



Delivery and Servicing Plan

Falling Lane, Yiewsley

Prepared for Bugler Developments Ltd

By YES Engineering Group Limited

September 2026



Revision History

Revision N°	Prepared By	Description	Date

Document Acceptance

Action	Name	Signed	Date
Prepared by	K Backhouse		September 2026
Reviewed by	J Willis		September 2026
Approved by	P Willis		September 2026
on behalf of	YES Engineering Group Ltd		

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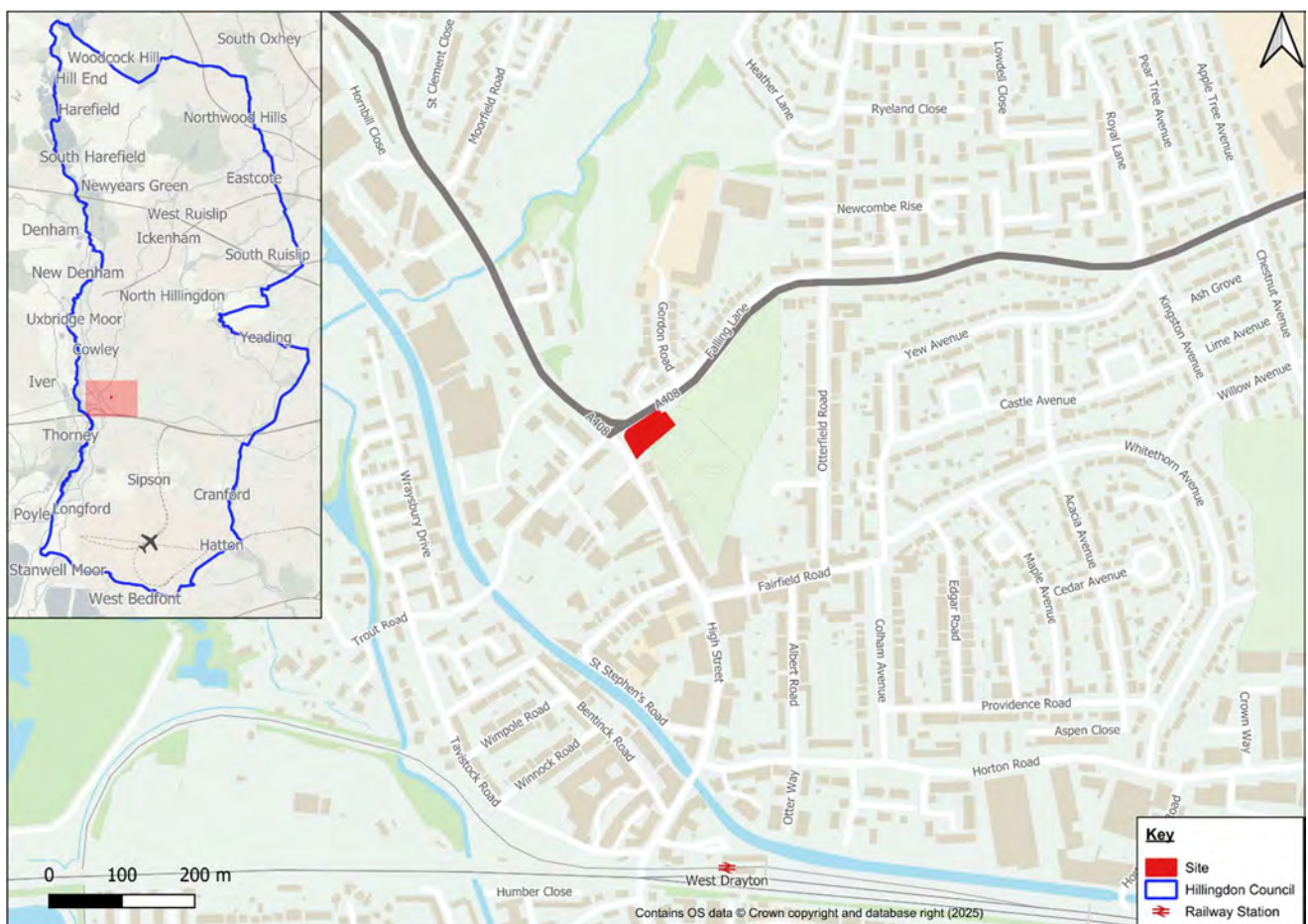
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1 Introduction

