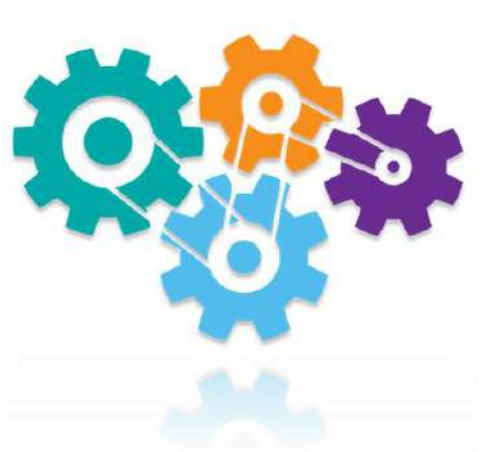
SYNTEGRA CONSULTING

# Pield Heath Road, Uxbridge

## Transport Statement

March 2022



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Document prepared by Evoke Transport Planning Consultants Ltd (Evoke) on behalf of Syntegra Consulting Ltd.

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# 1. Introduction

## 1.1. Context

1.1.1. Syntegra has been commissioned by White Rock Developments to produce a Transport Statement to support a planning application for the proposed redevelopment of a site at 14, 16 and 18 Pield Heath Road and 2 Pield Heath Avenue, Uxbridge to provide a 60-bed care home. The local planning authority (LPA) and local highway authority (LHA) are the London Borough of Hillingdon (LBH).

## 1.2. Existing Site

1.2.1. The existing site consists of a Bed and Breakfast (B&B) at 18 Pield Heath Avenue and three residential dwellings (Nos. 14 and 16 Pield Heath Road and No.2 Pield Heath Avenue). The site is located on the north-eastern corner of the junction between Pield Heath Road and Pield Heath Avenue, approximately 600m south-west of Hillingdon Heath and approximately 2.8km south-east of Uxbridge. The site is bordered by residential properties to the north and east, by Pield Heath Road to the south and by Pield Heath Avenue to the west. Figure 1 shows the location of the site.

**Figure 1 – Site Location**


*Source: QGIS*

1.2.2. The existing site consists of a five-bedroom B&B, with a one-bedroom flat located above . The site is accessed in the form of two vehicle crossovers located on the western and southern border of the site which provide a route to the dedicated on-site parking area to the front of the building which provides ad-hoc parking for approximately eight vehicles. In addition, the site involves three residential dwellings (Nos. 14 and 16 Pield Heath Road and No.2 Pield Heath Avenue).

## 1.3. Proposed Development

1.3.1. The proposed development comprises the erection of a part two and part three-storey care home, comprising of 60 bedrooms. The principle of vehicle access will remain unchanged with two vehicle crossovers provided; one along the western border of the site on Pield Heath Avenue and the other located along the southern border of the site on Pield Heath Road. However, as part of the proposals, the access strategy for the site will be altered and improved with the western access becoming an 'inbound' vehicle access and the southern access becoming an 'outbound' access for site users.

1.3.2. The development proposes a total of 14 car parking spaces on site (including two disabled bays and four elective vehicle (EV) compatible bays, in accordance with local standards, in addition to the provision of a dedicated ambulance bay and delivery bay. Cycle parking and mobility scooter parking will be provided in excess of policy requirements. The proposed layout plans are attached at **Appendix A**.

## 1.4. Pre-Application Consultation

1.4.1. A pre-application consultation was undertaken with the LBH for a 60-bed scheme comprising 18 car parking spaces. A summary of the pre-application comments dated 9th February 2022 in relation to transport and highways have been provided below:

- Proposals should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking and legible entrances to buildings that are aligned with people's movement patterns and desire lines in the area, be street-based with clearly defined public and private environments, and facilitate efficient servicing and maintenance of buildings and the public realm that minimise negative impacts on the environment, public realm and vulnerable;
- It should be noted that there are no specific car parking standards for care homes, other than for wheelchair accessible spaces;
- 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.
- A higher or lower provision [of car parking] may be justified through the submission of a transport appraisal and travel plan. Given the moderate PTAL of 3, it is considered that a provision of approximately 13 or 14 car parking spaces could be justified. Of these spaces, it is expected that at least one be suitable for a blue badge holder and one be suitable for a brown badge holder.
- The surrounding area is predominantly residential in character and PHA is partly covered with waiting restrictions operating from Monday to Friday (9am to 5pm) whilst Pield Heath Road has double yellow lines.
- It is considered that the higher long-stay cycle standards of the Hillingdon Local Plan should apply.
- It is further important to note that cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards (LCDS) and proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for older or disabled people.
- Policy H13 of the London Plan highlights the suitable levels of safe storage and charging facilities for residents' mobility scooters, and in this instance, it is considered that up to 4 suitably located mobility scooter 'charging compliant' parking spaces should be provided in proximity of the care home entrance.

- It is further recommended that the provision of Electric Vehicle Charging Points (both active and passive) goes beyond policy targets to improve the sites sustainable credentials and targets EVCP provision similar to the residential targets of the London Plan, which are 20% active with the remainder passive.
- Space for an emergency vehicle and a space for deliveries and servicing should also be considered. A Delivery and Servicing Plan (DSP) would assist in establishing the frequency and duration of delivery and servicing vehicles which would arrive on site, and establish whether a specific space needs to be allocated for this purpose or whether the general parking provision would be sufficient.
- An emergency vehicle (e.g. ambulance) will have larger space requirements and there needs to be space on-site to allow easy access into the building in the event of an emergency.
- Further consideration should be given to providing a convenient drop-off point which is required for door-to-door transport services such as Dial a Ride, taxis, and hospital transport.
- With any subsequent application, a full Transport Assessment (TA) and Travel Plan (TP) will be required at the point of submission to assess the full impacts of the proposal on local parking provision and the local highway network more generally, together with the measures to promote sustainable travel and discourage reliance on the private car.
- In addition to the TA and TP, tracked vehicle movements (or swept path analysis) should be provided which show how it is anticipated that vehicles will access, move across, park, and exit the site in forward gear in a safe and convenient manner, whilst the car park is at capacity, to demonstrate that the layout is fit for purpose. This is also applicable to servicing/delivery, emergency and refuse collection vehicles. In this regard, the proposed internal parking and road layout arrangement should conform to the Department for Transport's Manual for Streets, which sets out best practice for road and parking layouts.
- With any subsequent application, a Waste Management Plan should be submitted which outlines the location of refuse collection areas, drag distances and stopping locations for refuse collection days, and which sets out the separate arrangements for the storage and collection of dry recyclables and food. There may be further special requirements associated with on-site care (such as medical waste) which may require specialist removal. Moreover, it is not indicated whose responsibility waste management would be on-site, and it is assumed that residents will not be individually responsible, and that on-site staff would be responsible. This would need to be confirmed at application stage.

## 1.5. Report Structure

1.5.1. The aim of this Transport Statement is to identify existing and potential traffic and transport impacts related to the site and its proposed redevelopment. The Transport Statement also provides an assessment of the potential transport impacts associated with the anticipated number of trips as a result of the development.

1.5.2. This report is split into the following sections;

- Transport Policy & Existing Conditions;
- Proposed Development;
- Trip Generation and Development Impact; and
- Summary and Conclusions.

# 2. Transport Policy and Existing Situation

## 2.1. Context

2.1.1. This section of the report details the key transport policy and guidance documents that have been considered as part of the design of this development whilst also outlining the condition of the baseline transport network within the vicinity of the site.

## 2.2. Policy Considerations

2.2.1. The key transport policy documents at a national, regional and local level have been considered when assessing the development proposals, these include the key policy documents outlined below;

- National Planning Policy Framework (July 2021);
- Planning Practice Guidance - Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014);
- Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure;
- The London Plan (2021);
- The Mayor's Transport Strategy (2018);
- Hillingdon Local Plan: Part 1 Strategic Policies (2012);
- LBH Local Plan Part 2: Draft Development Management Policies (2014);
- LBH Supplementary Planning Document (SPD) Planning Obligations (2014);
- Accessible Hillingdon SPD (2017);
- LBH Third Local Implementation Plan (LIP3) 2019-2041;
- LBH Air Quality Action Plan (AQAP) 2019-2024;
- West London Waste Plan (2015).

2.2.2. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling and public transport. Developments that minimise the impact on the network and do not have an adverse impact on the function, safety and character of the local and strategic highway will be permitted.

2.2.3. The NPPF concludes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.2.4. Hillingdon's Local Plan promotes sustainable transport choices through new development by maximising opportunities for walking, cycling and public transport use with an overall aim of improving quality of life and reducing private car dependency and with a particular focus on increasing walking and cycling.

2.2.5. The London Plan (2021) requires 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').*

## 2.3. Existing Site

2.3.1. The existing site consists of a B&B at 18 Pield Heath Avenue which has a separate residential flat above, in addition to three residential dwellings (Nos. 14 and 16 Pield Heath Road and No.2 Pield Heath Avenue). The site is located on the north-eastern corner of the junction between Pield Heath Road and Pield Heath Avenue, approximately 600m south-west of Hillingdon

Heath and approximately 2.8km south-east of Uxbridge and is bound by residential units to the north and east, by Pield Heath Road to the south and by Pield Heath Avenue to the west

2.3.2. There are currently five access points to the site, including two to the B&B and dropped kerb crossovers to each of the residential dwellings. The existing access points to the B&B take the form of dropped kerb crossovers, with access located off the eastern side of Pield Heath Avenue measuring approximately 3.5m wide and the access off the northern side of Pield Heath Road measuring 3.2m wide, as shown in Figure 2.

**Figure 2 – Existing Bed and Breakfast Accesses**


## 2.4. Walking

2.4.1. To enable an assessment of the viability of walking and cycling as a realistic mode for trips to and from the site, it is appropriate to establish the maximum distance that people are generally prepared to walk and the destinations that exist within these distances.

2.4.2. The Institute of Highways and Transportation's (IHT) guidance, Guidelines for Providing for Journeys on Foot (2000), states in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres.

2.4.3. Pield Heath Road is provided with footways on both sides of the carriageway, with the northern footway measuring approximately 2.3m in width, which is of sufficient width for mobility impaired users, as shown in Figure 3. The footways are well maintained and are lit, with dropped kerbs provided at key crossing points.

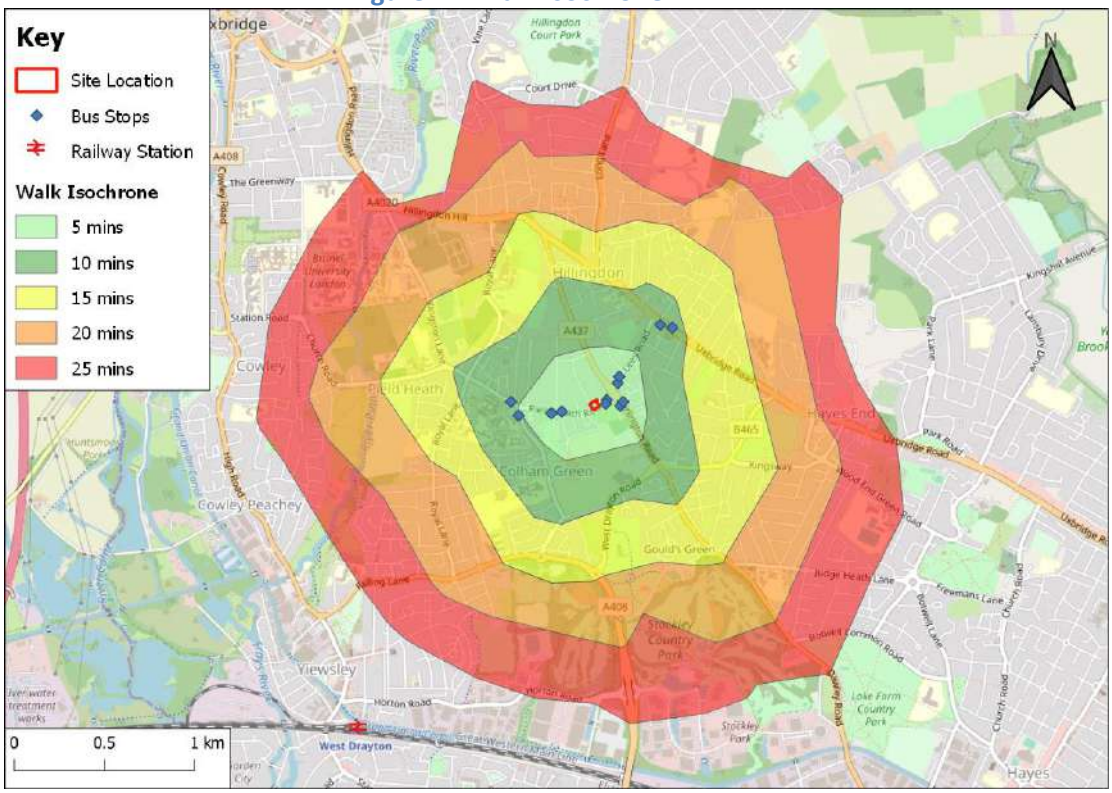
**Figure 3 – Pedestrian Infrastructure along Pield Heath Road**

2.4.4. Pield Heath Avenue also benefits from wide footways on both sides of the carriageway and street lighting.

2.4.5. Along the A437 Harlington Road approximately 100m south of the roundabout with Pield Heath Road, a signalised pedestrian crossing equipped with dropped kerbs, tactile paving, refuge island and guard rails is provided across the A437 to assist with safe pedestrian movement to bus stops along the A437. To the north of the double roundabout, a zebra crossing equipped with dropped kerbs, tactile paving and a refuge island is provided across the A437.

2.4.6. Figure 4 shows a walk isochrone which demonstrates the areas that can be reached within a 25-minute walk of the site (at 5-minute intervals).

**Figure 4 – Walk Isochrone**




*Source: Openroute Service and QGIS (Walk Speed 5kph)*

2.4.7. The isochrone demonstrates that Pield Heath, Hillingdon, Colham Green and Hayes End are all accessible within a 25-minute walk distance of the site, in accordance with the IHT guidance outlined above.

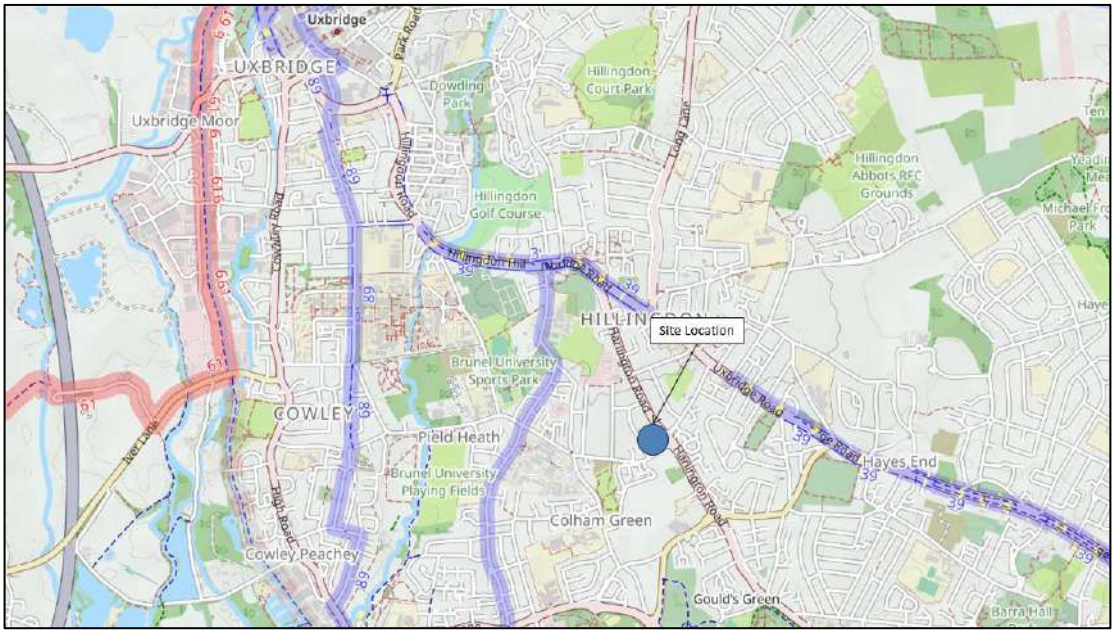
2.4.8. The site is well connected by good quality pedestrian routes and facilities. Further to this, the number of retail stores, services and public transport connections that can be reached within a reasonable walking distance ensure that walking is a viable mode to and from the site for future staff, residents and visitors and can readily form part of a multi-modal trip.

## 2.5. Cycling

2.5.1. Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances of up to three miles (4.8km) for regular journeys in urban areas, and five miles (8.0km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design).

2.5.2. There are various formal cycle routes in close proximity to the site providing a safe and continuous cycle route to Uxbridge to the north and to central London to the east, as shown in Figure 5.

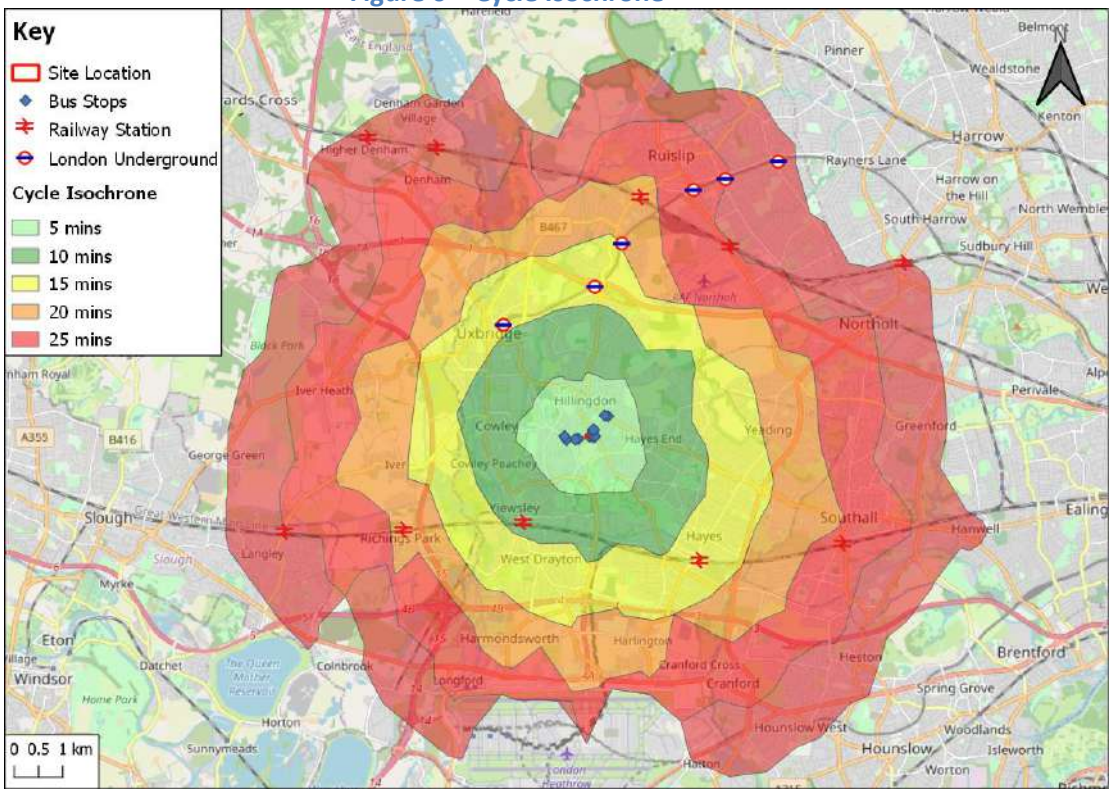
Figure 5 – Local Cycle Routes




*Source: Open Street Map*

2.5.3. Figure 6 shows a cycle isochrone which demonstrates the areas that can be reached within a 30-minute cycle (at five-minute intervals). The isochrones are generated based on speeds dependent on the surface and highway type. The majority (if not all) of the routes used would be paved and as such would be subject to an 18kph cycle speed based on the parameters in the software. A five-minute isochrone would therefore cover a distance of c. 1.5km, with a 30 minute isochrone covering a distance of c. 10.5km.

