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Transport Statement

Old School House, Hillingdon Road, Uxbridge, UB10 0AA

Prepared for Aujla Property Limited

By YES Engineering Group Limited

March 2022



Revision History

Revision Nº	Prepared By	Description	Date

Document Acceptance

Action	Name	Signed	Date
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on behalf of	YES Engineering Group Ltd		

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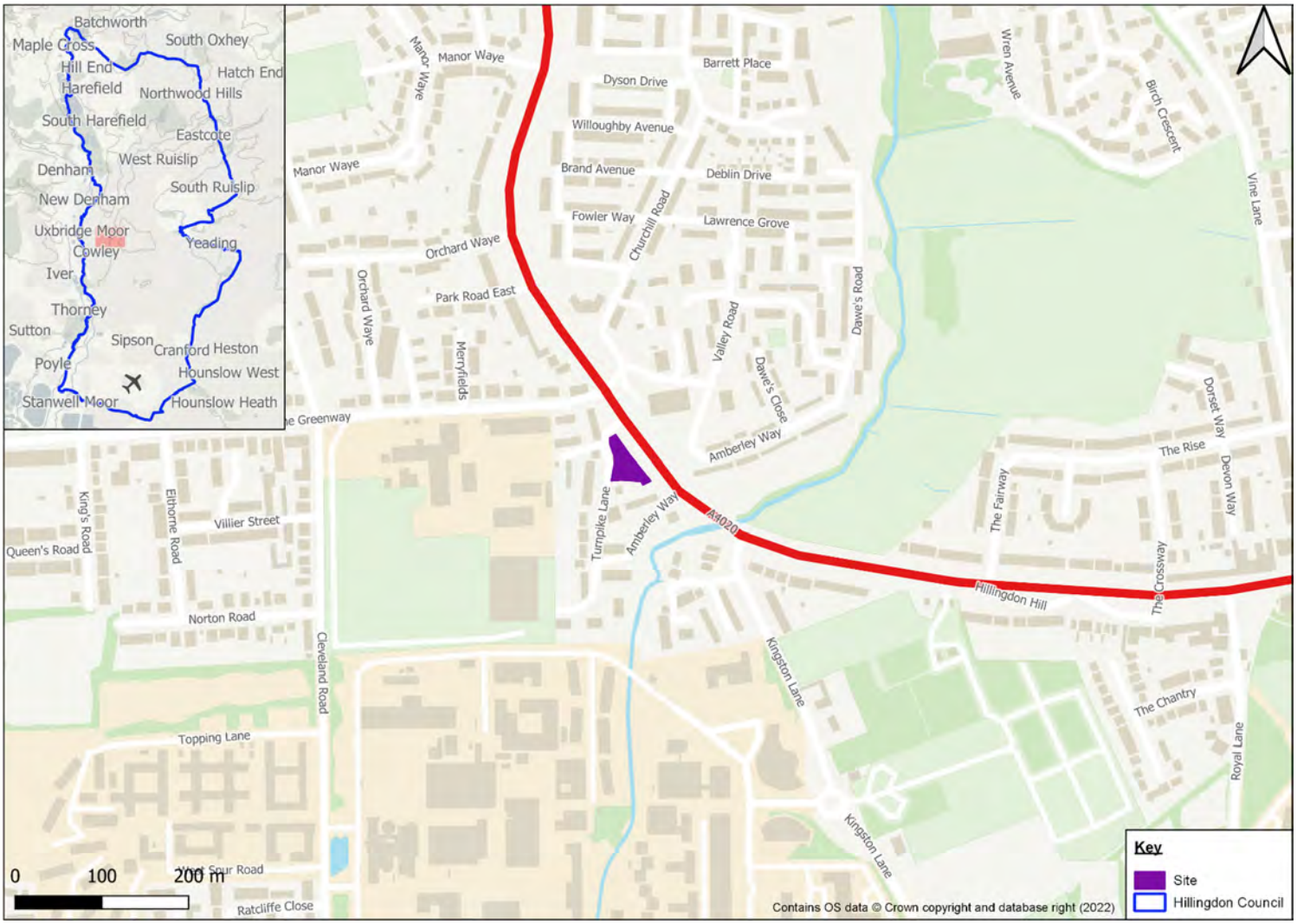
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1 Introduction

YES Engineering Group Ltd was appointed by Aujla Property Limited to produce a Transport Statement (TS) to accompany a prior approval application for the change of land use from office use to residential use at the site located at Old School House 1 And 1A Hillingdon Road, Uxbridge, UB10 0AA (the Site). The development will comprise 9 new residential flats.

A location plan is shown at **Figure 1.1** below.

Figure 1.1 – Location Plan



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

1.1 Development Proposals

The site is currently used for Class E Office Use comprising a part one, part two storey building with small areas of parking located within the north and southwestern corners of the site boundary.

The development proposals are for the change of land use from Class E Office Use to Class C3 Residential Land Use comprising 9 new units formed of 7 x studio flats, 1 x 1-bedroom flat and 1 x 2-bedroom flat. The proposed ground floor layout is shown on the architect's plan at **Appendix A**.

Access

Pedestrian access will be from the three existing front entrances to the east of the site on the A4020 Hillingdon Road. No vehicular access is proposed.

Parking

The development proposals for the 9 new flats will be car free in accordance with guidance set out in the 2021 London Plan.

Policy T6 of the London Plan states *"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')".*

12 cycle parking spaces will be provided in a dedicated store in the west of the site. Cycle parking provision will be in accordance with 2021 London Plan standards and standards within London Borough of Hillingdon Local Plan Part 2 - Development Management Policies to encourage sustainable travel.

Servicing

Servicing and deliveries will take place along the carriageway of Turnpike Lane as per the existing arrangements for the building and surrounding properties.

A refuse storage area is provided in the western area of the Site along Turnpike Lane to allow waste operatives easy access to bins. Refuse collection is to be undertaken on a weekly basis by LBH Refuse vehicles from the carriageway of Turnpike Lane.

The proposed ground floor layout including the bin storage area is shown on the architects' plan attached at **Appendix A**.

1.2 Policy

National Policy (2021)

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local.

Section 9 – Promoting Sustainable Transport is relevant and is reproduced below.

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

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

106. Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area,and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time–taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

107. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type,mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework).In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Considering development proposals

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

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

112. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

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

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Regional Policy

The London Plan 2021 (Adopted)

The New London Plan was formally adopted in March 2021. The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.

The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out.

Policy T1 - Strategic approach to transport

A. Development Plans should support, and development proposals should facilitate:

1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) the proposed transport schemes set out in Table 10.1.

B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

Policy T2 - Healthy Streets

A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B Development Plans should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance

2) reduce the dominance of vehicles on London's streets whether stationary or moving

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Policy T3 - Transport capacity, connectivity and safeguarding

A Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.

B Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London's needs, including by:

1) safeguarding existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary)

2) identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing

3) safeguarding London's walking and cycling networks

C Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused.

D In Development Plans and development decisions, particular priority should be given to securing and supporting the delivery of upgrades to Underground lines, Crossrail 2, the Bakerloo line extension, river crossings and an eastwards extension of the Elizabeth line.

E Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.

Policy T4 - Assessing and mitigating transport impacts

A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B When required in accordance with national or local guidance,179 transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.180

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger.

Policy T5 - Cycling

A Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.182 Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

Policy T6 - Car parking

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking (‘car-lite’). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.

F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I Adequate provision should be made for efficient deliveries and servicing and emergency access.

J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

Policy T7 - Deliveries, servicing and construction

A Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road.

B Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:

1) reduce freight trips to, from and within these areas

2) coordinate the provision of infrastructure and facilities to manage freight at an area-wide level

3) reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

Such strategies should be developed through policy or through the formulation of a masterplan for a planning application

C To support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported.

D Development Plans should safeguard railheads unless it can be demonstrated that a railhead is no longer viable or capable of being made viable for rail-based freight-handling. The factors to consider in assessing the viability of a railhead include:

- planning history, environmental impact and its relationship to surrounding land use context – recognising that the Agent of Change principle will apply
- location, proximity to the strategic road network and existing/potential markets
- the existing and potential contribution the railhead can make towards catering for freight movements by non-road modes
- the location and availability of capacity at alternative railheads, in light of current and projected capacity and market demands.

E Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.

F Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and:

1) reduce road danger, noise and emissions from freight trips

2) enable sustainable last-mile movements, including by cycle and electric vehicle

3) deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services).

G Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

H Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

I At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.

J Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with

increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.

K During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

Local Policy

London Borough of Hillingdon Local Plan: Part 1 (November 2012)

The Local Plan Part 1 was formally adopted in November 2012 and Chapter 9 covers the cover policies for Transport and Infrastructure. The following policies are relevant to Transport.

Policy T1: Accessible Local Destinations

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

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

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

Policy T2: Public Transport Interchanges

The Council will facilitate improved public transport interchanges at Uxbridge, Hayes, West Drayton, Heathrow Airport, West Ruislip and other locations as appropriate in the future. These interchanges will accommodate measures to encourage subsequent shorter journeys to be completed on foot or by cycle.

Policy T3: North-South Sustainable Transport Links

The Council will improve north-south public transport links in the borough and link residential areas directly with employment areas and transport interchanges.

London Borough of Hillingdon Local Plan: Part 2 Development Management Policies – adopted January 2020

The Local Plan Part 2 Development Management Policies and Site Allocations and Designations were adopted as part of the borough's development plan at Full Council on 16 January 2020. This replaces the Local Plan Part 2 Saved UDP Policies (2012).

Chapter 8 covers Transport and Aviation and the following policies are relevant to Transport.

The key policies include.

Policy DMT 1: Managing Transport Impacts

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) provide equal access for all people, including inclusive access for disabled people;

iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the thresholds set out in Table 8.1 and any subsequent update to these thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2: Highways Impacts

Development proposals must ensure that:

i) safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 4: Public Transport

A) The Council will support and promote the enhancement of public transport facilities, including at key interchanges that address the needs of the Borough. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services, which may include:

i) improvements to address inclusive access;

ii) ensuring that bus stops are conveniently located for passengers;

iii) implementation of bus priority and bus stop accessibility measures;

iv) providing for bus route requirements and associated road layouts;

v) improvements to the network of services; and

vi) improvements to infrastructure to support cycling.

B) Public transport measures may be required to be included in the highways layout design where they are identified in a transport assessment, travel plan or integral to the acceptability of the proposal.

Policy DMT 5: Pedestrians and cyclists

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;

ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;

iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and

iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

B) Development proposals located next to or along the Blue Ribbon network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.

Policy DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

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

Accessible Hillingdon Supplementary Planning Document – September 2017

'Accessible Hillingdon' echoes various Codes of Practice pertinent to the design of inclusive environments, and in some instances goes beyond minimum requirements. It offers practical and technical best practice guidance to enable planning applicants, developers, architects, urban designers, and other professionals to adopt a realistic approach to Inclusive Design.

1.3 Scope of the Transport Statement

Following this introduction, the Transport Statement is structured in the following manner:

Section 2.0, Baseline Conditions: Describes the existing land use, local area, existing road network, public transport, walking and cycling infrastructure, and other features pertinent to the development.

Section 3.0, Trip Generation: Considers the level of traffic to be attracted by the proposed development once occupied on the local highway network. This section will also set out estimated trips for all modes.

Section 4.0, Impacts: Considers the level of traffic and movements associated with all modes to be generated and attracted by the proposed development once occupied on the local highway network.