- 1.1.1 YES Engineering Group Ltd has been instructed by Bugler Developments Ltd to prepare a Delivery and Servicing Plan (DSP) to discharge planning condition 8 of planning permission (ref. 76795/APP/2023/2503) for the development of the Site at the Falling Lane, Yiewsley. The approved proposals comprise the construction of 50 new residential apartments together with associated access, servicing, landscaping and parking.
- 1.1.2 Planning condition 8 reads as follows: *"Prior to the occupation of the relevant phase of the development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This should be in accordance with Transport for London's Delivery and Servicing Plan Guidance. Thereafter the development shall be carried out and maintained in full accordance with the approved details."*
- 1.1.3 A location plan is shown at **Figure 1.1** below from which it can be seen that it is situated on the southern side of Falling Lane and the eastern side of Yiewsley High Street, adjacent to the High Street / Falling Lane signal-controlled junction.

Figure 1.1 - Site Location



1.1.4 The Site lies within the administrative area of the London Borough of Hillingdon (LBH) and the Greater London Authority (GLA).

1.1.5 The overarching objective of this DSP is:

“To minimise the impacts of freight movements and facilitate sustainable freight travel to and from the Approved Development”.

1.1.6 To achieve the objective set out above, several sub-objectives have been established:

- Promoting smarter operations that reduce the need for freight travel overall or that reduce or eliminate trips, particularly those in peak periods
- Encouraging greater use of sustainable freight modes
- Encouraging use of greener vehicles
- Managing the ongoing development and delivery of the DSP to the site occupiers
- Communication of site servicing/delivery operational strategy to staff and suppliers
- Communication of the DSP and its constituent measures to the site occupiers
- Encouraging the most efficient use of freight vehicles and servicing delivery trips.

1.2 Approved Development

1.2.1 The approved development comprises 50 new apartments (18 x 1-bed, 24 x 2-bed and 8 x 3-bed units) with associated access, landscaping and parking, replacing the former Yiewsley Library and Falling Lane public car park. The architects' approved layout plan is attached as **Appendix A**.

Access

1.2.2 Vehicular and pedestrian access to the Site will be taken from Falling Lane via a new vehicular crossover that replaces the existing public car park access, providing 2.4m x 43m visibility splays and a dropped-kerb footway crossover. The main pedestrian access will be provided from Yiewsley High Street at the north-west of the Site, with a further pedestrian access onto Falling Lane to the west of the vehicular access.

Servicing

1.2.3 The London Borough of Hillingdon outlines its requirements for the storage and collection of waste in new developments through its adopted standards and the Council's waste and recycling guidance, supported by the relevant policies of the Hillingdon Local Plan Part 2 (2020) and the London Plan (2021).

1.2.4 As shown at **Appendix A**, there will be 2 bin storage areas provided within the building which will have internal access doors. The bin store 1 is located just east of the main pedestrian entrance, and bin store 2 is adjacent to the vehicular entrance on Falling Lane to allow easy access on collection day. A temporary storage area will be located to the north of bin store 2, fronting Falling Lane and will be used for managed refuse collection, minimising the time taken to take the bins from the stores to the refuse vehicle.

- 1.2.5 Refuse / recycling collection will take place on a weekly basis from the carriageway of Falling Lane as shown in the approved plans at **Appendix A**.
- 1.2.6 Deliveries and servicing for the proposed development will be undertaken from designated on-street locations, as the site car park will operate under barrier control and is not intended to accommodate delivery or servicing vehicles. Servicing vehicles will utilise the existing servicing lay-by on the northern side of Falling Lane and, where required, available kerbside space on Gordon Road, both situated opposite the site.
- 1.2.7 Delivery personnel will access the development via the existing signal-controlled pedestrian crossing on Falling Lane. The use of on-street servicing locations is necessary as extensive parking and loading restrictions are in place along Falling Lane and Yiewsley High Street, preventing delivery and servicing vehicles from stopping adjacent to the site.