Figure 6 – Cycle Isochrone




*Source: Openroute Service and QGIS (Average Cycle speed 18kph)*

2.5.4. The isochrone demonstrates that Uxbridge, West Drayton, Southall, Ruislip and Northolt are all accessible by cycle from the site. In addition, West Drayton Railway Station and Uxbridge London Underground Station are both accessible within a 10-minute and 15-minute cycle from the site, respectively.

2.5.5. In summary, the footway and cycle network are considered high quality and extensive; suitable to support this type of development.

## 2.6. Public Transport Accessibility Level (PTAL)

2.6.1. The PTAL assessment is a detailed measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. This provides a method of measuring the density of the public transport network at any location within Greater London. This method has been agreed by the London Borough-led PTAL development group as the most appropriate for use across London and is set out in the TfL document Measuring Public Transport Accessibility Levels published in April 2010.

2.6.2. PTAL considers the walking time to public transport access points, the reliability of the service modes available, the number of services available within the catchment, and the level of service (i.e. average waiting time). The PTAL is categorised in 6 levels, where 6 represents a high level of accessibility and 1 a low level of accessibility.

2.6.3. Transport for London's 'WebCAT' system indicates that the site has a PTAL rating of 3, which is considered a 'moderate' level of public transport accessibility.

## 2.7. Bus Services

2.7.1. The closest bus stops to the site are located 75m east of the existing B&B access on Pield Heath Road. Additional bus stops are located 190m (3-minute walk) from the site along the A437 Harlington Road and outside Hillingdon Hospital along Colham Green Road approximately 500m (6-minute walk) from the site, all situated within the TfL 640m distance guidance to bus stops. The bus stops located along the A437 and outside Hillingdon Hospital are all are provided with shelter, seating and timetable information. A summary of the bus services, their routes and approximate timetable is detailed in Table 1.

**Table 1 – Bus Service Summary**

| Route No. | Route Summary | Frequency (services per hour) | | |
|---|---|---|---|---|
| | | Monday-Friday | Saturday | Sunday |
| 724 | Harlow – Welwyn Garden City – Watford – Heathrow Airport | 1-2 | 1 | 1 every 2 hours |
| A10 | Uxbridge Station – Heathrow Central Bus Station | 3 | 3 | 2 |
| U1 | Ruislip Station – West Drayton | 4 | 4 | 2 |
| U2 | Brunel University – Belmont Road, Uxbridge | 3 | 3 | 3 |
| U3 | Uxbridge Station – Heathrow Central Bus Station | 5-6 | 4-5 | 3 |
| U4 | Prologis Park, West Drayton – Belmont Road, Uxbridge | 5-6 | 5-6 | 4 |
| U5 | York Road, Uxbridge – Blyth Road, Hayes | 4-6 | 5 | 3-4 |
| U7 | Uxbridge Station – Lombardy Retail Park | 2 | 2 | 2 |

2.7.2. As shown in Table 1, the stops are served by a combined minimum frequency of 27 bus services during the peak hours providing frequent connections to a host of destinations in and around west London, including Uxbridge, Ruislip, Hayes, West Drayton and Heathrow Airport.

2.7.3. The level of accessibility to frequent bus services to a wide range of locations and destinations ensures that travel to and from the site by bus is a viable mode and can readily form part of a multi-modal trip.

## 2.8. Railway Station

2.8.1. The nearest railway station to the site is West Drayton which is located 2.9km south-west of the site, equating to a 36-minute walk or 10-minute cycle. Alternatively, the station can be accessed via numerous bus services via a 12-minute bus journey. West Drayton Railway Station is managed by TfL Rail and is on the TfL / Great Western Railway line between London Paddington and Reading via Maidenhead, Slough and Ealing Broadway. Services operate on a frequency of six services per hour to Reading and five services per hour to London Paddington. West Drayton Railway Station has benefitted from major improvements due to the new Elizabeth line service, with increased serviced frequencies, new platform canopies, new customer information screens and signs and lift access to all platforms.

## 2.9. London Underground Station

2.9.1. The nearest London Underground Station is Uxbridge which is located 3.4km north-west of the site, equating to a 14-minute cycle or a 10-minute bus journey using various bus services. Uxbridge Underground Station is located in TfL's Zone 6 and is the terminus of the Metropolitan and Piccadilly lines, providing services towards Aldgate, Wembley Park, Cockfosters and Acton Town on a frequent basis.

## 2.10. Accessibility to Local Services

2.10.1. In transport planning terms, the most sustainable sites are those generating the lowest number of private vehicle trips, which would be achieved by enabling a greater proportion of walking, cycling and public transport journeys. This can be considered in terms of the distance of a site from local services.

2.10.2. Being in a residential, urban location, a wide range of facilities and amenities are located well within the 'preferred maximum' walking distance recommended by IHT. A summary of nearby local amenities and their associated walking and cycling distance is included in Table 2.

**Table 2 – Accessibility to Local Facilities**

| Amenity | | Distance (m) | Journey Times (minutes) | |
|---|---|---|---|---|
| | | | Walk | Cycle |
| **HEALTH & COMMUNITY** | | | | |
| **Hospital:** | Hillingdon Hospital | 700 | 9 | 3 |
| **Doctors:** | West London Medical Centre | 50 | 1 | 0 |
| **Dentist:** | Eternal Smile Ltd | 850 | 11 | 3 |
| **Pharmacy:** | Oakleigh Pharmacy | 850 | 11 | 3 |
| **Library:** | Brunel University Library | 2,100 | 26 | 8 |
| **Community Centre:** | Hillingdon Community Centre | 1,300 | 16 | 5 |
| **SHOPPING / RETAIL** | | | | |
| **Post Office:** | Colham Green Post Office | 450 | 6 | 2 |
| **Convenience Store:** | Tesco Express | 450 | 6 | 2 |
| **Supermarket:** | M&S | 1,000 | 13 | 4 |
| | Iceland | 1,700 | 21 | 6 |
| **Town Centre:** | Hillingdon | 650 | 8 | 2 |
| **LEISURE** | | | | |

| Amenity | | Distance (m) | Journey Times (minutes) | |
|---|---|---|---|---|
| | | | Walk | Cycle |
| **Cinema:** | Odeon Uxbridge | 3,000 | 38 | 11 |
| **Leisure Centre:** | Nuffield Health Stockley Park Fitness & Wellbeing Gym | 2,100 | 26 | 8 |
| **Hotel:** | Debden Guest House | 160 | 2 | 1 |
| **Public House:** | The Hut Pub | 900 | 11 | 3 |
| **Recreation Ground:** | Colham Green Recreation Ground | 700 | 9 | 3 |
| **TRANSPORT** | | | | |
| **Bus Stop:** | Pield Heath Avenue (Stop CJ & CH) | 75 | 1 | 0 |
| **Railway Station:** | West Drayton | 2,900 | 36 | 11 |
| **London Underground Station:** | Uxbridge | 3,400 | 43 | 13 |
| **Electric Vehicle Charging:** | NewMotion Charging Station, 92 Pield Heath Rd | 500 | 6 | 2 |

2.10.3. It is evident from Table 2 that there are a wide range of facilities such as education, employment, retail, health and leisure uses close to the site, all of which are within a reasonable two kilometre walk distance or five kilometre cycle distance. On that basis, it is clear that the location of the site is well placed to maximise the number of shorter trips that can be undertaken by alternative methods of travel to the car.

2.10.4. It has been demonstrated therefore, that the existing pedestrian and cycle networks surrounding the site provide a good level of accessibility to and from local retail, community and health facilities. Local bus and rail services currently provide good links between the site and key destinations across London, providing a realistic alternative for accessing the site by modes other than by private car.

## 2.11. Disabled Access

2.11.1. The route to the bus stops along Pield Heath Road and the A437 Harlington Road is step-free with dropped kerbs and tactile paving and a signalised pedestrian crossing is present along the A437 to allow the safe movement of pedestrians across the carriageway and to bus stop CC.

2.11.2. All TfL buses are accessible with wheelchair spaces and priority seats available on all vehicles. Drivers will also pull in close to the kerb at stops to reduce the gap, lower the bus to reduce the step up and deploy the wheelchair ramp where necessary. Additionally, assistance dogs are allowed to travel on all TfL services, including taxis and private hire vehicles.

2.11.3. Freedom Passes allow free travel on the Tube, TfL Rail, DLR, London Overground, Trams, Buses and some National Rail services in London for both elderly and disabled people that live in London.

2.11.4. TfL offer a free Travel Mentoring service to give people with mobility requirements and disabilities guidance and support on how to travel across London and give them the confidence and knowledge to travel independently. They also offer travel support cards that you write down any assistance you require or your journey information and you show the card to members of staff at stations, who will then help you with your journey.

2.11.5. A number of door-to-door services are also available in London, including “Dial-a-Ride”, TfL’s free door-to-door transport service for those who cannot always use other modes of public transport; Taxicards that offer subsidised travel in licensed taxis and private hire vehicles to London residents with serious mobility or visual impairments; and community transport for groups and individuals who are unable to use public transport.

## 2.12. Local Highway Network

2.12.1. Pield Heath Road takes the form of a two-way single carriageway measuring approximately 5.5m in width outside the existing B&B access. The carriageway is subject to a 30mph speed limit and connects with the A437 to the east and merges into Church Road to the north-west. The carriageway is characterised with double yellow lines on both sides of the carriageway along its extent.

2.12.2. Pield Heath Avenue takes the form of a two-way single carriageway measuring approximately 6m in width. The carriageway is residential in nature and is subject to a 30mph speed limit. Single yellow lines are enforced at the southern end of the carriageway along the site boundary which restrict parking between 9am and 5pm Monday to Friday. To the north of the site, parking along Pield Heath Avenue is unrestricted resulting in parallel parking along both sides of the carriageway.

2.12.3. The site is not located within a Controlled Parking Zone (CPZ) and therefore parking surrounding the site is unrestricted, with the exception of single and double yellow lines.

## 2.13. Census Data

2.13.1. The site is located within the Hillingdon 019 middle layer super output area (MSOA). Census 2011 data has been analysed for this Output Area to establish the journey to work modal split for the existing resident population and the existing workplace population. The results are shown in Table 3.

**Table 3 – Census 2011 Journey to Work Data for Resident Population and Workplace Population**

| Mode | Resident Population | Workplace Population |
|---|---|---|
| Underground | 7% | 5% |
| Train | 3% | 3% |
| Bus, minibus or coach | 17% | 15% |
| Taxi | 1% | 1% |
| Motorcycle | 1% | 0% |
| Driving a car or van | 58% | 61% |
| Passenger in a car or van | 4% | 4% |
| Bicycle | 2% | 2% |
| On foot | 7% | 8% |
| Other | 1% | 1% |
| **TOTAL** | **100%** | **100%** |

2.13.2. Table 3 shows that the majority (58%) of resident's within the MSOA travel to work by car, with an additional 4% as car passengers. A total of 36% of residents travel using sustainable modes of transport, with bus being the most common mode of transport (17%), with 7% travelling by London Underground and 3% by train. A total of 9% of residents travel on foot and 1% travel by cycle.

2.13.3. In terms of the workplace population, Table 3 shows that the majority (61%) of employees working within the MSOA travel to work by car, with an additional 4% as car passengers. A total of 33% of employees travel using sustainable modes of transport, with 15% travelling by bus, 5% travelling by London Underground and 3% by train. A total of 8% of residents travel on foot and 2% travel by cycle.

2.13.4. It is worth noting that the most recently available Census data is now 11-years old and therefore it is likely that mode shares have changed in recent years. The current COVID-19

pandemic, involving a potential short-term reduction in public transport journeys but an increase in working from home and a greater emphasis on active travel, are all likely to have an impact on travel.

## 2.14. PIA Analysis

2.14.1. A review of the most recently available five years of injury accident data (2016-2020) has been undertaken using the Crashmap database and TfL's Collision Map. The results are provided in Figure 7.

**Figure 7 – PIA Incident Analysis**


*Source: Crashmap*

2.14.2. Figure 7 demonstrates that a total of 15 incidents have occurred in the study area, of which three were classified as 'serious' and 12 as 'slight'.

2.14.3. Of the incidents, the three 'serious' incidents all resulted in injury to pedestrians. One of the serious incidents, directly outside Hillingdon Hospital, involved a car and the remaining two incidents involved goods vehicles.

2.14.4. Of the slight incidents, three incidents resulted in injury to pedestrians, two involved cyclists and two involved motorcyclists.

2.14.5. It has previously been demonstrated that within the vicinity of the site the pedestrian infrastructure is of good width, with suitable crossing facilities provided across the A437 and outside Hillingdon Hospital.

2.14.6. The number of incidents recorded over a five-year period is considered low for an urban location such as this. The incidents represent no particular trend in location or casualty type. It is therefore considered that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future development.

### 2.15. Summary

2.15.1. The site is in a sustainable location with a PTAL level of 3, representing a moderate level of public transport accessibility. There are a total of eight bus routes within a suitable walking distance of the site, in addition to London Underground and National Rail services within cycling distance. In addition to public transport, high quality pedestrian and cycle routes are provided within the vicinity of the site, providing connections to a range of local amenities and services.

2.15.2. A review of injury accident data indicates that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future development at the site.

## 3. Proposed Development

### 3.1. Context

3.1.1. This section of the report outlines the proposed development, including a summary of the development quantum, access arrangements, car and cycle parking and delivery and servicing strategy.

### 3.2. Proposed Development

3.2.1. The proposed development involves the demolition of the existing buildings and the construction of a part two and part three-storey care home, comprising of 60 bedrooms. A total of 16 staff will be employed on site. The proposed site layout plans are attached at **Appendix A**.

### 3.3. Site Access Arrangements

3.3.1. The existing access arrangements for the B&B will remain unchanged, however a one-way system will be implemented throughout the site. The existing access off the eastern side of Pield Heath Avenue will form the site access and the existing access off the northern side of Pield Heath Road will form the site egress. Given the constrained widths of the existing vehicle access points, this is considered to be an overall improvement compared with the existing arrangements, through limiting the potential for vehicles being required to wait on the public highway whilst another vehicle exits from the site. The proposals also reduce the overall number of vehicle accesses associated with the site from five to two; minimising the amount of potential conflict points with pedestrians on Pield Heath Road and Pield Heath Avenue.

3.3.2. Pedestrian access to the site will be provided on the northern side of the access onto Pield Heath Avenue providing direct pedestrian access to the care home main entrance. An additional pedestrian access will be provided on the eastern side of the access onto Pield Heath Road providing pedestrian and cycle access to the cycle store and to the rear of the building to the resident garden.

### 3.4. Internal Layout

3.4.1. The proposed internal layout has been designed to ensure all vehicles anticipated to use the site are able to access and egress in forward gear. The provision of the one-way system through the site via a separate access and egress minimises the number of reversing manoeuvres required on site.

3.4.2. The proposals include a dedicated ambulance bay to the south of the care home main entrance which will accommodate emergency vehicular movements. The bay will be provided flush to the rest of the internal carriageway and provided with hatched markings, therefore providing a degree of flexibility for site users when the ambulance bay is not in use. In addition, the proposals include a dedicated loading bay in the south-western corner of the site which will accommodate all delivery and servicing trips associated with the site, including food and beverage deliveries and general courier deliveries.

3.4.3. As detailed in Section 3.8 of this report, the proposed development is likely to generate between 2-6 delivery and servicing trips per day. Taking into account the minimal dwell time for the delivery and servicing trips, it is unlikely that delivery and servicing trips would require access to the site whilst an ambulance is on site, however the site layout has been designed to accommodate for this scenario. The enlarged ambulance bay has been designed to allow sufficient width for a refuse collection vehicle and 7.5t panel van to manoeuvre within the site and access the delivery and servicing bay whilst an ambulance is in situ.

3.4.4. Swept path analysis has been undertaken which demonstrates how an ambulance and 7.5T Panel Van are able to access the site in forward gear, manoeuvre within the site, when all bays are occupied, and egress the site in forward gear (**Appendix B**).

3.4.5. The proposed arrangements ensure that all vehicles expected to access the site, i.e. large cars, ambulance and delivery vehicles, can manoeuvre around the site suitably even when all bays are occupied, as requested within LBH's pre-application response.

3.4.6. The provision of a shared surface throughout the site for pedestrians, cyclists and vehicles is considered suitable in accordance with MfS guidance, which states shared surface streets are likely to work well where the volume of vehicular traffic is below 100 vehicles per hour. As shown in Section Four, the anticipated care home vehicular trip generation is significantly below 100 vehicles per hour.

## 3.5. Car Parking Provision

3.5.1. The London Plan does not provide specific parking standards for care homes and states that the level of parking should be determined on a case-by-case basis taking account of Policy T6, current and future PTAL and wider measures of public transport, walking and cycling connectivity.

3.5.2. Disabled parking standards for workplaces require 5% of the total parking provision to be provided as designated disabled parking bays and 5% as enlarged bays. Medical and health facilities require 6% as designated disabled bays and 4% as enlarged bays.

3.5.3. Policy T6 further states that adequate provision should be made for efficient deliveries and servicing and emergency access.

3.5.4. The Hillingdon Local Plan: Part 2 – Draft DMDPD (2013) provides car parking standards for residential institutions (including care homes) stating that either a transport assessment and travel plan should be used, or 1 space per four dwellings units with a minimum of 2 spaces, plus 1 space for warden. Where relevant provision is also to be made for emergency vehicle parking, loading and unloading.

3.5.5. Within the 'Accessible Hillingdon' SPD guidance requires at least 10% and 5% of vehicle spaces to be suitable for blue badge holders and brown badge holders respectively. When applying this to the existing provision of 14 spaces, 1.4 spaces should be provided for blue badge holders and 0.7 spaces as brown badge holders.

3.5.6. The proposed layout plans show a total of 14 car parking spaces and a dedicated ambulance bay and loading bay. This is a marginally lower provision than the Hillingdon standards, however the standards represent maximums and LBH agreed within their pre-app response that the provision of 13 or 14 spaces would be justifiable. Taking into account the accessible nature of the site, proximity to residential catchment areas for staff, and proximity to public transport services, the provision of 14 spaces is considered to be a suitable and policy compliant provision which balances the need to accommodate car parking on site whilst also encouraging active travel and sustainable travel choices from the outset.