Section 5.0, Mitigation: Draws together the impacts and presents mitigation measures to ensure there is a nil detriment as a consequence of development.

Section 6.0, Summary and Conclusions: Provides a summary of the report and draws together its conclusions.

2 Baseline Conditions

2.1 Existing Land Use

The site is a part one, part two-storey detached building currently used as Class E Office Use with associated parking. Two vehicular access points are located along the western boundary of the site, with access taken from Turnpike Lane. Three pedestrian access points are located along the eastern site boundary off the A4020 Hillingdon Road.

2.2 Local Highway Network

A4020

The site lies on the corner of the A4020 and Turnpike Lane. The A4020 is a dual carriageway which runs in a broadly east-west direction between Shepherd's Bush and Uxbridge. Within the vicinity of the site, the western side of the road has two primary lanes of traffic and a cycle lane, with an additional third lane dedicated for right hand turns. The road is subject to 40mph speed limits with footways present on either side. Signalised pedestrian crossings are present at the junction with The Greenway allowing pedestrians safe passage.

Turnpike Lane

Turnpike Lane is a two-way dead-end road that is predominantly residential in nature with access taken from the north on the western side of the A4020. The road is approximately 5m wide with footways on present along the western side (within the vicinity of the site) and street lighting along its length. The road is subject to a 30mph speed limit with parking restrictions in the form of single yellow lines present along the western side of the carriageway. The road lies within a CPZ with some areas of parking available on the eastern side restricted to permit holders only between the hours of 9am to 5pm, Monday to Friday.

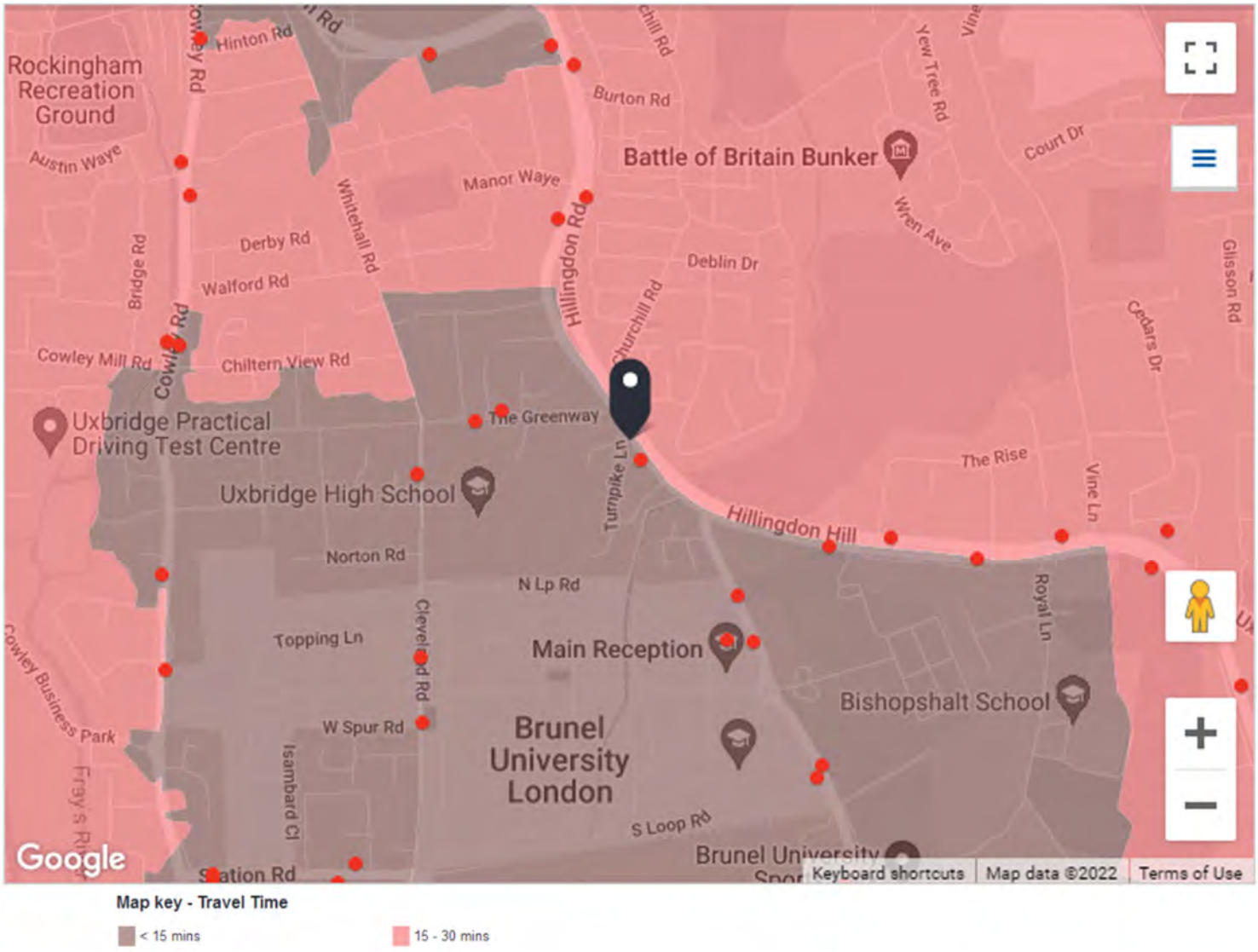
2.3 Public Transport

For sites in London PTALs (Public Transport Accessibility Levels) are the most widely recognised form of measuring accessibility to the public transport network. PTALs range from 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further subdivided into two sub-levels to provide greater clarity.

The address of the site has been put into TfL's Planning Information Database in order to establish the PTAL. The site has an Accessibility Index which ranges from 15.48 to 12.48 with a corresponding PTAL of 4 in the north of the site and 3 in the south of the site, representing a good level of public transport accessibility. A copy of the PTAL assessment is contained at **Appendix B**.

TfL's Time Mapping analysis (TIM) assesses connectivity through the transport network or, in other words, how far a traveller can go within a given time from a specific destination. As shown in **Figure 2.1** below a large area is accessible within 15 minutes (or just beyond), including Uxbridge town centre, allowing convenient access to numerous, retail, leisure, employment and commercial land uses.

Figure 2.1– TfL TIM Output



2.4 Buses

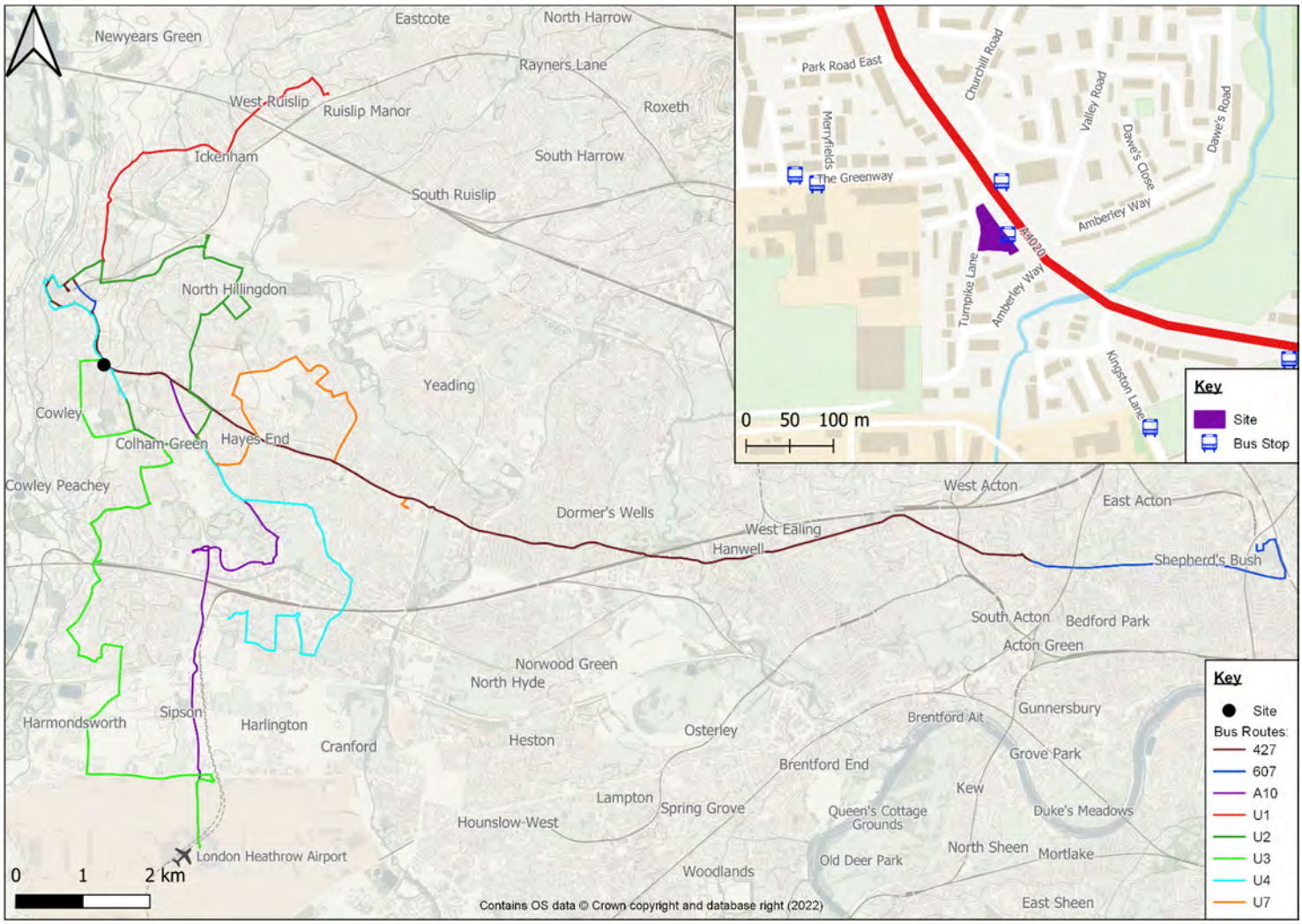
There are a number of bus services available within a short walk of the site. The nearest bus stops to the site are located directly outside the site frontage along the A4020 providing access to services U7, U4, U1, A10, 427 and 607.

The map shown in **Figure 2.2** below shows all the bus services which are accessible to the site. Details of each of the bus services with regards to the route and the general frequency of the service provision are outlined in **Table 2.1** below.