2 Policy

National Planning Policy Framework (NPPF)

- 2.1.1 The National Planning Policy Framework (NPPF) promotes sustainable transport and the efficient use of the highway network. It states that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe. The NPPF further provides that developments generating significant amounts of movement should be supported by a Transport Statement or Assessment and a Travel Plan. The DSP supports these objectives by setting out measures to ensure that deliveries and servicing associated with the development are managed safely and efficiently, without giving rise to adverse highway or amenity impacts.

The London Plan (2021)

- 2.1.2 The London Plan places strong emphasis on managing freight, servicing and kerbside activity in accessible urban locations:
- **Policy T6 (Car Parking)** promotes reduced reliance on private vehicles in locations well served by public transport, with car-free development as the starting point and developments elsewhere designed as 'car-lite' to provide the minimum necessary parking. It requires adequate provision for disabled parking, electric vehicle charging infrastructure and efficient servicing and deliveries.
 - **Policy T7 (Deliveries, Servicing and Construction)** requires development proposals to demonstrate how deliveries and servicing will be undertaken safely and efficiently, including through the preparation of Delivery and Servicing Plans where appropriate. The policy seeks to reduce the number of freight trips, encourage consolidation, and minimise impacts on congestion, safety and amenity.
- 2.1.3 The DSP has been prepared in accordance with Policy T7, setting out practical measures to manage delivery timings, vehicle types, waste collection and on-site servicing activity, consistent with the Site's low-car, residential-led nature.

London Borough of Hillingdon Local Plan

- 2.1.4 The Hillingdon Local Plan Part 2 – Development Management Policies (2020) supports development that promotes sustainable transport choices and minimises adverse impacts on the borough's highway network. Policy DMT 1 (Managing Transport Impacts) requires development to adequately address delivery, servicing and drop-off requirements, while Policy DMT 2 (Highways Impacts) requires safe and suitable access for all users and the minimisation of impacts on local amenity and congestion. Policy DMT 6 (Vehicle Parking) requires development to comply with the Council's adopted parking standards.
- 2.1.5 In addition, the London Borough of Hillingdon places particular emphasis on the effective management of waste storage and collection. This DSP has been prepared to discharge condition 8 of planning permission ref. 76795/APP/2023/2503, which requires that, prior to occupation of the relevant phase, a Delivery and Servicing Plan be submitted to and approved in writing by the Local Planning Authority in accordance with Transport for London's Delivery and Servicing Plan Guidance. The condition is imposed to ensure appropriate servicing of the Site and to safeguard highway safety and the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policies T3 and T7 of the London Plan (2021).

3 Delivery and Servicing Strategy

3.1 Delivery and Servicing Strategy

- 3.1.1 Deliveries and servicing for the proposed development will be undertaken from designated on-street locations, as the site car park will operate under barrier control and is not intended to accommodate delivery or servicing vehicles. Servicing vehicles will utilise the existing servicing lay-by on the northern side of Falling Lane and, where required, available kerbside space on Gordon Road, both situated opposite the site.
- 3.1.2 Delivery personnel will access the development via the existing signal-controlled pedestrian crossing on Falling Lane. The use of on-street servicing locations is necessary as extensive parking and loading restrictions are in place along Falling Lane and Yiewsley High Street, preventing delivery and servicing vehicles from stopping adjacent to the site.

3.2 Delivery/Service Vehicle Number and Frequency

- 3.2.1 In order to review the anticipated service demand generated by the 50 new residential units, the TRICS database has been interrogated to obtain LGV and OGV servicing trip rates for the residential (Class C3) use with similar characteristics to the site and within a PTAL of 3. This information is attached at **Appendix B**. The servicing trip rates for the residential use are set out in **Table 3.1**.

