Proposed Residential Development

Chelmsine Court, Bury Street, Ruislip, HA4 7TL

Transport Statement prepared on behalf of Trout Rise Developments Limited

February 2020

MILESTONE TRANSPORT PLANNING

Chelmsine Court, Bury Street, Ruislip, HA4 7TL

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1. Introduction

Scope of Transport Statement

1.1 This Transport Statement (TS) has been prepared on behalf of Trout Rise Developments Limited *('the applicant')* to consider the highways and transport implications of a development proposal involving the demolition of a vacant 2-story office / residential building formerly known as Chelmsine Court (Use Class B1 / C3) and the erection of a new 4-storey building comprised of 8 apartments (i.e. 2 x one-bed and 6 x two-bed, under Use Class C3) together with associated car parking and soft landscaping on land at Chelmsine Court, Bury Street in Ruislip, London Borough of Hillingdon (LBoH).

1.2 The site consists of a vacant two-storey building which previously comprised of office space (Use Class B1) on the ground floor and 2 apartments (Use Class C3) on the first floor, located off the eastern side of the A4180 Ducks Hill Road / Bury Street, south of the give-way priority junction with Reservoir Road in a mixed commercial area on the northern periphery of Ruislip. The immediate vicinity of the site contains various office and business developments including Cardinal House, McKenzie House and Bellway House.

1.3 The principal purpose of this report is to establish the site's accessibility credentials and potential for future households and visitors to adopt sustainable travel patterns and behaviour. It further sets out an assessment of the multi-modal trip generating potential of the development proposals in context with the site's former mixed office / residential uses and associated net impact on the adjoining local highway and transport networks over the course of a typical weekday, including the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods.

1.4 To inform the scope of the TS, pre-application consultation was conducted with the Local Planning and Highway Authority, LBoH. A pre-application response from LBoH was received on 3rd December 2019. The key outcomes relating to the transport planning and highways aspects of the scheme, which arose from the pre-application discussions are summarised below: -

- The anticipated uplift in person trip generation did not raise any immediate highway concerns.
- The maximum standard for car parking requires between 1-1.5 spaces to be provided on-site for each of the units. A total of 7 spaces (including a disabled bay) is proposed at the site's frontage with Bury Street, and hence the provision is broadly met. Additionally, there should be a provision of at least 1 secure and accessible cycle parking space for each of the units.
- Due to the minor scale of the development proposals it would be considered onerous to pursue the provision of '*active*' electric vehicle charging points (EVCPs). It is considered more appropriate to encourage a 40% '*passive*' only provision (i.e. 3 '*passive*' spaces). This would be secured be via planning condition and '*active*' provision would then evolve on a demand-led basis.
- There was no objection in principle to the modified access, which conforms to best practice design standards.
- On-street refuse collection will continue via the A4180 Bury Street. The location of the bin storage area would ensure compliance with the accepted '*waste distance*' collection standards, which encourage waste collection distances to be within 10-metres from the point of collection on the public highway.

1.5 This report has been prepared in accordance with relevant national and local planning policies, most notably, the National Planning Policy Framework (NPPF), The London Plan (March 2016), The Draft London Plan (December 2017), London Borough of Hillingdon Local Plan: Part 1 Strategic Policies (Adopted November 2012), and London Borough of Hillingdon Local Plan: Part 2 Development Management Policies (Adopted January 2020). Further reference is made to the Ministry of Housing, Communities and & Local Government's (formerly the Department for Communities and Local Government) Planning Practice Guidance on '*Travel Plans, Transport Assessments and Statements in Decision Making*' (2014); and the Department for Transport's (DfT's) '*Manual for Streets 1*' (MfS1) publication (March 2007).

Planning Context

1.6 It is understood that a planning application (Reference: 890/APP/2015/1907) for a development proposal involving the erection of a three storey building to include 6 x 2 bed self-contained flats with associated parking, cycle store, bin store and amenity space involving demolition of existing two storey building was granted planning consent by the Local Planning Authority, LBoH on 27th July 2015. There were no significant concerns from a transport and highways perspective.

Report Structure

1.7 The remainder of the TS is structured as follows:

- Section 2 evaluates the development proposals in light of current national, regional and local planning policies, to demonstrate compliance with the core principles.
- Section 3 sets out the baseline conditions including a description of the site's location in context with the local area and highway network, its accessibility by a variety of travel modes, and assesses the safety characteristics of the surrounding local highway network.
- Section 4 describes the development proposals including the access, parking, delivery and servicing strategy in context with national and local best practice design guidance.
- Section 5 assesses the multi-modal trip generation of the development proposals in comparison with the vacant site to establish the net impact along Bury Street and adjoining local highway and transport networks over the course of a typical weekday as well as during the AM and PM peak hour periods.
- Section 6 summaries the reports main findings, clearly stating that the development proposals would not have a residual cumulative impact on the local highway and transport networks, particularly to the conditions of amenity, capacity and severity.

2. Policy Context

2.1 This section of the report provides a review of current national, regional and local planning policies to demonstrate how the transport planning and highways aspects of the development proposals comply with the core aims and objectives.

National Planning Policy Framework (February 2019)

2.2 The Ministry of Housing Communities & Local Government published the revised NPPF in July 2018, and this was updated in February 2019. In terms of transport content, the NPPF states that the '*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*'.

2.3 Paragraph 102 outlines a set of core land-use planning principles that should underpin both plan-making and decision-taking, so that:

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

2.4 Paragraph 108 states that *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

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

2.5 Paragraph 109 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.'*

2.6 Paragraph 110 of the NPPF states that applications for development should:

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

- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.7 Paragraph 111 requires *"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."*

National Planning Practice Guidance (March 2014)

2.8 The Department for Communities and Local Government (DCLG) published the National Planning Practice Guidance (NPPG) on 6th March 2014, for the purposes of providing additional information in support of the NPPF. In addition to other planning matters, the NPPG contains specific guidance on *'Travel Plans, Transport Assessments and Statements in decision-making'.*

2.9 The guidance states that these documents should *"primarily focus on evaluating the potential transport impacts of a development proposal"* and that they *"can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe', which may be a reason for refusal, in accordance with the National Planning Policy Framework."*

2.10 The NPPG states that *"Transport Assessments, Transport Statements and Travel Plans have a role in supporting national policy, which "sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, waking and cycling, and focus significant development in locations which are or can be made sustainable."* More specifically, the NPPG states that *"Travel Plans, Transport Assessments and Statements can positively contribute to:*

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

The London Plan (March 2016)

2.11 The London Plan details the spatial development strategy for the Greater London area, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

2.12 Chapter 6 of The London Plan sets out policies relevant to transport with emphasis placed on supporting the interrogation of development and transport, connecting London and ensuring better streets. It further sets out car and cycle parking standards.

2.13 Policy 6.1 'Strategic Approach' states the Mayor will achieve this aim by working with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:

- *"encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum of the London Plan to set maximum car parking standards in DPDs;*
- *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs;*
- *supporting development that generates high levels of trips at locations with high levels of public transport accessibility and / or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations;*
- *supporting measures that encourage shifts to more sustainable modes and appropriate demand management;*
- *promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced;*
- *promoting walking by ensuring an improved urban realm; and*
- *seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable."*

2.14 In terms of assessing the effects on transport capacity at both a corridor and local level, Policy 6.3 states development proposals *"should not adversely affect safety on the transport network."* It further states *"transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans."*

2.15 The importance of providing cycle parking is set out in Policy 6.9 '*Cycling*', which requires all new developments to:

- *"provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions);*
- *provide on-site changing facilities and showers for cyclists;*
- *contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions);*
- *provide links to existing and planned cycle infrastructure projects including Cycle Superhighways, Quietways, the Central London Grid and the 'mini-Hollands'; and*

- *facilitate the Mayor's cycle hire scheme through provision of land and / or planning obligations where relevant, to ensure the provision of sufficient capacity."*

2.16 With regards to parking, Policy 6.13 states *"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."* It further states that the maximum standards set out in Table 6.2 in the Parking Addendum of the London Plan should form the basis for considering planning applications. Development proposals in all parts of London must:

- *ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles;*
- *provide parking for disabled people in line with Table 6.2;*
- *meet the minimum cycle parking standards set out in Table 6.3; and*
- *provide for the needs of businesses for delivery and servicing.*

The Draft London Plan (December 2017)

2.17 On Friday 1st December 2017, the Mayor published the new draft London Plan for consultation. The new draft London Plan represents a significant shift in approach whereby greater emphasis is placed on Healthy Streets and the promotion of new and improved walking, cycling and public transport networks coupled with reducing the demand of vehicles on London's streets. The final consultation period on the draft London Plan closes on 2nd March 2018.

Hillingdon Local Plan: Part 1 Strategic Policies (Adopted November 2012)

2.18 The Hillingdon Local Plan: Part 1- Strategic Policies is the key strategic planning document for Hillingdon and will support the delivery of the spatial elements of the Sustainable Community Strategy. It sets out the long-term vision and objectives for the Borough, what is going to happen, where, and how this will be achieved.

2.19 Part 1 of Hillingdon's Local Plan promotes sustainable forms of transport with an overall aim of improving air quality and reducing private car dependency. It seeks to provide a sustainable transport system that addresses whole of length journeys, reduces car dependency, supports the economy, encourages active travel and improves the quality of life.

2.20 Strategic Objective SO12 states that Hillingdon will aim to "*Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans."*

Hillingdon Local Plan: Part 2 Development Management Policies (Adopted January 2020)

2.21 The Development Management Policies document forms part of Hillingdon's Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Council's decisions on individual planning applications.

2.22 Policy DMT 1 title '*Managing Transport Impacts*' states that in order for developments to be acceptable they are required to:

- *"Be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;*
- *Maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;*
- *Provide equal access for all people, including inclusive access for disabled people;*
- *Adequately address delivery, servicing and drop-off requirements; and*
- *Have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network."*

2.23 Furthermore, DMT1 states that *"Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments11 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."*.