3.5.7. Due to the nature of the site, car use amongst residents is anticipated to be extremely low (if any), therefore the parking provision on site will be for staff and visitors only.

3.5.8. The provision of a dedicated ambulance bay and delivery bay is in accordance with LBHs recommendations and will sufficiently accommodate all the delivery and servicing movements at the site.

3.5.9. Two designated disabled parking spaces will be provided on site in accordance with LBH guidance and the pre-application response. One space will be designated for blue badge holders and one for brown badge holders. Both bays are within 50m of the main building entrance.

3.5.10. Within LBH's pre app response, it is recommended that Electric Vehicle (EV) charging provision should be provided with 20% active provision and the remaining spaces as passive. The proposed layout plan shows a total of four spaces as EV charging spaces, in excess of policy requirements.

3.5.11. A Parking Design and Management Plan was requested as part of the pre-application response. It has been demonstrated as part of this Transport Statement how the car park will be operated suitably with all spaces located on private land and managed by the site owner. It is therefore considered that a Parking Design and Management Plan is not required for the proposals, however the report could be conditioned as part of any planning consent if required.

## 3.6. Cycle Parking Provision

3.6.1. The London Plan states cycle parking is to be provided at a rate of 1 space per 5 FTE staff for long-stay and 1 space per 20-bedrooms for short-stay. Applying this to the proposed development, where 16 staff will be employed, a minimum of four long-stay and three short-stay spaces would be required.

3.6.2. The Hillingdon local plan states that cycle parking is to be provided at a rate of 1 space per 3 staff for care homes. Applying this to the proposed development, a minimum of six cycle parking spaces would be required.

3.6.3. In accordance with the London Cycling Design Standards, a minimum of 5% of all cycle parking spaces provided should be capable of accommodating larger cycles.

3.6.4. As shown on the proposed layout plans, a total of 12 cycle parking spaces are proposed in two designated stores. Sufficient space is provided on the two central stands within the northern store to accommodate two larger cycles, which is in excess of the guidance.

## 3.7. Mobility Scooter Parking Provision

3.7.1. In accordance with the London Plan, specialist older persons housing developments should also provide a suitable level of safe storage and charging facilities for residents' mobility

scooters. The guidance does not provide specific levels of parking for developments. Within the pre-application response, LBH considered that up to four suitably located mobility scooter 'charging compliant' parking spaces should be provided in proximity to the care home entrance.

3.7.2. As shown on the proposed layout plans, a total of four mobility scooter parking spaces have been provided on site adjacent to the care home main entrance with charging facilities located along the northern border of the store.

## 3.8. Delivery and Refuse Strategy

Deliveries

3.8.1. To accommodate delivery and servicing movements, a dedicated loading bay has been provided in the south-west corner of the site, with a dedicated servicing entrance provided to the south of the main entrance for food and beverage deliveries and other servicing trips associated with the communal facilities.

3.8.2. The Manager's Office and Admin Room are located adjacent to the main entrance which will ensure that all parcels and deliveries are delivered to a central communal room, therefore minimising the dwell time of delivery vehicles and ensuring that there are no failed deliveries. The on-site management team will then inform residents and distribute parcels / deliveries accordingly.

3.8.3. Using information from the future operator, the estimated delivery and servicing trip generation at the care home is outlined in Table 4.

**Table 4 – Servicing Trip Generation**

| Delivery | Vehicle | Time of Day | Approximate Frequency |
|---|---|---|---|
| Post | Post Van | 09:00-17:00 | Daily |
| Parcel / Couriers | Transit Van | 09:00-17:00 | Daily |
| Food and Beverage | Transit Van | 09:00-17:00 | 2 times a week |
| Refuse Collection | Small Refuse Vehicle | 09:00-17:00 | Weekly |
| Maintenance Vehicle | Transit Van / Box Van | 09:00-17:00 | 1-2 times per year |
| Removals Van | Transit Van / Box Van | 09:00-17:00 | Infrequent |
| **DAILY TOTAL** | | | **2-6** |

3.8.4. Based on this, it is anticipated that the proposed development is likely to generate 2-6 delivery and servicing trips per day. Assuming an equal number of trips across the working day (09:00-17:00), this equates to less than one delivery an hour. In addition, taxis and dial-a-ride services could also make use of the delivery bay as they will have short dwell times.

3.8.5. Given the majority of these will be undertaken by smaller vehicles and will be shorter servicing tasks, the delivery and servicing impacts are considered to be negligible and will suitably accommodated on site within the dedicated loading bay.

3.8.6. As aforementioned, the proposed layout plan involves the provision of a dedicated ambulance bay which will accommodate all emergency movements on site.

3.8.7. The above analysis demonstrates that the delivery and servicing movements on site can suitably be accommodated within the on-site loading provision, as requested within the pre-application response from LBH. If required, a detailed Delivery and Servicing Plan (DSP) can be conditioned by LBH as part of any consent at the site.

Refuse Strategy

3.8.8. It is proposed that refuse collection will be undertaken by a private contractor, Veolia, with refuse collected on a weekly basis. A dedicated external bin store is provided in the south-eastern corner of the building with care home staff transporting all waste generated within the care home to the external bin store.

3.8.9. Taking into account the nature of the proposals, all refuse is classed as domestic waste, therefore there will be no requirement for specialist clinical waste. Waste will be collected by a private waste contractor once weekly.

3.8.10. Swept path analysis has been attached at **Appendix B** which demonstrates how a small refuse collection vehicle will access the site in forward gear, temporarily stop along the internal road within 15m of the refuse store and exit the site in forward gear. The swept path analysis demonstrates that the refuse vehicle can travel through the site when all loading and car parking bays are occupied.

3.8.11. If required, a detailed Waste Management Plan (WMP) can be conditioned by LBH as part of any consent at the site, however it has been demonstrated that the general principles of delivery and servicing as well as waste collection are deliverable.

# 4. Trip Generation

## 4.1. Context

4.1.1. This section of the TS outlines the trip generation and potential travel patterns that are anticipated to occur as a result of the proposed development. Consideration is given to trips associated with the sites existing use as a B&B, a residential flat and three residential dwellings.

## 4.2. Existing Trip Generation

Existing Bed and Breakfast

4.2.1. Part of the site comprises the Waterside Bed & Breakfast which has a total of five bedrooms and a one-bedroom flat above. Due to limited comparable sites within the TRICS database, a first principles approach has been undertaken. To provide a robust, worst case assessment, it is assumed that all five bedrooms would be booked, with all guests arriving by private car and checking into the hotel during the PM peak hour (17:00-18:00), and with all guests leaving during the AM peak hour the following day (08:00-09:00). A summary of the anticipated trip generation is outlined in Table 5.

**Table 5 – Existing B&B Vehicular Trip Generation**

| | AM Peak (0800-0900) | | | PM Peak (1700-1800) | | | Daily (0700-1900) | | |
|---|---|---|---|---|---|---|---|---|---|
| | IN | OUT | TWO WAY | IN | OUT | TWO WAY | IN | OUT | TWO WAY |
| Vehicular Trips | 0 | 5 | 5 | 5 | 0 | 5 | 5 | 5 | 10 |

4.2.2. A total of five two-way vehicular trips are anticipated during both the AM (08:00-09:00) and PM (17:00-18:00) peak periods, with a total of 10 vehicular trips over the course of a typical day.

Existing Residential Flat

4.2.3. Above the B&B, there is a one-bedroom flat. To provide a robust assessment, the TRICS database has been examined to establish the total trips which could have been generated by the existing residential flat. The following parameters have been used, with the full TRICS outputs presented in **Appendix C**:

- Residential, Flats Privately Owned;
- Multi-Modal Surveys;
- Sites located in Greater London only;
- 9-60 Units;
- Edge of Town or Suburban Area locations only.

4.2.4. The person trip rates and respective trip generation for the existing residential flat is outlined in Table 6.

**Table 6 – Existing Residential Flat Person Trip Rates and Generation**

| | AM Peak (0800-0900) | | | PM Peak (1700-1800) | | | Daily (0700-1900) | | |
|---|---|---|---|---|---|---|---|---|---|
| | IN | OUT | TWO WAY | IN | OUT | TWO WAY | IN | OUT | TWO WAY |
| Person Trip Rate (per unit) | 0.268 | 1.014 | 1.282 | 0.690 | 0.437 | 1.127 | 5.273 | 4.987 | 10.260 |
| Person Trips (1 Unit) | 0 | 1 | 1 | 1 | 0 | 1 | 5 | 5 | 10 |

4.2.5. Table 7 provides the modal split, using 2011 Census Data for the Hillingdon 019 MSOA (Table 3), and associated trip generation for the existing residential flat.

**Table 7 – Existing Residential Flat Multi Modal Trip Generation**

| Mode | AM Peak (0800-0900) | | | PM Peak (1700-1800) | | | Total Daily | Census Modal Split |
|---|---|---|---|---|---|---|---|---|
| | IN | OUT | TWO WAY | IN | OUT | TWO WAY | | |
| Train | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10.7% |
| Bus | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17.3% |
| Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6% |
| Motorcycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8% |
| Car Driver | 0 | 1 | 1 | 1 | 0 | 1 | 6 | 57.8% |
| Car Passenger | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.7% |
| Bicycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.6% |
| On foot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.1% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6% |
| **Total** | **0** | **1** | **1** | **1** | **0** | **1** | **10** | **100.0%** |

4.2.6. During both the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods, a total of one trip is anticipated which would be undertaken by private car. A total of 10 trips are anticipated over the course of the day, of which six would be undertaken by private car, two by train and two by bus.

Existing Residential Dwellings

4.2.7. The remaining part of the site comprises three large residential dwellings with private driveways. To provide a robust assessment, the TRICS database has been examined to establish the total trips which could have been generated by the existing dwellings. The following parameters have been used, with the full TRICS outputs presented in **Appendix C**:

- Residential, Houses Privately Owned;
- Multi-Modal Surveys;
- Sites located in Greater London only;
- 9-133 Units;
- Edge of Town Centre or Suburban Area locations only.

4.2.8. The person trip rates and respective trip generation for the existing residential dwellings is outlined in Table 8.

**Table 8 – Existing Residential Dwellings Person Trip Rates and Generation**

| | AM Peak (0800-0900) | | | PM Peak (1700-1800) | | | Daily (0700-1900) | | |
|---|---|---|---|---|---|---|---|---|---|
| | IN | OUT | TWO WAY | IN | OUT | TWO WAY | IN | OUT | TWO WAY |
| Person Trip Rate (per unit) | 0.253 | 0.934 | 1.187 | 0.725 | 0.473 | 1.198 | 6.915 | 6.999 | 13.914 |
| Person Trips (3 Units) | 1 | 3 | 4 | 2 | 1 | 3 | 21 | 21 | 42 |

4.2.9. Table 9 provides the modal split, using 2011 Census Data for the Hillingdon 019 MSOA (Table 3), and associated trip generation for the existing residential dwellings.

**Table 9 – Existing Residential Dwellings Multi Modal Trip Generation**

| Mode | AM Peak (0800-0900) | | | PM Peak (1700-1800) | | | Total Daily | Census Modal Split |
|---|---|---|---|---|---|---|---|---|
| | IN | OUT | TWO WAY | IN | OUT | TWO WAY | | |
| Train | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 10.7% |
| Bus | 0 | 1 | 1 | 1 | 0 | 1 | 8 | 17.3% |
| Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6% |
| Motorcycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8% |
| Car Driver | 1 | 2 | 3 | 1 | 1 | 2 | 24 | 57.8% |
| Car Passenger | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3.7% |
| Bicycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.6% |
| On foot | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7.1% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6% |
| **Total** | **1** | **3** | **4** | **2** | **1** | **3** | **42** | **100.0%** |

4.2.10. During the AM peak hour (08:00-09:00), a total of four two-way trips are anticipated to be produced by the existing dwellings, including three by private car and one by bus. During the PM peak hour (17:00-18:00), a total of three two-way trips are anticipated, including two by private car and one by bus. A total of 42 trips are anticipated over the course of the day, of which 24 would be undertaken by private car, eight by bus, six by train, two on foot and two as car passengers.

Total Existing

4.2.11. The total existing site, comprising the B&B, the residential flat and three residential dwellings, trip generation is shown in Table 10.

**Table 10 – Existing Site Multi-Modal Trip Generation**

| Mode | AM Peak (0800-0900) | | | PM Peak (1700-1800) | | | Daily (0700-1900) | | |
|---|---|---|---|---|---|---|---|---|---|
| | IN | OUT | TWO WAY | IN | OUT | TWO WAY | IN | OUT | TWO WAY |
| Train | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 8 |
| Bus | 0 | 1 | 1 | 1 | 0 | 1 | 5 | 5 | 10 |
| Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Car Driver | 1 | 8 | 9 | 7 | 1 | 8 | 20 | 20 | 40 |
| Car Passenger | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Bicycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On foot | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **1** | **9** | **10** | **8** | **1** | **9** | **31** | **31** | **62** |

4.2.12. The existing site is anticipated to generate a total of 10 movements during the AM peak hour, of which nine would be undertaken by private car and one by bus. During the PM peak hour, the existing site is anticipated to generate a total of nine movements, of which eight would be by private car and one by bus. Over the course of a day, the existing site is anticipated to generate a total of 62 movements, including 40 by private car, 10 by bus, eight by train, two on foot and two car passengers.

## 4.3. Proposed Development

4.3.1. The proposed development comprises a 60-bed care home. In order to provide a robust assessment of the proposed trip generation of the care home, the TRICS database has been analysed to find similar sites and calculate the trip generation, using the following criteria:

- Health – Care Home (Elderly Residential);
- Sites located in Greater London only;
- Sites with 33-89 residents;
- Surveys undertaken Monday-Friday only;
- Sites located in Suburban Area.

4.3.2. The total person trip rates along with the person trips associated with the proposed care home, is demonstrated in Table 11. The full TRICS outputs are contained at **Appendix D**.

**Table 11 – Proposed Care Home Trip Generation**

| | AM Peak (0800-0900) | | | PM Peak (1700-1800) | | | Daily | | |
|---|---|---|---|---|---|---|---|---|---|
| | IN | OUT | TWO WAY | IN | OUT | TWO WAY | IN | OUT | TWO WAY |
| Person Trip Rate (per resident) | 0.350 | 0.207 | 0.557 | 0.136 | 0.250 | 0.386 | 2.651 | 2.792 | 5.443 |
| Person Trips (60 Residents) | 21 | 12 | 33 | 8 | 15 | 23 | 159 | 168 | 327 |

4.3.3. As demonstrated in Table 11, the proposed care home is anticipated to generate 33 two-way person trips in the AM peak period, 23 person trips in the PM peak period and 327 two-way person trips per day.

4.3.4. Using the TRICS outputs, the multi-modal trips rates and resultant trip generation is shown in Table 12 and Table 13.

**Table 12 – Proposed Care Home Multi Modal Trip Rates**

| Mode | AM Peak (0800-0900) | | | PM Peak (1700-1800) | | | Daily | | |
|---|---|---|---|---|---|---|---|---|---|
| | IN | OUT | TWO WAY | IN | OUT | TWO WAY | IN | OUT | TWO WAY |
| Train | 0.014 | 0.007 | 0.021 | 0.000 | 0.007 | 0.007 | 0.084 | 0.084 | 0.168 |
| Bus | 0.079 | 0.043 | 0.122 | 0.014 | 0.036 | 0.050 | 0.391 | 0.480 | 0.871 |
| Taxi | 0.007 | 0.007 | 0.014 | 0.000 | 0.000 | 0.000 | 0.028 | 0.028 | 0.056 |
| Motorcycle | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Car Driver | 0.100 | 0.100 | 0.200 | 0.050 | 0.071 | 0.121 | 0.965 | 0.999 | 1.964 |
| Car Passenger | 0.029 | 0.014 | 0.043 | 0.014 | 0.043 | 0.057 | 0.308 | 0.316 | 0.624 |
| Bicycle | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.007 | 0.000 | 0.007 |
| On Foot | 0.121 | 0.036 | 0.157 | 0.057 | 0.093 | 0.150 | 0.864 | 0.886 | 1.750 |
| Other | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **TOTAL** | **0.350** | **0.207** | **0.557** | **0.136** | **0.250** | **0.386** | **2.651** | **2.792** | **5.443** |

**Table 13 – Proposed Care Home Multi Modal Trip Generation**

| Mode | AM Peak (0800-0900) | | | PM Peak (1700-1800) | | | Daily | | |
|---|---|---|---|---|---|---|---|---|---|
| | IN | OUT | TWO WAY | IN | OUT | TWO WAY | IN | OUT | TWO WAY |
| Train | 1 | 0 | 1 | 0 | 0 | 0 | 5 | 5 | 10 |
| Bus | 5 | 3 | 8 | 1 | 2 | 3 | 23 | 29 | 52 |
| Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| Motorcycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Car Driver | 6 | 6 | 12 | 3 | 4 | 7 | 58 | 60 | 118 |
| Car Passenger | 2 | 1 | 3 | 1 | 3 | 4 | 19 | 19 | 38 |
| Bicycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Foot | 7 | 2 | 9 | 3 | 6 | 9 | 52 | 53 | 105 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **21** | **12** | **33** | **8** | **15** | **23** | **159** | **168** | **327** |

4.3.5. The proposed care home site is anticipated to produce a total of 33 two-way person trips during the AM peak hour (08:00-09:00), of which 12 would be undertaken by single occupancy car, nine on-foot, eight by bus, three car passengers and one by train. During the PM peak hour (17:00-18:00) a total of 23 two-way trips are anticipated including seven by single occupancy car, nine on-foot, four car passengers and three by bus.

4.3.6. Of the 327 total daily person trips estimated to be generated, 118 of these are anticipated to be made by car, 105 on foot, 52 by bus, 38 as car passengers, 10 train and four by taxi.

## 4.4. Net Impact

Considering the existing and proposed site use,

4.4.1. Table 14 outlines the anticipated net multi-modal impact of the development.

**Table 14 – Net Multi-Modal Impact**

| Mode | AM Peak (0800-09:00) | | | PM Peak (1700-1800) | | | Daily (0700-1900) | | |
|---|---|---|---|---|---|---|---|---|---|
| | IN | OUT | TWO WAY | IN | OUT | TWO WAY | IN | OUT | TWO WAY |
| Train | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 |
| Bus | 5 | 2 | 7 | 0 | 2 | 2 | 18 | 24 | 42 |
| Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| Motorcycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Car Driver | 5 | -2 | 3 | -4 | 3 | -1 | 38 | 40 | 78 |
| Car Passenger | 2 | 1 | 3 | 1 | 3 | 4 | 18 | 18 | 36 |
| Bicycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On foot | 7 | 2 | 9 | 3 | 6 | 9 | 51 | 52 | 103 |
| Other | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **21** | **3** | **23** | **0** | **14** | **14** | **128** | **137** | **265** |

4.4.2. As shown in

4.4.3. Table 14, the development is likely to result in an increase in person trips over a 12-hour period, equivalent to 265 additional person movements, with an increase of 23 two-way trips in the AM peak period and an increase of 14 two-way trips during the PM peak period.