Table 3.1 – Peak Hour and Daily Service Vehicle Trip Rates for Residential Uses

Mode	Morning Peak Hour		Evening Peak Hour		Daily
	Arrivals	Departures	Arrivals	Departures	
Residential LGVs/dwelling	0.005	0.007	0.006	0.004	0.155
Residential OGVs/dwelling	0.001	0.000	0.000	0.000	0.025

- 3.2.2 The trip rates in **Table 3.1** have been applied to the 50 residential dwellings and the resultant service vehicle trips are set out in **Table 3.2**.

Table 3.2 – Peak Hour and Daily Service Vehicle Trips for Residential Uses (50 units)

Mode	Morning Peak Hour		Evening Peak Hour		Daily
	Arrivals	Departures	Arrivals	Departures	
Residential LGVs (50 units)	0	0	0	0	8
Residential OGVs (50 units)	0	0	0	0	0

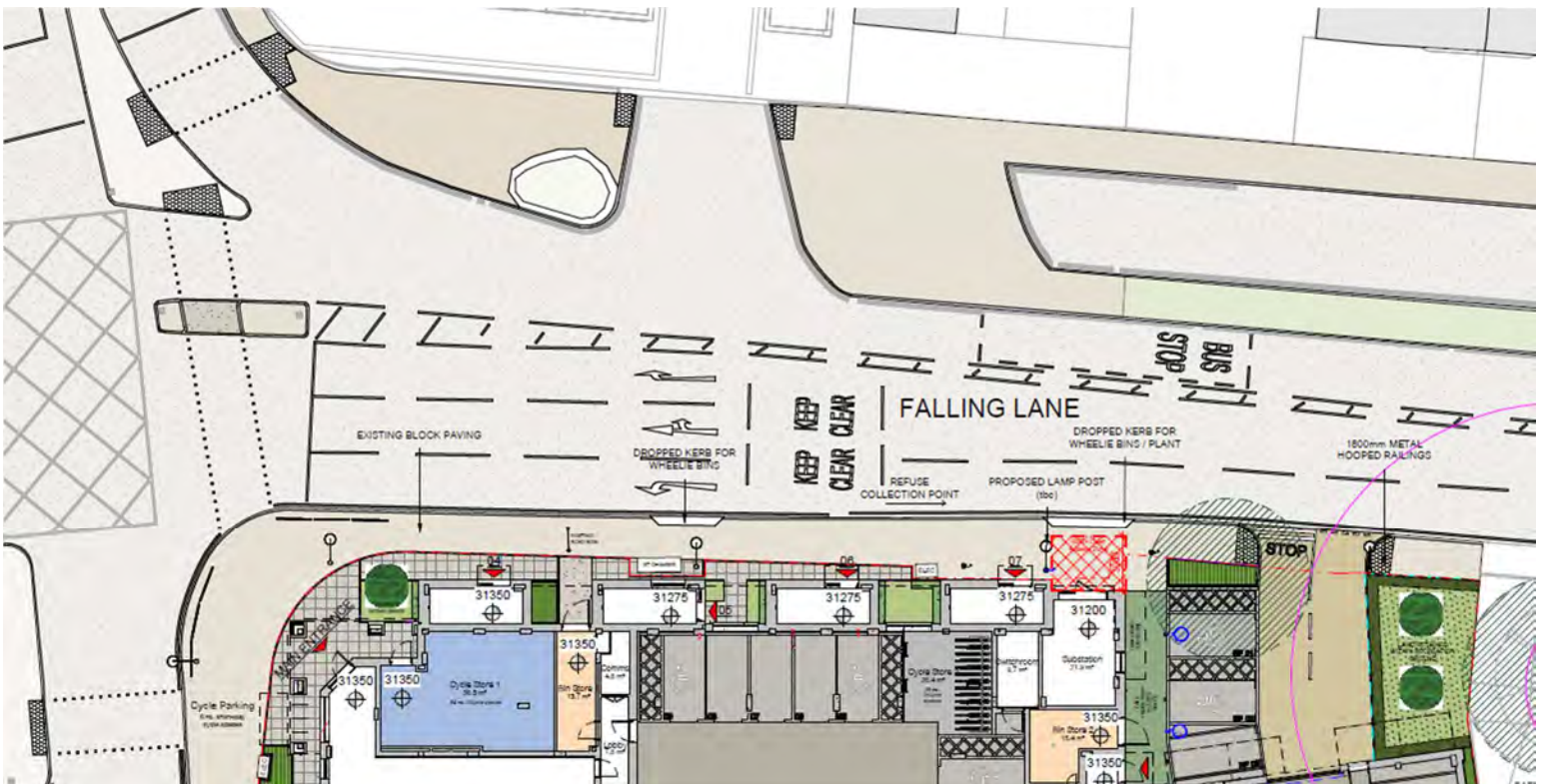
- 3.2.3 As shown in **Table 3.2**, the proposed development is predicted to generate a low number of servicing and delivery vehicle movements per day with 8 x 2-way movements which equates to just 4 vehicles per day. All of these movements are all anticipated to be undertaken by light goods vehicles (LGVs) occurring outside of peak network times. Given the low level of servicing demand the impact on the local highway network will be negligible.