2.24 Policy DMT2 titled '*Highways Impacts*' states that development proposals must ensure that:

- *"Safe and efficient vehicular access to the highway network is provided to the Council's standards;*
- *They do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;*
- *Safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;*
- *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*
- *There are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity."*

2.25 Policy DMT5 reveals that "*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: the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council."*

2.26 Policy DMT6 states that *"Development proposals must comply with the parking standards outlined in Appendix C Table 1"*.

Summary

2.27 The following sections of the TS will demonstrate the acceptability of the development proposals in context with national, regional and local transport planning policies. It is concluded that the development proposals would not result in a residual cumulative impact in terms of highway safety or the operational capacity of the surrounding road network, and therefore accords with the current and emerging policies of the NPPF, The London Plan (March 2016), The Draft London Plan (December 2017), London Borough of Hillingdon Local Plan: Part 1 Strategic Policies (Adopted November 2012), and London Borough of Hillingdon Local Plan: Part 2 Development Management Policies (Adopted January 2020).

3. Baseline Conditions

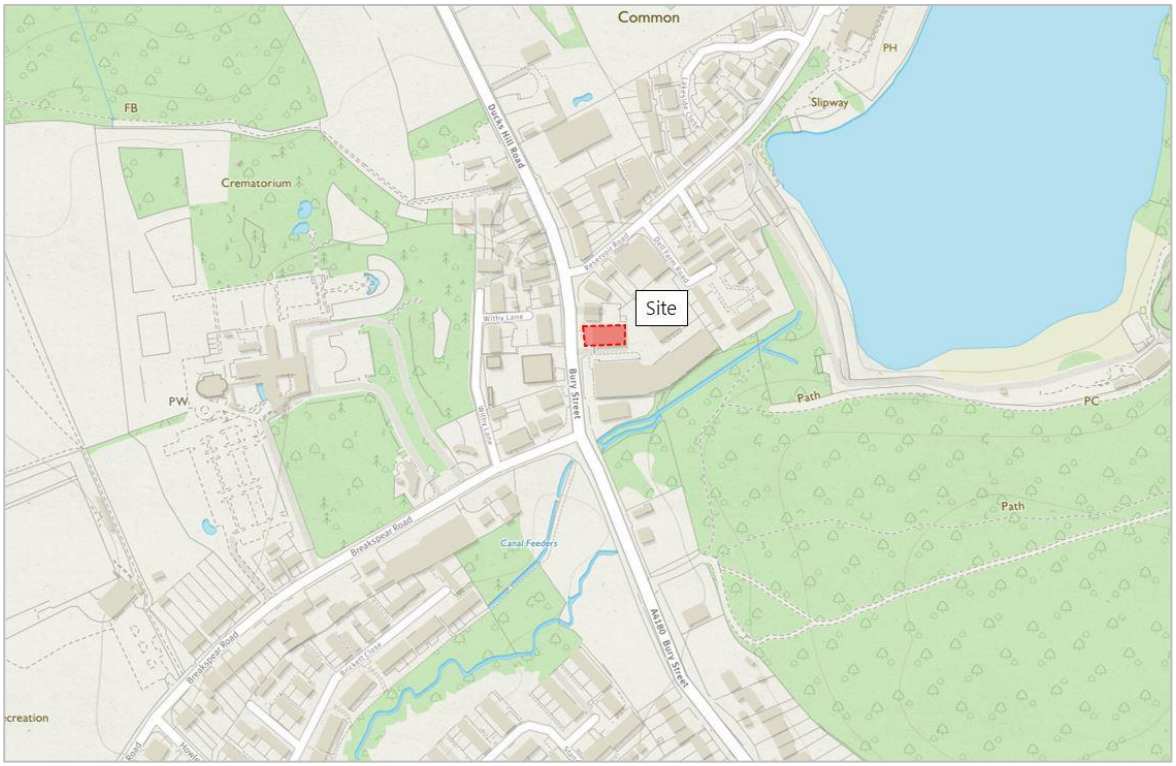
3.1 This section of the report provides an overview of the baseline conditions including a description of the site in context with the local area, its accessibility to various transport infrastructure / services by mode and an assessment of the operational characteristics of the local highway network including safety.

Site Location and Context

3.2 The site consists of a two-storey building previously comprising of office space on the ground floor and 2 apartments on the first floor, located off the eastern side of the A4180 Ducks Hill Road / Bury Street, south of the give-way priority junction with Reservoir Road in a mixed commercial area on the northern periphery of Ruislip, approximately 2.3-kilometres north-west of Ruislip Underground station.

3.3 The immediate vicinity of the site contains various office developments including Cardinal House, McKenzie House and Bellway House. The site in context with the local area is shown in Figure 1.

Figure 1 Site Location Plan



Local Highway Network

3.4 The A4180 Ducks Hill Road / Bury Street is a two-way single carriageway primary road measuring circa 9.8-metres in width at the site's frontage. The road runs in a north to south alignment from Rickmansworth Road to the Ruislip High Street. The road is flanked by lit footways, in excess of 2.0-metres in width, on both sides of the carriageway. The road is subject to a 30-mph speed limit.

3.5 The A4180 Bury Street forms a 3-arm mini-roundabout junction with the Breakspear Road, approximately 100-metres south of the site. Breakspear Road is a single carriageway two-way road subject to a 30-mph speed limit, which runs in south-west to north-east alignment. The A4180 Bury Street continues south-eastbound for circa 1.5-kilometres where it forms a 4-arm mini-roundabout junction with the B466 Eastcote road, the A4180 High Street and a private gated road. The A4180 High Street provides access to numerous local amenities within Ruislip town centre.

3.6 Continuing south-eastbound along the A4180 for circa 3.9-kilomeres from the 4-arm mini-roundabout junction, the A4180 junctions with the A40 Western Avenue. The A40 provides further connection to junction 1 of the M40 to the west and thereafter, junction 16 of the M25. Both the M40 and M25 form parts of the Strategic Road Network (SRN).

Road Safety Analysis

3.7 To enable a review of the road safety record in the immediate vicinity of the site, Personal Injury Accident (PIA) / collision data for the latest five-year period ending April 2019 was obtained from the Transport for London (TfL). A summary of each recorded PIA / Collision together with a location plan is attached at Appendix 1 of this report.

3.8 PIAs are classified as '*slight*', '*serious*' and '*fatal*' depending on the severity of the injuries sustained. Analysis has been undertaken to ascertain whether there are any trends in the types or location of recorded accidents on the local highway network within the vicinity of the site.

3.9 The study area for the PIA analysis encompasses: -

- A 500-metre section of the A4180 Bury Street extending from the give-way priority junction with Reservoir Road to the give-way priority junction with St Catherine's Road;
- The 3-arm mini-roundabout junction between the A4180 Bury Street and Breakspear Road; and
- A 250-metre stretch of Breakspear Road extending from the mini-roundabout junction with the A4180 to the Breakspear Crematorium egress.

3.10 There was a total of 14 PIAs including 1 (7%) classified as '*fatal*', 3 (21%) as '*serious*', and the remaining 10 (71%) as '*slight*'. Analysis has been undertaken to ascertain whether there are any trends in the nature, location and severity of recorded PIAs on the local highway network. In terms of collision type, a total of 11 (79%) involved collisions between vehicles and the remaining 3 (21%) accidents involved pedestrians.

3.11 The 1 '*fatal*' incident occurred at the A4180 Bury Street / Reservoir Road priority give-way junction and occurred when a vehicle made-off from a Police Officer on foot, losing control at the junction. The accident was attributed to the vehicle travelling too fast for conditions.

3.12 The 3 '*serious*' PIAs are outlined below: -

- The first incident took place circa 25-metres north of the roundabout junction between the A4180 Ducks Hill Road and Breakspear Road, when a vehicle lost control and entered the opposite lane, colliding with another vehicle. The accident was attributed to a loss of control, swerving, illegal turn / direction of travel, and exceeding the speed limit.

- The second incident occurred along the A4180 Bury Street, 20-metres north of the junction with St Catherine's Road, the collision involved one motorcycle and three cars. It is not known how the collision occurred, but the motorcycle was reported as stolen.
- The third incident occurred at the roundabout junction between the A4180 Ducks Hill Road and Breakspear Road, the incident involved a vehicle failing to give-way and colliding with a vehicle turning right. The accident was attributed to numerous factors: slippery road (due to weather), failing to look properly, failing to signal / misleading signal, disobeying give-way or stop sign / markings, careless / reckless / in a hurry, and nervous / uncertain / panic.

3.13 The '*slight*' incident that occurred closest to the site, circa 56-metres south of junction with Reservoir Road, involved a collision between two cars. The incident was attributed to slippery road conditions due to weather, poor turn / manoeuvre, and dazzling headlights.

3.14 Approximately 100-metres south of the site at the mini-roundabout junction between the A1480 Bury Street and Breakspear road, there was a small cluster of 3 *'slight'* incidents. These all comprised collisions between vehicles and were a result of numerous factors, including failing to judge other person's path / speed, careless / reckless / in a hurry, disobeying give-way or stop sign / markings, and impaired by alcohol.

3.15 It can be deduced that the majority of the PIAs were caused as a result of human error, primarily the failure of car drivers to look properly when undertaking manoeuvres. Consequently, the layout of the local highway network is not considered to be defective or a contributory factor in the recorded incidents.

3.16 When this is examined in light of the evidence outlined in Section 5 of the report, which demonstrates that the development proposals would generate an immaterial number of vehicular traffic movements over the course of a typical weekday as well as during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, it is clear that the existing trend in PIAs with regards to location and severity would not be exacerbated.

Pedestrian & Cycle Accessibility

3.17 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available, there is significant potential to reduce the need for short journeys to be undertaken by private car, in turn minimising levels of vehicular traffic on the surrounding local highway network.