4.4.4. The impact of these additional trips is discussed below with regards to the respective modes of travel. Where required, details of the proposed design solution, and/or mitigation measure has been provided.

Vehicle Impact

4.4.5. The proposed development is anticipated to result in a marginal increase in vehicular trips in the AM peak period, equivalent to three additional trips and a reduction in vehicular trips in the PM peak period, equivalent to one fewer trip.

4.4.6. Over the daily period, the proposals are anticipated to generate a total of 78 additional car driver trips, equivalent to approximately 6.5 trips per hours over the daily period (07:00-19:00). This immaterial change in vehicular trips is likely to be within the existing variation of traffic on the local road network and therefore the additional trips will be suitably accommodated on the surrounding highway network. Following a review of the PIA data within the vicinity of the site, it is evident that there are no existing highway safety issues associated with the existing accesses.

4.4.7. . Further to this, the proposals would reduce the number of vehicle access points on the local highway network within the vicinity of the site, whilst also providing a dedicated one-way system within the site, reducing the need for vehicles to wait on the public highway for other vehicles to exit the site. Taking into account the marginal increase in vehicle trips, together with the highway safety benefits of the proposals, the development is not considered to result in an unacceptable impact on highway safety in accordance with the NPPF.

Public Transport Impact

4.4.8. The proposed development is anticipated to result in a net increase of seven additional bus trips in the AM peak, one additional trip in the PM peak and a total of 42 additional bus trips over a 12-hour period; equating to an average of 3-4 trips an hour.

4.4.9. One additional rail trip is anticipated in the AM peak hour, with a total of two additional rail trips anticipated over a 12-hour period.

4.4.10. It has been established that there are numerous bus stops within walking distance of the site providing a combined minimum frequency of 27 services during the peak hours to a range of destinations, including Uxbridge, Ruislip, Hayes, West Drayton and Heathrow Airport. In addition, the site is located within cycle distance of frequent rail services to London Paddington and Reading via Maidenhead, Slough and Ealing Broadway.

4.4.11. It is therefore considered that the public transport trips anticipated to be generated by the development are considered to be well within the existing variation of public transport users and the increase would therefore be negligible.

Walking and Cycling Impact

4.4.12. The proposed development is likely to generate nine additional pedestrian trips in both the AM and PM peak hour periods and up to 103 additional trips over a 12-hour period; an average of 8-9 two-way trips per hour.

4.4.13. No additional cycle trips are anticipated as a result of the proposed development.

4.4.14. It has previously been established that the site is in an accessible location, with facilities and amenities suitable to support this development use within walking and cycling distance. The site layout has been designed to accommodate and encourage pedestrian and cycle movements with the provision of dedicated pedestrian and cycle accesses and safe and secure cycle storage facilities.

4.4.15. It is therefore considered that the site, and the surrounding network, is appropriate to accommodate this immaterial increase in pedestrian and cycle movements.

## 4.5. Travel Plan

4.5.1. A Travel Plan has been submitted alongside this Transport Statement which contains a tailored package of measures and targets for the staff, visitors and residents of the proposed development.

4.5.2. Travel Plans (TPs) are a tool for the delivery of national, regional and local transport policy as one aspect within the planning process to encourage more sustainable development. TPs are a strategy for managing multi-modal access to a site or development, focusing on promoting and incentivising access by sustainable modes. A successful TP advises on the choice of travel options and encourages sustainable use.

4.5.3. The TP sets out how a range of measures will be introduced at the development to actively encourage the new residents, staff and visitors to use sustainable modes of travel. The overarching objectives which underpin a Travel Plan are to:

- Reduce the traffic generated by the development to a lower level than would normally be predicted without the implementation of a TP, in order to further increase the benefits along the local highway network;
- Encourage those travelling to and from the development to use public transport, cycle or walk in a safe and secure manner; and
- Promote healthy lifestyles and sustainable, vibrant local communities.

4.5.4. The approach and measures set out in the TP accord with national, regional and local Government objectives and seek to:

- Achieve further reductions in traffic on surrounding roads;
- Promote equal opportunities to residents, staff and visitors by offering wider travel choices;
- Develop places for people that encourage community interaction and avoid a car dominated environment;
- Reduce the cost of personal travel and saving money through promoting opportunities for cost savings such as car-sharing;
- Improve personal and wider community health; and
- Reduce air and noise pollution.

4.5.5. Whilst the site is already within an accessible location, the Travel Plan includes site specific measures to help promote active travel first and foremost in addition to the use of sustainable travel amongst staff and visitors as well as residents. As detailed above, the site is well served by public transport connections which are viable modes of transport for commuting purposes in addition to leisure and retail trips for residents. The provision of a Travel Plan would help to promote these services to prospective staff and residents prior to moving to the development, therefore helping to influence travel behaviours and encourage sustainable transport use prior to occupation. The Travel Plan will be subject to discussion with LBH and WestTrans and will be monitored against agreed targets throughout a five-year period.

4.5.6. Through the implementation of the Travel Plan at the site, the aim of the Travel Plan is to reduce travel by single occupancy car and encourage a shift towards sustainable modes of transport, including public transport, walking and cycling. The Travel Plan process at the site is therefore anticipated to have a positive impact on the local highway network.

## 4.6. Summary

4.6.1. The development proposals are considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure. It can therefore be concluded that the development would not result in a severe residual cumulative impact, nor would the development create an unacceptable impact on highway safety, in accordance with the NPPF.

# 5. Summary and Conclusions

5.1.1. This Transport Statement has been prepared to support a planning application for the proposed redevelopment of a site at 14, 16 and 18 Pield Heath Road and 2 Pield Heath Avenue, Uxbridge to provide a 60-bed care home.

5.1.2. The site is in a sustainable location with a PTAL level of 3, representing a moderate level of public transport accessibility. There are a total of eight bus routes within a suitable walking distance of the site, in addition to London Underground and National Rail services within cycling distance. In addition to public transport, high quality pedestrian and cycle routes are provided within the vicinity of the site, providing connections to a range of local amenities and services.

5.1.3. A review of injury accident data indicates that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future development at the site.

5.1.4. The proposed development will be provided with a total of 14 car parking spaces, including two designated disabled bays. The lower provision of parking compared to LBH's standards is deemed suitable given the accessible location. Cycle parking will be provided in excess of LBH's and the London Plan standards provided in a secure and sheltered cycle store. Dedicated mobility scooter parking is also proposed adjacent to the care home main entrance.

5.1.5. A dedicated loading bay will be provided internally within the site to accommodate all delivery and servicing movements. In addition, a dedicated ambulance bay will be provided in close proximity to the care home main entrance to accommodate emergency movements, given the nature of the site.

5.1.6. The proposals are anticipated to result in an immaterial increase in vehicular trips, public transport trips and pedestrian trips. The negligible increase in trips anticipated can suitably be accommodated on the surrounding network.

5.1.7. The proposed development is therefore not considered to result in an adverse impact upon the local highway network, pedestrian and cycle infrastructure or public transport networks. It is therefore considered that the development would not result in a severe residual impact nor would it create an unacceptable impact on highway safety in accordance with the NPPF.

# Appendix A – Proposed Layout Plans

# Appendix B – Swept Path Analysis

# Appendix C – Existing Site TRICS Outputs

# Appendix D – Care Home TRICS Output


## SCHEDULE OF ACCOMMODATION

### CARE HOME

| | |
|---|---|
| BASEMENT LEVEL | 970m2 |
| GROUND FLOOR | 970m2 |
| | 21 ROOMS |
| FIRST FLOOR | 955m2 |
| | 25 ROOMS |
| SECOND FLOOR | 590m2 |
| | 14 ROOMS |
| TOTAL: | 3,053m2 |
| | 60 ROOMS |
| RESIDENT AMENITY SPACE | 848m2 |
| EXTERNAL AMENITY SPACE | 253m2 |
| CAR PARKING | 8 SPACES |
| ELECTRIC CHARGING | 4 SPACES |
| DISABLED PARKING | 2 SPACES |
| TOTAL PARKING: | 14 SPACES |
| CYCLE STORE | 12 SPACES |
| MOBILITY SCOOTER PARKING | 4 SPACES |
| SITE AREA | 0.2713 Hect |
| | 0.6704 Acres |

| Rev. | Revision | Date | Drawn | Checked |
|---|---|---|---|---|

WHITE ROCK DEVELOPMENT ltd
| Architecture Design Build | | Project Management | | M&E Design | CDM Advisor |

139 Vicarage Farm Road
Hounslow, Middlesex
TW5 0AA
Telephone: 0208 577 7277
Email: info@whiterockdevelopments.com

Client AMARVEER DHATT

Project PROPOSED CARE HOME

Location 18 PIELD HEATH ROAD, UXBRIDGE, UB8 3NF

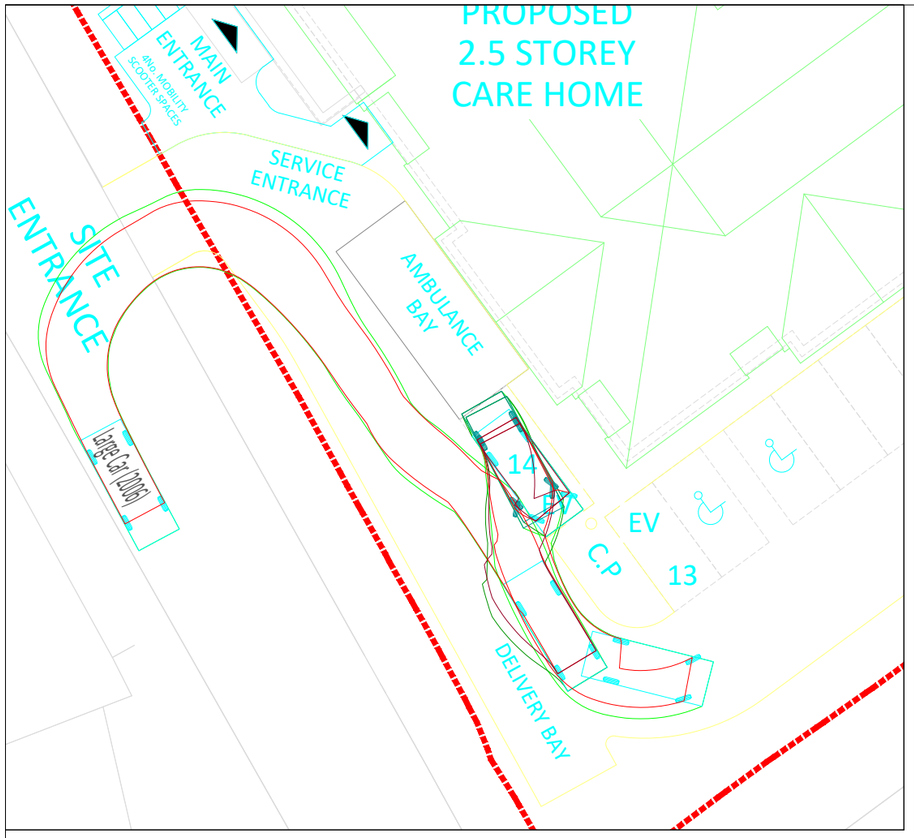
Title PROPOSED SITE PLAN

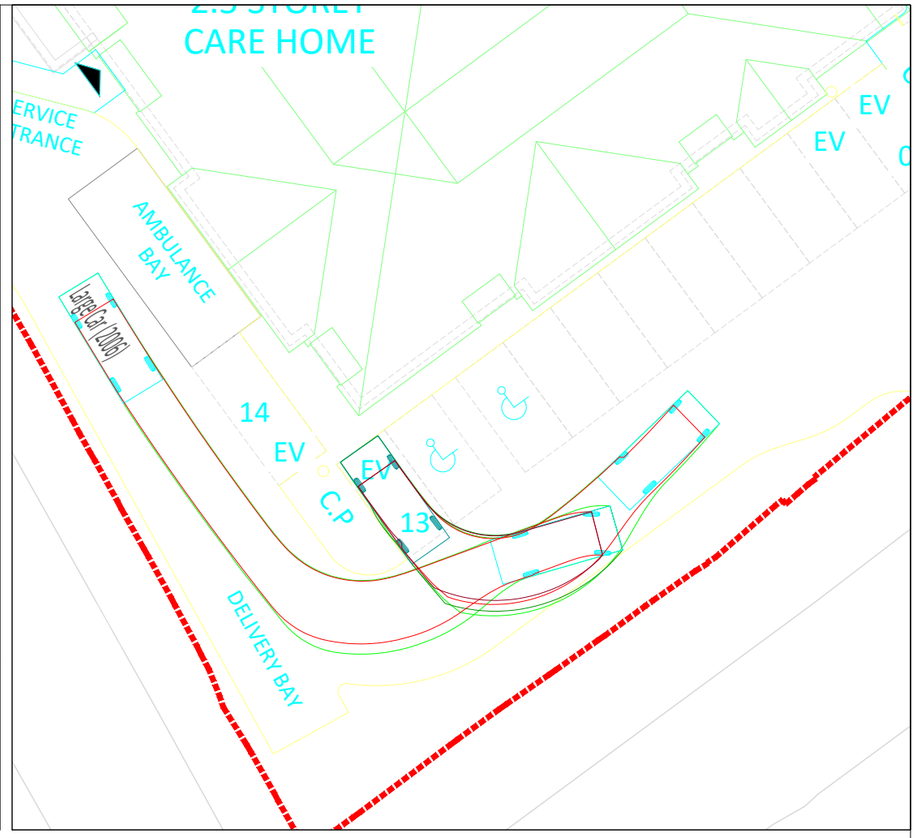
PLANNING

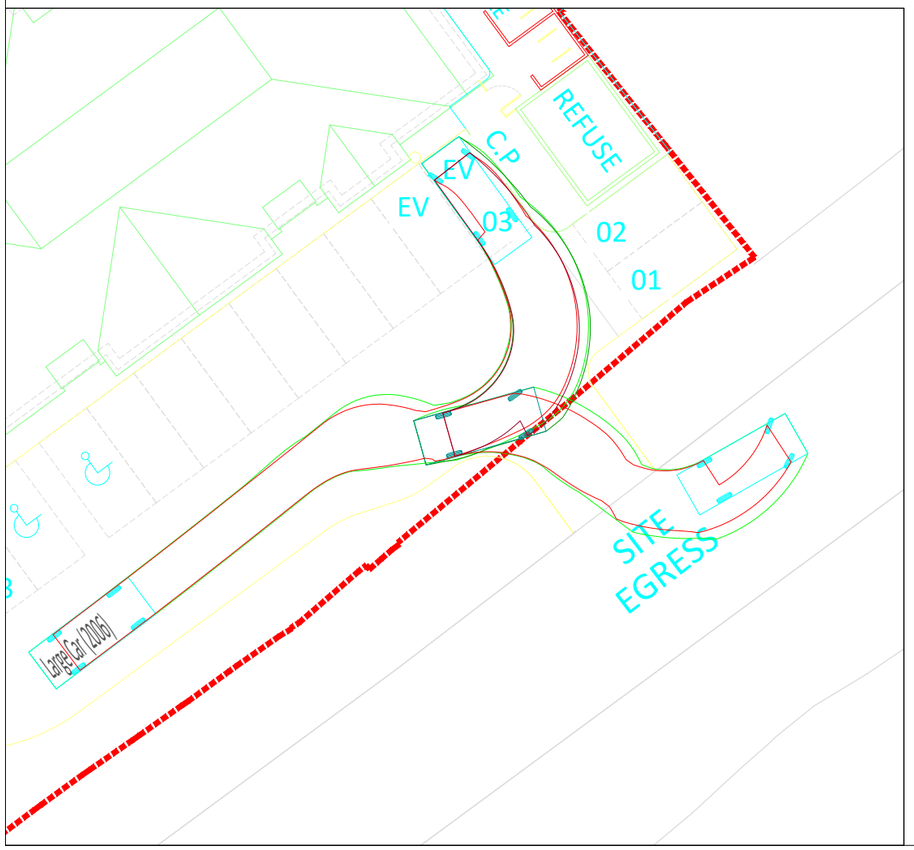
| Scale | Date | Drawn | Checked |
|---|---|---|---|
| A1@1:200 | FEB 2022 | MAB | |

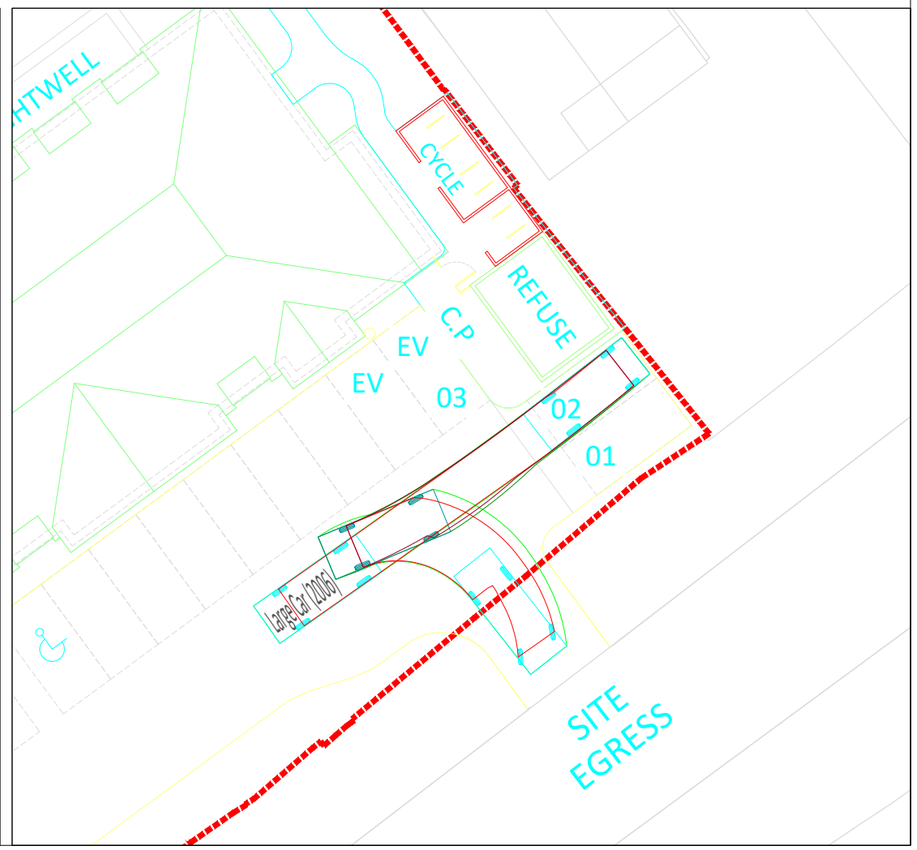


| Job No. | Drawing No. | Revison |
|---|---|---|
| WRD - 098 | 10 | E |

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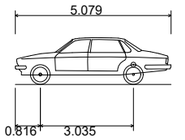


| | |
|---|---|
| Large Car (2006) | |
| Overall Length | 5.079m |
| Overall Width | 1.872m |
| Overall Body Height | 1.525m |
| Min Body Ground Clearance | 0.310m |
| Max Track Width | 1.831m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 5.900m |