4 Waste Management Strategy

4.1 Refuse Management Strategy

- 4.1.1 Refuse and recycling for the new residential units will be collected by the London Borough of Hillingdon's waste operatives from the carriageway of Falling Lane on the Site side within a 10m drag distance of the bin stores/holding areas (as per the details submitted with the approved application). 2 new dropped kerbs have been positioned along Falling Lane to facilitate collection. The location of the refuse vehicle stopping point and associated dropped kerbs is shown on **Appendix A** and on the extract **Figure 4.1** below. This is in accordance with the consented scheme.

Figure 4.1 – Refuse Vehicle Collection Point



4.2 Refuse Storage Areas

- 4.2.1 The refuse storage areas will be provided in accordance with *the London Borough of Hillingdon's adopted waste and recycling storage standards and Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020)*.
- 4.2.2 Two bin stores will be provided in the north of the site to facilitate collection from Falling Lane. Waste will be split equally between recyclable and non-recyclable waste.
- 4.2.3 On the day of collection, the Site Management Team will transfer the bins from bin store 2 to a temporary bin store fronting Falling Lane to allow collection by waste operatives within a 10m drag distance. Bins will be moved back into bin store 2 following collection. Waste from bin store 1 can be collected directly from the bin store within a 10m drag distance. The proposed site plan, **Appendix A**, shows the location of the bin storage areas and temporary bin store location.

4.3 Refuse Services

- 4.3.1 Residential refuse and recycling will be collected by the London Borough of Hillingdon's waste operatives on a weekly basis.

5 Delivery and Servicing Plan Measures

5.1 Introduction

- 5.1.1 The approved development is expected to generate a low level of delivery and servicing activity, estimated at approximately four delivery vehicles per day. Notwithstanding the limited demand, a number of management measures will be implemented to ensure deliveries and servicing activities are undertaken safely and efficiently, whilst minimising impacts on the surrounding highway network and neighbouring occupiers.

5.2 Delivery Management

- 5.2.1 Residents will be encouraged to make use of delivery tracking services and designated delivery time slots where available, reducing failed delivery attempts and repeat vehicle trips.
- 5.2.2 Residents will be encouraged to consolidate deliveries where practical by combining orders and selecting standard delivery services in preference to multiple express deliveries.
- 5.2.3 Delivery drivers will be directed to use the existing servicing lay-by on Falling Lane and, where necessary, available kerbside space on Gordon Road. Delivery and servicing vehicles will not access the site car park.
- 5.2.4 Delivery personnel accessing the development from Falling Lane or Gordon Road will utilise the existing signal-controlled pedestrian crossing to reach the site safely.

5.3 Servicing Options

- 5.3.1 Routine servicing activities, including maintenance contractors, utility providers and building management services, will be arranged where practicable outside the weekday highway peak periods of 08:00–09:00 and 17:00–18:00.
- 5.3.2 The Site Management Team will communicate servicing arrangements to contractors and suppliers to ensure that vehicles use the approved servicing locations and do not stop in locations subject to parking or loading restrictions.
- 5.3.3 Contractors will be encouraged to coordinate visits where practicable to minimise the number of vehicle trips associated with building maintenance and management activities.

