy, setting out a framework and detailed policies to guide planning decisions.
- 2.23 The Hillingdon Local Plan Part 1 – Strategic Policies (formerly Core Strategies) was adopted at a Council meeting on 8th November 2012 and is now a part of the Development Plan for the Borough.
- 2.24 Policy T1 on Accessible Local Destinations states that development will be favoured at sites where the impact on the transport network can best be accommodated. Developments should encourage access by sustainable modes.
- 2.25 Policy T3 on North – South Sustainable Transport Links aims to improve north – south public transport links and to link residential areas with employment areas and transport interchanges.
- 2.26 This development takes advantage of proximity to public transport and local services and will reduce reliance on private car by reducing car trips to essential uses.
- 2.27 The Local Plan Part 2 comprises Development Management Policies, Site Allocations and Designations and Policies Map. The Local Plan Part 2 Development Management Policies and Site Allocations and Designations were adopted as part of the borough's development plan at Full Council on 16th January 2020
- 2.28 Policy DMT 1 on Managing Transport Impacts states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:
- be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its visitors from and / or the services and facilities necessary to support the development;
 - maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
 - provide equal access for all people, including inclusive access for disabled people;
 - adequately address delivery, servicing and drop-off requirements; and
 - have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.
- 2.29 All major residential developments of ten dwellings or more (but under 80 dwellings) 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.

2.30 Policy DMT 2 on Highways Impacts effectively supersedes Policy AM7 in the Unitary Development Plan. It requires development proposals to ensure that:

- safe and efficient vehicular access to the highway network is provided to the Council's standards;
- they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- safe, secure and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;
- impacts on local amenity and congestion are minimised by routeing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

2.31 Policy DMT 5 on Pedestrians and Cyclists requires development proposals to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

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

2.32 Policy DMT 6 on Vehicle Parking requires development proposals to comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and / or
- a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

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

2.34 Appendix C on parking standards contains the following specifications:

- For residential development, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD May 2013.
- Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision. This will be reviewed in future.
- For road layouts, swept path analysis must include 300mm error margins around the body of the vehicle. This should be satisfactorily accommodated within the existing and proposed road layout.
- Parking for bicycles must be located in a safe, secure and accessible location. Covered parking should be provided where possible. Cycle spaces should be located as near as possible to the building entrance(s).
- As a minimum, cycle parking should normally take the form of Sheffield stands or a similar stand which allows both the frame and wheels of a cycle to be secured without risk of damage.
- In addition to car and bicycle parking, parking spaces for motorised two wheelers (motorcycles, mopeds and scooters) must also be provided at the rate of 5% of car parking spaces.
- Motorised two-wheeler parking should be secure and where possible covered and close to building entrances. Ideally parking should be grouped together for security.

2.35 Appendix C of the Local Plan sets the maximum standard for car parking at flats as 0.5 spaces per unit for studio flats, 1 to 1.5 spaces per unit for one- and two-bedroom flats and two spaces per unit for flats with three or more bedrooms. Proposals must also accommodate visitor's car parking on-site in addition to the above but no standard is specified. Car parks must be allocated to dwellings but it is not clear whether this means that individual spaces must be allocated to specific flats, especially where the standard is fractional.

2.36 The Appendix sets a standard of one long-term cycle parking space per studio, one- or two-bedroom flats and two cycle spaces per flat with three- or more bedrooms. B1 units should also provide 1 cycle parking space per 250sqm of floorspace. The table heading describes these as maximum standards but this may be a misprint for minimum, as paragraph 8.26 of the same document also states that this standard should be met. The standard of provision is below the minimum standards in the London Plan requirements.

Accessible Hillingdon SPD

2.37 This document was adopted in 2017. Section 5 on Residential Development states that all new residential developments of ten or more units must have 10% of homes designed to Wheelchair Home standards with a parking space measuring 2.4x4.8m with an adjacent 1.2m side transfer area.

Hillingdon Local Implementation Plan

- 2.38 The Local Implementation Plan ('LIP3') is Hillingdon's transport plan, detailing its transport objectives and programme to support delivery of the Mayor's Transport Strategy within the borough. The LIP considers the goals, challenges, policies and outcomes detailed in the MTS and tailors them to Hillingdon.
- 2.39 Dated November 2018 the LIP3 considers Borough objectives through the life of the MTS to 2041 and is Hillingdon's third LIP replacing the earlier 2011 Plan.
- 2.40 Chapter 2 of this document sets the objectives of the LIP3 as:
- *"Hillingdon's streets will be characterised by the 10 healthy streets indicators;*
 - *Real and perceived threats to safety will be identified and addressed;*
 - *Through design, planning and management Hillingdon's streets will be used most efficiently and have less traffic on them;*
 - *Town centres will be vibrant, clean and accessible, residential areas will be safe, quiet and relaxing, business streets will be connected;*
 - *The public transport network will respond to and shape the built-up area it serves;*
 - *Public transport in Hillingdon will be inclusive and satisfy the travel needs of residents, visitors and businesses;*
 - *The development and management of Hillingdon's streets will support frequent and reliable public transport services;*
 - *Through land use/transport planning the travel choices available will include all those that are active, efficient and sustainable;*
 - *Transport investment will connect and facilitate the release of sites for new homes and jobs."*

3 Existing Site Assessment

Site Location and Local Facilities

- 3.1 **Appendix A** contains a location plan showing the site's location within Hillingdon.
- 3.2 The site is located within South Harefield on the south-western side of the village, to the north of Moorhall Road (unclassified), immediately to the east of Widewater Lock on the Grand Union Canal and Broadwater Lake, and to the west of Moorhall Recreation Grounds.
- 3.3 The site gains its access from Moorhall Road via a dedicated right-turn junction, which includes a right-turning queuing capacity of circa four standard vehicles.
- 3.4 Moorhall Road continues c.270m to the east, where it terminates into Harvil Road, within South Harefield. To the west Moorhall Road (becomes Moorfield Road c.650m east of the site and) continues c.1.5km, terminating into North Orbital Road (A412), within Denham Green.
- 3.5 A local shopping parade, including frontage parking is located to the east of the site, at the end of Moorhall Road, and is around 220m, or three minutes' walk, away. It has a range of shops that can be accessed by local residents including:
 - Two local convenience stores, one including Post Office;
 - Two Take-aways;
 - Hairdressers
 - Two beauticians;

Existing Site Function

- 3.6 The existing site of Widewater Place comprises a business park with three separate buildings, as well as a separate café unit within the site car park.
- 3.7 There are currently 511 car parking spaces at Widewater Place, all of which are located around the buildings within the site perimeter and are accessed directly from Moorhall Road.

Public Transport - Bus

- 3.8 There are existing opposite bus stops located on Moorhall Road, c.220m east of the site, which are served by bus route 331.
- 3.9 Route 331 runs from Ruislip to Uxbridge (and vice-versa), via Ruislip Common, Northwood and Northwood Station, Mount Vernon Hospital, Harefield, South Harefield and Denham Station. There are 3 buses an hour on weekdays and on Saturdays and 2 buses per hour on Sundays.
- 3.10 Further bus stops are also available on Harvil Road, which runs north to south through South Harefield. These bus stops are located c.350m walk from the site, and are served by route U9.

- 3.11 Route U9 runs from Uxbridge to Harefield Hospital via West Ickenham, South Harefield and Harefield West. There are 3 buses an hour on weekdays and on Saturdays and 1 bus service an hour on Sundays.
- 3.12 From the above it can therefore be seen that the area has local bus services with around 6 buses an hour within 400m of the site.

Public Transport - Rail

- 3.13 Denham Rail Station is located around 1.5km walk of the site and provides around 2 departures per hour in each direction on the Chiltern Railways line between London Marylebone and Birmingham Moor Street, High Wycombe or Aylesbury. This is considered within a walkable range as noted within CIHT's guidance document on walking – *Providing for Journeys on Foot* (2000), Table 3.2.
- 3.14 The above bus services 331 and U9 also link the local area to nearby stations at Uxbridge Station (Piccadilly and Metropolitan London Underground ('LU') lines), Ruislip Station (also Piccadilly and Metropolitan LU lines and Northwood (Metropolitan LU line only).
- 3.15 The site is therefore well served by local rail networks, i.e., by walking to the Rail Station or by taking the bus to nearby LU Stations.