Table 2.1 – General Daytime Frequency of Bus Services (frequency per hour)

Number	Route	Frequency (vph)	Ave Distance (m)
U7	Uxbridge Station – Lombardy Retail Park	2.07	42.5
U4	Prologis Park – Belmont Road	7.76	42.5
U1	Ruislip Station – West Drayton Station	4.14	42.5
A10	Uxbridge Station – Heathrow Central Bus Station	4.14	42.5
427	York Road – King Street	7.76	42.5
607	Uxbridge Station – White City Bus Station	6.21	42.5
U2	Brunel University – Belmont Road	6.21	552.36
U3	Uxbridge Station – Heathrow Central Bus Station	5.18	257.92

Figure 2.2– Bus Map

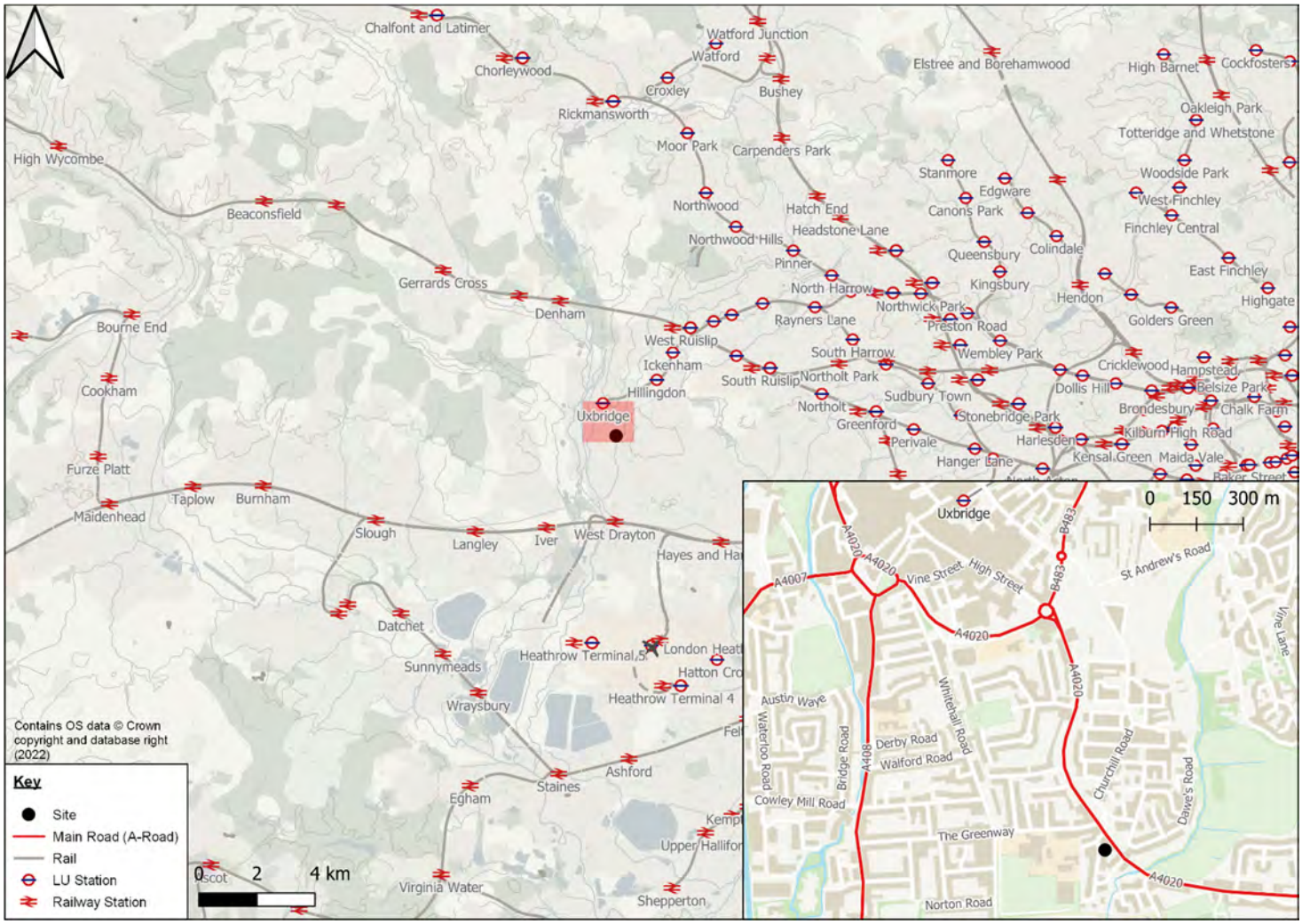


2.5 Rail and Tram

Uxbridge Underground Station is located 1.3km to the northwest of the site via a 17-minute walk or 6-minute cycle. Uxbridge Underground Station provides easy access into Central London via services on the London Underground Metropolitan line and Piccadilly line.

Figure 2.3 below shows rail stations within the vicinity of the site. It can be seen that there is access to good rail services located within an easy walk & cycle distance from the site.

Figure 2.3 – Rail Map



2.6 Walking and Cycling

Guidance from the Institution of Highways and Transportation (IHT) 'Providing Journeys on Foot' suggests 'desirable', 'acceptable' and 'preferred maximum' walking distances for different types of journeys as shown in **Table 2.2** below.

Table 2.2 - Maximum Walking Distance

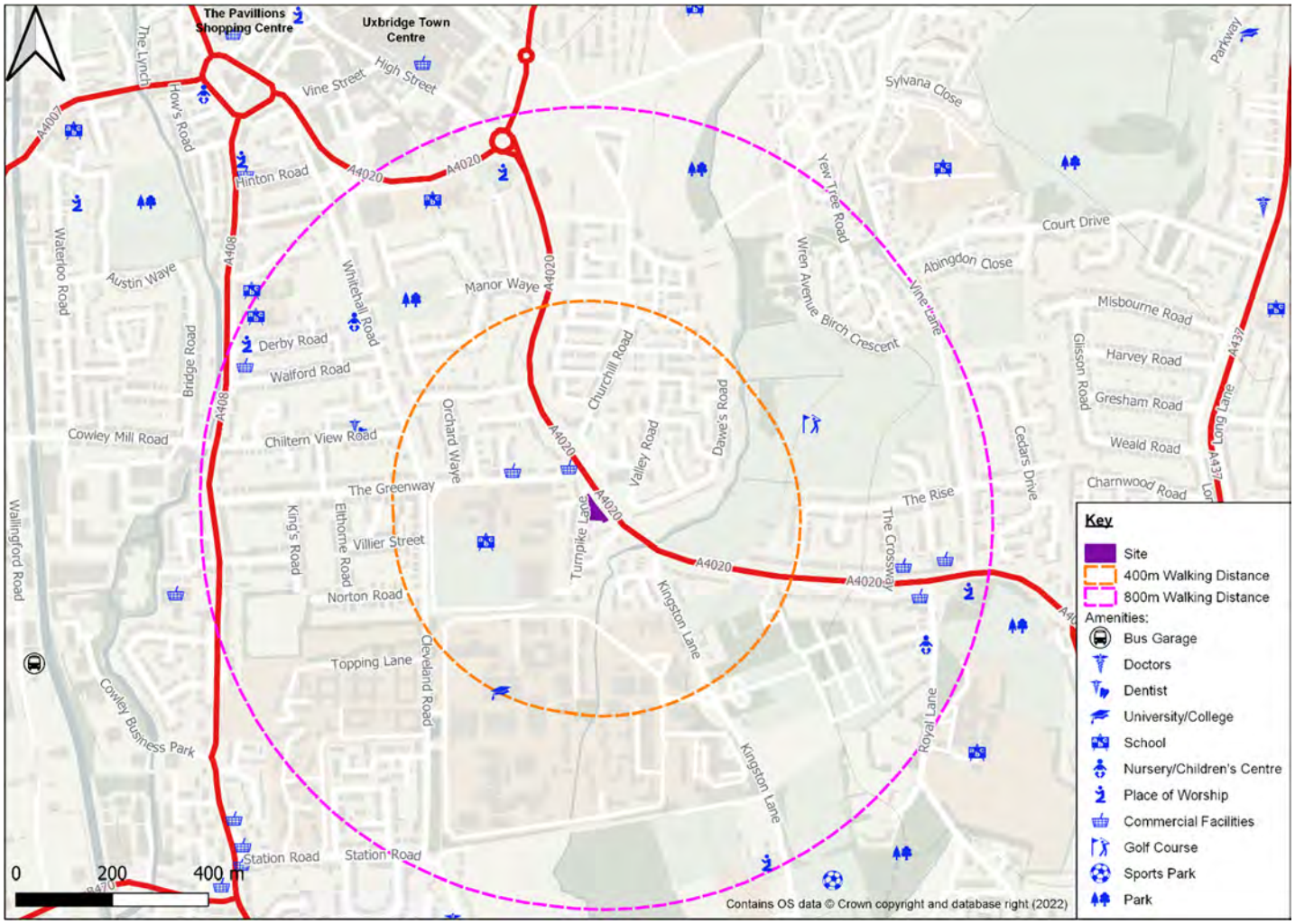
Criteria	Commuting/School	Elsewhere (other than town centre)
Desirable	500m	400m
Acceptable	1000m	500m
Preferred Maximum	2000m	1200m

Source: CIHT 'Providing Journeys on Foot'

The site is located within a residential area. As such it benefits from the typical pedestrian facilities such as sufficient footways on both sides of the road, dropped kerbs street lighting, and pedestrian crossings at regular intervals.

Figure 2.4 below shows the local facilities within walking distance of the site.

Figure 2.4 – Local Facilities



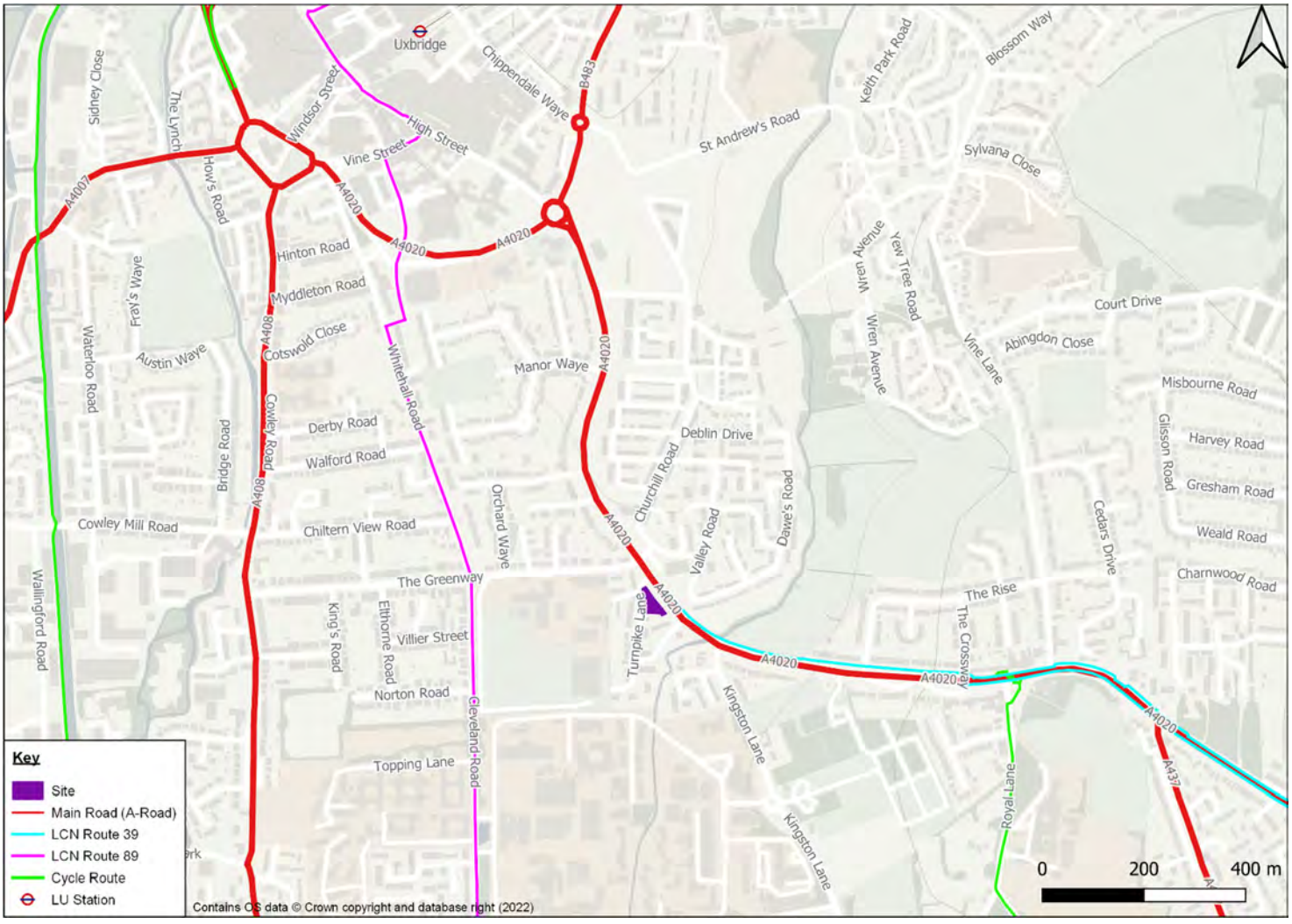
It can be seen from **Figure 2.4** above that the site is located within an easy walking distance of a range of shops, schools, nurseries, dentists, places of worship**,** and recreation areas so there is a reduced need to own a car.