5.4 Waste Collection

- 5.4.1 Responsibility for implementing and maintaining this DSP will rest with the Site Management Team or subsequent managing agent.
- 5.4.2 The DSP will be reviewed periodically should operational circumstances change significantly, including changes to servicing arrangements, waste collection requirements or local highway conditions.

5.5 Mitigation Measures

- 5.5.1 In the event of any problems arising with procedures contained within the Delivery and Servicing Plan, the approved servicing plan will be modified in agreement with the London Borough of Hillingdon.

6 Conclusions

- 6.1.1 This Delivery and Servicing Plan has been prepared to discharge Condition 8 of planning permission ref. 76795/APP/2023/2503 and has been developed in accordance with Transport for London's Delivery and Servicing Plan Guidance.
- 6.1.2 The approved development comprises 50 residential apartments and is forecast to generate a low level of servicing demand, estimated at approximately four delivery vehicles per day. As a result, the impact of delivery and servicing activity on the surrounding highway network is expected to be negligible.
- 6.1.3 Deliveries and servicing will be undertaken from established on-street servicing locations on Falling Lane and Gordon Road, with access to the site provided via the existing signal-controlled pedestrian crossing. Refuse and recycling collections will operate in accordance with the approved waste management arrangements.
- 6.1.4 The measures contained within this DSP will ensure that delivery and servicing activity associated with the development is undertaken safely, efficiently and with minimal impact on highway operation, highway safety, residential amenity and the local environment.
- 6.1.5 The DSP therefore provides an appropriate framework for managing deliveries and servicing associated with the development throughout its operational life and satisfies the requirements of Condition 8 of planning permission ref. 76795/APP/2023/2503.

Appendices

Appendix A – Approved Site Layout Plan



Application Site boundary (to be checked and verified by the client before any site works commence)

Line of existing substation

Line of building above

1800mm metal vertical bar railings, primed and painted black

600mm dwarf brick wall with 1400mm railings, primed and painted black, and 440mm brick piers

1800mm brick wall

450mm dwarf brick wall with 1400mm metal railings, primed and painted black

2000mm timber fence

1675mm timber fence

1200mm railings, primed and painted black

Access controlled roller shutter

Security Gate

Gate - private access gate with fob/ code entry and release button exit

Existing CAT A, B & C trees to be retained with root protection zone

Rabbsfarm Car Parking Space, where XX is the space number. White painted markings

Circular timber garden bench

Timber garden bench

Tactile paving with drop kerb

Cycle Store

Bin Store

Existing Lamp Post (to be retained)

New Lamp Post

Existing Lamp Post (to be removed)

Arca Steel Square Litter Bin

Passive EV Parking Space
S - Single EV Charger
T - Twin EV Charger

Active EV Parking Space (20% of all spaces)
S - Single EV Charger
T - Twin EV Charger

SSEN Clear Access Zone

Proposed new trees

Proposed Grass Area

Proposed Grassland Area (Hardy)

Proposed decorative shrub planting with 75mm bark mulch (no thorn or poisonous species)

Proposed Evergreen Single Species Hedge (no thorn or poisonous species)

Proposed Hornbeam Hedge

Proposed Mixed Native Species Hedge (no thorn or poisonous species)

Raised Planter

Residential Patio Terrace and Footpaths - Marshalls Concrete paving 450x450. Colour buff

Footpaths - Tarmac Surface

Footpaths - Concrete Pavers to match existing footpath

Road - Tarmac Surface. Colour beige

Safe pedestrian access route - Tarmac Surface. Colour green

Parking Bays - Herringbone block permeable paving. Colour bracken

Road Surface - Herringbone block permeable paving. Colour TBC

Revision History

Revision	Date	By	Description
C03	27/05/26	ML	Dwarf wall omitted from High Street boundary
C02	09/04/26	AGR	Revised boundary to recreation ground
C01	05/02/26	ML	Construction Issue / As Checked
P06	19/12/25	AOR	Site Plan - For Comment
P05	23/09/25	AOR	FFLs added / cycles amended
P04	22/08/25	AOR	Cycle Provision amended
P03	22/07/25	AOR	Site boundary amended