Walking

- 3.16 The immediate pedestrian environment outside the site is typical of a village site with c.1.5m wide footways on both sides of Moorhall Road. An informal pedestrian crossing refuge is available c.20m west of the site access, allowing safe access across Moorhall Road.
- 3.17 The footway on the northern side of this road stops at the eastbound bus stop, located c.300m to the west of the site. The footway outside the site therefore links the site into South Harefield, as well as the Grand Union Canal towpath.
- 3.18 Footpath U34 is available at the junction of Dellside with Moorhall Road, c.100 east of the site, and continues south to link back into the towpath to the south of Harefield Marina.

Cycling

- 3.19 The National Cycle Network ('NCN') Route 6 passes immediately outside the site via Moorhall Road. This route links Milton Keynes with Cowley to the south of the site via the Grand Union Canal towpath. Route 6 therefore also links the site to Rickmansworth, Watford, St Albans, Harpenden, Luton, Leighton Buzzard and Bletchley to the north and Uxbridge to the south.
- 3.20 Route 6 diverts off the towpath near the site, passing on street outside the site, before turning back off the street, opposite Moorhall Recreation Grounds into the Public Footpath U34 to the south, at the junction of Moorhall Road with Dellside, c.100 east of the site.
- 3.21 The nearby cycle routes therefore link the site to other local and regional centres via safe and pleasant cycling routes.

The Local Road Network and Parking Provision

- 3.22 Moorhall Road (unclassified) outside the site runs east-west and connects Harvil Road in South Harefield with North Orbital Road (A412). The latter road in turn links with the M25 junction 17 at its northern end, and with the A40 at its southern end, c. 1.0km to the north of where the A40 meets the M40 at Junction 1.
- 3.23 Harvil Road links West Ickenham with South Harefield and Harefield, where it becomes Rickmansworth Road, which continues to Rickmansworth (later as Harefield Road). Uxbridge Town Centre is available further to the south of Harvil Road.
- 3.24 Parking is mostly unrestricted along Moorhall Road, apart from near the site access. Double yellow line marking line both sides of the road at the junction

Summary

- 3.25 The site is located within a sustainable area, with access to nearby convenience shops, bus services and a train station, linked by good quality footways. It is acknowledged that the PTAL is level 1, but by virtue of the site being within 400m of 6 buses per hour, 1500m of a rail station, having local shops within 200m and a national cycle route passing the frontage, clearly the location is sustainably located.
- 3.26 Nearby cycle routes also link the site to other local and regional centres via safe and pleasant cycling routes.
- 3.27 The site is also well connected to regional arterial routes with easy access to both the M25 and the M40 Motorways, as well as other local centres in Uxbridge and Rickmansworth.

4 The Proposed Development

The Development Proposals

- 4.1 The proposals are for the conversion of the existing offices at Chaplin House into 46 residential flats comprising 12 one-bedroom flats, 33 two-bedroom flats and 1 three-bedroom flat.
- 4.2 The existing commercial café unit is retained separately as part of this site, and will not form part of the Permitted Development Rights application.
- 4.3 A Masterplan Layout for the development is included in **Appendix B**.

Site Access

- 4.4 Access into the site will remain as per existing arrangement, i.e., via Moorhall Road, for pedestrians and cyclists.
- 4.5 Vehicular access into the site will also remain as per the existing arrangement via the right-turn lane junction off Moorhall Road.

Cycle Parking

- 4.6 In terms of cycle parking the London Plan requires the provision of the following:
 - 1 long-term cycle parking space per studio or one-bedroom one-person dwelling;
 - 1.5 long-term cycle parking spaces per one-bedroom two-person dwelling;
 - 2 long-term cycle parking spaces per all other dwellings; and
 - 2 short-term cycle parking spaces for 5 to 40 dwellings, and thereafter 1 space per 40 dwellings.
- 4.7 The LBH cycle parking standards require the provision of:
 - 1 long-term cycle parking space per studio, one- and two-bedroom units; and
 - 2 long-term cycle spaces for three-bedroom units or larger.
- 4.8 Based upon the above LBH policy, the proposed scheme will require 47 long-term cycle spaces, as compared to the 82 long-term cycle parking spaces and 2 short-term cycle parking spaces required by the London Plan standards.
- 4.9 At least 47 cycle parking spaces are provided as part of the scheme, in line with LBH policy.

Car Parking

- 4.10 Car parking policy within London Plan for sites of PTAL 1 in Outer London requires the limiting of parking provision up to 1.5 spaces per unit. An allowance for higher provision for family units is considered acceptable in policy.
- 4.11 However, car parking policy in LBH prevails over the policies as set within the London, as stated within their policy document.

4.12 The LBH Parking Standards require the provision of:

- 1 to 1.5 spaces per one- and two-bedroom flat; and
- 2 spaces per three-bedroom flat.

4.13 According to the LBH Parking Standards, for the above discussed unit-mix the maximum parking requirement would be between 47 and 69.5 (70) spaces, as compared to a maximum of 69 parking spaces as per London Plan policy.

4.14 Based upon the existing number of spaces available on the site, the provision of 47 allocated car parking spaces is to be allocated with the residential units on the site.

4.15 Five additional spaces for visitor parking will also be provided in line with local policy.

4.16 The LBH parking standards require that 10% of the car parking spaces are allocated to disabled (blue badge) users, as well as 5% Brown-badge spaces. Based upon the above, this would equate to a provision of 5 blue badge spaces and 3 brown badge spaces.

4.17 In line with the LBH parking standards, it would be expected that 20% of all parking spaces to include electric car charging provision (9 spaces), with the remaining spaces including passive provision (43 spaces).

Servicing

4.18 Access for site servicing will retain the existing pattern, i.e., via accessing the site from the main site access off Moorhall Road.

4.19 The servicing vehicle will therefore route through the site, servicing the individual bin stores accordingly.

Summary

4.20 The proposals are for the conversion of the existing office space at Chaplin House into 46 residential flats comprising 12 one-bedroom flats, 33 two-bedroom flats and 1 three-bedroom flat.

4.21 Pedestrian and cycle access to the development will be from Moorhall Road, as per existing arrangements. Vehicular access will also be retained as existing.

4.22 Car and cycle parking provision will be made in line with local parking standards.

4.23 Servicing of the site will retain the existing patterns, with the servicing vehicle accessing the site off Moorhall Road, and routing around the bin stores on site for servicing.

5 Development Impact

Introduction

- 5.1 This section discusses the predicted transport impacts of the development proposals.

Trip Generation

- 5.2 To obtain an estimate of the likely vehicle trips associated with the development a TRICS assessment has been undertaken for the proposed, residential element.
- 5.3 The TRICS v7.8.1 database is a national dataset of traffic surveys which are used as an estimation model for trip generation, based on similar developments elsewhere throughout the country. The TRICS database allows the filtering of sites by land use, location, size and other parameters to generate a trip rate by the proposed land use development.
- 5.4 The TRICS database search was therefore limited to similar types of land-uses, located within edge of town, neighbourhood centre and free-standing areas only. The respective sites were filtered to eliminate any sites with car parking provision lower than 1 car parking space per 100sqm of office space or 1 parking space per 2 dwellings. Residential sites with a PTAL of 3 or higher were also excluded.

Existing Trip Generation

- 5.5 The trips generated by the existing land uses on site was therefore calculated, as extracted from the TRICS database, for a typical Office sites within England, located in Edge of Town, Neighbourhood Centre and Free-Standing areas, to determine the potential trip generation by the consented scheme on site.
- 5.6 A summary of the TRICS trip rate generation for the existing offices is shown below in Table 5.1, and the TRICS datasheets are included in **Appendix C**.

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	3.121	0.289	0	1.965

Table 5.1 TRICS Vehicle Trip Rates (Office)

- 5.7 Based on the development on site of 4,134sqm of Office Space, the following trips are predicted to be generated from the existing development:

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	129	12	0	81

Table 5.2 Development Traffic Movements (Office) from TRICS

- 5.8 A total of 141 trips in the AM peak hour and 81 trips in the PM peak hour are expected to be generated by the existing office development.

Proposed Trip Generation

- 5.9 The vehicle trips predicted to be generated by the proposed residential land uses on site was therefore also calculated, as extracted from the TRICS database, for typical flatted dwelling sites within England, located in Edge of Town, Neighbourhood Centre and Free-Standing areas.
- 5.10 A summary of the TRICS trip rate generation for the residential element is shown below in Table 5.3, and the TRICS datasheets are included in **Appendix C**.