Three schools are located within an acceptable 1000m walk form the Site including Uxbridge High School located just 210m east of the site via a 3-minute walk; and St Andrew's CofE Primary School located 750m north of the Site via a 9 minute walk, Whitehall Junior School located 950m northeast of the site via an 11-minute walk.

Two nurseries are also located within an acceptable 1000m walk form the Site including the Uxbridge Children's Centre and Cheeky Chums Day Nurseries.

Figure 2.5 below shows the cycling environment surrounding the site. It can be seen that there are many cycle routes in the immediate vicinity signed for cyclists to the surrounding areas.

Figure 2.5 – Local Cycle Routes



The London Cycle Network (LCN) Route 39 runs directly outside the site frontage along the A4020 Hillingdon Road which links the site to surrounding cycle route networks including the LCN Route 89 located approximately 330m west of the Site.

The architects' drawing at **Appendix A** shows the development proposals include cycle parking provision in accordance with London Plan standards.

From the above, it is apparent that the application site is accessible by modes of transport other than the private car. These public transport provisions, along with the secure cycle parking will encourage residents and their visitors to use an alternative mode to the private car.

2.7 2011 Census Data

2011 Census data for method of travel to work and household size data has been used to estimate the method of travel for residents. Data has been obtained for the Brunel Ward where the site is located (**Appendix C**).

The information shows there are 10,943 residents living within 4,514 households giving an average of 2.42 people per household. When this is applied to the proposed 9 new residential dwellings this gives a total of 22 people expected to live in the new development. However, given that 7 of the units will comprise 1 person studio flats, this number would be lower at 12 people based on the bed spaces.

The method of travel for work data has been for all categories. The resultant data is set out in **Table 2.3** below.

Table 2.3 – 2011 Census Data – Method of Travel to Work (E05000152 : Brunel)

Main Mode	Number of Trips	Percentage Trips
Work mainly at or from home	180	2%
Underground, metro, light rail, tram	529	5%
Train	229	2%
Bus, minibus or coach	837	8%
Taxi	21	0%
Motorcycle, scooter or moped	48	0%
Driving a car or van	3,047	28%
Passenger in a car or van	212	2%
Bicycle	106	1%
On foot	760	7%
Other method of travel to work	26	0%
Not in employment	4,948	45%
TOTAL	**10,943**	**100%**

From the data in **Table 2.3** it is expected that only 28% of residents will travel by car, 15% will travel by public transport and 8% will travel by bicycle or foot.

3 Trip Generation

To consider the suitability of the potential impact that the proposed development may have on the local highway network, it is necessary to determine the number of trips by mode generated by the new development.

3.1 Existing Use – Class E Office Use

The site is currently used for Commercial Class E office use and occupies an area of approximately 700sqm. Comparable Office survey sites were selected from the TRICS database, selecting a survey site within Hillingdon in Greater London with a PTAL rating of 4. The peak hour vehicle trip rates and trips for the Office land use is summarised in **Table 3.1** below and the resultant number of vehicle trips generated is presented in **Table 3.2**. The full TRICS data is provided in **Appendix D**.

Table 3.1 - Peak Hour Trip Rates for Class E Office Use (per 100sqm)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicle Trip Rates	1.719	0.066	0.058	1.496
Cars	1.628	0.041	0.058	1.430
Public Transport Users	0.702	0.033	0.008	0.504
Servicing Vehicles	0.008	0.008	0.000	0.000

Table 3.2 – Predicted number of Trips for Class E Office Use (700sqm)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicle Trip Rates	12	0	0	10
Cars	11	0	0	10
Public Transport Users	5	0	0	4
Servicing Vehicles	0	0	0	0

Table 3.2 above shows that based on the trip rates the existing Office is predicted to generate up to 12 total vehicle movements in the morning peak and 10 total vehicle movements in the evening peak hours.

3.2 Proposed Use – Class C3 Residential Use

The proposed development will comprise 9 residential units. Comparable privately-owned flats survey sites were selected from the TRICS database, selecting surveys sites within Greater London with a PTAL rating between 3 and 4. The peak hour vehicle trip rates and trips for the residential land use is summarised in **Table 3.3** below and the resultant number of trips generated is presented in **Table 3.4**. The full TRICS data is provided in **Appendix E**.

Table 3.1 - Peak Hour Trip Rates and Trips for C3 Use

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicle Trip Rates	0.025	0.061	0.111	0.118
Cars	0.025	0.054	0.100	0.052
Public Transport Users	0.007	0.201	0.075	0.022
Servicing Vehicles	0.000	0.000	0.004	0.007

Table 3.4 – Predicted number of Trips for C3 Residential Use (9 units)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicle Trip Rates	0	1	1	1
Cars	0	0	1	0
Public Transport Users	0	2	1	0
Servicing Vehicles	0	0	0	0

Table 3.4 above shows that based on the trip rates the proposed residential development is predicted to generate just 1 total vehicle movement in the morning peak hour and 2 total vehicle movements in the evening peak hour. As the proposed development is to be car free it is considered that the actual number of vehicle trips would be lower. No service vehicle movements are predicted during peak hours. As a result, no highway impact is expected from the development.

3.3 Net Change

Table 3.5 below shows the net change of anticipated trips as a result of the change of land use from Class E Office Use to Class C3 Residential Use.

Table 3.5 – Net Change number of Trips for C3 Use (9 Units) compared to Class E Office Use (700sqm)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicle Trips	-12	0	+1	-9

It can be seen that the proposed new residential development would lead to a reduction of 12 total vehicles in the morning peak hour and 8 total vehicles in the evening peak hour.

4 Impacts

4.1 Road Network

Table 3.5 above shows that the proposed new residential development would lead to a reduction of 12 total vehicles in the morning peak hour and 8 total vehicles in the evening peak hour thereby reducing the number of vehicles on the public highway compared to the existing office use.

The Site in its current use comprises an office with associated parking whereby employees are encouraged to drive. The new scheme offers a greener sustainable development which is car free with generous cycle storage to encourage a modal shift away from the private car to greener travel options.

In conclusion, there would be no material impact resulting from the vehicle movements generated by the proposed development, and it is therefore considered unnecessary to assess the impact on the road network.

4.1 Parking

London Borough of Hillingdon parking standards are set out in Appendix C, Table 1b 'Parking Requirements' of the 2020 Local Plan Part 2 - Development Management Policies. Hillingdon's parking standards are based on those contained in the London Plan with some variance to address local circumstances in terms of employment sites and residential uses. The standards contained within Appendix C Table 1b are expressed as maximum levels and do not imply any minimum level.

The London Borough of Hillingdon maximum parking standards and 2021 London Plan maximum car parking standards and minimum cycle parking standards are set out in **Tables 4.1** and **4.2** respectively below.

Table 4.1 – Hillingdon Parking Standards

Land Use	Hillingdon – Cars (Maximum Standards)	Hillingdon - Cycles
Residential (C3)	Studio – Up to 1 space per 2 units 1 & 2 bedrooms – Up to 1 to 1.5 spaces per unit (a) Proposals must also accommodate visitor's car parking on-site additional to the above	1 space per dwellings for studio, 1 & 2 bedroom

Table 4.2 – 2021 London Plan Parking Standards

Land Use	London Plan – Cars (Maximum Standards)	London Plan - Cycles
Residential (C3) Outer London PTAL 2 -3	Up to 0.75 spaces for 1 & 2 bedroom	Long Stay: 1 space per studio and 1-bedroom unit 2 spaces per 2+bedroom unit Short Stay: 1 space per 40 units

4.2 Car Parking

Parking standards outlined in **Tables 4.1 and 4.2** above are maximum standards. Policy DMT 6: Vehicle Parking of the Hillingdon Local Plan Part 2 (2020) states that "Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity."

To address the issue of congestion on the roads and to promote a marked shift away from the private car to a greener sustainable travel, the proposed development is to be car free in accordance with the London Plan Policy T6 which states "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')."

The site is located in easy reach of local schools and amenities within an area which has good access to public transport (PTAL3/4). 8 bus services are located within a short walk and Uxbridge Underground Station is located 1.3km to the northwest of the site via a 17-minute walk or 6-minute cycle which provides access to London Underground services into Central London. The Site is well connected with cycle routes with the LCN Route 39 running directly outside the site frontage along the A4020 Hillingdon Road and the LCN Route 89 located approximately 330m west of the Site. Cycle storage is to be provided in excess of the standards required within the Hillingdon Local Plan and London Plan standards to encourage sustainable travel.

All accommodation units within the new development will be flats with the majority comprising studio 1-person units where future residents are considered less likely to own a car. The site lies within a CPZ and future residents would not be able to obtain permits thereby ensuring that parking stress is not increased on the local roads. Future residents will also be made aware that the property would not come with a parking space or parking permit. The car free proposals are therefore considered appropriate for the Site.

Any visitors travelling by car would be restricted to parking outside of CPZ operational hours of Monday to Friday 9am to 5pm hours. This will encourage more visitors to travel by sustainable modes.

Blue Badge parking can be easily accommodated on-street on Turnpike Lane if and when required.

4.3 Cycle Parking

Cycle parking (12 spaces) is to be provided in accordance with standards set out in **Tables 4.1 and 4.2** above to encourage sustainable travel.

4.4 Public Transport

It is predicted that there will be no additional trips on the public transport network from the development and therefore no further assessment is required.

4.5 Walking and Cycling

Figure 2.5 shows the cycling environment surrounding the site. It can be seen that there are several roads signed for cyclist linking the site to the surrounding areas. Given the cycling routes around the site there will be a negligible impact on the local highway network.

4.6 Cumulative Impacts

There are no cumulative impacts which need to be considered in the vicinity of the site.

5 Mitigation

5.1 Travel Plan

A Travel Plan (TP) has not been drafted in support of the planning application. Given the scale of the proposed residential development it is considered that a TP is not required.

5.2 Delivery and Servicing Plan

Due to the scale of development and limited number of service vehicle movements predicted for the 9 residential units, a Delivery and Servicing Plan has not been included as part of the planning application.

5.3 Construction Logistics Plan/ Construction Management Plan

A Construction Logistics Plan (CLP) or Construction Management Plan (CMP) has not been drafted in support of the planning application. Following submission of the planning application, should LBH consider a CLP or CMP is required in support of the proposed development it is anticipated that this will be a requirement of a planning condition.

5.4 Planning Obligations/S278 Discussions

It has been established in this Transport Statement that no adverse impacts are expected as a consequence of development. It is therefore unnecessary to consider mitigation measures relating to vehicular traffic.