PARKING SCHEDULE

Rabbsfarm School	Residential	Total	Cycle Parking
15	13	28	97

15 no. Rabbsfarm allocated parking bays including 2 disabled
13 no. residential car parking spaces including 5 disabled
20% active electric parking bays and 80% passive

UNIT MIX

Unit Type	Count
1-Bed	18
2-Bed	19
2-Bed Wheelchair	5
3-Bed	8
TOTAL	50

REFUSE & RECYCLING STRATEGY

	Total Units	Projected Weekly Waste per household	Waste produced from all households
1-Bed	18	100 Litres	18x100= 1800 Litres
2-Bed	24	170 Litres	24x170= 4080 Litres
3-Bed	08	240 Litres	8x240= 1920 Litres
Total weekly waste arising:			7800 Litres

No. of bins required = 7800 Litres/1100 Litres = 7x1100 Litre Bins
As per Hillingdon 'Guidance for Waste and Recycling Storage and Collection'

hunters

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Falling Lane
192 High Street, Yiewsley,
London Borough of Hillingdon, UB7 7BE.

**Proposed Site Plan
YIEWSLEY LIBRARY SITE**

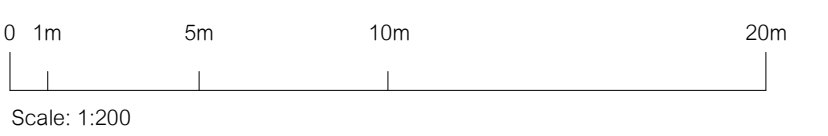
Issued for Construction

hunters project number:	client project number:	scale:	drawn by:	checked by:
1263	1263	As @ A1 indicated	AOR	ML

drawing title:
1263- HUN- 01- 00- DR- A- 03-0001

revision:	date:	revised by:
C03	27/05/26	ML

Dwarf wall omitted from High Street boundary



Appendix B – TRICS Data – Residential

Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: OGVs

Selected regions and areas:

01	GREATER LONDON	
	BE	BEXLEY 1 day
	BT	BRENT 2 days
	HO	HOUNSLOW 2 days
	WF	WALTHAM FOREST 1 day

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

Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

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:	DWELLS
Actual Range:	6 to 832 (units:DWELLS)
Range Selected by User:	6 to 832 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	19/07/91 to 26/11/25

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
Tuesday	1 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:	
Manual count	6
Direction ATC Count	0

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

Selected Locations:	
Suburban Area	3 days
Neighbourhood Centre	2 days
Edge of Town Centre	1 days

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

Selected Location Sub Categories:	
Development Zone	1 days
No Sub Category	2 days
Residential Zone	3 days

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.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	6 days

Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

Secondary Filtering Selection:

Use Class:

C3	6 surveys
----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

2289 - 9600

Population within 1 mile:

25,001 to 50,000	4 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

250,001 to 500,000	1 surveys
500,001 or More	5 surveys

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	6 surveys
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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.

Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 surveys
No	1 surveys
Yes	3 surveys

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	6 surveys
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This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