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	0.079	0.272	0.181	0.102

Table 5.3 TRICS Vehicle Trip Rates (Residential)

- 5.11 Based on a development of 46 dwellings for the site the following vehicle trips are predicted to be generated from the proposed development:

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	4	13	8	5

Table 5.4 Development Traffic Movements (residential) from TRICS

- 5.12 The proposed 46 dwellings are therefore expected to generate 17 vehicle trips (4 in/13 out) in the morning peak hour and 13 vehicle trips (8 in/5 out) in the PM peak hour.

Comparison of Office and Residential Trip Generation

- 5.13 Comparing the above trip generation by the existing office and proposed residential units shows that the proposed conversion of the offices into residential will lead to a significant reduction in vehicular trips being generated to and from the site.
- 5.14 In actual terms, the reduction in trips in the AM peak hour is expected to be lowered from 141 trips down to 17 vehicular trips. In the PM peak hour, the vehicular trips are expected to drop from 81 to 13 trips.

Multi-Modal Trip Rates

- 5.15 In accordance with best practice multi-modal trip rates have been considered. There are two ways to readily provide information for multi-modal trips, one is to review TRICS sites where multi-modal data has been collected and the other is to look at census data to determine the mode of travel to work. Both have pitfalls.
- 5.16 The TRICS data is based on surveys of other sites selected because of geographical similarities but there are of course many variables at the detailed level for example proximity to a cycle route or bus route. And the journey to work census data by definition does not include the multitude of other trip purposes taking place throughout the day. In this assessment we have looked at TRICS sites only.
- 5.17 The TRICS sites discussed above have been selected that include multi-modal trip generation information. The results for proposed residential element of the scheme are shown in Table 5.5:

	All Day Trip Rate (07:00 to 21:00)			All Day Trip Numbers (46 residential units)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Rail/Tube	0.634	0.651	1.285	29	30	59
Bus	0.748	0.776	1.524	34	36	70
Walk	1.314	1.461	2.775	60	67	127
Cyclist	0.148	0.118	0.266	7	5	12
Car Driver	1.660	1.555	3.215	76	72	148
Other	0.557	0.598	1.155	27	27	54
Total	5.061	5.159	10.220	233	237	470

Table 5.5 TRICS based All Day Residential multi-modal trips (Allowing for rounding)

5.18 Based upon the above it is noted that out of a total of 470 daily trips (233 in/237 out) generated by the proposed 46 residential units, 268 trips (130 in/138 out) are expected to be made using sustainable modes of travel. Of these 139 trips (67 in/72 out) would to be made by active travel modes (walking and cycling), whereas 129 trips (63 in/66 out) may potentially use public transport.

5.19 The findings for the existing Offices are included in Table 5.6 below:

	All Day Trip Rate (07:00 to 19:00)			All Day Trip Numbers (Office units)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Rail/Tube	0	0	0	0	0	0
Bus	1.272	1.271	2.543	53	53	106
Walk	2.195	2.196	4.391	91	91	182
Cyclist	0.579	0.579	1.158	24	24	48
Car Driver	9.045	9.671	18.716	374	400	774
Other	0.979	1.036	2.015	40	42	82
Total	14.070	14.753	28.823	582	610	1,192

Table 5.6 TRICS based All Day Office multi-modal trips (Allowing for rounding)

5.20 Based upon the above it is noted that out of a total of 1,192 daily trips (582 in/610 out) generated by the office units, only about 336 trips (168 in/168 out) are expected to be made using sustainable modes of travel. Of these 230 trips (115 in/115 out) may potentially be made by active travel modes (walking and cycling), whereas 106 trips (53 in/53 out) would be made using public transport.

5.21 The TRICS data for the existing offices and the proposed residential units was extracted from the TRICS datasheet discussed above, included within **Appendix C**.

5.22 Comparing the difference between the above, the expected net difference in multi-modal trip generation by the scheme is expected to be as follows in Table 5.7:

Net Daily Difference in Trips (Residential less Commercial)			
	In	Out	Two Way
Rail/Tube	+29	+30	+59
Bus	-19	-17	-36
Walk	-31	-24	-55
Cyclist	-17	-19	-36
Car Driver	-298	-328	-626
Other	-13	-15	-28
Total	-349	-373	-722

Table 5.7 TRICS based All Day Net difference multi-modal trips (Allowing for rounding)

- 5.23 Based on the TRICS multi-modal data, shown in Tables 5.5 to 5.7 above, it is likely that the change of use of the site from offices into residential units would generate a net decrease of trips to and from the site, in of the order of 722 trips (349 in/373 out) per day, of which 626 less trips (298 in/328 out) would be car trips, and 68 non-car trips (38 in/30 out) throughout the course of the day.
- 5.24 Concluding on the above, it is expected that the change of use from office to residential will provide a significant net benefit to the local area, with a significantly lower vehicular trip generation, leading to reduced traffic on local roads. The slight reduction of sustainable travel trips is considered to be small, and imperceptible over the course of the day.
- 5.25 It is pertinent to add that the actual breakdown of travel mode may vary from the figures indicated by TRICS but the overall number of trips would be likely to be similar.

Summary

- 5.26 Overall predicted traffic flows from the development during the peak hours are not high, with 17 movements (4 in/13 out) in the AM peak hour and 13 movements (8 in/5 out) in the PM peak hour. This level of traffic generation is likely to be imperceptible on the local highway network.
- 5.27 The overall number of trips to and from the site are predicted to be significantly lower within the residential development, than the existing office development, by around 722 trips (349 in/373 out less trips) daily. The reduction in vehicular trips in the AM peak hour is expected to be lowered from 141 trips down to 17 vehicular trips. In the PM peak hour, the vehicular trips are expected to drop from 81 to 13 just trips.
- 5.28 Of the non-car trips most of the trips being generated by the residential scheme are expected to be walking trips with smaller numbers of bus, rail and tube journeys and 12 cycle trips throughout the day.
- 5.29 These trips will be offset by the removal of the significantly higher trips from the existing office uses and therefore the development is unlikely to have any noticeable effect on the local transport services, such as bus and rail (main line and underground).

6 Summary and Conclusions

Summary

- 6.1 This Transport Note has been prepared in support of a Permitted Development Rights application by Fprop Offices General Partner Ltd for the reuse of Chaplin House, Widewater Place, Moorhall Road, South Harefield UB9 6NS, located within the London Borough of Hillingdon.
- 6.2 The Site under consideration is an existing Business Park, located at the end of the village of South Harefield. The existing business park site under application includes three buildings, which collectively form the Widewater Place park. The proposals include reuse of the existing office buildings on site, and their conversion into residential units.
- 6.3 The site is located within South Harefield on the south-western side of the village, to the north of Moorhall Road (unclassified), immediately to the east of Widewater Lock on the Grand Union Canal and Broadwater Lake, and to the west of Moorhall Recreation Grounds.
- 6.4 A local shopping parade, including frontage parking is located to the east of the site, at the end of Moorhall Road, and is around 220m, or three minutes' walk, away. It has a range of shops that would serve the day-to-day needs of local residents.
- 6.5 There are around 6 buses an hour within 400m of the site, including access to bus routes 331 and U9, linking the site to Ruislip, Ruislip Common, Northwood and Northwood Station, Mount Vernon Hospital, Harefield, South Harefield, Denham Station, Uxbridge, West Ickenham, South Harefield and Harefield West and Harefield Hospital.
- 6.6 The site is within walking distance of Denham. The above bus routes also give access to two underground lines. The site therefore includes access to the Piccadilly and Metropolitan LU lines, along with the Chiltern Railways national rail services.
- 6.7 The local walking environment around the site is good with good quality footways, footpaths and towpaths leading to local destinations with appropriate road crossing facilities. National Cycle Route 6 passes immediately outside the site, as it diverts away from the Grand Union Canal towpath locally.
- 6.8 The local area also has good road connections with easy links to the M25 and M40 Motorways.
- 6.9 The proposals are for a total of 46 residential flats comprising 12 one-bedroom, 33 two-bedroom and one three-bedroom unit.
- 6.10 Pedestrian access will remain as existing from Moorhall Road. Secure cycle storage is proposed within the residential development for 47 cycles, which is compliant with the LBH requirements.
- 6.11 The development will provide 47 allocated parking spaces on site, which is in line with the minimum LBH requirements.
- 6.12 Overall predicted traffic flows from the development during the peak hours are not high, with 17 movements (4 in/13 out) in the AM peak hour and 13 movements (8 in/5 out) in the PM peak hour. This level of traffic generation is likely to be imperceptible on the local highway network.