6 Summary and Conclusions

a. YES Engineering Group Ltd was appointed by Aujla Property Limited to support a prior approval application for the change of land use from office use to residential use at the site located at Old School House 1 And 1A Hillingdon Road, Uxbridge, UB10 0AA (the Site).

b. The site is currently used for Class E office use comprising a part one, part two storey building with small areas of parking located within the north and southwestern corners of the site boundary. The development proposals are for the change of land use from Class E Office Use to Class C3 Residential Land Use comprising 9 new units formed of 7 x studio flats, 1 x 1-bedroom flat and 1 x 2-bedroom flat.

c. Servicing and deliveries will take place along the carriageway of Turnpike Lane as per the existing arrangements for the surrounding properties.

d. A refuse storage area is provided in the western area of the Site along Turnpike Lane to allow waste operatives easy access to bins. Refuse collection is to be undertaken on a weekly basis by LBH Refuse vehicles from the carriageway of Turnpike Lane.

e. The new scheme is proposed to be car free in line with guidance set out in the 2021 London Plan. Disabled parking can be accommodated on the carriageway of Turnpike Lane if required. Secure and covered cycle parking is to be provided in accordance with London Plan 2021 standards to encourage sustainable travel.

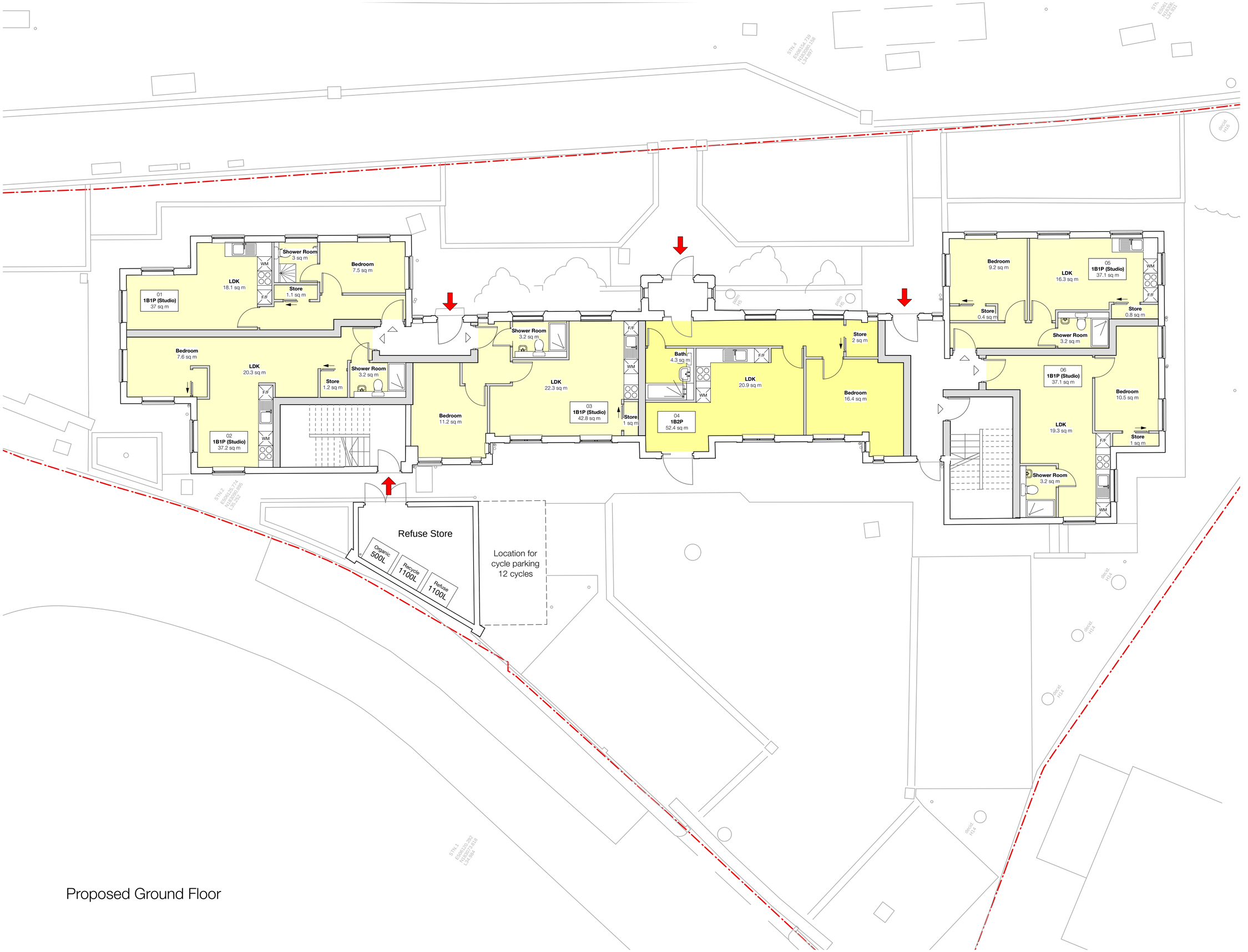
f. A trip generation assessment has been undertaken using analogous sites from the TRICS database. The change of land use from office to residential is anticipated to lead to a reduction in vehicle trips to the Site and as such would have no detrimental effect on the local highway network and users on public transport.

g. NPPF paragraph 111 states that ‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’ As set out above it has been demonstrated that the impacts will be minimal.

h. Overall, it is concluded that there is no highway or transportation reasons to object to the proposed development.

Appendices

Appendix A – Proposed Site Layout



Proposed Ground Floor

General Notes

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These proposals are subject to the approval of all Statutory Building Control requirements and the requirements of all Statutory Authorities and Service Providers.

The site boundaries and surroundings are based on the following:

- OS Map / Measured survey by Matrix surveys

The site boundaries are those described by the client.

These drawings are to be read in conjunction with all other relevant documentation produced by Stephen Davy Peter Smith Architects and other consultants employed by the client.

Specific Notes

Legend

KEY:

- Site Boundary
- New internal walls
- 1B/1P Unit
- 1B/2P Unit
- Residential Entrance

Key

N

1:100

0 1 2 3 4 5m

Rev	Drawn	Notes	Date
P0	NC	Issued for information	09/03/22
X#	XX	##/##/##	
Rev	Checked	Date / Approved	Date

REVISIONS

Client

Aujla Property Limited

- A - APPROVED
- B - APPROVED WITH COMMENTS
- C - DO NOT USE

CLIENT APPROVAL

stephen davy peter smith architects
Fanshaw House, Fanshaw Street, London N1 6HX
Tel: 020 7739 2020 Fax: 020 7739 2021
E-mail: sdpsa@davysmitharchitects.co.uk
Website: www.davysmitharchitects.co.uk

Project

Old School House
Hillingdon Road

Drawing Ref.	Job No.
2135 - DS - XX - 00 - DR - A - P101	2135
Purpose of Issue: PRIOR APPROVAL	Scale: 1:100 @ A2

Drawing Title

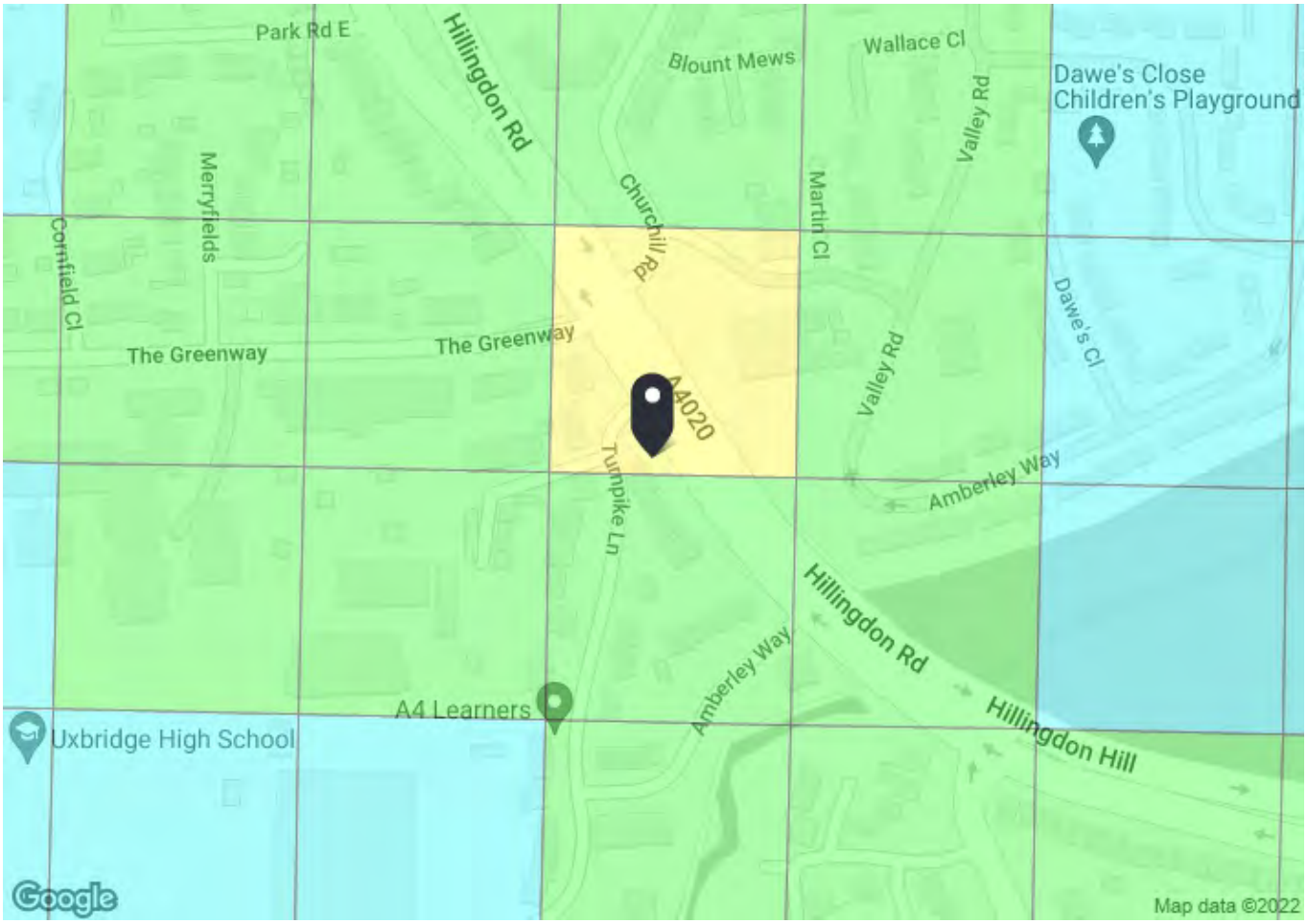
Ground Floor Plan

Project Ref - Drawing No - Status - Revision

2135 - P101 - S0 - P0

Appendix B – PTAL

TRANSPORT FOR LONDON



PTAL output for 2031 (Forecast)
4

67 Turnpike Ln, Uxbridge UB10 0AJ, UK
Easting: 506138, Northing: 183101

Grid Cell: 93806

Report generated: 08/03/2022

This information is produced using forecasting tools and is subject to uncertainty