3.18 Due to the site's location within an established urban area, it benefits from a high level of pedestrian infrastructure and well-developed local street network, offering a good level of connectivity in all directions.

3.19 The A4180 Bury Street runs adjacent to the site's western boundary and contains lit footways with widths in excess of 2.0-metres on either side of the carriageway. These connect to the wider pedestrian network via the presence of dropped kerbs at designated crossing points, providing a direct and continuous route to local bus stops along the A4180 Ducks Hill Road / Bury Street.

3.20 When pedestrian desire lines interact with more heavily trafficked routes, dedicated crossing facilities are provided. Pedestrian infrastructure along the A4180 Ducks Hill Road / Bury Street and much of the surrounding highway network includes pedestrian islands, tactile paving and on-carriageway markings to facilitate the safe passage of pedestrians to key public transport connections / local amenities.

3.21 As shown in Figure 3, the Local Cycleway No.89 is located circa 1.6-kilometres south-west of the site connecting central Ruislip with Hillingdon / Uxbridge. It is also noted that the carriageway widths of the surrounding local highway network are wide enough to accommodate both cyclists and vehicles. When this is considered in context with existing cycle infrastructure it is evident that the local highway network provides favourable conditions for encouraging cycling. Further, the topography of the local area is relatively flat and free of steep gradients, conditions which are conducive to undertaking short journeys by cycle.

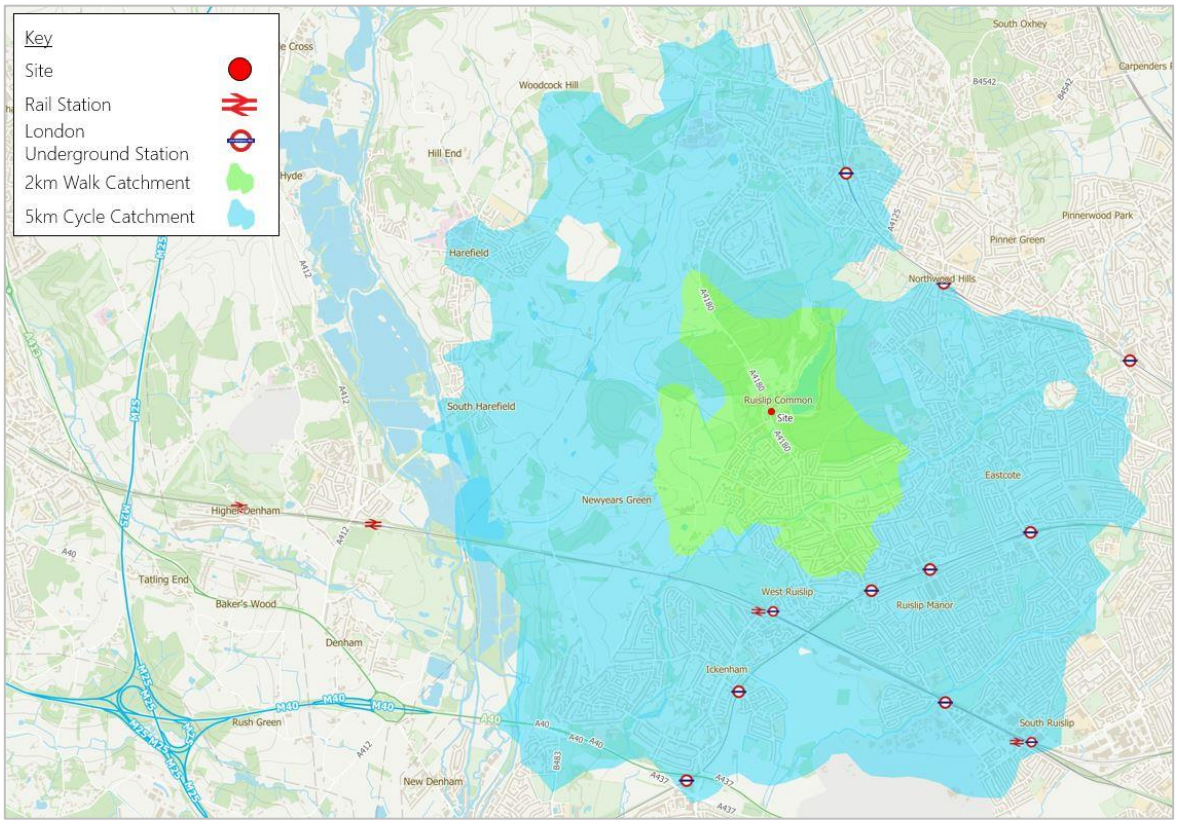
Figure 3 OpenStreetMap – Cycle Network Plan

3.22 The Chartered Institute of Highways and Transportation's (CIHT's) publication *'Providing for Journeys on Foot'* (2000), states the average length of a walk journey is 1.0-kilometre. It further suggests a preferred maximum walking distance of 2.0-kilometres for commuting / school journeys and 1.2-kilometres for other journey destinations. Other national planning guidance / best practice publications have previously recommended a maximum distance of 5.0-kilometres for reasonably fit individuals to cycle to / from workplace destinations.

3.23 As shown in Figure 4, a significant proportion of Ruislip including the town centre are accessible on-foot, within the preferred maximum distance of 2.0-kilometres.

3.24 Within national and local planning policy, it is recognised that reasonably fit individuals can comfortably cycle 5.0-kilometres to workplace destinations. As shown in Figure 4, the entirety of Ruislip along with sections of Harefield, Odyssey Business Park, and RAF Northolt are accessible by cycle. Thereby offering significant potential for future households to access a wide range of amenities by this mode.

Figure 4 Walk and Cycle Catchment Plan



Public Transport Accessibility

PTAL

3.25 To determine the site's current Public Transport Access Level (PTAL), an assessment based on TfL's Web-based Connectivity Assessment Toolkit (WebCAT) methodology was undertaken. This assessment takes account of the distance of public transport facilities and the relative frequencies of services from a specific location. A PTAL rating is defined by a scoring of 1a to 6b, in which a score of 1a is classified as '*Very Poor*' and 6b '*Excellent*.'

3.26 The results of the PTAL assessment reveal that the site (measured from the centre point) currently has a Public Transport Accessibility Index (PTAI) of 3.2, which corresponds to a PTAL rating of 1b, representing a '*Very Poor*' level of accessibility to public transport services. A copy of TfL's PTAL report is attached at Appendix 2 of this report.

Bus Services

3.27 The nearest bus stops are located on either side of the A4180 Ducks Hill Road, approximately 100-metres (i.e. a minute walk) north of the site. These bus stops are provided with a flagpole and up-to date timetable information. Additional bus services are also accessed along either side of the A4180 Bury Street, circa 160-metres (i.e. 2-minutes) south of the site.

3.28 These stops are served by up to 2 bus services, which provide a good level of connectivity to a host of local destinations including Ruislip station, Northwood station, and Pinner station. A summary of the local bus services including route and timetable information is provided in Table 2.1.

Table 2.1 Summary of Local Bus Services Available from the A4180 Ducks Hill Road / Bury Street

Route No.	Operator	Frequency (per hour)				Route
		Monday - Saturday		Sunday		
		Day	Eves	Day	Eves	
331	TfL	3	2	2	2	Ruislip Station – Belmont Road
H13	TfL	3	2	3	2	St Vincent's Nursing Home – Ruislip Lido

Underground / Rail Services

3.29 The site benefits from being accessible to the London Underground (LU) network, the nearest being Ruislip LU station, which is situated circa 2.3-kilometres south-east of the site (i.e. a 29-minute walk / 9-minute cycle). The station is also via bus services 331 and H13.

3.30 The station provides frequent access to a host of destinations on the Metropolitan and Piccadilly Lines with the possibility to interchange with other public transport services including National Rail, DLR and London Overground (LO) networks. The service frequency is circa 16 to 20 services per hour on the Metropolitan Line and 6 to 12 services per hour on the Piccadilly line. Table 2.2 summarizes a list of key local and regional destinations from Upton Park LU station.

Table 2.2 Summary of Services Available from Ruislip LU Station

Destination	Connects	Journey Time (Fastest)
Uxbridge Underground Station	Metropolitan	8-minutes
Baker Street Underground Station	Bakerloo, Circle, Hammersmith & City and Jubilee	33-minutes
Hammersmith Underground Station	Circle, District and Hammersmith & City	35-mintues
King's Cross St Pancras Underground Station	Circle, Hammersmith & City, Metropolitan, Northern and Victoria and National Rial	40-minutes
Moorgate Underground Station	Circle, Hammersmith & City, Northern and National Rail	47-minutes
Liverpool Street Underground Station	Central, Circle, Hammersmith & City, National Rail, London Overground and TfL Rail	49-mintues
Finsbury Park Underground Station	Victoria and National Rail	68-mintues

3.31 West Ruislip rail station is located circa 2.5-kilometres south-west of the site (i.e. 31-minute walk / 9-minute cycle) and is served by both LU and National Rail services. The National Rail services run 1 train per hour to London Marylebone and 1 train per hour to Gerrads Cross.

Accessibility to Local Amenities

3.32 It is clear from Table 2.3 that a wide range of amenities, which are likely to cater for the everyday needs of new households are accessible on-foot and by cycle from the site. Most notably, Ruislip town centre contains a number of national and independent retailers.