- 6.13 The overall number of trips to and from the site are predicted to be significantly lower within the residential development, than the existing office development, by around 722 trips (349 in/373 out) daily. The reduction in vehicular trips in the AM peak hour is expected to be lowered from 141 trips down to 17 vehicular trips. In the PM peak hour, the vehicular trips are expected to drop from 81 to 13 just trips.

Conclusion

- 6.14 The proposed development is compliant with national and local transport planning policies.
- 6.15 The scheme is located within a sustainable location, and includes access to active travel and public transport modes of travel.
- 6.16 The change of use of the site into residential units will have a net benefit on the local highway network, in terms of significantly lower levels of vehicular trips in the vicinity of the site.
- 6.17 There are therefore no highways or transportation reason why the proposed development should not be granted planning consent.

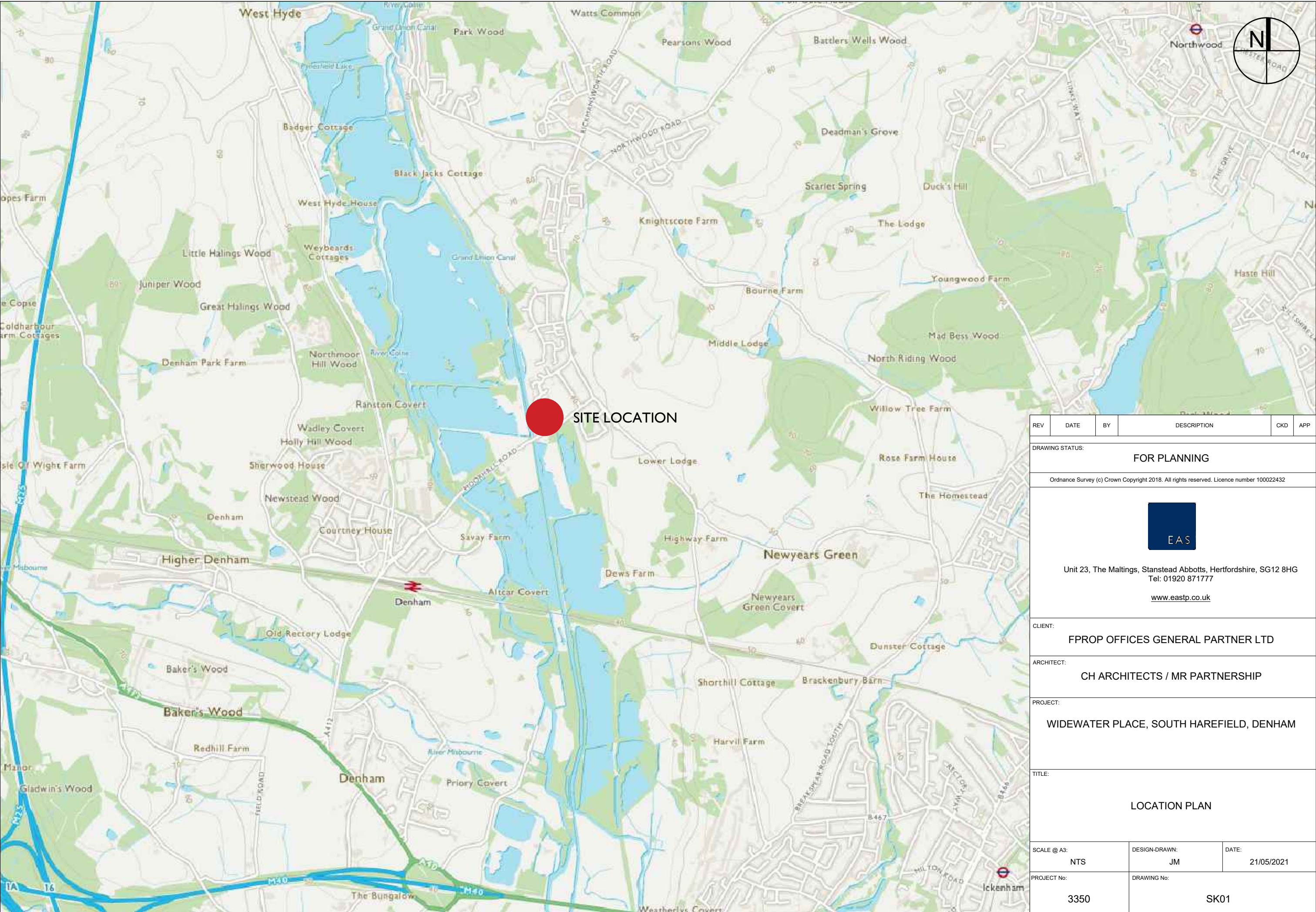
Appendices

Appendix: A - Location Plan

Appendix: B - Masterplan

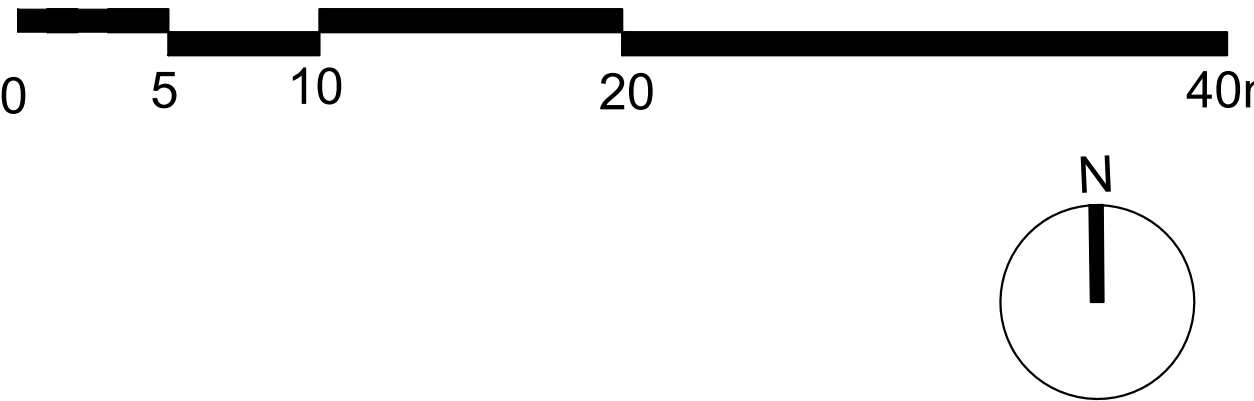
Appendix: C - TRICS Data

Appendix: A - Location Plan



REV	DATE	BY	DESCRIPTION	CKD	APP
DRAWING STATUS:					
FOR PLANNING					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
EAS Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
FPROP OFFICES GENERAL PARTNER LTD					
ARCHITECT:					
CH ARCHITECTS / MR PARTNERSHIP					
PROJECT:					
WIDEWATER PLACE, SOUTH HAREFIELD, DENHAM					
TITLE:					
LOCATION PLAN					
SCALE @ A3:			DESIGN-DRAWN:	DATE:	
NTS			JM	21/05/2021	
PROJECT No:			DRAWING No:		
3350			SK01		

Appendix: B - Masterplan



CHAPLIN HOUSE TOTAL FLATS

- no.12 x 1 BEDROOM APARTMENTS
- no.33 x 2 BEDROOM APARTMENTS
- no.1 x 3 BEDROOM APARTMENT

- no.47 PARKING SPACES
- no.5 PARKING SPACES -BLUE BADGE
- no.3 PARKING SPACES -BROWN BADGE
- +no.5 PARKING SPACES -VISITORS

52 PARKING SPACES IN TOTAL

- no.9 PARKING SPACES EV - ACTIVE
- no.43 PARKING SPACES EV - PASSIVE

N.B. The parking spaces in the land coloured pink would exceed the Council's space per dwelling standard for the application site and are not allocated for residents parking. Restrictive signage will prevent indiscriminate parking.