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

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Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HILLINGDON R TURNPIKE LN	U7	42.5	2.07	0.53	16.49	17.02	1.76	0.5	0.88
Bus	HILLINGDON R TURNPIKE LN	U4	42.5	7.76	0.53	5.86	6.4	4.69	0.5	2.35
Bus	HILLINGDON R TURNPIKE LN	U1	42.5	4.14	0.53	9.25	9.78	3.07	0.5	1.53
Bus	HILLINGDON R TURNPIKE LN	A10	42.5	4.14	0.53	9.25	9.78	3.07	0.5	1.53
Bus	HILLINGDON R TURNPIKE LN	427	42.5	7.76	0.53	5.86	6.4	4.69	1	4.69
Bus	HILLINGDON R TURNPIKE LN	607	42.5	6.21	0.53	6.83	7.36	4.07	0.5	2.04
Bus	BRUNEL UNIVERSITY, KINGSTON LANE	U2	552.36	6.21	6.9	6.83	13.74	2.18	0.5	1.09
Bus	UXBRIDGE HIGH SCHOOL	U3	257.92	5.18	3.22	7.8	11.02	2.72	0.5	1.36
									Total Grid Cell AI:	**15.48**

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Appendix C – 2011 Census Data

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 15 March 2022]

population	All households
units	Persons
date	2011
area type	2011 wards
area name	E05000326 : Brunel
no of usual residents in households	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
All categories: Car or van availability	4,514	3,205	1,309
No cars or vans in household	1,191	617	574
1 car or van in household	1,973	1,378	595
2 or more cars or vans in household	1,350	1,210	140

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 15 March 2022]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 wards
area name	E05000326 : Brunel
rural urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	10,943
Work mainly at or from home	180
Underground, metro, light rail, tram	529
Train	229
Bus, minibus or coach	837
Taxi	21
Motorcycle, scooter or moped	48
Driving a car or van	3,047
Passenger in a car or van	212
Bicycle	106
On foot	760
Other method of travel to work	26
Not in employment	4,948

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix D – TRICS Data – Office Land Use

Calculation Reference: AUDIT-460201-220318-0302

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
01 GREATER LONDON
HD HILLINGDON 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 12100 to 12100 (units: sqm)
Range Selected by User: 408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 05/11/19

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

Selected survey days:
Tuesday 1 days

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

Selected survey types:
Manual count 1 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 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:
Commercial Zone 1

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

Secondary Filtering selection:

Use Class:
Not Known 1 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
25,001 to 50,000 1 days

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

Population within 5 miles:
500,001 or More 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 1 days

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

Travel Plan:
Yes 1 days

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:
4 Good 1 days

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

LIST OF SITES relevant to selection parameters

1 HD-02-A-09 DATA CENTRE HILLINGDON
MILLINGTON ROAD
HAYES

Edge of Town Centre
Commercial Zone
Total Gross floor area: 12100 sqm
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.65

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.959	1	12100	0.033	1	12100	0.992
08:00 - 09:00	1	12100	1.719	1	12100	0.066	1	12100	1.785
09:00 - 10:00	1	12100	0.504	1	12100	0.025	1	12100	0.529
10:00 - 11:00	1	12100	0.140	1	12100	0.066	1	12100	0.206
11:00 - 12:00	1	12100	0.058	1	12100	0.083	1	12100	0.141
12:00 - 13:00	1	12100	0.083	1	12100	0.231	1	12100	0.314
13:00 - 14:00	1	12100	0.066	1	12100	0.050	1	12100	0.116
14:00 - 15:00	1	12100	0.033	1	12100	0.099	1	12100	0.132
15:00 - 16:00	1	12100	0.008	1	12100	0.273	1	12100	0.281
16:00 - 17:00	1	12100	0.058	1	12100	0.926	1	12100	0.984
17:00 - 18:00	1	12100	0.058	1	12100	1.496	1	12100	1.554
18:00 - 19:00	1	12100	0.017	1	12100	0.620	1	12100	0.637
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.703			3.968			7.671

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

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

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Parameter summary

Trip rate parameter range selected:	12100 - 12100 (units: sqm)
Survey date date range:	01/01/13 - 05/11/19
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
08:00 - 09:00	1	12100	0.017	1	12100	0.017	1	12100	0.034
09:00 - 10:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
10:00 - 11:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
11:00 - 12:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
12:00 - 13:00	1	12100	0.017	1	12100	0.017	1	12100	0.034
13:00 - 14:00	1	12100	0.008	1	12100	0.008	1	12100	0.016
14:00 - 15:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
15:00 - 16:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
16:00 - 17:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
17:00 - 18:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
18:00 - 19:00	1	12100	0.008	1	12100	0.008	1	12100	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.050			0.100

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.025	1	12100	0.000	1	12100	0.025
08:00 - 09:00	1	12100	0.107	1	12100	0.000	1	12100	0.107
09:00 - 10:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
10:00 - 11:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
11:00 - 12:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
12:00 - 13:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
13:00 - 14:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
14:00 - 15:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
15:00 - 16:00	1	12100	0.000	1	12100	0.008	1	12100	0.008
16:00 - 17:00	1	12100	0.000	1	12100	0.025	1	12100	0.025
17:00 - 18:00	1	12100	0.000	1	12100	0.050	1	12100	0.050
18:00 - 19:00	1	12100	0.000	1	12100	0.050	1	12100	0.050
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.133			0.265

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.050	1	12100	0.000	1	12100	0.050
08:00 - 09:00	1	12100	0.091	1	12100	0.000	1	12100	0.091
09:00 - 10:00	1	12100	0.017	1	12100	0.000	1	12100	0.017
10:00 - 11:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
11:00 - 12:00	1	12100	0.000	1	12100	0.008	1	12100	0.008
12:00 - 13:00	1	12100	0.430	1	12100	0.430	1	12100	0.860
13:00 - 14:00	1	12100	0.413	1	12100	0.405	1	12100	0.818
14:00 - 15:00	1	12100	0.074	1	12100	0.041	1	12100	0.115
15:00 - 16:00	1	12100	0.050	1	12100	0.025	1	12100	0.075
16:00 - 17:00	1	12100	0.025	1	12100	0.017	1	12100	0.042
17:00 - 18:00	1	12100	0.058	1	12100	0.124	1	12100	0.182
18:00 - 19:00	1	12100	0.000	1	12100	0.025	1	12100	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.208			1.075			2.283

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.025	1	12100	0.000	1	12100	0.025
08:00 - 09:00	1	12100	0.091	1	12100	0.017	1	12100	0.108
09:00 - 10:00	1	12100	0.041	1	12100	0.000	1	12100	0.041
10:00 - 11:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
11:00 - 12:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
12:00 - 13:00	1	12100	0.008	1	12100	0.000	1	12100	0.008
13:00 - 14:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
14:00 - 15:00	1	12100	0.000	1	12100	0.008	1	12100	0.008
15:00 - 16:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
16:00 - 17:00	1	12100	0.000	1	12100	0.050	1	12100	0.050
17:00 - 18:00	1	12100	0.008	1	12100	0.116	1	12100	0.124
18:00 - 19:00	1	12100	0.000	1	12100	0.025	1	12100	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.173			0.216			0.389

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.132	1	12100	0.000	1	12100	0.132
08:00 - 09:00	1	12100	0.612	1	12100	0.017	1	12100	0.629
09:00 - 10:00	1	12100	0.132	1	12100	0.008	1	12100	0.140
10:00 - 11:00	1	12100	0.017	1	12100	0.017	1	12100	0.034
11:00 - 12:00	1	12100	0.008	1	12100	0.000	1	12100	0.008
12:00 - 13:00	1	12100	0.025	1	12100	0.008	1	12100	0.033
13:00 - 14:00	1	12100	0.000	1	12100	0.025	1	12100	0.025
14:00 - 15:00	1	12100	0.000	1	12100	0.008	1	12100	0.008
15:00 - 16:00	1	12100	0.000	1	12100	0.058	1	12100	0.058
16:00 - 17:00	1	12100	0.008	1	12100	0.140	1	12100	0.148
17:00 - 18:00	1	12100	0.000	1	12100	0.388	1	12100	0.388
18:00 - 19:00	1	12100	0.000	1	12100	0.182	1	12100	0.182
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.934			0.851			1.785

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.157	1	12100	0.000	1	12100	0.157
08:00 - 09:00	1	12100	0.702	1	12100	0.033	1	12100	0.735
09:00 - 10:00	1	12100	0.174	1	12100	0.008	1	12100	0.182
10:00 - 11:00	1	12100	0.017	1	12100	0.017	1	12100	0.034
11:00 - 12:00	1	12100	0.008	1	12100	0.000	1	12100	0.008
12:00 - 13:00	1	12100	0.033	1	12100	0.008	1	12100	0.041
13:00 - 14:00	1	12100	0.000	1	12100	0.025	1	12100	0.025
14:00 - 15:00	1	12100	0.000	1	12100	0.017	1	12100	0.017
15:00 - 16:00	1	12100	0.000	1	12100	0.058	1	12100	0.058
16:00 - 17:00	1	12100	0.008	1	12100	0.190	1	12100	0.198
17:00 - 18:00	1	12100	0.008	1	12100	0.504	1	12100	0.512
18:00 - 19:00	1	12100	0.000	1	12100	0.207	1	12100	0.207
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.107			1.067			2.174

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.65

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	1.264	1	12100	0.025	1	12100	1.289
08:00 - 09:00	1	12100	2.653	1	12100	0.058	1	12100	2.711
09:00 - 10:00	1	12100	0.702	1	12100	0.050	1	12100	0.752
10:00 - 11:00	1	12100	0.157	1	12100	0.074	1	12100	0.231
11:00 - 12:00	1	12100	0.066	1	12100	0.116	1	12100	0.182
12:00 - 13:00	1	12100	0.562	1	12100	0.736	1	12100	1.298
13:00 - 14:00	1	12100	0.488	1	12100	0.479	1	12100	0.967
14:00 - 15:00	1	12100	0.124	1	12100	0.165	1	12100	0.289
15:00 - 16:00	1	12100	0.058	1	12100	0.388	1	12100	0.446
16:00 - 17:00	1	12100	0.083	1	12100	1.174	1	12100	1.257
17:00 - 18:00	1	12100	0.083	1	12100	2.207	1	12100	2.290
18:00 - 19:00	1	12100	0.008	1	12100	0.950	1	12100	0.958
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.248			6.422			12.670

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.909	1	12100	0.008	1	12100	0.917
08:00 - 09:00	1	12100	1.628	1	12100	0.041	1	12100	1.669
09:00 - 10:00	1	12100	0.496	1	12100	0.025	1	12100	0.521
10:00 - 11:00	1	12100	0.099	1	12100	0.025	1	12100	0.124
11:00 - 12:00	1	12100	0.041	1	12100	0.058	1	12100	0.099
12:00 - 13:00	1	12100	0.041	1	12100	0.190	1	12100	0.231
13:00 - 14:00	1	12100	0.058	1	12100	0.041	1	12100	0.099
14:00 - 15:00	1	12100	0.033	1	12100	0.099	1	12100	0.132
15:00 - 16:00	1	12100	0.008	1	12100	0.273	1	12100	0.281
16:00 - 17:00	1	12100	0.033	1	12100	0.884	1	12100	0.917
17:00 - 18:00	1	12100	0.058	1	12100	1.430	1	12100	1.488
18:00 - 19:00	1	12100	0.008	1	12100	0.612	1	12100	0.620
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.412			3.686			7.098