N



| Drawn by | Approved by | Date |
|---|---|---|
| OH | DF | 18.03.22 |

| Scale | Drawing No |
|---|---|
| 1:250 @ A3 | 22-8959 |

| Drawing Title | Rev |
|---|---|
| 22-8959/001 | - |


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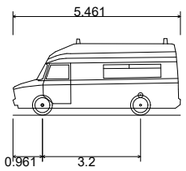
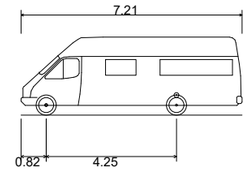



| Ambulance | |
|---|---|
| Overall Length | 5.461m |
| Overall Width | 2.020m |
| Overall Body Height | 2.498m |
| Min Body Ground Clearance | 0.225m |
| Track Width | 1.860m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.500m |




| 7.5t Panel Van | |
|---|---|
| Overall Length | 7.210m |
| Overall Width | 2.192m |
| Overall Body Height | 2.544m |
| Min Body Ground Clearance | 0.316m |
| Track Width | 1.865m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 7.400m |

N



| Drawn by | Approved by | Date |
|---|---|---|
| OH | DF | 18.03.22 |

| Scale | Drawing No |
|---|---|
| 1:250 @ A3 | 22-8959 |

| Drawing Title | Rev |
|---|---|
| 22-8959/002 | - |

LIGHT WELL

TERRACE AREA

RESIDENT GARDEN

PROPOSED 2.5 STOREY CARE HOME

LIGHTWELL

CYCLE

REFUSE

MAIN ENTRANCE

4No MOBILITY SCOOTER SPACES

SERVICE ENTRANCE

SITE ENTRANCE

AMBULANCE BAY

Ambulance

7.5t Panel Van

DELIVERY BAY

7.5t Panel Van

C.P

EV

03

02

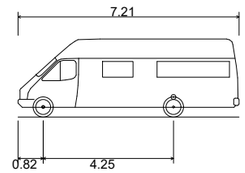
01

14

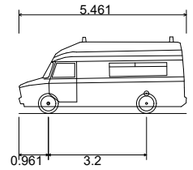
13

SITE EGRESS

NOTES




| 7.5t Panel Van | |
|---|---|
| Overall Length | 7.210m |
| Overall Width | 2.192m |
| Overall Body Height | 2.544m |
| Min Body Ground Clearance | 0.316m |
| Track Width | 1.865m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 7.400m |




| Ambulance | |
|---|---|
| Overall Length | 5.461m |
| Overall Width | 2.020m |
| Overall Body Height | 2.498m |
| Min Body Ground Clearance | 0.225m |
| Track Width | 1.860m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.500m |

N



| Drawn by | Approved by | Date |
|---|---|---|
| OH | DF | 18.03.22 |

| Scale | Drawing No |
|---|---|
| 1:250 @ A3 | 22-8959 |

| Drawing Title | Rev |
|---|---|
| 22-8959/003 | - |

LIGHT WELL

TERRACE AREA

RESIDENT GARDEN

PROPOSED 2.5 STOREY CARE HOME

LIGHTWELL

CYCLE

REFUSE

MAIN ENTRANCE

4No MOBILITY SCOOTER SPACES

SERVICE ENTRANCE

SITE ENTRANCE

AMBULANCE BAY

Ambulance

Small Refuse Vehicle

EV

C.P

03

02

01

14

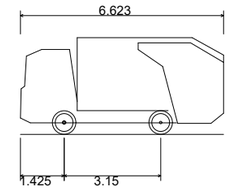
13

DISABLED BAY

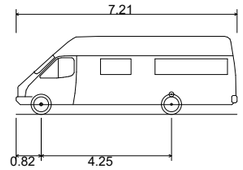
Small Refuse Vehicle

SITE EGRESS

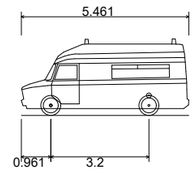
NOTES




| Small Refuse Vehicle | |
|---|---|
| Overall Length | 6.623m |
| Overall Width | 2.200m |
| Overall Body Height | 3.153m |
| Min Body Ground Clearance | 0.358m |
| Track Width | 2.200m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.750m |




| 7.5t Panel Van | |
|---|---|
| Overall Length | 7.210m |
| Overall Width | 2.192m |
| Overall Body Height | 2.544m |
| Min Body Ground Clearance | 0.316m |
| Track Width | 1.865m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 7.400m |




| Ambulance | |
|---|---|
| Overall Length | 5.461m |
| Overall Width | 2.020m |
| Overall Body Height | 2.498m |
| Min Body Ground Clearance | 0.225m |
| Track Width | 1.860m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.500m |

N



| Drawn by | Approved by | Date |
|---|---|---|
| OH | DF | 18.03.22 |

| Scale | Drawing No |
|---|---|
| 1:250 @ A3 | 22-8959 |

| Drawing Title | Rev |
|---|---|
| 22-8959/004 | - |

Calculation Reference: AUDIT-708731-220302-0325

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 | | |
| | EN | ENFIELD | 1 days |
| | HG | HARINGEY | 1 days |
| | HO | HOUNSLOW | 1 days |

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 14 to 30 (units: )
Range Selected by User: 9 to 60 (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:*

| | |
|---|---|
| Wednesday | 2 days |
| Friday | 1 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 3 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

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

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 3 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| C3 | 3 days |

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

*Population within 500m Range:*

All Surveys Included

*Population within 1 mile:*

| | |
|---|---|
| 20,001 to 25,000 | 1 days |
| 50,001 to 100,000 | 2 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 500,001 or More | 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 | 3 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 | 3 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 1 days |
| 2 Poor | 1 days |
| 4 Good | 1 days |

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

*LIST OF SITES relevant to selection parameters*

| | | | | |
|---|---|---|---|---|
| 1 | EN-03-C-03 | BLOCKS OF FLATS | | ENFIELD |
| | NORTH CIRCULAR ROAD | | | |
| | PALMERS GREEN | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total No of Dwellings: | | 27 | |
| | *Survey date: WEDNESDAY* | | *08/11/17* | *Survey Type: MANUAL* |
| 2 | HG-03-C-02 | BLOCK OF FLATS | | HARINGEY |
| | HIGH ROAD | | | |
| | WOOD GREEN | | | |
| | WOODSIDE PARK | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total No of Dwellings: | | 30 | |
| | *Survey date: WEDNESDAY* | | *01/10/14* | *Survey Type: MANUAL* |
| 3 | 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* |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.95

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.042 | 3 | 24 | 0.127 | 3 | 24 | 0.169 |
| 08:00 - 09:00 | 3 | 24 | 0.099 | 3 | 24 | 0.183 | 3 | 24 | 0.282 |
| 09:00 - 10:00 | 3 | 24 | 0.070 | 3 | 24 | 0.099 | 3 | 24 | 0.169 |
| 10:00 - 11:00 | 3 | 24 | 0.113 | 3 | 24 | 0.085 | 3 | 24 | 0.198 |
| 11:00 - 12:00 | 3 | 24 | 0.042 | 3 | 24 | 0.070 | 3 | 24 | 0.112 |
| 12:00 - 13:00 | 3 | 24 | 0.099 | 3 | 24 | 0.070 | 3 | 24 | 0.169 |
| 13:00 - 14:00 | 3 | 24 | 0.056 | 3 | 24 | 0.070 | 3 | 24 | 0.126 |
| 14:00 - 15:00 | 3 | 24 | 0.127 | 3 | 24 | 0.099 | 3 | 24 | 0.226 |
| 15:00 - 16:00 | 3 | 24 | 0.028 | 3 | 24 | 0.056 | 3 | 24 | 0.084 |
| 16:00 - 17:00 | 3 | 24 | 0.113 | 3 | 24 | 0.056 | 3 | 24 | 0.169 |
| 17:00 - 18:00 | 3 | 24 | 0.183 | 3 | 24 | 0.113 | 3 | 24 | 0.296 |
| 18:00 - 19:00 | 3 | 24 | 0.113 | 3 | 24 | 0.085 | 3 | 24 | 0.198 |
| 19:00 - 20:00 | 2 | 21 | 0.171 | 2 | 21 | 0.171 | 2 | 21 | 0.342 |
| 20:00 - 21:00 | 2 | 21 | 0.098 | 2 | 21 | 0.024 | 2 | 21 | 0.122 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.354 | | | 1.308 | | | 2.662 |

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

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



Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 14 - 30 (units: ) |
| Survey date date range: | 01/01/13 - 06/03/20 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 08:00 - 09:00 | 3 | 24 | 0.014 | 3 | 24 | 0.014 | 3 | 24 | 0.028 |
| 09:00 - 10:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 10:00 - 11:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 11:00 - 12:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 12:00 - 13:00 | 3 | 24 | 0.014 | 3 | 24 | 0.014 | 3 | 24 | 0.028 |
| 13:00 - 14:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 14:00 - 15:00 | 3 | 24 | 0.014 | 3 | 24 | 0.014 | 3 | 24 | 0.028 |
| 15:00 - 16:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 16:00 - 17:00 | 3 | 24 | 0.028 | 3 | 24 | 0.028 | 3 | 24 | 0.056 |
| 17:00 - 18:00 | 3 | 24 | 0.014 | 3 | 24 | 0.014 | 3 | 24 | 0.028 |
| 18:00 - 19:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 19:00 - 20:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 20:00 - 21:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.084 | | | 0.084 | | | 0.168 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.014 | 3 | 24 | 0.070 | 3 | 24 | 0.084 |
| 08:00 - 09:00 | 3 | 24 | 0.014 | 3 | 24 | 0.028 | 3 | 24 | 0.042 |
| 09:00 - 10:00 | 3 | 24 | 0.028 | 3 | 24 | 0.014 | 3 | 24 | 0.042 |
| 10:00 - 11:00 | 3 | 24 | 0.000 | 3 | 24 | 0.014 | 3 | 24 | 0.014 |
| 11:00 - 12:00 | 3 | 24 | 0.014 | 3 | 24 | 0.000 | 3 | 24 | 0.014 |
| 12:00 - 13:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 13:00 - 14:00 | 3 | 24 | 0.014 | 3 | 24 | 0.014 | 3 | 24 | 0.028 |
| 14:00 - 15:00 | 3 | 24 | 0.000 | 3 | 24 | 0.014 | 3 | 24 | 0.014 |
| 15:00 - 16:00 | 3 | 24 | 0.014 | 3 | 24 | 0.000 | 3 | 24 | 0.014 |
| 16:00 - 17:00 | 3 | 24 | 0.056 | 3 | 24 | 0.042 | 3 | 24 | 0.098 |
| 17:00 - 18:00 | 3 | 24 | 0.014 | 3 | 24 | 0.014 | 3 | 24 | 0.028 |
| 18:00 - 19:00 | 3 | 24 | 0.014 | 3 | 24 | 0.000 | 3 | 24 | 0.014 |
| 19:00 - 20:00 | 2 | 21 | 0.024 | 2 | 21 | 0.000 | 2 | 21 | 0.024 |
| 20:00 - 21:00 | 2 | 21 | 0.073 | 2 | 21 | 0.000 | 2 | 21 | 0.073 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.279 | | | 0.210 | | | 0.489 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.042 | 3 | 24 | 0.155 | 3 | 24 | 0.197 |
| 08:00 - 09:00 | 3 | 24 | 0.113 | 3 | 24 | 0.254 | 3 | 24 | 0.367 |
| 09:00 - 10:00 | 3 | 24 | 0.070 | 3 | 24 | 0.113 | 3 | 24 | 0.183 |
| 10:00 - 11:00 | 3 | 24 | 0.127 | 3 | 24 | 0.085 | 3 | 24 | 0.212 |
| 11:00 - 12:00 | 3 | 24 | 0.056 | 3 | 24 | 0.099 | 3 | 24 | 0.155 |
| 12:00 - 13:00 | 3 | 24 | 0.099 | 3 | 24 | 0.085 | 3 | 24 | 0.184 |
| 13:00 - 14:00 | 3 | 24 | 0.056 | 3 | 24 | 0.070 | 3 | 24 | 0.126 |
| 14:00 - 15:00 | 3 | 24 | 0.155 | 3 | 24 | 0.085 | 3 | 24 | 0.240 |
| 15:00 - 16:00 | 3 | 24 | 0.028 | 3 | 24 | 0.056 | 3 | 24 | 0.084 |
| 16:00 - 17:00 | 3 | 24 | 0.141 | 3 | 24 | 0.056 | 3 | 24 | 0.197 |
| 17:00 - 18:00 | 3 | 24 | 0.183 | 3 | 24 | 0.155 | 3 | 24 | 0.338 |
| 18:00 - 19:00 | 3 | 24 | 0.141 | 3 | 24 | 0.113 | 3 | 24 | 0.254 |
| 19:00 - 20:00 | 2 | 21 | 0.220 | 2 | 21 | 0.220 | 2 | 21 | 0.440 |
| 20:00 - 21:00 | 2 | 21 | 0.122 | 2 | 21 | 0.024 | 2 | 21 | 0.146 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.553 | | | 1.570 | | | 3.123 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.056 | 3 | 24 | 0.141 | 3 | 24 | 0.197 |
| 08:00 - 09:00 | 3 | 24 | 0.085 | 3 | 24 | 0.268 | 3 | 24 | 0.353 |
| 09:00 - 10:00 | 3 | 24 | 0.099 | 3 | 24 | 0.099 | 3 | 24 | 0.198 |
| 10:00 - 11:00 | 3 | 24 | 0.085 | 3 | 24 | 0.113 | 3 | 24 | 0.198 |
| 11:00 - 12:00 | 3 | 24 | 0.085 | 3 | 24 | 0.056 | 3 | 24 | 0.141 |
| 12:00 - 13:00 | 3 | 24 | 0.113 | 3 | 24 | 0.070 | 3 | 24 | 0.183 |
| 13:00 - 14:00 | 3 | 24 | 0.042 | 3 | 24 | 0.085 | 3 | 24 | 0.127 |
| 14:00 - 15:00 | 3 | 24 | 0.127 | 3 | 24 | 0.085 | 3 | 24 | 0.212 |
| 15:00 - 16:00 | 3 | 24 | 0.070 | 3 | 24 | 0.127 | 3 | 24 | 0.197 |
| 16:00 - 17:00 | 3 | 24 | 0.225 | 3 | 24 | 0.099 | 3 | 24 | 0.324 |
| 17:00 - 18:00 | 3 | 24 | 0.239 | 3 | 24 | 0.197 | 3 | 24 | 0.436 |
| 18:00 - 19:00 | 3 | 24 | 0.211 | 3 | 24 | 0.099 | 3 | 24 | 0.310 |
| 19:00 - 20:00 | 2 | 21 | 0.098 | 2 | 21 | 0.098 | 2 | 21 | 0.196 |
| 20:00 - 21:00 | 2 | 21 | 0.024 | 2 | 21 | 0.024 | 2 | 21 | 0.048 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.559 | | | 1.561 | | | 3.120 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.028 | 3 | 24 | 0.254 | 3 | 24 | 0.282 |
| 08:00 - 09:00 | 3 | 24 | 0.042 | 3 | 24 | 0.211 | 3 | 24 | 0.253 |
| 09:00 - 10:00 | 3 | 24 | 0.042 | 3 | 24 | 0.099 | 3 | 24 | 0.141 |
| 10:00 - 11:00 | 3 | 24 | 0.056 | 3 | 24 | 0.042 | 3 | 24 | 0.098 |
| 11:00 - 12:00 | 3 | 24 | 0.042 | 3 | 24 | 0.014 | 3 | 24 | 0.056 |
| 12:00 - 13:00 | 3 | 24 | 0.070 | 3 | 24 | 0.014 | 3 | 24 | 0.084 |
| 13:00 - 14:00 | 3 | 24 | 0.014 | 3 | 24 | 0.028 | 3 | 24 | 0.042 |
| 14:00 - 15:00 | 3 | 24 | 0.056 | 3 | 24 | 0.056 | 3 | 24 | 0.112 |
| 15:00 - 16:00 | 3 | 24 | 0.155 | 3 | 24 | 0.070 | 3 | 24 | 0.225 |
| 16:00 - 17:00 | 3 | 24 | 0.239 | 3 | 24 | 0.056 | 3 | 24 | 0.295 |
| 17:00 - 18:00 | 3 | 24 | 0.141 | 3 | 24 | 0.056 | 3 | 24 | 0.197 |
| 18:00 - 19:00 | 3 | 24 | 0.113 | 3 | 24 | 0.014 | 3 | 24 | 0.127 |
| 19:00 - 20:00 | 2 | 21 | 0.049 | 2 | 21 | 0.000 | 2 | 21 | 0.049 |
| 20:00 - 21:00 | 2 | 21 | 0.073 | 2 | 21 | 0.000 | 2 | 21 | 0.073 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.120 | | | 0.914 | | | 2.034 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.000 | 3 | 24 | 0.225 | 3 | 24 | 0.225 |
| 08:00 - 09:00 | 3 | 24 | 0.014 | 3 | 24 | 0.254 | 3 | 24 | 0.268 |
| 09:00 - 10:00 | 3 | 24 | 0.000 | 3 | 24 | 0.028 | 3 | 24 | 0.028 |
| 10:00 - 11:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 11:00 - 12:00 | 3 | 24 | 0.000 | 3 | 24 | 0.028 | 3 | 24 | 0.028 |
| 12:00 - 13:00 | 3 | 24 | 0.028 | 3 | 24 | 0.028 | 3 | 24 | 0.056 |
| 13:00 - 14:00 | 3 | 24 | 0.000 | 3 | 24 | 0.070 | 3 | 24 | 0.070 |
| 14:00 - 15:00 | 3 | 24 | 0.014 | 3 | 24 | 0.056 | 3 | 24 | 0.070 |
| 15:00 - 16:00 | 3 | 24 | 0.042 | 3 | 24 | 0.000 | 3 | 24 | 0.042 |
| 16:00 - 17:00 | 3 | 24 | 0.014 | 3 | 24 | 0.014 | 3 | 24 | 0.028 |
| 17:00 - 18:00 | 3 | 24 | 0.113 | 3 | 24 | 0.014 | 3 | 24 | 0.127 |
| 18:00 - 19:00 | 3 | 24 | 0.338 | 3 | 24 | 0.014 | 3 | 24 | 0.352 |
| 19:00 - 20:00 | 2 | 21 | 0.146 | 2 | 21 | 0.000 | 2 | 21 | 0.146 |
| 20:00 - 21:00 | 2 | 21 | 0.049 | 2 | 21 | 0.000 | 2 | 21 | 0.049 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.758 | | | 0.731 | | | 1.489 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.028 | 3 | 24 | 0.479 | 3 | 24 | 0.507 |
| 08:00 - 09:00 | 3 | 24 | 0.056 | 3 | 24 | 0.465 | 3 | 24 | 0.521 |
| 09:00 - 10:00 | 3 | 24 | 0.042 | 3 | 24 | 0.127 | 3 | 24 | 0.169 |
| 10:00 - 11:00 | 3 | 24 | 0.056 | 3 | 24 | 0.042 | 3 | 24 | 0.098 |
| 11:00 - 12:00 | 3 | 24 | 0.042 | 3 | 24 | 0.042 | 3 | 24 | 0.084 |
| 12:00 - 13:00 | 3 | 24 | 0.099 | 3 | 24 | 0.042 | 3 | 24 | 0.141 |
| 13:00 - 14:00 | 3 | 24 | 0.014 | 3 | 24 | 0.099 | 3 | 24 | 0.113 |
| 14:00 - 15:00 | 3 | 24 | 0.070 | 3 | 24 | 0.113 | 3 | 24 | 0.183 |
| 15:00 - 16:00 | 3 | 24 | 0.197 | 3 | 24 | 0.070 | 3 | 24 | 0.267 |
| 16:00 - 17:00 | 3 | 24 | 0.254 | 3 | 24 | 0.070 | 3 | 24 | 0.324 |
| 17:00 - 18:00 | 3 | 24 | 0.254 | 3 | 24 | 0.070 | 3 | 24 | 0.324 |
| 18:00 - 19:00 | 3 | 24 | 0.451 | 3 | 24 | 0.028 | 3 | 24 | 0.479 |
| 19:00 - 20:00 | 2 | 21 | 0.195 | 2 | 21 | 0.000 | 2 | 21 | 0.195 |
| 20:00 - 21:00 | 2 | 21 | 0.122 | 2 | 21 | 0.000 | 2 | 21 | 0.122 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.880 | | | 1.647 | | | 3.527 |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.95