1 CROOK LOG BEXLEYHEATH Edge of Town Centre Residential Zone Number of dwellings: 79.00 DWELLS Survey date: Wednesday 19/09/2018	BE-03-C-01	BLOCKS OF FLATS	BEXLEY	Survey Type: Manual
2 LAKESIDE DRIVE PARK ROYAL Suburban Area Development Zone Number of dwellings: 170.00 DWELLS Survey date: Wednesday 28/09/2016	BT-03-C-01	BLOCKS OF FLATS	BRENT	Survey Type: Manual
3 MOUNT PLEASANT WEMBLEY Suburban Area Residential Zone Number of dwellings: 136.00 DWELLS Survey date: Wednesday 26/11/2025	BT-03-C-04	BLOCKS OF FLATS	BRENT	Survey Type: Manual
4 LONDON ROAD ISLEWORTH Neighbourhood Centre Residential Zone Number of dwellings: 203.00 DWELLS Survey date: Tuesday 03/07/2018	HO-03-C-04	BLOCKS OF FLATS	HOUNSLOW	Survey Type: Manual
5 CAPITAL INTERCHANGE WAY BRENTFORD Suburban Area No Sub Category Number of dwellings: 724.00 DWELLS Survey date: Monday 24/06/2024	HO-03-C-06	BLOCK OF FLATS	HOUNSLOW	Survey Type: Manual
6 FOREST ROAD WALTHAMSTOW Neighbourhood Centre No Sub Category Number of dwellings: 22.00 DWELLS Survey date: Friday 21/05/2021	WF-03-C-03	FLATS & TERRACED HOUSES	WALTHAM FOREST	Survey Type: Manual

Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	1	22	0.000	0.000	0.000
07:00-08:00	6	222	0.029	0.055	0.084
08:00-09:00	6	222	0.027	0.070	0.097
09:00-10:00	6	222	0.040	0.045	0.085
10:00-11:00	6	222	0.041	0.046	0.087
11:00-12:00	6	222	0.041	0.045	0.086
12:00-13:00	6	222	0.034	0.049	0.083
13:00-14:00	6	222	0.037	0.048	0.085
14:00-15:00	6	222	0.028	0.031	0.059
15:00-16:00	6	222	0.055	0.042	0.097
16:00-17:00	6	222	0.053	0.043	0.096
17:00-18:00	6	222	0.073	0.060	0.133
18:00-19:00	6	222	0.070	0.048	0.118
19:00-20:00	6	222	0.069	0.047	0.116
20:00-21:00	6	222	0.040	0.022	0.062
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.637	0.651	1.288

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

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

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Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	28/09/2016 - 26/11/2025
Number of weekdays (Monday-Friday):	6
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.

Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	1	22	0.000	0.000	0.000
07:00-08:00	6	222	0.001	0.001	0.002
08:00-09:00	6	222	0.001	0.000	0.001
09:00-10:00	6	222	0.001	0.001	0.002
10:00-11:00	6	222	0.007	0.005	0.012
11:00-12:00	6	222	0.001	0.004	0.005
12:00-13:00	6	222	0.000	0.001	0.001
13:00-14:00	6	222	0.000	0.000	0.000
14:00-15:00	6	222	0.000	0.000	0.000
15:00-16:00	6	222	0.001	0.000	0.001
16:00-17:00	6	222	0.000	0.001	0.001
17:00-18:00	6	222	0.000	0.000	0.000
18:00-19:00	6	222	0.000	0.000	0.000
19:00-20:00	6	222	0.000	0.000	0.000
20:00-21:00	6	222	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.012	0.013	0.025

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

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

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Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	28/09/2016 - 19/09/2018
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.

Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

LGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	1	22	0.000	0.000	0.000
07:00-08:00	6	222	0.003	0.004	0.007
08:00-09:00	6	222	0.005	0.007	0.012
09:00-10:00	6	222	0.009	0.007	0.016
10:00-11:00	6	222	0.006	0.012	0.018
11:00-12:00	6	222	0.010	0.010	0.020
12:00-13:00	6	222	0.011	0.013	0.024
13:00-14:00	6	222	0.005	0.007	0.012
14:00-15:00	6	222	0.001	0.003	0.004
15:00-16:00	6	222	0.004	0.004	0.008
16:00-17:00	6	222	0.007	0.003	0.010
17:00-18:00	6	222	0.006	0.004	0.010
18:00-19:00	6	222	0.005	0.003	0.008
19:00-20:00	6	222	0.003	0.002	0.005
20:00-21:00	6	222	0.001	0.000	0.001
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.076	0.079	0.155

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

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

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Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	28/09/2016 - 26/11/2025
Number of weekdays (Monday-Friday):	6
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.