Table 2.3 Summary of Local Amenities

Type of Amenity	Destination	Distance	Walk Travel Time	Cycle Travel Time
Convenience	BP Garage / Marks & Spencers	120-metres	2-minutes	1-minute
	Sainsburys Local Foodstore	1.7-kilometres	21-minutes	6-minutes
	Ruislip Post Office	1.8-kilometres	22-minutes	6-minutes
Education	Whiteheath Infant School	1.2-kilometres	15-minutes	4-minutes
	Bishop Winnington Ingram C or E Primary School	1.4-kilometres	18-minutes	4-minutes
	Whiteheath Junior School	1.5-kilometres	18-minutes	4-minutes
Employment	RAF Northholt	4.4-kilometres	-	15-minutes
	Odyssey Business Park	4.9-kilometres	-	15-minutes
Faith	Ruislip Methodist Church	2.0-kilometres	25-minutes	7-minutes
Healthcare	St Martins Medical Centre	1.7-kilometres	21-minutes	6-minutes
	King Edwards Medical Centre	2.0-kilometres	25-minutes	7-minutes
	Wood Lane Medical Centre	2.5-kilometres	-	9-minutes
Leisure and Fitness	Hillingdon Athletics Club	280-metres	4-minutes	1-minute
Retail	Ruislip High Street	1.8-kilometres	22-minutes	6-minutes

Summary

3.33 The review of the baseline conditions reveals: -

- The site is located within an established residential area and as such benefits from being accessible on-foot and by cycle to local public transport services and a broad range of amenities, which are likely to cater for the convenience, education, employment, health, retail and leisure needs of future households. In accordance with the main aims / objectives of current national and local planning policies, future households would be afforded opportunities to adopt sustainable travel patterns and behaviour for various journey purposes.

- In light of the modest vehicular traffic generating potential of the development proposals, it is concluded that the existing trend / pattern of PIAs would not be exacerbated.
- The location of the site therefore reflects the requirements of the NPPF and local policy in ensuring the patterns of growth make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are sustainable. The site provides a realistic choice in travel mode to cater for a number of day-to-day journeys which would act to reduce future household's reliance on the private car.

4. Proposed Development

Overview

4.1 The development proposals involve the erection of a new 4-storey building comprised of 8 apartments (i.e. 2 x one-bed and 6 x two-bed, under Use Class C3) together with associated car parking and soft landscaping on land at Chelmsine Court.

4.2 A proposed site plan (Drawing No. 1232PL-RDT-ZZ-XX-DR-A-1100_PL1) prepared by RDT Architects is attached at Appendix 3 of this report.

Proposed Access Arrangements

Vehicle

4.3 As shown on the ground floor layout plan, it is intended that the development proposals would be served by a singular access points situated off the eastern side of the A4180 Bury Street. As shown on Drawing No. 20028/001/RevB (attached), the sites existing access would be modified to provide a 3.5-metre wide carriageway, which is adequate to accommodate a standard sized car to enter and exit in a safe and convenient manner.

Visibility Splay / Sight Line Requirements

4.4 Guidance on the visibility splay requirements for existing and proposed junctions and accesses is set out in the DfT's MfS1 and MfS2 '*Wider Application of the Principles*' (September 2010) publications.

4.5 Section 10 of the MfS2 document entitled '*Visibility*' defines stopping sight distances as *"the distance drivers need to be able to see ahead and they can stop within from a given speed. It is calculated from the speed of the vehicle, the time required for a driver to identify a hazard and then begin to brake (the perception-reaction time), and the vehicle's rate of deceleration."*

4.6 Paragraph 10.4.1 states that *"the visibility splay at a junction ensures that there is adequate inter-visibility between vehicles on the major and minor arms."*

4.7 When establishing visibility at a junction / access, there are two key dimensions to consider known as the '*X*' and '*Y*' distances. The '*X*' distance is measures from the nearside edge of the carriageway back to the position of a car driver's eye line, which is commonly accepted to be 2.4 metres and at a height of 1.05 metres above the carriageway of the minor road. The MfS1 document advises that a minimum figure of 2.0-metres may be considered acceptable in some very lightly-trafficked and slow-speed situations, leading to some vehicles protruding slightly into the running carriageway of the major arm. The '*Y*' distance represents the distance that a car driver emerging from a minor arm can see approaching traffic to the left and right along the main alignment. It is measured from the centre line of the access to the nearside kerb of the main arm.

4.8 Having regard to the urban form and speed limit along the A4180 Bury Street, it is considered appropriate to apply the stopping sight distance (SSD) parameters (i.e. a reaction time of 1.5 seconds and a deceleration rate of 4.41 m / s^2 (0.45g), as set out in the DfT's) MfS1 document for determining the visibility splay requirements in the leading (right of access) and trailing (left of access) direction.

4.9 As shown on Drawing No. 20028/001/RevB (attached), it is evident that visibility splays measuring 2.4-metres (X-distance) x 22-metres (Y-distance) and 2.4-metres (X-distance) x 24-metres (Y-distance), in accordance with the 30-mph speed limit SSD parameters within the DfT's MfS1 design guidance can be respectively achieved to the right (leading traffic direction) and left (trailing traffic direction) edge of carriageway.

4.10 Since the site's modified access can achieve visibility splays in accordance with the DfT's MfS1 guidance, it is considered that car drivers would be afforded sufficient intervisibility with other road users, thereby enabling safe manoeuvres to be undertaken at the junction with the A4180 Bury Street.

Pedestrian and Cycle Access

4.11 Pedestrian and cycle access to the proposed development would be via the site's modified access, off the eastern side of the A4180 Bury Street. The share surface access would connect to footpaths situated on either side of the building. The footpath on the southern side would facilitate direct access to the cycle store and area of soft landscaping.

Proposed Parking Arrangements

Car

4.12 Guidance on car parking standards for residential uses is set out in Appendix C of the *LBoH 'Local Plan Part 2 – Development Management Policies'* (January 2020), Table 1 specifies a maximum standard of 1 to 1.5 spaces per 1 to 2-bedroom flat (Use Class C3).

4.13 In line with the adopted standards, 6 car parking bays (i.e. 0.75 per unit) will be provided for the development proposals, of these one will be provided as a disabled bay. Additionally, in line with the pre-application advice, there will be provision of 3 '*passive*' and 1 '*active*' EVCP bays.

4.14 In terms of dimensions, all spaces would be provided at a minimum of 2.4 x 4.8-metres. Drawing No. 20028/TK01/RevB (attached) demonstrates that a standard sized car can manoeuvre into and out of the proposed parking spaces in a safe and convenient manner.

Cycle

4.15 Guidance on cycle parking standards for residential uses is set out in Appendix C of the *LBoH 'Local Plan Part 2 – Development Management Policies'* (January 2020), Table 1 specifies a maximum requirement of 1 cycle parking spaces per 1 to 2-bedroom flat (Use Class C3).

4.16 As shown on the proposed site layout plan, in accordance with the adopted standards a total of 5 '*Falcolevel Premium+*' two-tier type stands (i.e. 10 cycle parking spaces) would be provided for the development proposals.

4.17 The entrance to the cycle stores would be directly accessed via the footway created along the southern boundary of the site. The cycle stores would be well-lit and located in areas benefitting from a high level of natural surveillance, thereby creating a safe and secure environment for cyclists. The cycle stores would be designed in line with the London Cycle Design Standards (LCDS) guidance.

Proposed Delivery and Servicing Arrangements

4.18 Waste refuse and recycling collections, deliveries and emergency vehicle access would continue to take place via the A4180 Bury Street. The proposed site plan incorporates a bin store area located in the south-western corner of the proposed building, to ensure compliance with the carry distances for both future households (30-metres) and waste operatives (25-metres), as set out in Schedule 1, Part H of the Building Regulations 1 (2000) and the DfT's '*MfS1*' document. Consequently, it is concluded that the proposed layout is acceptable for servicing.

5. Multi-Modal Trip Generation & Impact

5.1 This section of the report considers the anticipated multi-modal trip generating potential of the development proposals (Use Class C3) in comparison with the site's dormant use, to establish the net impact along the local highway and transport networks throughout a typical weekday / weekend as well as during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods.

Existing Trip Generation

5.2 The site consists of a two-storey building previously comprising of office space on the ground floor and 2 apartments on the first floor. The site currently is dormant and therefore all proposed trip generation from the development proposals will be considered new to the network.

Proposed Trip Generation

5.1 To establish the anticipated person trip generation of the residential component of the development proposals, the TRICS database (Version 7.6.4) was interrogated to identify sites exhibiting similar characteristics under the land use category *'03 Residential – C – Flats Privately Owned'*.

5.2 The following search parameters were applied to further ensure that the data, selected for the TRICS assessment reflected the site's characteristics in respect of location and accessibility to public transport and local services.

- Selected Geographical Regions (Greater London);
- Selected Survey Days (Weekdays only); and
- Selected Locations (Suburban Area and Edge of Town Centre).

5.3 A summary of the person trip rates and corresponding movements for the '*flats privately owned*' is presented in Table 5.1, whilst a copy of the TRICS outputs is provided at Appendix 4 of this report.

5.4 Table 5.1 reveals that the development proposals would have the potential to generate in the order of 60 daily two-way person trips including 6 and 5 during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods respectively.

Table 5.1 Total Person Trip Rates / Generation – '*Flats Privately Owned*' (8-Units)

Time Period	Trip Rates (per dwelling)			Total Person Movements		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Hour (08:00 – 09:00)	0.130	0.600	0.730	1	5	6
PM Peak Hour (17:00 – 18:00)	0.406	0.198	0.604	3	2	5
Daily (07:00 – 19:00)	3.822	3.632	7.454	31	29	60

5.5 The anticipated multi-modal trip generating potential of the residential component of the development proposals is set out in Tables 5.3 and 5.4.

5.6 To determine the likely multi-modal trip generating potential of the development proposals, the total person movements for the residential use have been cross referenced with '*Method of Travel to Work*' data from the 2011 Census for the Hillingdon 005 Keynes 030 Middle Layer Super Output Area (MSOA), in which the site is located within. This data was extracted from the Nomis website. The modal split of journeys to work is presented in Table 5.2, while a copy of the 2011 Census output is appended at Appendix 5 of this report.

Table 5.2 2011 Census Method of Travel to Work Modal Split (Hillingdon 005)

Mode	Percentage	Mode	Percentage
Car Driver	64%	Pedestrians	5%
Car Passenger	3%	Cyclists	1%
Public Transport Users	24%	Other	2%

5.7 It is evident from reviewing Table 5.2 that the majority (64%) of households living within the area surrounding the site are dependent on travelling by private car for their journey to / from various workplace destinations. Approximately 24% travel to work by public transport. A further 6% regularly travel by the '*active*' modes of walking and cycling.