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.141 | 3 | 24 | 0.845 | 3 | 24 | 0.986 |
| 08:00 - 09:00 | 3 | 24 | 0.268 | 3 | 24 | 1.014 | 3 | 24 | 1.282 |
| 09:00 - 10:00 | 3 | 24 | 0.239 | 3 | 24 | 0.352 | 3 | 24 | 0.591 |
| 10:00 - 11:00 | 3 | 24 | 0.268 | 3 | 24 | 0.254 | 3 | 24 | 0.522 |
| 11:00 - 12:00 | 3 | 24 | 0.197 | 3 | 24 | 0.197 | 3 | 24 | 0.394 |
| 12:00 - 13:00 | 3 | 24 | 0.310 | 3 | 24 | 0.197 | 3 | 24 | 0.507 |
| 13:00 - 14:00 | 3 | 24 | 0.127 | 3 | 24 | 0.268 | 3 | 24 | 0.395 |
| 14:00 - 15:00 | 3 | 24 | 0.352 | 3 | 24 | 0.296 | 3 | 24 | 0.648 |
| 15:00 - 16:00 | 3 | 24 | 0.310 | 3 | 24 | 0.254 | 3 | 24 | 0.564 |
| 16:00 - 17:00 | 3 | 24 | 0.676 | 3 | 24 | 0.268 | 3 | 24 | 0.944 |
| 17:00 - 18:00 | 3 | 24 | 0.690 | 3 | 24 | 0.437 | 3 | 24 | 1.127 |
| 18:00 - 19:00 | 3 | 24 | 0.817 | 3 | 24 | 0.239 | 3 | 24 | 1.056 |
| 19:00 - 20:00 | 2 | 21 | 0.537 | 2 | 21 | 0.317 | 2 | 21 | 0.854 |
| 20:00 - 21:00 | 2 | 21 | 0.341 | 2 | 21 | 0.049 | 2 | 21 | 0.390 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 5.273 | | | 4.987 | | | 10.260 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.028 | 3 | 24 | 0.113 | 3 | 24 | 0.141 |
| 08:00 - 09:00 | 3 | 24 | 0.085 | 3 | 24 | 0.169 | 3 | 24 | 0.254 |
| 09:00 - 10:00 | 3 | 24 | 0.042 | 3 | 24 | 0.099 | 3 | 24 | 0.141 |
| 10:00 - 11:00 | 3 | 24 | 0.070 | 3 | 24 | 0.028 | 3 | 24 | 0.098 |
| 11:00 - 12:00 | 3 | 24 | 0.042 | 3 | 24 | 0.070 | 3 | 24 | 0.112 |
| 12:00 - 13:00 | 3 | 24 | 0.070 | 3 | 24 | 0.042 | 3 | 24 | 0.112 |
| 13:00 - 14:00 | 3 | 24 | 0.056 | 3 | 24 | 0.070 | 3 | 24 | 0.126 |
| 14:00 - 15:00 | 3 | 24 | 0.070 | 3 | 24 | 0.085 | 3 | 24 | 0.155 |
| 15:00 - 16:00 | 3 | 24 | 0.028 | 3 | 24 | 0.028 | 3 | 24 | 0.056 |
| 16:00 - 17:00 | 3 | 24 | 0.085 | 3 | 24 | 0.028 | 3 | 24 | 0.113 |
| 17:00 - 18:00 | 3 | 24 | 0.169 | 3 | 24 | 0.099 | 3 | 24 | 0.268 |
| 18:00 - 19:00 | 3 | 24 | 0.099 | 3 | 24 | 0.085 | 3 | 24 | 0.184 |
| 19:00 - 20:00 | 2 | 21 | 0.146 | 2 | 21 | 0.171 | 2 | 21 | 0.317 |
| 20:00 - 21:00 | 2 | 21 | 0.098 | 2 | 21 | 0.024 | 2 | 21 | 0.122 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.088 | | | 1.111 | | | 2.199 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.014 | 3 | 24 | 0.014 | 3 | 24 | 0.028 |
| 08:00 - 09:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 09:00 - 10:00 | 3 | 24 | 0.014 | 3 | 24 | 0.000 | 3 | 24 | 0.014 |
| 10:00 - 11:00 | 3 | 24 | 0.042 | 3 | 24 | 0.056 | 3 | 24 | 0.098 |
| 11:00 - 12:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 12:00 - 13:00 | 3 | 24 | 0.014 | 3 | 24 | 0.014 | 3 | 24 | 0.028 |
| 13:00 - 14:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 14:00 - 15:00 | 3 | 24 | 0.042 | 3 | 24 | 0.000 | 3 | 24 | 0.042 |
| 15:00 - 16:00 | 3 | 24 | 0.000 | 3 | 24 | 0.028 | 3 | 24 | 0.028 |
| 16:00 - 17:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 17:00 - 18:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 18:00 - 19:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 19:00 - 20:00 | 2 | 21 | 0.024 | 2 | 21 | 0.000 | 2 | 21 | 0.024 |
| 20:00 - 21:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.150 | | | 0.112 | | | 0.262 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 08:00 - 09:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 09:00 - 10:00 | 3 | 24 | 0.014 | 3 | 24 | 0.000 | 3 | 24 | 0.014 |
| 10:00 - 11:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 11:00 - 12:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 12:00 - 13:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 13:00 - 14:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 14:00 - 15:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 15:00 - 16:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 16:00 - 17:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 17:00 - 18:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 18:00 - 19:00 | 3 | 24 | 0.014 | 3 | 24 | 0.000 | 3 | 24 | 0.014 |
| 19:00 - 20:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 20:00 - 21:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.028 | | | 0.000 | | | 0.028 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.000 | 3 | 24 | 0.225 | 3 | 24 | 0.225 |
| 08:00 - 09:00 | 3 | 24 | 0.014 | 3 | 24 | 0.225 | 3 | 24 | 0.239 |
| 09:00 - 10:00 | 3 | 24 | 0.000 | 3 | 24 | 0.028 | 3 | 24 | 0.028 |
| 10:00 - 11:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 11:00 - 12:00 | 3 | 24 | 0.000 | 3 | 24 | 0.028 | 3 | 24 | 0.028 |
| 12:00 - 13:00 | 3 | 24 | 0.028 | 3 | 24 | 0.028 | 3 | 24 | 0.056 |
| 13:00 - 14:00 | 3 | 24 | 0.000 | 3 | 24 | 0.070 | 3 | 24 | 0.070 |
| 14:00 - 15:00 | 3 | 24 | 0.014 | 3 | 24 | 0.056 | 3 | 24 | 0.070 |
| 15:00 - 16:00 | 3 | 24 | 0.042 | 3 | 24 | 0.000 | 3 | 24 | 0.042 |
| 16:00 - 17:00 | 3 | 24 | 0.014 | 3 | 24 | 0.014 | 3 | 24 | 0.028 |
| 17:00 - 18:00 | 3 | 24 | 0.113 | 3 | 24 | 0.014 | 3 | 24 | 0.127 |
| 18:00 - 19:00 | 3 | 24 | 0.324 | 3 | 24 | 0.014 | 3 | 24 | 0.338 |
| 19:00 - 20:00 | 2 | 21 | 0.146 | 2 | 21 | 0.000 | 2 | 21 | 0.146 |
| 20:00 - 21:00 | 2 | 21 | 0.049 | 2 | 21 | 0.000 | 2 | 21 | 0.049 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.744 | | | 0.702 | | | 1.446 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 08:00 - 09:00 | 3 | 24 | 0.000 | 3 | 24 | 0.028 | 3 | 24 | 0.028 |
| 09:00 - 10:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 10:00 - 11:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 11:00 - 12:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 12:00 - 13:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 13:00 - 14:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 14:00 - 15:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 15:00 - 16:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 16:00 - 17:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 17:00 - 18:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 18:00 - 19:00 | 3 | 24 | 0.014 | 3 | 24 | 0.000 | 3 | 24 | 0.014 |
| 19:00 - 20:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 20:00 - 21:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.014 | | | 0.028 | | | 0.042 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.028 | 3 | 24 | 0.254 | 3 | 24 | 0.282 |
| 08:00 - 09:00 | 3 | 24 | 0.042 | 3 | 24 | 0.211 | 3 | 24 | 0.253 |
| 09:00 - 10:00 | 3 | 24 | 0.042 | 3 | 24 | 0.099 | 3 | 24 | 0.141 |
| 10:00 - 11:00 | 3 | 24 | 0.056 | 3 | 24 | 0.042 | 3 | 24 | 0.098 |
| 11:00 - 12:00 | 3 | 24 | 0.042 | 3 | 24 | 0.014 | 3 | 24 | 0.056 |
| 12:00 - 13:00 | 3 | 24 | 0.070 | 3 | 24 | 0.014 | 3 | 24 | 0.084 |
| 13:00 - 14:00 | 3 | 24 | 0.014 | 3 | 24 | 0.028 | 3 | 24 | 0.042 |
| 14:00 - 15:00 | 3 | 24 | 0.056 | 3 | 24 | 0.056 | 3 | 24 | 0.112 |
| 15:00 - 16:00 | 3 | 24 | 0.155 | 3 | 24 | 0.070 | 3 | 24 | 0.225 |
| 16:00 - 17:00 | 3 | 24 | 0.239 | 3 | 24 | 0.056 | 3 | 24 | 0.295 |
| 17:00 - 18:00 | 3 | 24 | 0.141 | 3 | 24 | 0.056 | 3 | 24 | 0.197 |
| 18:00 - 19:00 | 3 | 24 | 0.113 | 3 | 24 | 0.014 | 3 | 24 | 0.127 |
| 19:00 - 20:00 | 2 | 21 | 0.049 | 2 | 21 | 0.000 | 2 | 21 | 0.049 |
| 20:00 - 21:00 | 2 | 21 | 0.073 | 2 | 21 | 0.000 | 2 | 21 | 0.073 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.120 | | | 0.914 | | | 2.034 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 08:00 - 09:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 09:00 - 10:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 10:00 - 11:00 | 3 | 24 | 0.042 | 3 | 24 | 0.042 | 3 | 24 | 0.084 |
| 11:00 - 12:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 12:00 - 13:00 | 3 | 24 | 0.014 | 3 | 24 | 0.014 | 3 | 24 | 0.028 |
| 13:00 - 14:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 14:00 - 15:00 | 3 | 24 | 0.042 | 3 | 24 | 0.028 | 3 | 24 | 0.070 |
| 15:00 - 16:00 | 3 | 24 | 0.000 | 3 | 24 | 0.014 | 3 | 24 | 0.014 |
| 16:00 - 17:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 17:00 - 18:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 18:00 - 19:00 | 3 | 24 | 0.000 | 3 | 24 | 0.000 | 3 | 24 | 0.000 |
| 19:00 - 20:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 20:00 - 21:00 | 2 | 21 | 0.000 | 2 | 21 | 0.000 | 2 | 21 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.098 | | | 0.098 | | | 0.196 |

*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-708731-220228-0248

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 01 | GREATER LONDON | | |
| | HO | HOUNSLOW | 1 days |
| | KI | KINGSTON | 2 days |
| | WF | WALTHAM FOREST | 1 days |

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 50 (units: )
Range Selected by User: 9 to 133 (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: 01/01/10 to 05/11/19

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

*Selected survey days:*

| | |
|---|---|
| Monday | 1 days |
| Thursday | 3 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 4 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Edge of Town Centre | 2 |
| Suburban Area (PPS6 Out of Centre) | 2 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 4 |

*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 | 4 days |

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

*Population within 500m Range:*

All Surveys Included

*Population within 1 mile:*

| | |
|---|---|
| 25,001 to 50,000 | 2 days |
| 50,001 to 100,000 | 2 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 500,001 or More | 4 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 | 1 days |
| 1.1 to 1.5 | 3 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 | 4 days |

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

*PTAL Rating:*

| | |
|---|---|
| 3 Moderate | 2 days |
| 4 Good | 1 days |
| 5 Very Good | 1 days |

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

*LIST OF SITES relevant to selection parameters*

1 HO-03-A-02 MIXED HOUSES HOUNSLOW
HIBERNIAN ROAD
HOUNSLOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
*Survey date: MONDAY* *29/06/15* *Survey Type: MANUAL*

2 KI-03-A-01 DETACHED KINGSTON
COOMBE RISE
KINGSTON UPON THAMES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 12
*Survey date: THURSDAY* *24/06/10* *Survey Type: MANUAL*

3 KI-03-A-02 DETACHED KINGSTON
WOLSEY CLOSE
KINGSTON UPON THAMES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 20
*Survey date: THURSDAY* *24/06/10* *Survey Type: MANUAL*

4 WF-03-A-02 SEMI DETACHED & TERRACED WALTHAM FOREST
PALMERSTON ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 9
*Survey date: THURSDAY* *06/06/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.64

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 23 | 0.088 | 4 | 23 | 0.253 | 4 | 23 | 0.341 |
| 08:00 - 09:00 | 4 | 23 | 0.165 | 4 | 23 | 0.242 | 4 | 23 | 0.407 |
| 09:00 - 10:00 | 4 | 23 | 0.110 | 4 | 23 | 0.220 | 4 | 23 | 0.330 |
| 10:00 - 11:00 | 4 | 23 | 0.154 | 4 | 23 | 0.143 | 4 | 23 | 0.297 |
| 11:00 - 12:00 | 4 | 23 | 0.198 | 4 | 23 | 0.121 | 4 | 23 | 0.319 |
| 12:00 - 13:00 | 4 | 23 | 0.264 | 4 | 23 | 0.264 | 4 | 23 | 0.528 |
| 13:00 - 14:00 | 4 | 23 | 0.198 | 4 | 23 | 0.165 | 4 | 23 | 0.363 |
| 14:00 - 15:00 | 4 | 23 | 0.121 | 4 | 23 | 0.132 | 4 | 23 | 0.253 |
| 15:00 - 16:00 | 4 | 23 | 0.198 | 4 | 23 | 0.187 | 4 | 23 | 0.385 |
| 16:00 - 17:00 | 4 | 23 | 0.209 | 4 | 23 | 0.176 | 4 | 23 | 0.385 |
| 17:00 - 18:00 | 4 | 23 | 0.231 | 4 | 23 | 0.165 | 4 | 23 | 0.396 |
| 18:00 - 19:00 | 4 | 23 | 0.242 | 4 | 23 | 0.132 | 4 | 23 | 0.374 |
| 19:00 - 20:00 | 2 | 30 | 0.237 | 2 | 30 | 0.169 | 2 | 30 | 0.406 |
| 20:00 - 21:00 | 2 | 30 | 0.288 | 2 | 30 | 0.203 | 2 | 30 | 0.491 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.703 | | | 2.572 | | | 5.275 |

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

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



Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 50 (units: ) |
| Survey date date range: | 01/01/10 - 05/11/19 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 08:00 - 09:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 09:00 - 10:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 10:00 - 11:00 | 4 | 23 | 0.011 | 4 | 23 | 0.011 | 4 | 23 | 0.022 |
| 11:00 - 12:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 12:00 - 13:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 13:00 - 14:00 | 4 | 23 | 0.011 | 4 | 23 | 0.011 | 4 | 23 | 0.022 |
| 14:00 - 15:00 | 4 | 23 | 0.011 | 4 | 23 | 0.011 | 4 | 23 | 0.022 |
| 15:00 - 16:00 | 4 | 23 | 0.011 | 4 | 23 | 0.011 | 4 | 23 | 0.022 |
| 16:00 - 17:00 | 4 | 23 | 0.011 | 4 | 23 | 0.011 | 4 | 23 | 0.022 |
| 17:00 - 18:00 | 4 | 23 | 0.022 | 4 | 23 | 0.022 | 4 | 23 | 0.044 |
| 18:00 - 19:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 19:00 - 20:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 20:00 - 21:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.077 | | | 0.077 | | | 0.154 |

*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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 08:00 - 09:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 09:00 - 10:00 | 4 | 23 | 0.011 | 4 | 23 | 0.011 | 4 | 23 | 0.022 |
| 10:00 - 11:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 11:00 - 12:00 | 4 | 23 | 0.022 | 4 | 23 | 0.000 | 4 | 23 | 0.022 |
| 12:00 - 13:00 | 4 | 23 | 0.011 | 4 | 23 | 0.033 | 4 | 23 | 0.044 |
| 13:00 - 14:00 | 4 | 23 | 0.011 | 4 | 23 | 0.011 | 4 | 23 | 0.022 |
| 14:00 - 15:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 15:00 - 16:00 | 4 | 23 | 0.011 | 4 | 23 | 0.011 | 4 | 23 | 0.022 |
| 16:00 - 17:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 17:00 - 18:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 18:00 - 19:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 19:00 - 20:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 20:00 - 21:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.066 | | | 0.066 | | | 0.132 |

*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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 08:00 - 09:00 | 4 | 23 | 0.011 | 4 | 23 | 0.011 | 4 | 23 | 0.022 |
| 09:00 - 10:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 10:00 - 11:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 11:00 - 12:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 12:00 - 13:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 13:00 - 14:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 14:00 - 15:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 15:00 - 16:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 16:00 - 17:00 | 4 | 23 | 0.011 | 4 | 23 | 0.011 | 4 | 23 | 0.022 |
| 17:00 - 18:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 18:00 - 19:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 19:00 - 20:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 20:00 - 21:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.022 | | | 0.022 | | | 0.044 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 23 | 0.000 | 4 | 23 | 0.011 | 4 | 23 | 0.011 |
| 08:00 - 09:00 | 4 | 23 | 0.000 | 4 | 23 | 0.033 | 4 | 23 | 0.033 |
| 09:00 - 10:00 | 4 | 23 | 0.011 | 4 | 23 | 0.022 | 4 | 23 | 0.033 |
| 10:00 - 11:00 | 4 | 23 | 0.011 | 4 | 23 | 0.044 | 4 | 23 | 0.055 |
| 11:00 - 12:00 | 4 | 23 | 0.022 | 4 | 23 | 0.011 | 4 | 23 | 0.033 |
| 12:00 - 13:00 | 4 | 23 | 0.011 | 4 | 23 | 0.022 | 4 | 23 | 0.033 |
| 13:00 - 14:00 | 4 | 23 | 0.022 | 4 | 23 | 0.000 | 4 | 23 | 0.022 |
| 14:00 - 15:00 | 4 | 23 | 0.011 | 4 | 23 | 0.011 | 4 | 23 | 0.022 |
| 15:00 - 16:00 | 4 | 23 | 0.000 | 4 | 23 | 0.011 | 4 | 23 | 0.011 |
| 16:00 - 17:00 | 4 | 23 | 0.022 | 4 | 23 | 0.022 | 4 | 23 | 0.044 |
| 17:00 - 18:00 | 4 | 23 | 0.022 | 4 | 23 | 0.000 | 4 | 23 | 0.022 |
| 18:00 - 19:00 | 4 | 23 | 0.000 | 4 | 23 | 0.011 | 4 | 23 | 0.011 |
| 19:00 - 20:00 | 2 | 30 | 0.034 | 2 | 30 | 0.000 | 2 | 30 | 0.034 |
| 20:00 - 21:00 | 2 | 30 | 0.017 | 2 | 30 | 0.000 | 2 | 30 | 0.017 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.183 | | | 0.198 | | | 0.381 |