PROPOSED

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PROJECT Chaplin House, Widewater Place
Moorhall road, Uxbridge
London W1

DRAWING Proposed
Site Plan - Chaplin House



41-42 FOLEY STREET, LONDON W1W 7TS
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E: mail@ch-architects.com / info@mrpartnership.co.uk
www.ch-architects.com / www.mrpartnership.co.uk

DATE: 24/05/2021 SCALE: 1:500@A3 DRAWN: CAD

DWG No: 3155_072 REV. No: /

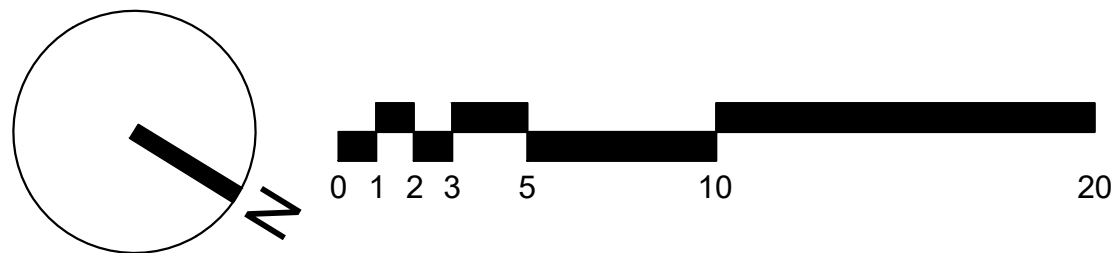
FILE: 3155-SITE PLANS-CHAPLIN.dwg



NOTE:

The flats fully comply with the Nationally Described Space Standards (NDSS)

PRELIMINARY



-	-	-	-
THIS DRAWING IS NOT TO BE SCALED, ONLY FIGURED DIMENSIONS ARE TO BE FOLLOWED (UNLESS THE DRAWING IS PART OF A PLANNING APPLICATION). CONTRACTORS ARE TO CHECK ALL DIMENSIONS BEFORE WORK COMMENCES, AND REFER ANY APPARENT DISCREPANCY TO THE ARCHITECT.			
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PROJECT	Chaplin House, Widewater Place Moorhall road, Uxbridge London W1		
DRAWING	Proposed Ground Floor, First and Second Floor Plan		
CH+MRP ARCHITECTS 41-42 FOLEY STREET, LONDON W1W 7TS T: +(0) 207 253 2526 / +(0)207 631 5405 E: mail@ch-architects.com / info@mrpartnership.co.uk www.ch-architects.com / www.mrpartnership.co.uk			
DATE:	11/05/2021	SCALE:	1:200@A1 1:200@A1
DWG No:	3155_20_105	DRAWN:	CAD
		REV. No:	/
FILE: 3155-PLANS-CHAPLIN HOUSE.dwg			

Appendix: C - TRICS Data

Calculation Reference: AUDIT-743101-210520-0507

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	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:	500 to 1230 (units: sqm)
Range Selected by User:	178 to 114000 (units: sqm)

Parking Spaces Range:	All Surveys Included
-----------------------	----------------------

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/13 to 13/11/19
-------------	----------------------

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

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	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
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:

Not Known	2 days
-----------	--------

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

125,001 to 250,000	2 days
--------------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
------------	--------

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL
2	WY-02-A-05 PIONEER WAY CASTLEFORD WHITWOOD	OFFICES	WEST YORKSHIRE
	Edge of Town No Sub Category		
	Total Gross floor area:	1230 sqm	
	Survey date: TUESDAY	23/05/17	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KN-02-A-01	low parking ratio
MS-02-A-02	low parking ratio
TH-02-A-01	low parking ratio

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	865	0.983	2	865	0.058	2	865	1.041
08:00 - 09:00	2	865	3.121	2	865	0.289	2	865	3.410
09:00 - 10:00	2	865	0.925	2	865	0.173	2	865	1.098
10:00 - 11:00	2	865	0.636	2	865	0.116	2	865	0.752
11:00 - 12:00	2	865	0.289	2	865	0.578	2	865	0.867
12:00 - 13:00	2	865	0.867	2	865	1.503	2	865	2.370
13:00 - 14:00	2	865	0.983	2	865	0.405	2	865	1.388
14:00 - 15:00	2	865	0.231	2	865	0.231	2	865	0.462
15:00 - 16:00	2	865	0.405	2	865	0.636	2	865	1.041
16:00 - 17:00	2	865	0.405	2	865	2.717	2	865	3.122
17:00 - 18:00	2	865	0.000	2	865	1.965	2	865	1.965
18:00 - 19:00	1	500	0.200	1	500	1.000	1	500	1.200
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.045			9.671			18.716

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:	500 - 1230 (units: sqm)
Survey date range:	01/01/13 - 13/11/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	865	0.000	2	865	0.000	2	865	0.000
08:00 - 09:00	2	865	0.058	2	865	0.058	2	865	0.116
09:00 - 10:00	2	865	0.000	2	865	0.000	2	865	0.000
10:00 - 11:00	2	865	0.000	2	865	0.000	2	865	0.000
11:00 - 12:00	2	865	0.000	2	865	0.000	2	865	0.000
12:00 - 13:00	2	865	0.000	2	865	0.000	2	865	0.000
13:00 - 14:00	2	865	0.000	2	865	0.000	2	865	0.000
14:00 - 15:00	2	865	0.000	2	865	0.000	2	865	0.000
15:00 - 16:00	2	865	0.000	2	865	0.000	2	865	0.000
16:00 - 17:00	2	865	0.058	2	865	0.000	2	865	0.058
17:00 - 18:00	2	865	0.000	2	865	0.058	2	865	0.058
18:00 - 19:00	1	500	0.000	1	500	0.000	1	500	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.116			0.232

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	865	0.000	2	865	0.000	2	865	0.000
08:00 - 09:00	2	865	0.000	2	865	0.000	2	865	0.000
09:00 - 10:00	2	865	0.000	2	865	0.000	2	865	0.000
10:00 - 11:00	2	865	0.000	2	865	0.000	2	865	0.000
11:00 - 12:00	2	865	0.058	2	865	0.058	2	865	0.116
12:00 - 13:00	2	865	0.058	2	865	0.058	2	865	0.116
13:00 - 14:00	2	865	0.000	2	865	0.000	2	865	0.000
14:00 - 15:00	2	865	0.000	2	865	0.000	2	865	0.000
15:00 - 16:00	2	865	0.000	2	865	0.000	2	865	0.000
16:00 - 17:00	2	865	0.000	2	865	0.000	2	865	0.000
17:00 - 18:00	2	865	0.000	2	865	0.000	2	865	0.000
18:00 - 19:00	1	500	0.000	1	500	0.000	1	500	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.116			0.232

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	865	0.058	2	865	0.000	2	865	0.058
08:00 - 09:00	2	865	0.058	2	865	0.000	2	865	0.058
09:00 - 10:00	2	865	0.058	2	865	0.000	2	865	0.058
10:00 - 11:00	2	865	0.058	2	865	0.058	2	865	0.116
11:00 - 12:00	2	865	0.000	2	865	0.000	2	865	0.000
12:00 - 13:00	2	865	0.000	2	865	0.058	2	865	0.058
13:00 - 14:00	2	865	0.231	2	865	0.173	2	865	0.404
14:00 - 15:00	2	865	0.116	2	865	0.116	2	865	0.232
15:00 - 16:00	2	865	0.000	2	865	0.116	2	865	0.116
16:00 - 17:00	2	865	0.000	2	865	0.000	2	865	0.000
17:00 - 18:00	2	865	0.000	2	865	0.058	2	865	0.058
18:00 - 19:00	1	500	0.000	1	500	0.000	1	500	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.579			0.579			1.158

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	865	1.040	2	865	0.058	2	865	1.098
08:00 - 09:00	2	865	3.410	2	865	0.289	2	865	3.699
09:00 - 10:00	2	865	0.925	2	865	0.173	2	865	1.098
10:00 - 11:00	2	865	0.636	2	865	0.116	2	865	0.752
11:00 - 12:00	2	865	0.289	2	865	0.578	2	865	0.867
12:00 - 13:00	2	865	0.925	2	865	1.618	2	865	2.543
13:00 - 14:00	2	865	1.098	2	865	0.462	2	865	1.560
14:00 - 15:00	2	865	0.289	2	865	0.289	2	865	0.578
15:00 - 16:00	2	865	0.405	2	865	0.636	2	865	1.041
16:00 - 17:00	2	865	0.405	2	865	2.775	2	865	3.180
17:00 - 18:00	2	865	0.000	2	865	2.312	2	865	2.312
18:00 - 19:00	1	500	0.600	1	500	1.400	1	500	2.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.022			10.706			20.728