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.033	1	12100	0.017	1	12100	0.050
08:00 - 09:00	1	12100	0.008	1	12100	0.008	1	12100	0.016
09:00 - 10:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
10:00 - 11:00	1	12100	0.033	1	12100	0.041	1	12100	0.074
11:00 - 12:00	1	12100	0.017	1	12100	0.025	1	12100	0.042
12:00 - 13:00	1	12100	0.008	1	12100	0.008	1	12100	0.016
13:00 - 14:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
14:00 - 15:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
15:00 - 16:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
16:00 - 17:00	1	12100	0.025	1	12100	0.025	1	12100	0.050
17:00 - 18:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
18:00 - 19:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.124			0.248

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.017	1	12100	0.008	1	12100	0.025
08:00 - 09:00	1	12100	0.066	1	12100	0.000	1	12100	0.066
09:00 - 10:00	1	12100	0.008	1	12100	0.000	1	12100	0.008
10:00 - 11:00	1	12100	0.008	1	12100	0.000	1	12100	0.008
11:00 - 12:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
12:00 - 13:00	1	12100	0.017	1	12100	0.017	1	12100	0.034
13:00 - 14:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
14:00 - 15:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
15:00 - 16:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
16:00 - 17:00	1	12100	0.000	1	12100	0.017	1	12100	0.017
17:00 - 18:00	1	12100	0.000	1	12100	0.066	1	12100	0.066
18:00 - 19:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.108			0.224

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.008	1	12100	0.000	1	12100	0.008
08:00 - 09:00	1	12100	0.041	1	12100	0.017	1	12100	0.058
09:00 - 10:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
10:00 - 11:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
11:00 - 12:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
12:00 - 13:00	1	12100	0.017	1	12100	0.000	1	12100	0.017
13:00 - 14:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
14:00 - 15:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
15:00 - 16:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
16:00 - 17:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
17:00 - 18:00	1	12100	0.000	1	12100	0.050	1	12100	0.050
18:00 - 19:00	1	12100	0.000	1	12100	0.008	1	12100	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.075			0.141

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.124	1	12100	0.000	1	12100	0.124
08:00 - 09:00	1	12100	0.570	1	12100	0.000	1	12100	0.570
09:00 - 10:00	1	12100	0.132	1	12100	0.008	1	12100	0.140
10:00 - 11:00	1	12100	0.017	1	12100	0.017	1	12100	0.034
11:00 - 12:00	1	12100	0.008	1	12100	0.000	1	12100	0.008
12:00 - 13:00	1	12100	0.008	1	12100	0.008	1	12100	0.016
13:00 - 14:00	1	12100	0.000	1	12100	0.025	1	12100	0.025
14:00 - 15:00	1	12100	0.000	1	12100	0.008	1	12100	0.008
15:00 - 16:00	1	12100	0.000	1	12100	0.058	1	12100	0.058
16:00 - 17:00	1	12100	0.008	1	12100	0.140	1	12100	0.148
17:00 - 18:00	1	12100	0.000	1	12100	0.339	1	12100	0.339
18:00 - 19:00	1	12100	0.000	1	12100	0.174	1	12100	0.174
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.867			0.777			1.644

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.025	1	12100	0.000	1	12100	0.025
08:00 - 09:00	1	12100	0.091	1	12100	0.017	1	12100	0.108
09:00 - 10:00	1	12100	0.041	1	12100	0.000	1	12100	0.041
10:00 - 11:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
11:00 - 12:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
12:00 - 13:00	1	12100	0.008	1	12100	0.000	1	12100	0.008
13:00 - 14:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
14:00 - 15:00	1	12100	0.000	1	12100	0.008	1	12100	0.008
15:00 - 16:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
16:00 - 17:00	1	12100	0.000	1	12100	0.050	1	12100	0.050
17:00 - 18:00	1	12100	0.008	1	12100	0.116	1	12100	0.124
18:00 - 19:00	1	12100	0.000	1	12100	0.025	1	12100	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.173			0.216			0.389

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	12100	0.033	1	12100	0.017	1	12100	0.050
08:00 - 09:00	1	12100	0.008	1	12100	0.008	1	12100	0.016
09:00 - 10:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
10:00 - 11:00	1	12100	0.033	1	12100	0.041	1	12100	0.074
11:00 - 12:00	1	12100	0.017	1	12100	0.025	1	12100	0.042
12:00 - 13:00	1	12100	0.008	1	12100	0.008	1	12100	0.016
13:00 - 14:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
14:00 - 15:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
15:00 - 16:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
16:00 - 17:00	1	12100	0.025	1	12100	0.025	1	12100	0.050
17:00 - 18:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
18:00 - 19:00	1	12100	0.000	1	12100	0.000	1	12100	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.124			0.248

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

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

Appendix E – TRICS Data – Residential – Privately-Owned Flats

Calculation Reference: AUDIT-460201-220318-0326

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BT	BRENT	1 days
	HG	HARINGEY	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: 30 to 170 (units:)
Range Selected by User: 9 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 30/06/21

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	3 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:

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

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

Selected Location Sub Categories:

Development Zone	1
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:

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:

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

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

Population within 5 miles:

500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	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:

Yes	1 days
No	2 days

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

PTAL Rating:

3 Moderate	2 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1 BE-03-C-01 BLOCKS OF FLATS BEXLEY
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 BT-03-C-01 BLOCKS OF FLATS BRENT
LAKESIDE DRIVE
PARK ROYAL

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

3 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*

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): 3.08

	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	93	0.068	3	93	0.082	3	93	0.150
08:00 - 09:00	3	93	0.025	3	93	0.061	3	93	0.086
09:00 - 10:00	3	93	0.032	3	93	0.050	3	93	0.082
10:00 - 11:00	3	93	0.086	3	93	0.097	3	93	0.183
11:00 - 12:00	3	93	0.054	3	93	0.082	3	93	0.136
12:00 - 13:00	3	93	0.036	3	93	0.050	3	93	0.086
13:00 - 14:00	3	93	0.079	3	93	0.104	3	93	0.183
14:00 - 15:00	3	93	0.032	3	93	0.025	3	93	0.057
15:00 - 16:00	3	93	0.057	3	93	0.050	3	93	0.107
16:00 - 17:00	3	93	0.068	3	93	0.065	3	93	0.133
17:00 - 18:00	3	93	0.111	3	93	0.118	3	93	0.229
18:00 - 19:00	3	93	0.086	3	93	0.072	3	93	0.158
19:00 - 20:00	2	125	0.124	2	125	0.068	2	125	0.192
20:00 - 21:00	2	125	0.104	2	125	0.068	2	125	0.172
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.962			0.992			1.954

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

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

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Parameter summary

Trip rate parameter range selected:	30 - 170 (units:)
Survey date date range:	01/01/13 - 30/06/21
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	93	0.004	3	93	0.004	3	93	0.008
08:00 - 09:00	3	93	0.000	3	93	0.000	3	93	0.000
09:00 - 10:00	3	93	0.007	3	93	0.007	3	93	0.014
10:00 - 11:00	3	93	0.004	3	93	0.004	3	93	0.008
11:00 - 12:00	3	93	0.000	3	93	0.000	3	93	0.000
12:00 - 13:00	3	93	0.000	3	93	0.000	3	93	0.000
13:00 - 14:00	3	93	0.007	3	93	0.007	3	93	0.014
14:00 - 15:00	3	93	0.000	3	93	0.000	3	93	0.000
15:00 - 16:00	3	93	0.011	3	93	0.011	3	93	0.022
16:00 - 17:00	3	93	0.000	3	93	0.000	3	93	0.000
17:00 - 18:00	3	93	0.004	3	93	0.004	3	93	0.008
18:00 - 19:00	3	93	0.004	3	93	0.004	3	93	0.008
19:00 - 20:00	2	125	0.012	2	125	0.012	2	125	0.024
20:00 - 21:00	2	125	0.000	2	125	0.000	2	125	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.053			0.106

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

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

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

	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	93	0.007	3	93	0.007	3	93	0.014
08:00 - 09:00	3	93	0.000	3	93	0.000	3	93	0.000
09:00 - 10:00	3	93	0.000	3	93	0.000	3	93	0.000
10:00 - 11:00	3	93	0.018	3	93	0.014	3	93	0.032
11:00 - 12:00	3	93	0.000	3	93	0.004	3	93	0.004
12:00 - 13:00	3	93	0.000	3	93	0.000	3	93	0.000
13:00 - 14:00	3	93	0.000	3	93	0.000	3	93	0.000
14:00 - 15:00	3	93	0.000	3	93	0.000	3	93	0.000
15:00 - 16:00	3	93	0.000	3	93	0.000	3	93	0.000
16:00 - 17:00	3	93	0.000	3	93	0.000	3	93	0.000
17:00 - 18:00	3	93	0.000	3	93	0.000	3	93	0.000
18:00 - 19:00	3	93	0.000	3	93	0.000	3	93	0.000
19:00 - 20:00	2	125	0.000	2	125	0.000	2	125	0.000
20:00 - 21:00	2	125	0.000	2	125	0.000	2	125	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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	93	0.025	3	93	0.065	3	93	0.090
08:00 - 09:00	3	93	0.054	3	93	0.201	3	93	0.255
09:00 - 10:00	3	93	0.086	3	93	0.057	3	93	0.143
10:00 - 11:00	3	93	0.039	3	93	0.093	3	93	0.132
11:00 - 12:00	3	93	0.057	3	93	0.054	3	93	0.111
12:00 - 13:00	3	93	0.047	3	93	0.029	3	93	0.076
13:00 - 14:00	3	93	0.054	3	93	0.047	3	93	0.101
14:00 - 15:00	3	93	0.057	3	93	0.039	3	93	0.096
15:00 - 16:00	3	93	0.118	3	93	0.065	3	93	0.183
16:00 - 17:00	3	93	0.068	3	93	0.050	3	93	0.118
17:00 - 18:00	3	93	0.075	3	93	0.057	3	93	0.132
18:00 - 19:00	3	93	0.075	3	93	0.054	3	93	0.129
19:00 - 20:00	2	125	0.096	2	125	0.064	2	125	0.160
20:00 - 21:00	2	125	0.048	2	125	0.048	2	125	0.096
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.899			0.923			1.822

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	93	0.004	3	93	0.068	3	93	0.072
08:00 - 09:00	3	93	0.007	3	93	0.065	3	93	0.072
09:00 - 10:00	3	93	0.004	3	93	0.014	3	93	0.018
10:00 - 11:00	3	93	0.007	3	93	0.018	3	93	0.025
11:00 - 12:00	3	93	0.004	3	93	0.000	3	93	0.004
12:00 - 13:00	3	93	0.018	3	93	0.000	3	93	0.018
13:00 - 14:00	3	93	0.004	3	93	0.014	3	93	0.018
14:00 - 15:00	3	93	0.014	3	93	0.004	3	93	0.018
15:00 - 16:00	3	93	0.029	3	93	0.022	3	93	0.051
16:00 - 17:00	3	93	0.029	3	93	0.018	3	93	0.047
17:00 - 18:00	3	93	0.036	3	93	0.007	3	93	0.043
18:00 - 19:00	3	93	0.043	3	93	0.022	3	93	0.065
19:00 - 20:00	2	125	0.036	2	125	0.012	2	125	0.048
20:00 - 21:00	2	125	0.016	2	125	0.012	2	125	0.028
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.251			0.276			0.527