*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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 23 | 0.088 | 4 | 23 | 0.451 | 4 | 23 | 0.539 |
| 08:00 - 09:00 | 4 | 23 | 0.165 | 4 | 23 | 0.352 | 4 | 23 | 0.517 |
| 09:00 - 10:00 | 4 | 23 | 0.110 | 4 | 23 | 0.297 | 4 | 23 | 0.407 |
| 10:00 - 11:00 | 4 | 23 | 0.198 | 4 | 23 | 0.253 | 4 | 23 | 0.451 |
| 11:00 - 12:00 | 4 | 23 | 0.275 | 4 | 23 | 0.165 | 4 | 23 | 0.440 |
| 12:00 - 13:00 | 4 | 23 | 0.396 | 4 | 23 | 0.418 | 4 | 23 | 0.814 |
| 13:00 - 14:00 | 4 | 23 | 0.286 | 4 | 23 | 0.231 | 4 | 23 | 0.517 |
| 14:00 - 15:00 | 4 | 23 | 0.209 | 4 | 23 | 0.132 | 4 | 23 | 0.341 |
| 15:00 - 16:00 | 4 | 23 | 0.297 | 4 | 23 | 0.209 | 4 | 23 | 0.506 |
| 16:00 - 17:00 | 4 | 23 | 0.286 | 4 | 23 | 0.187 | 4 | 23 | 0.473 |
| 17:00 - 18:00 | 4 | 23 | 0.275 | 4 | 23 | 0.330 | 4 | 23 | 0.605 |
| 18:00 - 19:00 | 4 | 23 | 0.297 | 4 | 23 | 0.176 | 4 | 23 | 0.473 |
| 19:00 - 20:00 | 2 | 30 | 0.271 | 2 | 30 | 0.186 | 2 | 30 | 0.457 |
| 20:00 - 21:00 | 2 | 30 | 0.339 | 2 | 30 | 0.220 | 2 | 30 | 0.559 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.492 | | | 3.607 | | | 7.099 |

*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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 23 | 0.033 | 4 | 23 | 0.110 | 4 | 23 | 0.143 |
| 08:00 - 09:00 | 4 | 23 | 0.055 | 4 | 23 | 0.341 | 4 | 23 | 0.396 |
| 09:00 - 10:00 | 4 | 23 | 0.154 | 4 | 23 | 0.187 | 4 | 23 | 0.341 |
| 10:00 - 11:00 | 4 | 23 | 0.110 | 4 | 23 | 0.044 | 4 | 23 | 0.154 |
| 11:00 - 12:00 | 4 | 23 | 0.088 | 4 | 23 | 0.099 | 4 | 23 | 0.187 |
| 12:00 - 13:00 | 4 | 23 | 0.066 | 4 | 23 | 0.110 | 4 | 23 | 0.176 |
| 13:00 - 14:00 | 4 | 23 | 0.154 | 4 | 23 | 0.132 | 4 | 23 | 0.286 |
| 14:00 - 15:00 | 4 | 23 | 0.088 | 4 | 23 | 0.132 | 4 | 23 | 0.220 |
| 15:00 - 16:00 | 4 | 23 | 0.330 | 4 | 23 | 0.110 | 4 | 23 | 0.440 |
| 16:00 - 17:00 | 4 | 23 | 0.253 | 4 | 23 | 0.165 | 4 | 23 | 0.418 |
| 17:00 - 18:00 | 4 | 23 | 0.264 | 4 | 23 | 0.099 | 4 | 23 | 0.363 |
| 18:00 - 19:00 | 4 | 23 | 0.143 | 4 | 23 | 0.231 | 4 | 23 | 0.374 |
| 19:00 - 20:00 | 2 | 30 | 0.356 | 2 | 30 | 0.288 | 2 | 30 | 0.644 |
| 20:00 - 21:00 | 2 | 30 | 0.203 | 2 | 30 | 0.153 | 2 | 30 | 0.356 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.297 | | | 2.201 | | | 4.498 |

*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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 23 | 0.022 | 4 | 23 | 0.055 | 4 | 23 | 0.077 |
| 08:00 - 09:00 | 4 | 23 | 0.033 | 4 | 23 | 0.022 | 4 | 23 | 0.055 |
| 09:00 - 10:00 | 4 | 23 | 0.000 | 4 | 23 | 0.044 | 4 | 23 | 0.044 |
| 10:00 - 11:00 | 4 | 23 | 0.011 | 4 | 23 | 0.011 | 4 | 23 | 0.022 |
| 11:00 - 12:00 | 4 | 23 | 0.000 | 4 | 23 | 0.088 | 4 | 23 | 0.088 |
| 12:00 - 13:00 | 4 | 23 | 0.033 | 4 | 23 | 0.011 | 4 | 23 | 0.044 |
| 13:00 - 14:00 | 4 | 23 | 0.044 | 4 | 23 | 0.022 | 4 | 23 | 0.066 |
| 14:00 - 15:00 | 4 | 23 | 0.011 | 4 | 23 | 0.011 | 4 | 23 | 0.022 |
| 15:00 - 16:00 | 4 | 23 | 0.011 | 4 | 23 | 0.022 | 4 | 23 | 0.033 |
| 16:00 - 17:00 | 4 | 23 | 0.077 | 4 | 23 | 0.011 | 4 | 23 | 0.088 |
| 17:00 - 18:00 | 4 | 23 | 0.055 | 4 | 23 | 0.033 | 4 | 23 | 0.088 |
| 18:00 - 19:00 | 4 | 23 | 0.055 | 4 | 23 | 0.022 | 4 | 23 | 0.077 |
| 19:00 - 20:00 | 2 | 30 | 0.034 | 2 | 30 | 0.051 | 2 | 30 | 0.085 |
| 20:00 - 21:00 | 2 | 30 | 0.034 | 2 | 30 | 0.000 | 2 | 30 | 0.034 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.420 | | | 0.403 | | | 0.823 |

*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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 23 | 0.000 | 4 | 23 | 0.165 | 4 | 23 | 0.165 |
| 08:00 - 09:00 | 4 | 23 | 0.000 | 4 | 23 | 0.154 | 4 | 23 | 0.154 |
| 09:00 - 10:00 | 4 | 23 | 0.000 | 4 | 23 | 0.066 | 4 | 23 | 0.066 |
| 10:00 - 11:00 | 4 | 23 | 0.022 | 4 | 23 | 0.000 | 4 | 23 | 0.022 |
| 11:00 - 12:00 | 4 | 23 | 0.000 | 4 | 23 | 0.022 | 4 | 23 | 0.022 |
| 12:00 - 13:00 | 4 | 23 | 0.011 | 4 | 23 | 0.044 | 4 | 23 | 0.055 |
| 13:00 - 14:00 | 4 | 23 | 0.022 | 4 | 23 | 0.011 | 4 | 23 | 0.033 |
| 14:00 - 15:00 | 4 | 23 | 0.033 | 4 | 23 | 0.033 | 4 | 23 | 0.066 |
| 15:00 - 16:00 | 4 | 23 | 0.011 | 4 | 23 | 0.044 | 4 | 23 | 0.055 |
| 16:00 - 17:00 | 4 | 23 | 0.033 | 4 | 23 | 0.000 | 4 | 23 | 0.033 |
| 17:00 - 18:00 | 4 | 23 | 0.110 | 4 | 23 | 0.011 | 4 | 23 | 0.121 |
| 18:00 - 19:00 | 4 | 23 | 0.055 | 4 | 23 | 0.011 | 4 | 23 | 0.066 |
| 19:00 - 20:00 | 2 | 30 | 0.136 | 2 | 30 | 0.000 | 2 | 30 | 0.136 |
| 20:00 - 21:00 | 2 | 30 | 0.085 | 2 | 30 | 0.000 | 2 | 30 | 0.085 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.518 | | | 0.561 | | | 1.079 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 08:00 - 09:00 | 4 | 23 | 0.000 | 4 | 23 | 0.033 | 4 | 23 | 0.033 |
| 09:00 - 10:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 10:00 - 11:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 11:00 - 12:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 12:00 - 13:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 13:00 - 14:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 14:00 - 15:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 15:00 - 16:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 16:00 - 17:00 | 4 | 23 | 0.011 | 4 | 23 | 0.000 | 4 | 23 | 0.011 |
| 17:00 - 18:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 18:00 - 19:00 | 4 | 23 | 0.000 | 4 | 23 | 0.000 | 4 | 23 | 0.000 |
| 19:00 - 20:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 20:00 - 21:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.011 | | | 0.033 | | | 0.044 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 23 | 0.022 | 4 | 23 | 0.220 | 4 | 23 | 0.242 |
| 08:00 - 09:00 | 4 | 23 | 0.033 | 4 | 23 | 0.209 | 4 | 23 | 0.242 |
| 09:00 - 10:00 | 4 | 23 | 0.000 | 4 | 23 | 0.110 | 4 | 23 | 0.110 |
| 10:00 - 11:00 | 4 | 23 | 0.033 | 4 | 23 | 0.011 | 4 | 23 | 0.044 |
| 11:00 - 12:00 | 4 | 23 | 0.000 | 4 | 23 | 0.110 | 4 | 23 | 0.110 |
| 12:00 - 13:00 | 4 | 23 | 0.044 | 4 | 23 | 0.055 | 4 | 23 | 0.099 |
| 13:00 - 14:00 | 4 | 23 | 0.066 | 4 | 23 | 0.033 | 4 | 23 | 0.099 |
| 14:00 - 15:00 | 4 | 23 | 0.044 | 4 | 23 | 0.044 | 4 | 23 | 0.088 |
| 15:00 - 16:00 | 4 | 23 | 0.022 | 4 | 23 | 0.066 | 4 | 23 | 0.088 |
| 16:00 - 17:00 | 4 | 23 | 0.121 | 4 | 23 | 0.011 | 4 | 23 | 0.132 |
| 17:00 - 18:00 | 4 | 23 | 0.165 | 4 | 23 | 0.044 | 4 | 23 | 0.209 |
| 18:00 - 19:00 | 4 | 23 | 0.110 | 4 | 23 | 0.033 | 4 | 23 | 0.143 |
| 19:00 - 20:00 | 2 | 30 | 0.169 | 2 | 30 | 0.051 | 2 | 30 | 0.220 |
| 20:00 - 21:00 | 2 | 30 | 0.119 | 2 | 30 | 0.000 | 2 | 30 | 0.119 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.948 | | | 0.997 | | | 1.945 |

*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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.64

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 23 | 0.143 | 4 | 23 | 0.791 | 4 | 23 | 0.934 |
| 08:00 - 09:00 | 4 | 23 | 0.253 | 4 | 23 | 0.934 | 4 | 23 | 1.187 |
| 09:00 - 10:00 | 4 | 23 | 0.275 | 4 | 23 | 0.615 | 4 | 23 | 0.890 |
| 10:00 - 11:00 | 4 | 23 | 0.352 | 4 | 23 | 0.352 | 4 | 23 | 0.704 |
| 11:00 - 12:00 | 4 | 23 | 0.385 | 4 | 23 | 0.385 | 4 | 23 | 0.770 |
| 12:00 - 13:00 | 4 | 23 | 0.516 | 4 | 23 | 0.604 | 4 | 23 | 1.120 |
| 13:00 - 14:00 | 4 | 23 | 0.527 | 4 | 23 | 0.396 | 4 | 23 | 0.923 |
| 14:00 - 15:00 | 4 | 23 | 0.352 | 4 | 23 | 0.319 | 4 | 23 | 0.671 |
| 15:00 - 16:00 | 4 | 23 | 0.648 | 4 | 23 | 0.396 | 4 | 23 | 1.044 |
| 16:00 - 17:00 | 4 | 23 | 0.681 | 4 | 23 | 0.385 | 4 | 23 | 1.066 |
| 17:00 - 18:00 | 4 | 23 | 0.725 | 4 | 23 | 0.473 | 4 | 23 | 1.198 |
| 18:00 - 19:00 | 4 | 23 | 0.549 | 4 | 23 | 0.451 | 4 | 23 | 1.000 |
| 19:00 - 20:00 | 2 | 30 | 0.831 | 2 | 30 | 0.525 | 2 | 30 | 1.356 |
| 20:00 - 21:00 | 2 | 30 | 0.678 | 2 | 30 | 0.373 | 2 | 30 | 1.051 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 6.915 | | | 6.999 | | | 13.914 |

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

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

Calculation Reference: AUDIT-708731-220301-0355

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 01 | GREATER LONDON | | |
| | IS | ISLINGTON | 1 days |
| | KI | KINGSTON | 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: Number of residents
Actual Range: 51 to 89 (units: )
Range Selected by User: 33 to 89 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 05/11/19

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

*Selected survey days:*

| | |
|---|---|
| Tuesday | 2 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 2 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Suburban Area (PPS6 Out of Centre) | 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:*

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

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| C2 | 2 days |

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

*Population within 500m Range:*
All Surveys Included

Secondary Filtering selection (Cont.):

*Population within 1 mile:*

| | |
|---|---|
| 5,001 to 10,000 | 1 days |
| 100,001 or More | 1 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 500,001 or More | 2 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.5 or Less | 1 days |
| 0.6 to 1.0 | 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:*

| | |
|---|---|
| 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:*

| | |
|---|---|
| 2 Poor | 1 days |
| 4 Good | 1 days |

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

*LIST OF SITES relevant to selection parameters*

1 IS-05-F-01 NURSING HOME ISLINGTON
HIGHBURY NEW PARK
HIGHBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 51
*Survey date: TUESDAY* *05/11/19* *Survey Type: MANUAL*

2 KI-05-F-01 NURSING HOME KINGSTON
COOMBE LANE WEST
KINGSTON UPON THAMES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 89
*Survey date: TUESDAY* *05/11/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.77

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.079 | 2 | 70 | 0.057 | 2 | 70 | 0.136 |
| 08:00 - 09:00 | 2 | 70 | 0.100 | 2 | 70 | 0.100 | 2 | 70 | 0.200 |
| 09:00 - 10:00 | 2 | 70 | 0.121 | 2 | 70 | 0.071 | 2 | 70 | 0.192 |
| 10:00 - 11:00 | 2 | 70 | 0.150 | 2 | 70 | 0.064 | 2 | 70 | 0.214 |
| 11:00 - 12:00 | 2 | 70 | 0.050 | 2 | 70 | 0.057 | 2 | 70 | 0.107 |
| 12:00 - 13:00 | 2 | 70 | 0.050 | 2 | 70 | 0.093 | 2 | 70 | 0.143 |
| 13:00 - 14:00 | 2 | 70 | 0.086 | 2 | 70 | 0.057 | 2 | 70 | 0.143 |
| 14:00 - 15:00 | 2 | 70 | 0.064 | 2 | 70 | 0.071 | 2 | 70 | 0.135 |
| 15:00 - 16:00 | 2 | 70 | 0.093 | 2 | 70 | 0.150 | 2 | 70 | 0.243 |
| 16:00 - 17:00 | 2 | 70 | 0.029 | 2 | 70 | 0.064 | 2 | 70 | 0.093 |
| 17:00 - 18:00 | 2 | 70 | 0.050 | 2 | 70 | 0.071 | 2 | 70 | 0.121 |
| 18:00 - 19:00 | 2 | 70 | 0.036 | 2 | 70 | 0.079 | 2 | 70 | 0.115 |
| 19:00 - 20:00 | 2 | 70 | 0.021 | 2 | 70 | 0.029 | 2 | 70 | 0.050 |
| 20:00 - 21:00 | 2 | 70 | 0.036 | 2 | 70 | 0.036 | 2 | 70 | 0.072 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.965 | | | 0.999 | | | 1.964 |

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

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



Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 51 - 89 (units: ) |
| Survey date date range: | 01/01/10 - 05/11/19 |
| 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: | 0 |