5.8 Table 5.3 reveals that the proposed residential component of the proposals would have the potential to generate a total of 60 two-way person trips over the course of a typical weekday. Approximately 38 of these would be undertaken by private car, 14 by public transport, and 4 by the '*active*' modes of walking and cycling.

Table 5.3 Daily (07:00-19:00) Person Trip Generation - '*Flats Privately Owned*' (8-Units)

Mode	Arrivals		Departures		Total	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Car Driver	2.446	20	2.324	19	4.771	38
Car Passenger	0.115	1	0.109	1	0.224	2
Public Transport	0.917	7	0.872	7	1.789	14
Pedestrians	0.191	2	0.182	1	0.373	3
Cyclists	0.038	0	0.036	0	0.075	1
Other	0.076	1	0.073	1	0.149	1
TOTAL	3.822	31	3.632	29	7.454	60

5.9 As indicated in Table 5.4, the development proposals would have the potential to generate in the order of 6 and 5 two-way person trip movements during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods respectively. Of these, approximately 4 and 3 would comprise private car trips. An additional 1 two-way trip would be undertaken by public transport during the peak hour periods respectively.

Table 5.4 AM & PM Peak Hour Person Trip Generation - '*Flats Privately Owned*' (8-Units)

Mode	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Arrivals		Departures		Arrivals		Departures	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Car Driver	0.083	1	0.384	3	0.260	2	0.127	1
Car Passenger	0.004	0	0.018	0	0.012	0	0.006	0
Public Transport	0.031	0	0.144	1	0.097	1	0.048	0
Pedestrians	0.007	0	0.030	0	0.020	0	0.010	0
Cyclists	0.001	0	0.006	0	0.004	0	0.002	0
Other	0.003	0	0.012	0	0.008	0	0.004	0
TOTAL	0.130	1	0.600	5	0.406	3	0.198	2

Net Impact

5.10 Table 5.5 reveals that when comparing the anticipated vehicular trip generation of the existing and proposed site operations, it is evident that there would be an moderate increase of 38 two-way vehicular movements over the course of a typical weekday including a negligible increase of 4 and 3 during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods respectively; equating to circa 1 movement every 15-minutes in the peak hour periods.

5.11 Such an increase would have a negligible impact on the local highway network, particularly to the conditions of amenity, capacity and amenity.

Table 5.5 Net Change in Daily Vehicular Traffic Generation

Scenario	Arrivals	Departures	Total Two-Way
Existing Site Operation	0	0	0
Proposed Site Operation	20	19	38
NET CHANGE	+20	+19	+38

6. Summary & Conclusions

6.1 This Transport Statement (TS) has been prepared on behalf of Trout Rise Developments Limited *('the applicant')* to consider the highways and transport implications of a development proposal involving the erection of a new 4-storey building comprised of 8 apartments (i.e. 2 x one-bed and 6 x two-bed, under Use Class C3) together with associated car parking and soft landscaping on land at Chelmsine Court, Bury Street in Ruislip, London Borough of Hillingdon (LBoH).

6.2 In summary, the report demonstrates: -

- The development proposals comply with the core principles of various current national, regional and local planning policies, most notably in respect of providing future end-users with opportunities to adopt sustainable travel patterns and behaviour for various journey purposes, thereby negating the need for them to own a vehicle and travel by private car.
- The site is well located to public transport services available from bus stops along the A4180 Ducks Hill Road / Bury Street, which provide connectivity to a range of journey destinations in Central and Greater London. Further, a wide range of amenities, which are likely to cater for the day-to-day needs of future households are available and accessible on-foot and by cycle within the maximum recommended distances, prescribed by the CIHT.
- The review of the PIA data reveals that there are no significant safety issues with the existing local highway network within the vicinity of the site. The majority of the PIAs were caused as a result of human error. In light of the negligible increase in vehicular traffic movements over the course of a typical weekday, it is considered that the existing trend / pattern in regard to location, collision type and severity would not be exacerbated.
- The development proposals provide an appropriate level of car and cycle parking in accordance with LBoH adopted maximum parking standards. Further, the swept-path analyses demonstrate that the design of the indicative layout can accommodate the anticipated vehicles in a safe and convenient manner.
- In comparison with the site's dormant use, the development proposals would result in a moderate increase in vehicular traffic movements over the course of a typical weekday with there being a negligible increase during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods. Such an increase would not have a material impact on the local highway network, particularly in respect of amenity, capacity and safety.

6.3 In the context of the guidelines within paragraph 109 of the NPPF it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

Appendix 1

Bury Rd Area Personal Injury Collisions 60 mths to end of April 2019 (Provisional)

Summary of Collisions Selected		
Site Reference and Description	Date Period	Accident Count
Topic Based Query		14

The description of how the collision occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

Pedestrian	3	21%
Wet	3	21%
Dark	6	43%

Fatal	1	7%
Serious	3	21%
Slight	10	71%

Please note that these figures represent the number of collisions that resulted in each type of casualty.

	1	2	3	4	5	6	7	8	9	10
Reference	0114XH30559	0114XH30826	0115XH30689	0116XH30016	0116XH30256	01170028609	01170044724	01170072673	01170076767	01180106502
Day	WEDNESDAY	THURSDAY	THURSDAY	THURSDAY	THURSDAY	TUESDAY	FRIDAY	SATURDAY	SUNDAY	SATURDAY
Date	10/09/2014	04/09/2014	24/09/2015	21/01/2016	21/04/2016	28/03/2017	23/06/2017	25/11/2017	10/12/2017	28/04/2018
Time	08:25	21:48	09:35	07:00	17:42	14:25	18:55	09:45	00:33	06:10
Light Conds	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT
Road	DRY	DRY	WET/DAMP	FROST/ICE	DRY	DRY	DRY	FROST/ICE	SNOW	DRY
Surface	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Severity										
Conflict										
Ped	0						0	0		
Location	706 V001 A	406 V002 A	308 V003 B	103 V002 B	307 V001 B	501 V002 A	802 C001 A	706 V001 B	501 V002 B	
Contributory	803 C001 A	302 V002 A	408 V003 A	302 V002 B	410 V001 A	405 V002 A	801 C001 B	710 V001 B	602 V002 A	
(* denotes pre-2005)		602 V002 A	403 V003 A	405 V002 B	602 V001 A					
				602 V002 B	605 V001 B					
				404 V001 B						
				603 V001 B						
Easting/Northing	508350	508430	508430	508430	508310	508425	508470	508320	508460	508430
	188790	188820	188830	188820	188760	188820	188740	188760	188790	188830

	11	12	13	14
Reference	01180125547	01180132042	01190158923	01190162395
Day	MONDAY	WEDNESDAY	TUESDAY	SATURDAY
Date	06/08/2018	12/09/2018	22/01/2019	09/02/2019
Time	17:02	01:45	19:30	08:52
Light Conds	LIGHT	DARK	DARK	DARK
Road	DRY	WET/DAMP	FROST/ICE	WET/DAMP
Surface	SERIOUS	FATAL	SLIGHT	SERIOUS
Severity				
Conflict				
Ped				
Location	410 V002 B	307 V001 A	103 V001 B	901 V001 A
Contributory	305 V003 B		705 V001 B	
(* denotes pre-2005)	409 V002 B		403 V001 B	
	306 V002 B			
Easting/Northing	508430 188870	508430 188960	508431 188908	508598 188534

Bury Rd Area Personal Injury Collisions 60 mths to end of April 2019 (Provisional)

SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION	DATE PERIOD	ACCIDENT COUNT
TOPIC BASED QUERY		14

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION

TOPIC BASED QUERY

1

0114XH30559	WED 10/09/2014 08:25		LIGHT	BREAKSPEAR RD J/W WTHY LANE			LINK 242-311	508350/188790
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

PED CROSSED ROAD AS V1 STARTED TO TURN RIGHT

CASUALTY	001 (001)	(51 YRS - M - REDA)	SLIGHT	PEDESTRIAN	NW BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(55 YRS - F - REDACT)	TURNING RIGHT		(SW TO SE) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	706 (DAZZLING SUN)		C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	

2

0114XH30826	THU 04/09/2014 21:48		DARK	BURY ST J/W BREAKSPEAR RD			NODE 311	508430/188820
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	M ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V2 FAILED TO STOP AT JUNCTION AND HIT V1

CASUALTY	001 (002)	(33 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQ	(20 YRS - M - REDACT)	TURNING RIGHT		(N TO W) N/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	CAR BT - NOT REQ	(33 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002	A	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)	
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)					

3

0115XH30689	THU 24/09/2015 09:35		LIGHT	BURY ST J/W BREAKSPEAR ST				NODE 311	508430/188830
POLICE - AT SCENE		ROAD-WET	RAINING	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M

N/B V1, V2 WAITED TO TURN LEFT AT R/A; V3 CAME UP BEHIND AND SHUNTED THEM

CASUALTY	001 (001)	(55 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQ	(55 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) BACK HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (003)	CAR BT - NOT REQ	(40 YRS - F - REDACT)		WAITING - HELD UP	(S TO N) BACK HIT FIRST	COMMUTING JCT MID
VEHICLE	003 (002)	CAR BT - NOT REQ	(30 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	COMMUTING JCT MID

V003	B	308 (FOLLOWING TOO CLOSE)	V003	A	408 (SUDDEN BRAKING)
V003	A	403 (POOR TURN OR MANOEUVRE)			

4

0116XH30016	THU 21/01/2016 07:00		DARK	DUCKS HILL RD, J/W BREAKSPEAR RD				NODE 311	508430/188820
POLICE - AT SCENE		FROST/ICE	WEATHER-OTHER	SINGLE CWY	ROUNDABOUT	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M