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

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

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	865	0.173	2	865	0.000	2	865	0.173
08:00 - 09:00	2	865	0.347	2	865	0.000	2	865	0.347
09:00 - 10:00	2	865	0.173	2	865	0.000	2	865	0.173
10:00 - 11:00	2	865	0.058	2	865	0.058	2	865	0.116
11:00 - 12:00	2	865	0.000	2	865	0.000	2	865	0.000
12:00 - 13:00	2	865	0.462	2	865	0.462	2	865	0.924
13:00 - 14:00	2	865	0.520	2	865	0.520	2	865	1.040
14:00 - 15:00	2	865	0.289	2	865	0.347	2	865	0.636
15:00 - 16:00	2	865	0.000	2	865	0.289	2	865	0.289
16:00 - 17:00	2	865	0.173	2	865	0.289	2	865	0.462
17:00 - 18:00	2	865	0.000	2	865	0.231	2	865	0.231
18:00 - 19:00	1	500	0.000	1	500	0.000	1	500	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.195			2.196			4.391

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	865	0.173	2	865	0.000	2	865	0.173
08:00 - 09:00	2	865	0.405	2	865	0.000	2	865	0.405
09:00 - 10:00	2	865	0.116	2	865	0.173	2	865	0.289
10:00 - 11:00	2	865	0.058	2	865	0.000	2	865	0.058
11:00 - 12:00	2	865	0.000	2	865	0.000	2	865	0.000
12:00 - 13:00	2	865	0.173	2	865	0.173	2	865	0.346
13:00 - 14:00	2	865	0.347	2	865	0.116	2	865	0.463
14:00 - 15:00	2	865	0.000	2	865	0.173	2	865	0.173
15:00 - 16:00	2	865	0.000	2	865	0.231	2	865	0.231
16:00 - 17:00	2	865	0.000	2	865	0.405	2	865	0.405
17:00 - 18:00	2	865	0.000	2	865	0.000	2	865	0.000
18:00 - 19:00	1	500	0.000	1	500	0.000	1	500	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.272			1.271			2.543

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

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

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	865	0.173	2	865	0.000	2	865	0.173
08:00 - 09:00	2	865	0.405	2	865	0.000	2	865	0.405
09:00 - 10:00	2	865	0.116	2	865	0.173	2	865	0.289
10:00 - 11:00	2	865	0.058	2	865	0.000	2	865	0.058
11:00 - 12:00	2	865	0.000	2	865	0.000	2	865	0.000
12:00 - 13:00	2	865	0.173	2	865	0.173	2	865	0.346
13:00 - 14:00	2	865	0.347	2	865	0.116	2	865	0.463
14:00 - 15:00	2	865	0.000	2	865	0.173	2	865	0.173
15:00 - 16:00	2	865	0.000	2	865	0.231	2	865	0.231
16:00 - 17:00	2	865	0.000	2	865	0.405	2	865	0.405
17:00 - 18:00	2	865	0.000	2	865	0.000	2	865	0.000
18:00 - 19:00	1	500	0.000	1	500	0.000	1	500	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.272			1.271			2.543

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

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

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	865	1.445	2	865	0.058	2	865	1.503
08:00 - 09:00	2	865	4.220	2	865	0.289	2	865	4.509
09:00 - 10:00	2	865	1.272	2	865	0.347	2	865	1.619
10:00 - 11:00	2	865	0.809	2	865	0.231	2	865	1.040
11:00 - 12:00	2	865	0.289	2	865	0.578	2	865	0.867
12:00 - 13:00	2	865	1.561	2	865	2.312	2	865	3.873
13:00 - 14:00	2	865	2.197	2	865	1.272	2	865	3.469
14:00 - 15:00	2	865	0.694	2	865	0.925	2	865	1.619
15:00 - 16:00	2	865	0.405	2	865	1.272	2	865	1.677
16:00 - 17:00	2	865	0.578	2	865	3.468	2	865	4.046
17:00 - 18:00	2	865	0.000	2	865	2.601	2	865	2.601
18:00 - 19:00	1	500	0.600	1	500	1.400	1	500	2.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.070			14.753			28.823

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	865	0.983	2	865	0.058	2	865	1.041
08:00 - 09:00	2	865	3.006	2	865	0.231	2	865	3.237
09:00 - 10:00	2	865	0.751	2	865	0.058	2	865	0.809
10:00 - 11:00	2	865	0.462	2	865	0.116	2	865	0.578
11:00 - 12:00	2	865	0.173	2	865	0.462	2	865	0.635
12:00 - 13:00	2	865	0.636	2	865	1.156	2	865	1.792
13:00 - 14:00	2	865	0.983	2	865	0.405	2	865	1.388
14:00 - 15:00	2	865	0.173	2	865	0.173	2	865	0.346
15:00 - 16:00	2	865	0.405	2	865	0.462	2	865	0.867
16:00 - 17:00	2	865	0.231	2	865	2.717	2	865	2.948
17:00 - 18:00	2	865	0.000	2	865	1.792	2	865	1.792
18:00 - 19:00	1	500	0.200	1	500	1.000	1	500	1.200
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.003			8.630			16.633

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	865	0.000	2	865	0.000	2	865	0.000
08:00 - 09:00	2	865	0.058	2	865	0.000	2	865	0.058
09:00 - 10:00	2	865	0.173	2	865	0.116	2	865	0.289
10:00 - 11:00	2	865	0.173	2	865	0.000	2	865	0.173
11:00 - 12:00	2	865	0.058	2	865	0.058	2	865	0.116
12:00 - 13:00	2	865	0.173	2	865	0.289	2	865	0.462
13:00 - 14:00	2	865	0.000	2	865	0.000	2	865	0.000
14:00 - 15:00	2	865	0.058	2	865	0.058	2	865	0.116
15:00 - 16:00	2	865	0.000	2	865	0.173	2	865	0.173
16:00 - 17:00	2	865	0.116	2	865	0.000	2	865	0.116
17:00 - 18:00	2	865	0.000	2	865	0.116	2	865	0.116
18:00 - 19:00	1	500	0.000	1	500	0.000	1	500	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.809			0.810			1.619

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	865	0.116	2	865	0.000	2	865	0.116
08:00 - 09:00	2	865	0.347	2	865	0.000	2	865	0.347
09:00 - 10:00	2	865	0.058	2	865	0.000	2	865	0.058
10:00 - 11:00	2	865	0.000	2	865	0.000	2	865	0.000
11:00 - 12:00	2	865	0.000	2	865	0.000	2	865	0.000
12:00 - 13:00	2	865	0.058	2	865	0.000	2	865	0.058
13:00 - 14:00	2	865	0.116	2	865	0.000	2	865	0.116
14:00 - 15:00	2	865	0.000	2	865	0.116	2	865	0.116
15:00 - 16:00	2	865	0.000	2	865	0.231	2	865	0.231
16:00 - 17:00	2	865	0.000	2	865	0.347	2	865	0.347
17:00 - 18:00	2	865	0.000	2	865	0.000	2	865	0.000
18:00 - 19:00	1	500	0.000	1	500	0.000	1	500	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.695			0.694			1.389

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.

Calculation Reference: AUDIT-743101-210520-0513

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
	EN ENFIELD	1 days
	HO HOUNSLOW	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	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: 14 to 402 (units:)
 Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 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	2 days
Friday	2 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	5
--------------	---

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	3
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:

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:

10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
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	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	4 days

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

PTAL Rating:

No PTAL Present	2 days
1a (Low) Very poor	1 days
2 Poor	2 days

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

LIST OF SITES relevant to selection parameters

1	BE-03-C-02	BLOCKS OF FLATS		BEXLEY
	CLYDESDALE WAY			
	BELVEDERE			
	Edge of Town			
	Industrial Zone			
	Total No of Dwellings:	402		
	Survey date: WEDNESDAY	19/09/18	Survey Type: MANUAL	
2	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	35		
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL	
3	EN-03-C-02	BLOCKS OF FLATS		ENFIELD
	CARTERHATCH LANE			
	ENFIELD			
	FORTY HILL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	76		
	Survey date: FRIDAY	10/11/17	Survey Type: MANUAL	
4	HO-03-C-05	BLOCK OF FLATS		HOUNSLOW
	PARK LANE			
	HOUNSLOW			
	CRANFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: FRIDAY	06/03/20	Survey Type: MANUAL	
5	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	20		
	Survey date: TUESDAY	13/05/14	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
HG-03-C-01	low car parking provision
HO-03-C-04	high PTAL
NH-03-C-01	high PTAL
SK-03-C-03	low car parking provision
TH-03-C-04	low car parking provision