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TAXIS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 08:00 - 09:00 | 2 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 09:00 - 10:00 | 2 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 10:00 - 11:00 | 2 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 11:00 - 12:00 | 2 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 12:00 - 13:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 13:00 - 14:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 14:00 - 15:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 15:00 - 16:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 16:00 - 17:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 17:00 - 18:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 18:00 - 19:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 19:00 - 20:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 20:00 - 21:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.028 | | | 0.028 | | | 0.056 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL OGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 08:00 - 09:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 09:00 - 10:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 10:00 - 11:00 | 2 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 11:00 - 12:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 12:00 - 13:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 13:00 - 14:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 14:00 - 15:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 15:00 - 16:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 16:00 - 17:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 17:00 - 18:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 18:00 - 19:00 | 2 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 19:00 - 20:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 20:00 - 21:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.021 | | | 0.021 | | | 0.042 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 08:00 - 09:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 09:00 - 10:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 10:00 - 11:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 11:00 - 12:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 12:00 - 13:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 13:00 - 14:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 14:00 - 15:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 15:00 - 16:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 16:00 - 17:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 17:00 - 18:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 18:00 - 19:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 19:00 - 20:00 | 2 | 70 | 0.007 | 2 | 70 | 0.000 | 2 | 70 | 0.007 |
| 20:00 - 21:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.007 | | | 0.000 | | | 0.007 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.086 | 2 | 70 | 0.064 | 2 | 70 | 0.150 |
| 08:00 - 09:00 | 2 | 70 | 0.136 | 2 | 70 | 0.121 | 2 | 70 | 0.257 |
| 09:00 - 10:00 | 2 | 70 | 0.171 | 2 | 70 | 0.086 | 2 | 70 | 0.257 |
| 10:00 - 11:00 | 2 | 70 | 0.229 | 2 | 70 | 0.064 | 2 | 70 | 0.293 |
| 11:00 - 12:00 | 2 | 70 | 0.064 | 2 | 70 | 0.107 | 2 | 70 | 0.171 |
| 12:00 - 13:00 | 2 | 70 | 0.064 | 2 | 70 | 0.129 | 2 | 70 | 0.193 |
| 13:00 - 14:00 | 2 | 70 | 0.114 | 2 | 70 | 0.086 | 2 | 70 | 0.200 |
| 14:00 - 15:00 | 2 | 70 | 0.079 | 2 | 70 | 0.079 | 2 | 70 | 0.158 |
| 15:00 - 16:00 | 2 | 70 | 0.150 | 2 | 70 | 0.221 | 2 | 70 | 0.371 |
| 16:00 - 17:00 | 2 | 70 | 0.036 | 2 | 70 | 0.100 | 2 | 70 | 0.136 |
| 17:00 - 18:00 | 2 | 70 | 0.064 | 2 | 70 | 0.114 | 2 | 70 | 0.178 |
| 18:00 - 19:00 | 2 | 70 | 0.043 | 2 | 70 | 0.100 | 2 | 70 | 0.143 |
| 19:00 - 20:00 | 2 | 70 | 0.029 | 2 | 70 | 0.029 | 2 | 70 | 0.058 |
| 20:00 - 21:00 | 2 | 70 | 0.036 | 2 | 70 | 0.043 | 2 | 70 | 0.079 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.301 | | | 1.343 | | | 2.644 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.064 | 2 | 70 | 0.014 | 2 | 70 | 0.078 |
| 08:00 - 09:00 | 2 | 70 | 0.121 | 2 | 70 | 0.036 | 2 | 70 | 0.157 |
| 09:00 - 10:00 | 2 | 70 | 0.093 | 2 | 70 | 0.021 | 2 | 70 | 0.114 |
| 10:00 - 11:00 | 2 | 70 | 0.043 | 2 | 70 | 0.021 | 2 | 70 | 0.064 |
| 11:00 - 12:00 | 2 | 70 | 0.079 | 2 | 70 | 0.029 | 2 | 70 | 0.108 |
| 12:00 - 13:00 | 2 | 70 | 0.050 | 2 | 70 | 0.050 | 2 | 70 | 0.100 |
| 13:00 - 14:00 | 2 | 70 | 0.050 | 2 | 70 | 0.057 | 2 | 70 | 0.107 |
| 14:00 - 15:00 | 2 | 70 | 0.086 | 2 | 70 | 0.107 | 2 | 70 | 0.193 |
| 15:00 - 16:00 | 2 | 70 | 0.071 | 2 | 70 | 0.136 | 2 | 70 | 0.207 |
| 16:00 - 17:00 | 2 | 70 | 0.050 | 2 | 70 | 0.100 | 2 | 70 | 0.150 |
| 17:00 - 18:00 | 2 | 70 | 0.057 | 2 | 70 | 0.093 | 2 | 70 | 0.150 |
| 18:00 - 19:00 | 2 | 70 | 0.036 | 2 | 70 | 0.086 | 2 | 70 | 0.122 |
| 19:00 - 20:00 | 2 | 70 | 0.043 | 2 | 70 | 0.057 | 2 | 70 | 0.100 |
| 20:00 - 21:00 | 2 | 70 | 0.021 | 2 | 70 | 0.079 | 2 | 70 | 0.100 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.864 | | | 0.886 | | | 1.750 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.029 | 2 | 70 | 0.007 | 2 | 70 | 0.036 |
| 08:00 - 09:00 | 2 | 70 | 0.079 | 2 | 70 | 0.043 | 2 | 70 | 0.122 |
| 09:00 - 10:00 | 2 | 70 | 0.071 | 2 | 70 | 0.021 | 2 | 70 | 0.092 |
| 10:00 - 11:00 | 2 | 70 | 0.014 | 2 | 70 | 0.007 | 2 | 70 | 0.021 |
| 11:00 - 12:00 | 2 | 70 | 0.043 | 2 | 70 | 0.029 | 2 | 70 | 0.072 |
| 12:00 - 13:00 | 2 | 70 | 0.007 | 2 | 70 | 0.029 | 2 | 70 | 0.036 |
| 13:00 - 14:00 | 2 | 70 | 0.057 | 2 | 70 | 0.043 | 2 | 70 | 0.100 |
| 14:00 - 15:00 | 2 | 70 | 0.021 | 2 | 70 | 0.071 | 2 | 70 | 0.092 |
| 15:00 - 16:00 | 2 | 70 | 0.021 | 2 | 70 | 0.043 | 2 | 70 | 0.064 |
| 16:00 - 17:00 | 2 | 70 | 0.014 | 2 | 70 | 0.036 | 2 | 70 | 0.050 |
| 17:00 - 18:00 | 2 | 70 | 0.014 | 2 | 70 | 0.036 | 2 | 70 | 0.050 |
| 18:00 - 19:00 | 2 | 70 | 0.000 | 2 | 70 | 0.050 | 2 | 70 | 0.050 |
| 19:00 - 20:00 | 2 | 70 | 0.014 | 2 | 70 | 0.029 | 2 | 70 | 0.043 |
| 20:00 - 21:00 | 2 | 70 | 0.007 | 2 | 70 | 0.036 | 2 | 70 | 0.043 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.391 | | | 0.480 | | | 0.871 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 08:00 - 09:00 | 2 | 70 | 0.014 | 2 | 70 | 0.007 | 2 | 70 | 0.021 |
| 09:00 - 10:00 | 2 | 70 | 0.007 | 2 | 70 | 0.000 | 2 | 70 | 0.007 |
| 10:00 - 11:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 11:00 - 12:00 | 2 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 12:00 - 13:00 | 2 | 70 | 0.000 | 2 | 70 | 0.014 | 2 | 70 | 0.014 |
| 13:00 - 14:00 | 2 | 70 | 0.021 | 2 | 70 | 0.000 | 2 | 70 | 0.021 |
| 14:00 - 15:00 | 2 | 70 | 0.007 | 2 | 70 | 0.014 | 2 | 70 | 0.021 |
| 15:00 - 16:00 | 2 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 16:00 - 17:00 | 2 | 70 | 0.007 | 2 | 70 | 0.014 | 2 | 70 | 0.021 |
| 17:00 - 18:00 | 2 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 18:00 - 19:00 | 2 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 19:00 - 20:00 | 2 | 70 | 0.007 | 2 | 70 | 0.000 | 2 | 70 | 0.007 |
| 20:00 - 21:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.084 | | | 0.084 | | | 0.168 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.036 | 2 | 70 | 0.014 | 2 | 70 | 0.050 |
| 08:00 - 09:00 | 2 | 70 | 0.093 | 2 | 70 | 0.050 | 2 | 70 | 0.143 |
| 09:00 - 10:00 | 2 | 70 | 0.079 | 2 | 70 | 0.021 | 2 | 70 | 0.100 |
| 10:00 - 11:00 | 2 | 70 | 0.014 | 2 | 70 | 0.007 | 2 | 70 | 0.021 |
| 11:00 - 12:00 | 2 | 70 | 0.050 | 2 | 70 | 0.036 | 2 | 70 | 0.086 |
| 12:00 - 13:00 | 2 | 70 | 0.007 | 2 | 70 | 0.043 | 2 | 70 | 0.050 |
| 13:00 - 14:00 | 2 | 70 | 0.079 | 2 | 70 | 0.043 | 2 | 70 | 0.122 |
| 14:00 - 15:00 | 2 | 70 | 0.029 | 2 | 70 | 0.086 | 2 | 70 | 0.115 |
| 15:00 - 16:00 | 2 | 70 | 0.029 | 2 | 70 | 0.050 | 2 | 70 | 0.079 |
| 16:00 - 17:00 | 2 | 70 | 0.021 | 2 | 70 | 0.050 | 2 | 70 | 0.071 |
| 17:00 - 18:00 | 2 | 70 | 0.014 | 2 | 70 | 0.043 | 2 | 70 | 0.057 |
| 18:00 - 19:00 | 2 | 70 | 0.000 | 2 | 70 | 0.057 | 2 | 70 | 0.057 |
| 19:00 - 20:00 | 2 | 70 | 0.021 | 2 | 70 | 0.029 | 2 | 70 | 0.050 |
| 20:00 - 21:00 | 2 | 70 | 0.007 | 2 | 70 | 0.036 | 2 | 70 | 0.043 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.479 | | | 0.565 | | | 1.044 |

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.77

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.186 | 2 | 70 | 0.093 | 2 | 70 | 0.279 |
| 08:00 - 09:00 | 2 | 70 | 0.350 | 2 | 70 | 0.207 | 2 | 70 | 0.557 |
| 09:00 - 10:00 | 2 | 70 | 0.343 | 2 | 70 | 0.129 | 2 | 70 | 0.472 |
| 10:00 - 11:00 | 2 | 70 | 0.286 | 2 | 70 | 0.093 | 2 | 70 | 0.379 |
| 11:00 - 12:00 | 2 | 70 | 0.193 | 2 | 70 | 0.171 | 2 | 70 | 0.364 |
| 12:00 - 13:00 | 2 | 70 | 0.121 | 2 | 70 | 0.221 | 2 | 70 | 0.342 |
| 13:00 - 14:00 | 2 | 70 | 0.243 | 2 | 70 | 0.186 | 2 | 70 | 0.429 |
| 14:00 - 15:00 | 2 | 70 | 0.193 | 2 | 70 | 0.271 | 2 | 70 | 0.464 |
| 15:00 - 16:00 | 2 | 70 | 0.250 | 2 | 70 | 0.407 | 2 | 70 | 0.657 |
| 16:00 - 17:00 | 2 | 70 | 0.107 | 2 | 70 | 0.250 | 2 | 70 | 0.357 |
| 17:00 - 18:00 | 2 | 70 | 0.136 | 2 | 70 | 0.250 | 2 | 70 | 0.386 |
| 18:00 - 19:00 | 2 | 70 | 0.079 | 2 | 70 | 0.243 | 2 | 70 | 0.322 |
| 19:00 - 20:00 | 2 | 70 | 0.100 | 2 | 70 | 0.114 | 2 | 70 | 0.214 |
| 20:00 - 21:00 | 2 | 70 | 0.064 | 2 | 70 | 0.157 | 2 | 70 | 0.221 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.651 | | | 2.792 | | | 5.443 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CARS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.064 | 2 | 70 | 0.050 | 2 | 70 | 0.114 |
| 08:00 - 09:00 | 2 | 70 | 0.079 | 2 | 70 | 0.079 | 2 | 70 | 0.158 |
| 09:00 - 10:00 | 2 | 70 | 0.093 | 2 | 70 | 0.050 | 2 | 70 | 0.143 |
| 10:00 - 11:00 | 2 | 70 | 0.107 | 2 | 70 | 0.036 | 2 | 70 | 0.143 |
| 11:00 - 12:00 | 2 | 70 | 0.036 | 2 | 70 | 0.050 | 2 | 70 | 0.086 |
| 12:00 - 13:00 | 2 | 70 | 0.050 | 2 | 70 | 0.086 | 2 | 70 | 0.136 |
| 13:00 - 14:00 | 2 | 70 | 0.086 | 2 | 70 | 0.050 | 2 | 70 | 0.136 |
| 14:00 - 15:00 | 2 | 70 | 0.057 | 2 | 70 | 0.057 | 2 | 70 | 0.114 |
| 15:00 - 16:00 | 2 | 70 | 0.071 | 2 | 70 | 0.136 | 2 | 70 | 0.207 |
| 16:00 - 17:00 | 2 | 70 | 0.021 | 2 | 70 | 0.043 | 2 | 70 | 0.064 |
| 17:00 - 18:00 | 2 | 70 | 0.029 | 2 | 70 | 0.057 | 2 | 70 | 0.086 |
| 18:00 - 19:00 | 2 | 70 | 0.021 | 2 | 70 | 0.057 | 2 | 70 | 0.078 |
| 19:00 - 20:00 | 2 | 70 | 0.021 | 2 | 70 | 0.021 | 2 | 70 | 0.042 |
| 20:00 - 21:00 | 2 | 70 | 0.036 | 2 | 70 | 0.036 | 2 | 70 | 0.072 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.771 | | | 0.808 | | | 1.579 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL LGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.007 | 2 | 70 | 0.000 | 2 | 70 | 0.007 |
| 08:00 - 09:00 | 2 | 70 | 0.014 | 2 | 70 | 0.014 | 2 | 70 | 0.028 |
| 09:00 - 10:00 | 2 | 70 | 0.021 | 2 | 70 | 0.014 | 2 | 70 | 0.035 |
| 10:00 - 11:00 | 2 | 70 | 0.029 | 2 | 70 | 0.014 | 2 | 70 | 0.043 |
| 11:00 - 12:00 | 2 | 70 | 0.007 | 2 | 70 | 0.000 | 2 | 70 | 0.007 |
| 12:00 - 13:00 | 2 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 13:00 - 14:00 | 2 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 14:00 - 15:00 | 2 | 70 | 0.007 | 2 | 70 | 0.014 | 2 | 70 | 0.021 |
| 15:00 - 16:00 | 2 | 70 | 0.021 | 2 | 70 | 0.014 | 2 | 70 | 0.035 |
| 16:00 - 17:00 | 2 | 70 | 0.007 | 2 | 70 | 0.021 | 2 | 70 | 0.028 |
| 17:00 - 18:00 | 2 | 70 | 0.021 | 2 | 70 | 0.014 | 2 | 70 | 0.035 |
| 18:00 - 19:00 | 2 | 70 | 0.007 | 2 | 70 | 0.014 | 2 | 70 | 0.021 |
| 19:00 - 20:00 | 2 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 20:00 - 21:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.141 | | | 0.140 | | | 0.281 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL Underground Passengers
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 08:00 - 09:00 | 2 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 09:00 - 10:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 10:00 - 11:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 11:00 - 12:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 12:00 - 13:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 13:00 - 14:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 14:00 - 15:00 | 2 | 70 | 0.007 | 2 | 70 | 0.000 | 2 | 70 | 0.007 |
| 15:00 - 16:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 16:00 - 17:00 | 2 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 17:00 - 18:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 18:00 - 19:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 19:00 - 20:00 | 2 | 70 | 0.007 | 2 | 70 | 0.000 | 2 | 70 | 0.007 |
| 20:00 - 21:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.021 | | | 0.021 | | | 0.042 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL Overground Passengers
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.007 | 2 | 70 | 0.000 | 2 | 70 | 0.007 |
| 08:00 - 09:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 09:00 - 10:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 10:00 - 11:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 11:00 - 12:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 12:00 - 13:00 | 2 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 13:00 - 14:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 14:00 - 15:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 15:00 - 16:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 16:00 - 17:00 | 2 | 70 | 0.007 | 2 | 70 | 0.000 | 2 | 70 | 0.007 |
| 17:00 - 18:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 18:00 - 19:00 | 2 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 19:00 - 20:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 20:00 - 21:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.014 | | | 0.014 | | | 0.028 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL National Rail Passengers
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 08:00 - 09:00 | 2 | 70 | 0.007 | 2 | 70 | 0.000 | 2 | 70 | 0.007 |
| 09:00 - 10:00 | 2 | 70 | 0.007 | 2 | 70 | 0.000 | 2 | 70 | 0.007 |
| 10:00 - 11:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 11:00 - 12:00 | 2 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 12:00 - 13:00 | 2 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 13:00 - 14:00 | 2 | 70 | 0.021 | 2 | 70 | 0.000 | 2 | 70 | 0.021 |
| 14:00 - 15:00 | 2 | 70 | 0.000 | 2 | 70 | 0.014 | 2 | 70 | 0.014 |
| 15:00 - 16:00 | 2 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 16:00 - 17:00 | 2 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 17:00 - 18:00 | 2 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 18:00 - 19:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 19:00 - 20:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 20:00 - 21:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.049 | | | 0.049 | | | 0.098 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL Bus Passengers
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.029 | 2 | 70 | 0.007 | 2 | 70 | 0.036 |
| 08:00 - 09:00 | 2 | 70 | 0.079 | 2 | 70 | 0.043 | 2 | 70 | 0.122 |
| 09:00 - 10:00 | 2 | 70 | 0.071 | 2 | 70 | 0.021 | 2 | 70 | 0.092 |
| 10:00 - 11:00 | 2 | 70 | 0.014 | 2 | 70 | 0.007 | 2 | 70 | 0.021 |
| 11:00 - 12:00 | 2 | 70 | 0.043 | 2 | 70 | 0.029 | 2 | 70 | 0.072 |
| 12:00 - 13:00 | 2 | 70 | 0.007 | 2 | 70 | 0.029 | 2 | 70 | 0.036 |
| 13:00 - 14:00 | 2 | 70 | 0.057 | 2 | 70 | 0.043 | 2 | 70 | 0.100 |
| 14:00 - 15:00 | 2 | 70 | 0.021 | 2 | 70 | 0.071 | 2 | 70 | 0.092 |
| 15:00 - 16:00 | 2 | 70 | 0.021 | 2 | 70 | 0.043 | 2 | 70 | 0.064 |
| 16:00 - 17:00 | 2 | 70 | 0.014 | 2 | 70 | 0.036 | 2 | 70 | 0.050 |
| 17:00 - 18:00 | 2 | 70 | 0.014 | 2 | 70 | 0.036 | 2 | 70 | 0.050 |
| 18:00 - 19:00 | 2 | 70 | 0.000 | 2 | 70 | 0.050 | 2 | 70 | 0.050 |
| 19:00 - 20:00 | 2 | 70 | 0.014 | 2 | 70 | 0.029 | 2 | 70 | 0.043 |
| 20:00 - 21:00 | 2 | 70 | 0.007 | 2 | 70 | 0.036 | 2 | 70 | 0.043 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.391 | | | 0.480 | | | 0.871 |

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 70 | 0.014 | 2 | 70 | 0.007 | 2 | 70 | 0.021 |
| 08:00 - 09:00 | 2 | 70 | 0.014 | 2 | 70 | 0.014 | 2 | 70 | 0.028 |
| 09:00 - 10:00 | 2 | 70 | 0.029 | 2 | 70 | 0.021 | 2 | 70 | 0.050 |
| 10:00 - 11:00 | 2 | 70 | 0.036 | 2 | 70 | 0.021 | 2 | 70 | 0.057 |
| 11:00 - 12:00 | 2 | 70 | 0.007 | 2 | 70 | 0.000 | 2 | 70 | 0.007 |
| 12:00 - 13:00 | 2 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 13:00 - 14:00 | 2 | 70 | 0.000 | 2 | 70 | 0.007 | 2 | 70 | 0.007 |
| 14:00 - 15:00 | 2 | 70 | 0.014 | 2 | 70 | 0.021 | 2 | 70 | 0.035 |
| 15:00 - 16:00 | 2 | 70 | 0.029 | 2 | 70 | 0.021 | 2 | 70 | 0.050 |
| 16:00 - 17:00 | 2 | 70 | 0.007 | 2 | 70 | 0.021 | 2 | 70 | 0.028 |
| 17:00 - 18:00 | 2 | 70 | 0.021 | 2 | 70 | 0.014 | 2 | 70 | 0.035 |
| 18:00 - 19:00 | 2 | 70 | 0.014 | 2 | 70 | 0.021 | 2 | 70 | 0.035 |
| 19:00 - 20:00 | 2 | 70 | 0.007 | 2 | 70 | 0.007 | 2 | 70 | 0.014 |
| 20:00 - 21:00 | 2 | 70 | 0.000 | 2 | 70 | 0.000 | 2 | 70 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.192 | | | 0.182 | | | 0.374 |

*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.*