IT APPEARS V2 HAS FAILED TO GIVE WAY AT R/A & COLLIDED WITH V1 TURNING RIGHT AT R/A

CASUALTY	001 (001)	(53 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(41 YRS - F - REDA)	SERIOUS	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (002)	CAR BT - NOT REQ	(53 YRS - F - REDACT)		TURNING RIGHT	(NW TO SW) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	CAR BT - NEG	(44 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO NW) O/S HIT FIRST	J/P - UNKN JCT MID

V002	B	103 (SLIPPERY ROAD (DUE TO WEATHER))	V002	B	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)
V002	B	405 (FAILED TO LOOK PROPERLY)	V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)	V001	B	603 (NERVOUS, UNCERTAIN OR PANIC)

5

0116XH30256	THU 21/04/2016 17:42		LIGHT	BREAKSPEAR RD, 67M SW OF J/W WTHY LANE			LINK 242-311	508310/188760
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

IT APPEARS V1 HAS HIT PARKED V3, GONE ONTO 2 WHEELS, SWERVED ONTO OPPOSITE CARRIAGEWAY & HIT HEAD ON WITH V2

CASUALTY	001 (001)	(18 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (003)	CAR BT - NOT REQ	(18 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (001)	CAR BT - NOT REQ	(68 YRS - M - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	J/P - UNKN
VEHICLE	003 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		PARKED	(P TO P) FRONT HIT FIRST	J/P - UNKN

V001	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)	V001	A	410 (LOSS OF CONTROL)
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)	V001	B	605 (LEARNER OR INEXPERIENCED DRIVER)

6

01170028609	TUE 28/03/2017 14:25		LIGHT	BREAKSPEAR RD 5M W OF J/W BURY ST			NODE 311	508425/188820
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

CASUALTY	001 (001)	(56 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	002 (001)	(47 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(45 YRS - M - REDACT)		WAITING - HELD UP	(P TO P) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	CAR BT - POS	(52 YRS - F - REDACT)		REVERSING	(E TO NE) BACK HIT FIRST	J/P - UNKN E/MAIN RD

V002	A	501 (IMPAIRED BY ALCOHOL)	V002	A	405 (FAILED TO LOOK PROPERLY)

7

01170044724	FRI 23/06/2017 18:55		LIGHT	BURY ST 100M S OF J/W BREAKSPEAR RD				LINK 244-311	508470/188740
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(63 YRS - M - REDA)		SLIGHT	PEDESTRIAN		NW BOUND	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	CAR BT - NOT REQ		(31 YRS - F - REDACT)		G/AHEAD - OTHER		(S TO N) N/S HIT FIRST	J/P - UNKN
C001	A	802 (FAILED TO LOOK PROPERLY)				C001	B	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED V	

8

01170072673	SAT 25/11/2017 09:45		LIGHT	BREAKSPEAR RD 100M W OF J/W DUCKS HILL RD NREST CLASSIFI				LINK 242-311	508320/188760
POLICE - AT SCENE		FROST/ICE	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(66 YRS - M - REDA)		SLIGHT	PEDESTRIAN		SW BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NOT REQ		(46 YRS - M - REDACT)		TURNING - LEFT		(NE TO SW) FRONT HIT FIRST	JOURNEY P/O WORK
V001	B	706 (DAZZLING SUN)				V001	B	710 (VEHICLE BLIND SPOT)	

9

01170076767	SUN 10/12/2017 00:33		DARK	BURY ST 100M N OF J/W SHARPS LANE				LINK 244-311	508460/188790
POLICE - AT SCENE		SNOW	SNOWING	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(24 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(45 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) N/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NEG		(24 YRS - M - REDACT)		G/AHEAD - L-HAND BEND		(S TO N) FRONT HIT FIRST	J/P - UNKN
V002	B	501 (IMPAIRED BY ALCOHOL)				V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)	

10

01180106502	SAT 28/04/2018 06:10		LIGHT	DUCKS HILL RD J/W BREAKSPEAR RD				NODE 311	508430/188830
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(47 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(47 YRS - M - REDACT)	UNKNOWN	TURNING RIGHT		(S TO E) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN	G/AHEAD - OTHER		(S TO N) N/S HIT FIRST	J/P - UNKN JCT APP

11

01180125547	MON 06/08/2018 17:02		LIGHT	DUCKS HILL RD 25M N OF J/W BREAKSPEAR RD			LINK 311-366	508430/188870
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

DRIVER OF VEH2 HAS LOST CONTROL OF THE VEHICLE ENTERED THE OPPOSITE LANE AND COLLIDED THE VEH1 CAUSING THE TOTAL LOSS OF BOTH VEHICLES.

CASUALTY	001 (001)	(35 YRS - F - REDA)	SERIOUS	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	002 (002)	(64 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(29 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - NOT PROVD	(64 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN
VEHICLE	003 (000)	M/C 126-500CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	J/P - UNKN

V002	B	410 (LOSS OF CONTROL)	V003	B	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)
V002	B	409 (SWERVED)	V002	B	306 (EXCEEDING SPEED LIMIT)

12

01180132042	WED 12/09/2018 01:45		DARK	RESERVOIR RD J/W BURY ST			LINK 311-366	508430/188960
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

THE VEHICLE MADE OFF FROM AN OFFICER ON FOOT AND LOST CONTROL AT THE JUNCTION

CASUALTY	001 (001)	(19 YRS - M - REDA)	FATAL	DRIVER/RIDER			
CASUALTY	002 (001)	(19 YRS - F - REDA)	SERIOUS	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT PROVD	(19 YRS - M - REDACT)		TURNING - LEFT	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP

V001	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)

13

01190158923	TUE 22/01/2019 19:30		DARK	BURY ST, 56 METRES SOUTH OF JUNCT WTH RESERVOIR RD.			LINK 311-366	508431/188908
POLICE - AT SCENE		FROST/ICE	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M

ON TUESDAY 22 JANUARY 2019 AT 19:30 A COLLISION OCCURED ON BURY STREET, 56 METRES SOUTH OF THE JUNCTION WITH RESERVOIR ROAD. IN HILLINGDON INVOLVING TWO CARS

CASUALTY	001 (002)	(19 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(56 YRS - F - REDACT)		G/AHEAD - L-HAND BEND	(N TO S) FRONT HIT FIRST	
VEHICLE	002 (000)	CAR BT - NOT REQ		(23 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(S TO N) O/S HIT FIRST	
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))				V001 B	705 (DAZZLING HEADLIGHTS)	
V001	B	403 (POOR TURN OR MANOEUVRE)						

14

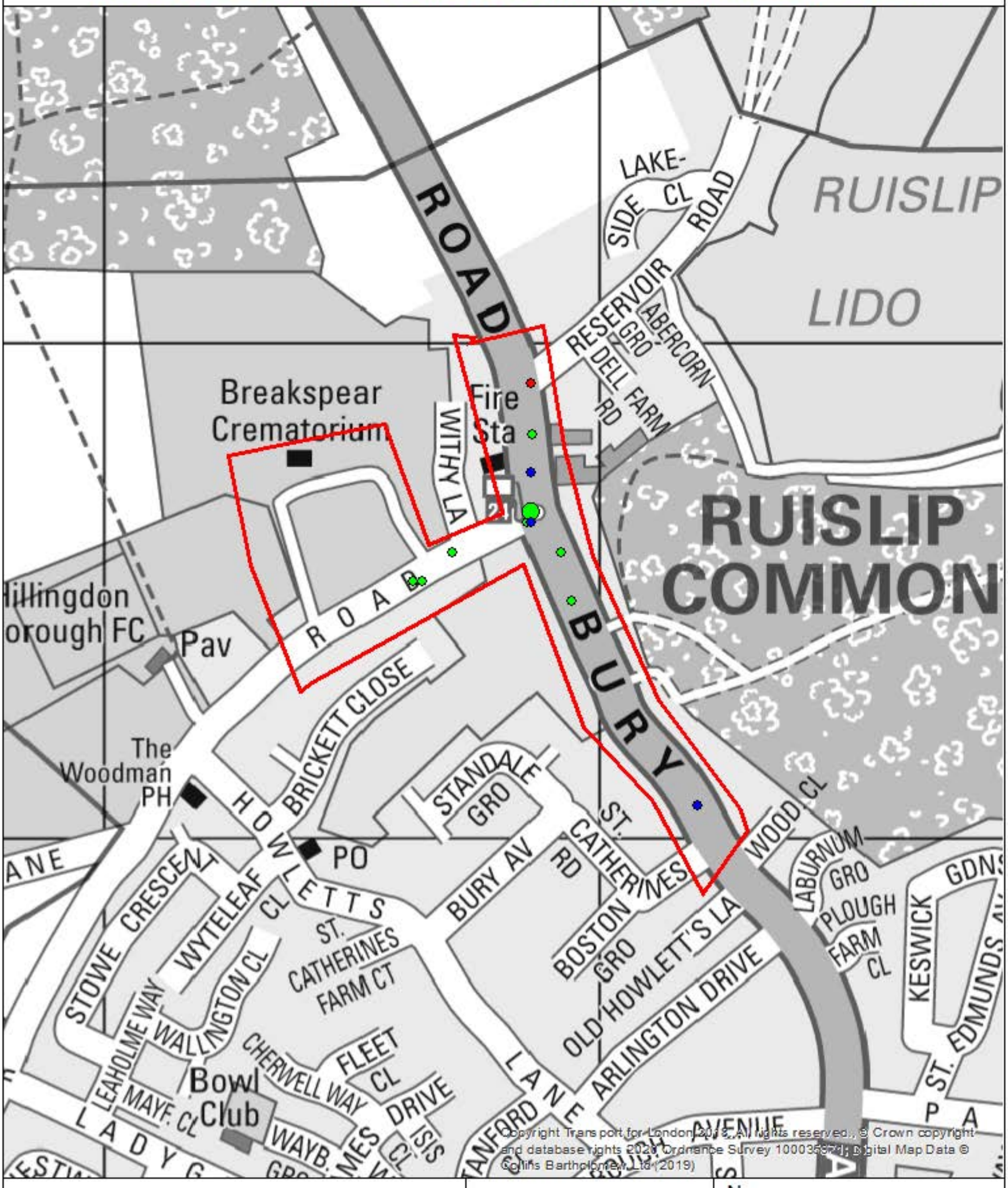
01190162395	SAT 09/02/2019 08:52		DARK	BURY ST, 20 METRES NORTH OF JUNCT WTH SAINT CATHERINES RD.			LINK 244-311	508598/188534
POLICE - AT SCENE		ROAD-WET	RAINING - H WIND	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