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	109	0.042	5	109	0.203	5	109	0.245
08:00 - 09:00	5	109	0.079	5	109	0.272	5	109	0.351
09:00 - 10:00	5	109	0.117	5	109	0.110	5	109	0.227
10:00 - 11:00	5	109	0.088	5	109	0.088	5	109	0.176
11:00 - 12:00	5	109	0.068	5	109	0.108	5	109	0.176
12:00 - 13:00	5	109	0.106	5	109	0.101	5	109	0.207
13:00 - 14:00	5	109	0.082	5	109	0.102	5	109	0.184
14:00 - 15:00	5	109	0.079	5	109	0.073	5	109	0.152
15:00 - 16:00	5	109	0.112	5	109	0.073	5	109	0.185
16:00 - 17:00	5	109	0.137	5	109	0.075	5	109	0.212
17:00 - 18:00	5	109	0.181	5	109	0.102	5	109	0.283
18:00 - 19:00	5	109	0.221	5	109	0.102	5	109	0.323
19:00 - 20:00	3	164	0.187	3	164	0.081	3	164	0.268
20:00 - 21:00	3	164	0.161	3	164	0.065	3	164	0.226
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.660			1.555			3.215

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: 14 - 402 (units:)
 Survey date range: 01/01/13 - 06/03/20
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 5

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	109	0.002	5	109	0.002	5	109	0.004
08:00 - 09:00	5	109	0.009	5	109	0.007	5	109	0.016
09:00 - 10:00	5	109	0.007	5	109	0.007	5	109	0.014
10:00 - 11:00	5	109	0.004	5	109	0.004	5	109	0.008
11:00 - 12:00	5	109	0.004	5	109	0.004	5	109	0.008
12:00 - 13:00	5	109	0.007	5	109	0.005	5	109	0.012
13:00 - 14:00	5	109	0.004	5	109	0.004	5	109	0.008
14:00 - 15:00	5	109	0.005	5	109	0.007	5	109	0.012
15:00 - 16:00	5	109	0.005	5	109	0.005	5	109	0.010
16:00 - 17:00	5	109	0.005	5	109	0.005	5	109	0.010
17:00 - 18:00	5	109	0.004	5	109	0.004	5	109	0.008
18:00 - 19:00	5	109	0.007	5	109	0.007	5	109	0.014
19:00 - 20:00	3	164	0.004	3	164	0.004	3	164	0.008
20:00 - 21:00	3	164	0.002	3	164	0.000	3	164	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.065			0.134

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	109	0.004	5	109	0.002	5	109	0.006
08:00 - 09:00	5	109	0.000	5	109	0.002	5	109	0.002
09:00 - 10:00	5	109	0.000	5	109	0.000	5	109	0.000
10:00 - 11:00	5	109	0.004	5	109	0.004	5	109	0.008
11:00 - 12:00	5	109	0.000	5	109	0.000	5	109	0.000
12:00 - 13:00	5	109	0.000	5	109	0.000	5	109	0.000
13:00 - 14:00	5	109	0.000	5	109	0.000	5	109	0.000
14:00 - 15:00	5	109	0.002	5	109	0.002	5	109	0.004
15:00 - 16:00	5	109	0.000	5	109	0.000	5	109	0.000
16:00 - 17:00	5	109	0.000	5	109	0.000	5	109	0.000
17:00 - 18:00	5	109	0.000	5	109	0.000	5	109	0.000
18:00 - 19:00	5	109	0.000	5	109	0.000	5	109	0.000
19:00 - 20:00	3	164	0.000	3	164	0.000	3	164	0.000
20:00 - 21:00	3	164	0.000	3	164	0.000	3	164	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	109	0.000	5	109	0.000	5	109	0.000
08:00 - 09:00	5	109	0.000	5	109	0.000	5	109	0.000
09:00 - 10:00	5	109	0.000	5	109	0.000	5	109	0.000
10:00 - 11:00	5	109	0.002	5	109	0.002	5	109	0.004
11:00 - 12:00	5	109	0.000	5	109	0.000	5	109	0.000
12:00 - 13:00	5	109	0.000	5	109	0.000	5	109	0.000
13:00 - 14:00	5	109	0.000	5	109	0.000	5	109	0.000
14:00 - 15:00	5	109	0.000	5	109	0.000	5	109	0.000
15:00 - 16:00	5	109	0.000	5	109	0.000	5	109	0.000
16:00 - 17:00	5	109	0.000	5	109	0.000	5	109	0.000
17:00 - 18:00	5	109	0.000	5	109	0.000	5	109	0.000
18:00 - 19:00	5	109	0.000	5	109	0.000	5	109	0.000
19:00 - 20:00	3	164	0.000	3	164	0.000	3	164	0.000
20:00 - 21:00	3	164	0.000	3	164	0.000	3	164	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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	109	0.002	5	109	0.022	5	109	0.024
08:00 - 09:00	5	109	0.002	5	109	0.027	5	109	0.029
09:00 - 10:00	5	109	0.004	5	109	0.005	5	109	0.009
10:00 - 11:00	5	109	0.004	5	109	0.011	5	109	0.015
11:00 - 12:00	5	109	0.005	5	109	0.004	5	109	0.009
12:00 - 13:00	5	109	0.004	5	109	0.009	5	109	0.013
13:00 - 14:00	5	109	0.011	5	109	0.016	5	109	0.027
14:00 - 15:00	5	109	0.005	5	109	0.002	5	109	0.007
15:00 - 16:00	5	109	0.005	5	109	0.007	5	109	0.012
16:00 - 17:00	5	109	0.022	5	109	0.004	5	109	0.026
17:00 - 18:00	5	109	0.029	5	109	0.005	5	109	0.034
18:00 - 19:00	5	109	0.015	5	109	0.000	5	109	0.015
19:00 - 20:00	3	164	0.022	3	164	0.004	3	164	0.026
20:00 - 21:00	3	164	0.018	3	164	0.002	3	164	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.148			0.118			0.266

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	109	0.051	5	109	0.278	5	109	0.329
08:00 - 09:00	5	109	0.086	5	109	0.413	5	109	0.499
09:00 - 10:00	5	109	0.168	5	109	0.157	5	109	0.325
10:00 - 11:00	5	109	0.102	5	109	0.126	5	109	0.228
11:00 - 12:00	5	109	0.079	5	109	0.144	5	109	0.223
12:00 - 13:00	5	109	0.130	5	109	0.128	5	109	0.258
13:00 - 14:00	5	109	0.102	5	109	0.135	5	109	0.237
14:00 - 15:00	5	109	0.095	5	109	0.097	5	109	0.192
15:00 - 16:00	5	109	0.166	5	109	0.095	5	109	0.261
16:00 - 17:00	5	109	0.194	5	109	0.091	5	109	0.285
17:00 - 18:00	5	109	0.247	5	109	0.150	5	109	0.397
18:00 - 19:00	5	109	0.307	5	109	0.143	5	109	0.450
19:00 - 20:00	3	164	0.256	3	164	0.106	3	164	0.362
20:00 - 21:00	3	164	0.234	3	164	0.087	3	164	0.321
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.217			2.150			4.367

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	109	0.044	5	109	0.119	5	109	0.163
08:00 - 09:00	5	109	0.071	5	109	0.177	5	109	0.248
09:00 - 10:00	5	109	0.055	5	109	0.099	5	109	0.154
10:00 - 11:00	5	109	0.049	5	109	0.086	5	109	0.135
11:00 - 12:00	5	109	0.059	5	109	0.093	5	109	0.152
12:00 - 13:00	5	109	0.084	5	109	0.075	5	109	0.159
13:00 - 14:00	5	109	0.088	5	109	0.080	5	109	0.168
14:00 - 15:00	5	109	0.099	5	109	0.117	5	109	0.216
15:00 - 16:00	5	109	0.126	5	109	0.122	5	109	0.248
16:00 - 17:00	5	109	0.132	5	109	0.101	5	109	0.233
17:00 - 18:00	5	109	0.133	5	109	0.091	5	109	0.224
18:00 - 19:00	5	109	0.146	5	109	0.093	5	109	0.239
19:00 - 20:00	3	164	0.122	3	164	0.112	3	164	0.234
20:00 - 21:00	3	164	0.106	3	164	0.096	3	164	0.202
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.314			1.461			2.775