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 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	93	0.004	3	93	0.140	3	93	0.144
08:00 - 09:00	3	93	0.000	3	93	0.136	3	93	0.136
09:00 - 10:00	3	93	0.000	3	93	0.050	3	93	0.050
10:00 - 11:00	3	93	0.004	3	93	0.036	3	93	0.040
11:00 - 12:00	3	93	0.014	3	93	0.029	3	93	0.043
12:00 - 13:00	3	93	0.018	3	93	0.014	3	93	0.032
13:00 - 14:00	3	93	0.014	3	93	0.025	3	93	0.039
14:00 - 15:00	3	93	0.039	3	93	0.022	3	93	0.061
15:00 - 16:00	3	93	0.029	3	93	0.036	3	93	0.065
16:00 - 17:00	3	93	0.036	3	93	0.004	3	93	0.040
17:00 - 18:00	3	93	0.039	3	93	0.014	3	93	0.053
18:00 - 19:00	3	93	0.108	3	93	0.011	3	93	0.119
19:00 - 20:00	2	125	0.157	2	125	0.012	2	125	0.169
20:00 - 21:00	2	125	0.068	2	125	0.012	2	125	0.080
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.530			0.541			1.071

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	93	0.007	3	93	0.208	3	93	0.215
08:00 - 09:00	3	93	0.007	3	93	0.201	3	93	0.208
09:00 - 10:00	3	93	0.004	3	93	0.065	3	93	0.069
10:00 - 11:00	3	93	0.011	3	93	0.054	3	93	0.065
11:00 - 12:00	3	93	0.018	3	93	0.029	3	93	0.047
12:00 - 13:00	3	93	0.036	3	93	0.014	3	93	0.050
13:00 - 14:00	3	93	0.018	3	93	0.039	3	93	0.057
14:00 - 15:00	3	93	0.054	3	93	0.025	3	93	0.079
15:00 - 16:00	3	93	0.057	3	93	0.057	3	93	0.114
16:00 - 17:00	3	93	0.065	3	93	0.022	3	93	0.087
17:00 - 18:00	3	93	0.075	3	93	0.022	3	93	0.097
18:00 - 19:00	3	93	0.151	3	93	0.032	3	93	0.183
19:00 - 20:00	2	125	0.193	2	125	0.024	2	125	0.217
20:00 - 21:00	2	125	0.084	2	125	0.024	2	125	0.108
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.780			0.816			1.596

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): 3.08

	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	93	0.129	3	93	0.373	3	93	0.502
08:00 - 09:00	3	93	0.093	3	93	0.491	3	93	0.584
09:00 - 10:00	3	93	0.133	3	93	0.179	3	93	0.312
10:00 - 11:00	3	93	0.165	3	93	0.258	3	93	0.423
11:00 - 12:00	3	93	0.161	3	93	0.190	3	93	0.351
12:00 - 13:00	3	93	0.133	3	93	0.104	3	93	0.237
13:00 - 14:00	3	93	0.179	3	93	0.237	3	93	0.416
14:00 - 15:00	3	93	0.143	3	93	0.090	3	93	0.233
15:00 - 16:00	3	93	0.265	3	93	0.194	3	93	0.459
16:00 - 17:00	3	93	0.229	3	93	0.154	3	93	0.383
17:00 - 18:00	3	93	0.287	3	93	0.251	3	93	0.538
18:00 - 19:00	3	93	0.348	3	93	0.194	3	93	0.542
19:00 - 20:00	2	125	0.442	2	125	0.177	2	125	0.619
20:00 - 21:00	2	125	0.265	2	125	0.153	2	125	0.418
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.972			3.045			6.017

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	93	0.050	3	93	0.057	3	93	0.107
08:00 - 09:00	3	93	0.025	3	93	0.054	3	93	0.079
09:00 - 10:00	3	93	0.018	3	93	0.029	3	93	0.047
10:00 - 11:00	3	93	0.039	3	93	0.039	3	93	0.078
11:00 - 12:00	3	93	0.029	3	93	0.057	3	93	0.086
12:00 - 13:00	3	93	0.018	3	93	0.032	3	93	0.050
13:00 - 14:00	3	93	0.047	3	93	0.075	3	93	0.122
14:00 - 15:00	3	93	0.029	3	93	0.025	3	93	0.054
15:00 - 16:00	3	93	0.043	3	93	0.039	3	93	0.082
16:00 - 17:00	3	93	0.054	3	93	0.054	3	93	0.108
17:00 - 18:00	3	93	0.100	3	93	0.108	3	93	0.208
18:00 - 19:00	3	93	0.065	3	93	0.057	3	93	0.122
19:00 - 20:00	2	125	0.100	2	125	0.052	2	125	0.152
20:00 - 21:00	2	125	0.100	2	125	0.064	2	125	0.164
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.717			0.742			1.459

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	93	0.007	3	93	0.014	3	93	0.021
08:00 - 09:00	3	93	0.000	3	93	0.004	3	93	0.004
09:00 - 10:00	3	93	0.007	3	93	0.007	3	93	0.014
10:00 - 11:00	3	93	0.025	3	93	0.039	3	93	0.064
11:00 - 12:00	3	93	0.025	3	93	0.018	3	93	0.043
12:00 - 13:00	3	93	0.018	3	93	0.018	3	93	0.036
13:00 - 14:00	3	93	0.025	3	93	0.022	3	93	0.047
14:00 - 15:00	3	93	0.004	3	93	0.000	3	93	0.004
15:00 - 16:00	3	93	0.004	3	93	0.000	3	93	0.004
16:00 - 17:00	3	93	0.014	3	93	0.011	3	93	0.025
17:00 - 18:00	3	93	0.007	3	93	0.007	3	93	0.014
18:00 - 19:00	3	93	0.007	3	93	0.007	3	93	0.014
19:00 - 20:00	2	125	0.000	2	125	0.000	2	125	0.000
20:00 - 21:00	2	125	0.000	2	125	0.000	2	125	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.143			0.147			0.290

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	93	0.000	3	93	0.000	3	93	0.000
08:00 - 09:00	3	93	0.000	3	93	0.004	3	93	0.004
09:00 - 10:00	3	93	0.000	3	93	0.007	3	93	0.007
10:00 - 11:00	3	93	0.000	3	93	0.000	3	93	0.000
11:00 - 12:00	3	93	0.000	3	93	0.004	3	93	0.004
12:00 - 13:00	3	93	0.000	3	93	0.000	3	93	0.000
13:00 - 14:00	3	93	0.000	3	93	0.000	3	93	0.000
14:00 - 15:00	3	93	0.000	3	93	0.000	3	93	0.000
15:00 - 16:00	3	93	0.000	3	93	0.000	3	93	0.000
16:00 - 17:00	3	93	0.000	3	93	0.000	3	93	0.000
17:00 - 18:00	3	93	0.000	3	93	0.000	3	93	0.000
18:00 - 19:00	3	93	0.011	3	93	0.004	3	93	0.015
19:00 - 20:00	2	125	0.012	2	125	0.004	2	125	0.016
20:00 - 21:00	2	125	0.004	2	125	0.004	2	125	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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	93	0.004	3	93	0.115	3	93	0.119
08:00 - 09:00	3	93	0.000	3	93	0.108	3	93	0.108
09:00 - 10:00	3	93	0.000	3	93	0.025	3	93	0.025
10:00 - 11:00	3	93	0.004	3	93	0.022	3	93	0.026
11:00 - 12:00	3	93	0.011	3	93	0.018	3	93	0.029
12:00 - 13:00	3	93	0.011	3	93	0.011	3	93	0.022
13:00 - 14:00	3	93	0.014	3	93	0.022	3	93	0.036
14:00 - 15:00	3	93	0.032	3	93	0.022	3	93	0.054
15:00 - 16:00	3	93	0.018	3	93	0.032	3	93	0.050
16:00 - 17:00	3	93	0.025	3	93	0.004	3	93	0.029
17:00 - 18:00	3	93	0.032	3	93	0.014	3	93	0.046
18:00 - 19:00	3	93	0.093	3	93	0.011	3	93	0.104
19:00 - 20:00	2	125	0.124	2	125	0.008	2	125	0.132
20:00 - 21:00	2	125	0.052	2	125	0.012	2	125	0.064
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.420			0.424			0.844

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	93	0.000	3	93	0.025	3	93	0.025
08:00 - 09:00	3	93	0.000	3	93	0.029	3	93	0.029
09:00 - 10:00	3	93	0.000	3	93	0.025	3	93	0.025
10:00 - 11:00	3	93	0.000	3	93	0.014	3	93	0.014
11:00 - 12:00	3	93	0.004	3	93	0.011	3	93	0.015
12:00 - 13:00	3	93	0.007	3	93	0.004	3	93	0.011
13:00 - 14:00	3	93	0.000	3	93	0.004	3	93	0.004
14:00 - 15:00	3	93	0.007	3	93	0.000	3	93	0.007
15:00 - 16:00	3	93	0.011	3	93	0.004	3	93	0.015
16:00 - 17:00	3	93	0.011	3	93	0.000	3	93	0.011
17:00 - 18:00	3	93	0.007	3	93	0.000	3	93	0.007
18:00 - 19:00	3	93	0.014	3	93	0.000	3	93	0.014
19:00 - 20:00	2	125	0.032	2	125	0.004	2	125	0.036
20:00 - 21:00	2	125	0.016	2	125	0.000	2	125	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.120			0.229

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	93	0.004	3	93	0.068	3	93	0.072
08:00 - 09:00	3	93	0.007	3	93	0.065	3	93	0.072
09:00 - 10:00	3	93	0.004	3	93	0.014	3	93	0.018
10:00 - 11:00	3	93	0.007	3	93	0.018	3	93	0.025
11:00 - 12:00	3	93	0.004	3	93	0.000	3	93	0.004
12:00 - 13:00	3	93	0.018	3	93	0.000	3	93	0.018
13:00 - 14:00	3	93	0.004	3	93	0.014	3	93	0.018
14:00 - 15:00	3	93	0.014	3	93	0.004	3	93	0.018
15:00 - 16:00	3	93	0.029	3	93	0.022	3	93	0.051
16:00 - 17:00	3	93	0.029	3	93	0.018	3	93	0.047
17:00 - 18:00	3	93	0.036	3	93	0.007	3	93	0.043
18:00 - 19:00	3	93	0.043	3	93	0.022	3	93	0.065
19:00 - 20:00	2	125	0.036	2	125	0.012	2	125	0.048
20:00 - 21:00	2	125	0.016	2	125	0.012	2	125	0.028
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.251			0.276			0.527

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 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	93	0.011	3	93	0.007	3	93	0.018
08:00 - 09:00	3	93	0.000	3	93	0.000	3	93	0.000
09:00 - 10:00	3	93	0.007	3	93	0.007	3	93	0.014
10:00 - 11:00	3	93	0.036	3	93	0.036	3	93	0.072
11:00 - 12:00	3	93	0.014	3	93	0.011	3	93	0.025
12:00 - 13:00	3	93	0.011	3	93	0.018	3	93	0.029
13:00 - 14:00	3	93	0.018	3	93	0.014	3	93	0.032
14:00 - 15:00	3	93	0.007	3	93	0.007	3	93	0.014
15:00 - 16:00	3	93	0.004	3	93	0.000	3	93	0.004
16:00 - 17:00	3	93	0.007	3	93	0.011	3	93	0.018
17:00 - 18:00	3	93	0.004	3	93	0.007	3	93	0.011
18:00 - 19:00	3	93	0.004	3	93	0.004	3	93	0.008
19:00 - 20:00	2	125	0.000	2	125	0.000	2	125	0.000
20:00 - 21:00	2	125	0.000	2	125	0.000	2	125	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.123			0.122			0.245

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

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