ON SATURDAY 9 FEBRUARY 2019 AT 04:26 A COLLISION OCCURED ON BURY STREET, 20 METRES NORTH OF THE JUNCTION WITH SAINT CATHERINES ROAD. IN HILLINGDON INVOLVING ONE MOTORCYCLE OVER 50CC AND 125CC AND THREE CARS

CASUALTY	001 (001)	(15 YRS - M - REDA)		SERIOUS	VEH/PILLION PAX			
VEHICLE	001 (000)	M/C 51-125CC BT - NEG		(16 YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NEG		(? YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	003 (000)	CAR BT - NEG		(? YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
VEHICLE	004 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN -		PARKED	(P TO P) BACK HIT	J/P - UNKN JCT APP

		REDACT)		FIRST
V001	A	901 (STOLEN VEHICLE)		

Bury Rd Area Personal Injury Collisions 60 mths to end of April 2019 (Provisional)



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Severity of collision

Slight	1 (8)	2 (2)	3 (0)	4 (0)	5 (0)
Serious	1 (3)	2 (0)	3 (0)	4 (0)	5 (0)
Fatal	1 (1)	2 (0)	3 (0)	4 (0)	5 (0)

N

0 0.075 0.15 Km

PRINTED BY:

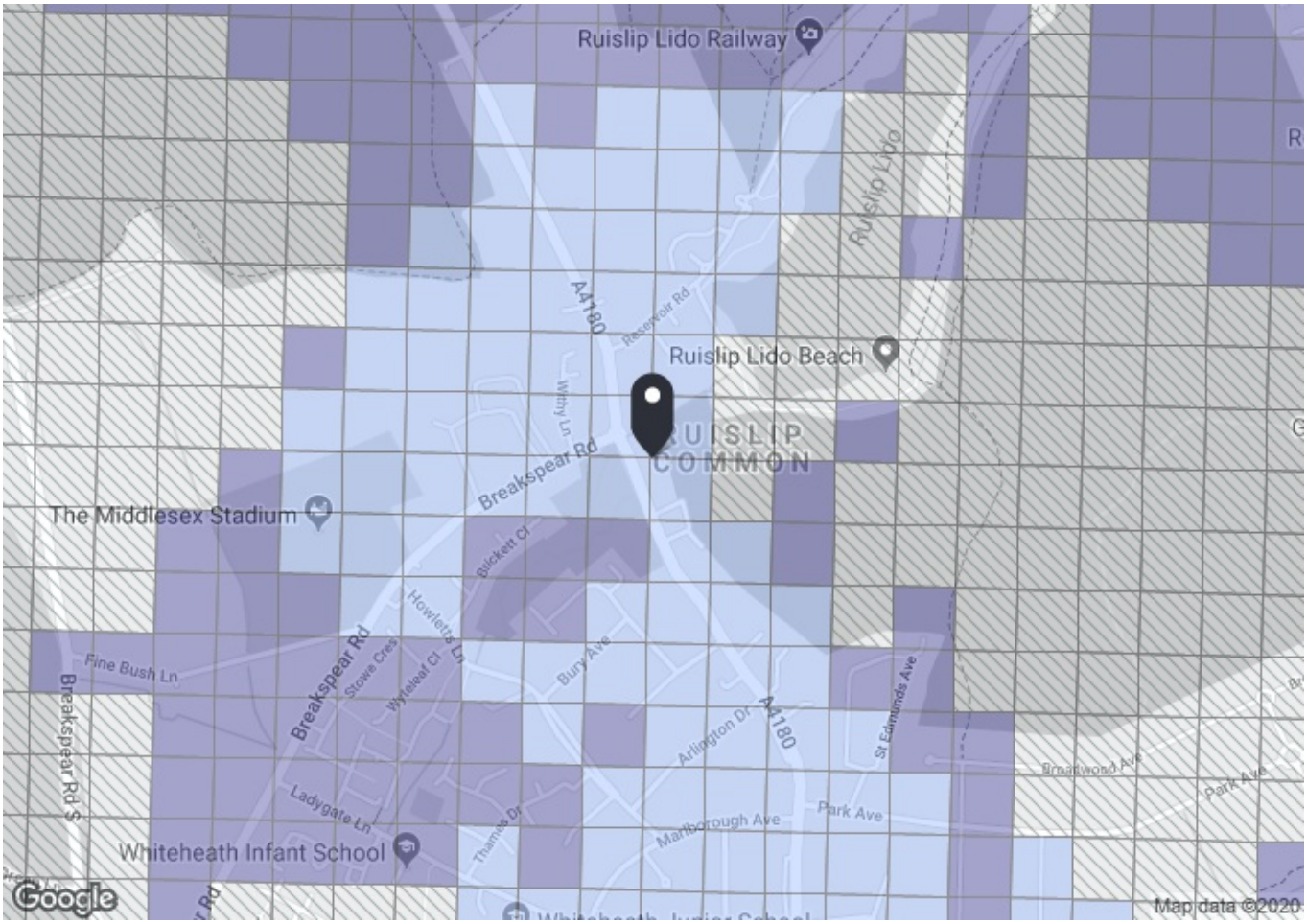
COLLSTATS 3 - TfL City Planning

DATE:

24/01/2020

Appendix 2

TRANSPORT FOR LONDON



PTAL output for Base Year
1b

HA4 7TL
Ruislip HA4 7TL, UK
Easting: 508502, Northing: 188787

Grid Cell: 124486

Report generated: 27/01/2020

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	BURY STREET BREAKSPEAR R	H13	123.98	3	1.55	12	13.55	2.21	1	2.21
Bus	BREAKSPEAR ROAD BURY ST	331	260.13	3	3.25	12	15.25	1.97	0.5	0.98
									Total Grid Cell AI:	**3.2**

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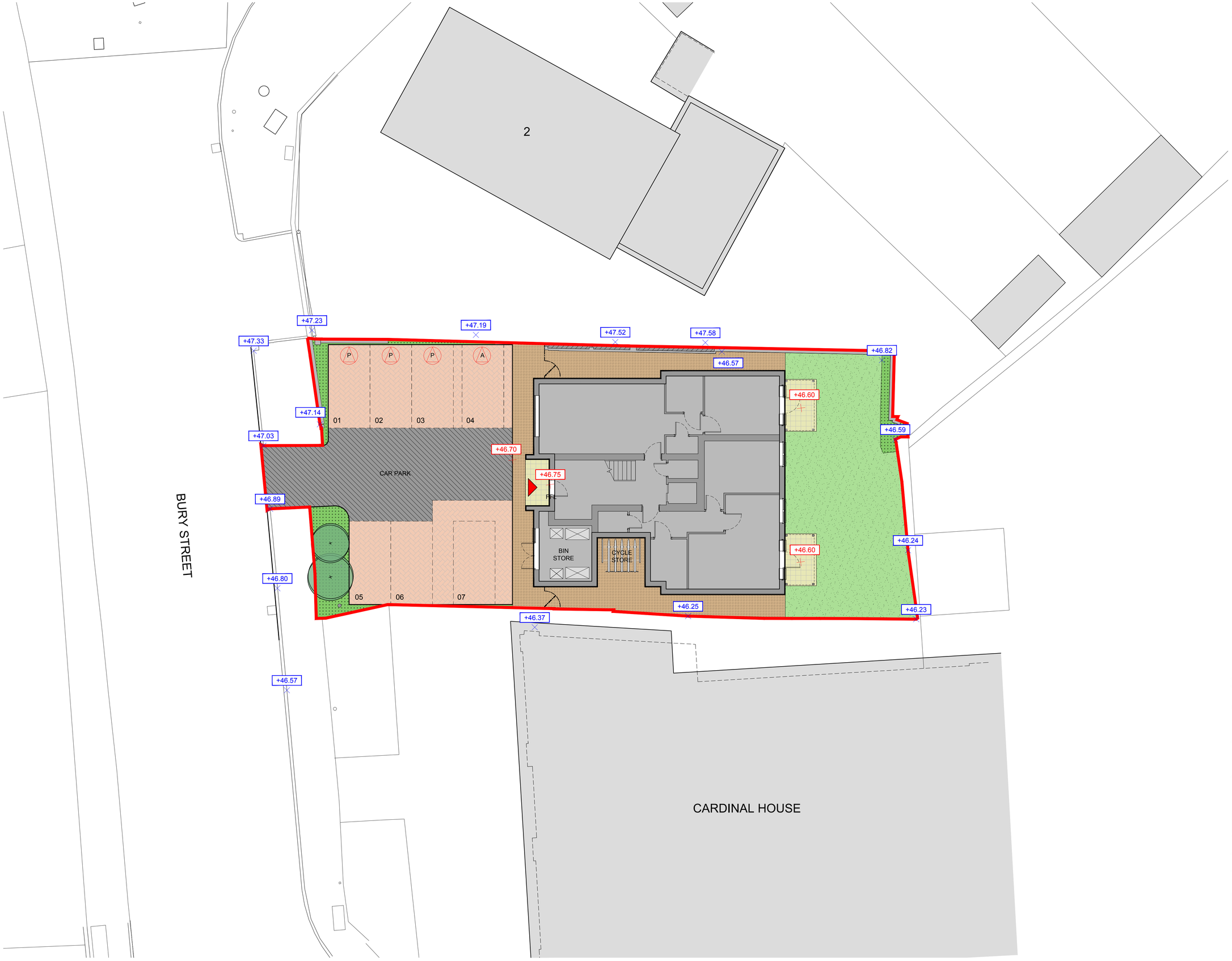
Appendix 3



PROPOSED SITE PLAN - COLOURED

GENERAL NOTES:

1. ALL DIMENSIONS TO BE VERIFIED ON SITE AND ANY DISCREPANCIES REPORTED BACK TO RDT ARCHITECTS.
2. COPYRIGHT OF THIS DRAWING IS RESERVED BY RDT ARCHITECTS.
3. THIS DRAWING IS FOR PLANNING PURPOSES ONLY.