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	109	0.005	5	109	0.101	5	109	0.106
08:00 - 09:00	5	109	0.015	5	109	0.152	5	109	0.167
09:00 - 10:00	5	109	0.035	5	109	0.048	5	109	0.083
10:00 - 11:00	5	109	0.016	5	109	0.033	5	109	0.049
11:00 - 12:00	5	109	0.018	5	109	0.042	5	109	0.060
12:00 - 13:00	5	109	0.037	5	109	0.062	5	109	0.099
13:00 - 14:00	5	109	0.037	5	109	0.044	5	109	0.081
14:00 - 15:00	5	109	0.051	5	109	0.068	5	109	0.119
15:00 - 16:00	5	109	0.071	5	109	0.051	5	109	0.122
16:00 - 17:00	5	109	0.088	5	109	0.040	5	109	0.128
17:00 - 18:00	5	109	0.079	5	109	0.026	5	109	0.105
18:00 - 19:00	5	109	0.113	5	109	0.042	5	109	0.155
19:00 - 20:00	3	164	0.112	3	164	0.039	3	164	0.151
20:00 - 21:00	3	164	0.071	3	164	0.028	3	164	0.099
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.748			0.776			1.524	

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	109	0.002	5	109	0.122	5	109	0.124
08:00 - 09:00	5	109	0.005	5	109	0.110	5	109	0.115
09:00 - 10:00	5	109	0.011	5	109	0.048	5	109	0.059
10:00 - 11:00	5	109	0.007	5	109	0.031	5	109	0.038
11:00 - 12:00	5	109	0.009	5	109	0.048	5	109	0.057
12:00 - 13:00	5	109	0.020	5	109	0.038	5	109	0.058
13:00 - 14:00	5	109	0.020	5	109	0.059	5	109	0.079
14:00 - 15:00	5	109	0.020	5	109	0.051	5	109	0.071
15:00 - 16:00	5	109	0.051	5	109	0.037	5	109	0.088
16:00 - 17:00	5	109	0.071	5	109	0.016	5	109	0.087
17:00 - 18:00	5	109	0.077	5	109	0.020	5	109	0.097
18:00 - 19:00	5	109	0.152	5	109	0.024	5	109	0.176
19:00 - 20:00	3	164	0.124	3	164	0.035	3	164	0.159
20:00 - 21:00	3	164	0.065	3	164	0.012	3	164	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.634			0.651			1.285	

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

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

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	109	0.007	5	109	0.223	5	109	0.230
08:00 - 09:00	5	109	0.020	5	109	0.261	5	109	0.281
09:00 - 10:00	5	109	0.046	5	109	0.095	5	109	0.141
10:00 - 11:00	5	109	0.024	5	109	0.064	5	109	0.088
11:00 - 12:00	5	109	0.027	5	109	0.090	5	109	0.117
12:00 - 13:00	5	109	0.057	5	109	0.101	5	109	0.158
13:00 - 14:00	5	109	0.057	5	109	0.102	5	109	0.159
14:00 - 15:00	5	109	0.071	5	109	0.119	5	109	0.190
15:00 - 16:00	5	109	0.122	5	109	0.088	5	109	0.210
16:00 - 17:00	5	109	0.159	5	109	0.057	5	109	0.216
17:00 - 18:00	5	109	0.155	5	109	0.046	5	109	0.201
18:00 - 19:00	5	109	0.265	5	109	0.066	5	109	0.331
19:00 - 20:00	3	164	0.236	3	164	0.073	3	164	0.309
20:00 - 21:00	3	164	0.136	3	164	0.041	3	164	0.177
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.382			1.426				2.808

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	109	0.104	5	109	0.642	5	109	0.746
08:00 - 09:00	5	109	0.179	5	109	0.879	5	109	1.058
09:00 - 10:00	5	109	0.272	5	109	0.356	5	109	0.628
10:00 - 11:00	5	109	0.179	5	109	0.287	5	109	0.466
11:00 - 12:00	5	109	0.170	5	109	0.331	5	109	0.501
12:00 - 13:00	5	109	0.274	5	109	0.313	5	109	0.587
13:00 - 14:00	5	109	0.258	5	109	0.335	5	109	0.593
14:00 - 15:00	5	109	0.271	5	109	0.335	5	109	0.606
15:00 - 16:00	5	109	0.420	5	109	0.313	5	109	0.733
16:00 - 17:00	5	109	0.506	5	109	0.252	5	109	0.758
17:00 - 18:00	5	109	0.565	5	109	0.293	5	109	0.858
18:00 - 19:00	5	109	0.733	5	109	0.302	5	109	1.035
19:00 - 20:00	3	164	0.636	3	164	0.295	3	164	0.931
20:00 - 21:00	3	164	0.494	3	164	0.226	3	164	0.720
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.061			5.159			10.220

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	109	0.031	5	109	0.166	5	109	0.197
08:00 - 09:00	5	109	0.059	5	109	0.236	5	109	0.295
09:00 - 10:00	5	109	0.090	5	109	0.086	5	109	0.176
10:00 - 11:00	5	109	0.064	5	109	0.064	5	109	0.128
11:00 - 12:00	5	109	0.049	5	109	0.088	5	109	0.137
12:00 - 13:00	5	109	0.077	5	109	0.080	5	109	0.157
13:00 - 14:00	5	109	0.062	5	109	0.077	5	109	0.139
14:00 - 15:00	5	109	0.057	5	109	0.049	5	109	0.106
15:00 - 16:00	5	109	0.084	5	109	0.051	5	109	0.135
16:00 - 17:00	5	109	0.113	5	109	0.060	5	109	0.173
17:00 - 18:00	5	109	0.132	5	109	0.073	5	109	0.205
18:00 - 19:00	5	109	0.181	5	109	0.068	5	109	0.249
19:00 - 20:00	3	164	0.179	3	164	0.075	3	164	0.254
20:00 - 21:00	3	164	0.146	3	164	0.063	3	164	0.209
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.324			1.236				2.560

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	109	0.004	5	109	0.011	5	109	0.015
08:00 - 09:00	5	109	0.004	5	109	0.011	5	109	0.015
09:00 - 10:00	5	109	0.009	5	109	0.004	5	109	0.013
10:00 - 11:00	5	109	0.011	5	109	0.011	5	109	0.022
11:00 - 12:00	5	109	0.013	5	109	0.015	5	109	0.028
12:00 - 13:00	5	109	0.013	5	109	0.009	5	109	0.022
13:00 - 14:00	5	109	0.007	5	109	0.009	5	109	0.016
14:00 - 15:00	5	109	0.009	5	109	0.009	5	109	0.018
15:00 - 16:00	5	109	0.009	5	109	0.007	5	109	0.016
16:00 - 17:00	5	109	0.005	5	109	0.005	5	109	0.010
17:00 - 18:00	5	109	0.015	5	109	0.007	5	109	0.022
18:00 - 19:00	5	109	0.009	5	109	0.009	5	109	0.018
19:00 - 20:00	3	164	0.004	3	164	0.002	3	164	0.006
20:00 - 21:00	3	164	0.004	3	164	0.002	3	164	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.111			0.227

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	109	0.000	5	109	0.005	5	109	0.005
08:00 - 09:00	5	109	0.000	5	109	0.002	5	109	0.002
09:00 - 10:00	5	109	0.000	5	109	0.004	5	109	0.004
10:00 - 11:00	5	109	0.000	5	109	0.000	5	109	0.000
11:00 - 12:00	5	109	0.000	5	109	0.000	5	109	0.000
12:00 - 13:00	5	109	0.004	5	109	0.002	5	109	0.006
13:00 - 14:00	5	109	0.002	5	109	0.002	5	109	0.004
14:00 - 15:00	5	109	0.002	5	109	0.000	5	109	0.002
15:00 - 16:00	5	109	0.002	5	109	0.000	5	109	0.002
16:00 - 17:00	5	109	0.000	5	109	0.000	5	109	0.000
17:00 - 18:00	5	109	0.004	5	109	0.004	5	109	0.008
18:00 - 19:00	5	109	0.007	5	109	0.000	5	109	0.007
19:00 - 20:00	3	164	0.000	3	164	0.000	3	164	0.000
20:00 - 21:00	3	164	0.008	3	164	0.000	3	164	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.019			0.048

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

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