N

1 3 5M
0 2 4

NOTE:

1. ORIGINAL SURVEY INFORMATION TAKEN FROM TOPOGRAPHICAL SURVEY DRAWING TS19-273-1 PRODUCED BY TERRAIN SURVEYS, REFER TO ORIGINAL SURVEY INFORMATION FOR DETAILED LEVEL INFORMATION. SITE CO-ORDINATES ARE TO OS.

KEY:

- SITE BOUNDARY AREA = 0.13 ACRES
- EXISTING BUILDINGS
- PROPOSED TREE CANOPY
- ROAD/ HARDSTANDING
- PARKING SPACES
- FOOTPATH
- PATIO
- PLANTING
- LAWN
- FENCE
- +47.52 EXISTING LEVELS
- +46.75 PROPOSED LEVELS
- P PASSIVE VEHICLE CHARGING POINTS
- A ACTIVE VEHICLE CHARGING POINTS

REV	DESCRIPTION	BY	DATE
PL1	PLANNING ISSUE	GH	21.02.2020

PROJECT WORK STAGE: PLANNING

CLIENT: TROUTRISE DEVELOPMENTS LTD.

PROJECT: CHELMSINE COURT
BURY STREET, RUISLIP
HA4 7TL

DRWG TITTLE: PROPOSED SITE PLAN COLOURED

PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	DIS	NUMBER
1232PL	RDT	ZZ	XX	DR	A	1100

STATUS	SUITABILITY DESCRIPTION
-	-

DRAWN BY	DATE	SCALE	CHECKED BY
DMY	JUNE 19	1:100	CC

RDT PROJECT REF.	PAPER SIZE	REVISION
1232	A1	PL1

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Appendix 4

Calculation Reference: AUDIT-740101-200127-0157

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	EN	ENFIELD	2 days
	HV	HAVERING	1 days
	RD	RICHMOND	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 18 to 493 (units:)
Range Selected by User: 9 to 493 (units:)

Parking Spaces 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: 01/01/00 to 21/06/19

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

Selected survey days:

Tuesday	1 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	3
Built-Up 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:

C3	5 days

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

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
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:

125,001 to 250,000	1 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	3 days
No	2 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1 BE-03-C-02 BLOCKS OF FLATS BEXLEY
CLYDESDALE WAY
BELVEDERE

Edge of Town
Industrial Zone
Total Number of dwellings: 402
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 EN-03-C-02 BLOCKS OF FLATS ENFIELD
CARTERHATCH LANE
ENFIELD
FORTY HILL
Edge of Town
Residential Zone
Total Number of dwellings: 76
Survey date: FRIDAY *10/11/17* *Survey Type: MANUAL*

3 EN-03-C-03 BLOCKS OF FLATS ENFIELD
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

4 HV-03-C-02 BLOCKS OF FLATS HAVERING
WATERLOO ROAD
ROMFORD

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwellings: 493
Survey date: TUESDAY *22/11/16* *Survey Type: MANUAL*

5 RD-03-C-04 BLOCKS OF FLATS RICHMOND
BESSANT DRIVE
KEW

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 170
Survey date: WEDNESDAY *15/05/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-03-C-01	High PTAL
BT-03-C-02	High PTAL
CN-03-C-01	High PTAL
HG-03-C-02	High PTAL
HK-03-C-03	High PTAL
IS-03-C-01	High PTAL
IS-03-C-03	High PTAL
RD-03-C-01	High PTAL
RD-03-C-02	High PTAL
TH-03-C-02	High PTAL
TH-03-C-03	High PTAL

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	5	232	0.037	5	232	0.143	5	232	0.180
08:00 - 09:00	5	232	0.054	5	232	0.179	5	232	0.233
09:00 - 10:00	5	232	0.073	5	232	0.075	5	232	0.148
10:00 - 11:00	5	232	0.056	5	232	0.063	5	232	0.119
11:00 - 12:00	5	232	0.046	5	232	0.072	5	232	0.118
12:00 - 13:00	5	232	0.066	5	232	0.067	5	232	0.133
13:00 - 14:00	5	232	0.065	5	232	0.073	5	232	0.138
14:00 - 15:00	5	232	0.066	5	232	0.062	5	232	0.128
15:00 - 16:00	5	232	0.088	5	232	0.064	5	232	0.152
16:00 - 17:00	5	232	0.107	5	232	0.061	5	232	0.168
17:00 - 18:00	5	232	0.134	5	232	0.071	5	232	0.205
18:00 - 19:00	5	232	0.157	5	232	0.079	5	232	0.236
19:00 - 20:00	4	167	0.189	4	167	0.098	4	167	0.287
20:00 - 21:00	4	167	0.144	4	167	0.057	4	167	0.201
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.282			1.164			2.446

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

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

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Parameter summary

Trip rate parameter range selected:	18 - 493 (units:)
Survey date date range:	01/01/00 - 21/06/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	11

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	5	232	0.003	5	232	0.003	5	232	0.006
08:00 - 09:00	5	232	0.005	5	232	0.005	5	232	0.010
09:00 - 10:00	5	232	0.003	5	232	0.003	5	232	0.006
10:00 - 11:00	5	232	0.002	5	232	0.002	5	232	0.004
11:00 - 12:00	5	232	0.002	5	232	0.002	5	232	0.004
12:00 - 13:00	5	232	0.003	5	232	0.003	5	232	0.006
13:00 - 14:00	5	232	0.002	5	232	0.002	5	232	0.004
14:00 - 15:00	5	232	0.003	5	232	0.003	5	232	0.006
15:00 - 16:00	5	232	0.003	5	232	0.003	5	232	0.006
16:00 - 17:00	5	232	0.003	5	232	0.003	5	232	0.006
17:00 - 18:00	5	232	0.003	5	232	0.003	5	232	0.006
18:00 - 19:00	5	232	0.004	5	232	0.004	5	232	0.008
19:00 - 20:00	4	167	0.008	4	167	0.008	4	167	0.016
20:00 - 21:00	4	167	0.003	4	167	0.002	4	167	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.046			0.093

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	5	232	0.003	5	232	0.003	5	232	0.006
08:00 - 09:00	5	232	0.001	5	232	0.001	5	232	0.002
09:00 - 10:00	5	232	0.002	5	232	0.003	5	232	0.005
10:00 - 11:00	5	232	0.002	5	232	0.002	5	232	0.004
11:00 - 12:00	5	232	0.001	5	232	0.000	5	232	0.001
12:00 - 13:00	5	232	0.000	5	232	0.001	5	232	0.001
13:00 - 14:00	5	232	0.001	5	232	0.002	5	232	0.003
14:00 - 15:00	5	232	0.002	5	232	0.002	5	232	0.004
15:00 - 16:00	5	232	0.000	5	232	0.000	5	232	0.000
16:00 - 17:00	5	232	0.001	5	232	0.000	5	232	0.001
17:00 - 18:00	5	232	0.002	5	232	0.001	5	232	0.003
18:00 - 19:00	5	232	0.001	5	232	0.001	5	232	0.002
19:00 - 20:00	4	167	0.000	4	167	0.002	4	167	0.002
20:00 - 21:00	4	167	0.000	4	167	0.000	4	167	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.018			0.034

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	232	0.000	5	232	0.000	5	232	0.000
08:00 - 09:00	5	232	0.000	5	232	0.000	5	232	0.000
09:00 - 10:00	5	232	0.000	5	232	0.000	5	232	0.000
10:00 - 11:00	5	232	0.001	5	232	0.001	5	232	0.002
11:00 - 12:00	5	232	0.000	5	232	0.000	5	232	0.000
12:00 - 13:00	5	232	0.000	5	232	0.000	5	232	0.000
13:00 - 14:00	5	232	0.000	5	232	0.000	5	232	0.000
14:00 - 15:00	5	232	0.000	5	232	0.000	5	232	0.000
15:00 - 16:00	5	232	0.000	5	232	0.000	5	232	0.000
16:00 - 17:00	5	232	0.000	5	232	0.000	5	232	0.000
17:00 - 18:00	5	232	0.000	5	232	0.000	5	232	0.000
18:00 - 19:00	5	232	0.000	5	232	0.000	5	232	0.000
19:00 - 20:00	4	167	0.000	4	167	0.000	4	167	0.000
20:00 - 21:00	4	167	0.000	4	167	0.000	4	167	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	232	0.000	5	232	0.011	5	232	0.011
08:00 - 09:00	5	232	0.003	5	232	0.015	5	232	0.018
09:00 - 10:00	5	232	0.002	5	232	0.003	5	232	0.005
10:00 - 11:00	5	232	0.002	5	232	0.004	5	232	0.006
11:00 - 12:00	5	232	0.002	5	232	0.003	5	232	0.005
12:00 - 13:00	5	232	0.002	5	232	0.006	5	232	0.008
13:00 - 14:00	5	232	0.004	5	232	0.006	5	232	0.010
14:00 - 15:00	5	232	0.004	5	232	0.007	5	232	0.011
15:00 - 16:00	5	232	0.004	5	232	0.005	5	232	0.009
16:00 - 17:00	5	232	0.013	5	232	0.004	5	232	0.017
17:00 - 18:00	5	232	0.016	5	232	0.004	5	232	0.020
18:00 - 19:00	5	232	0.008	5	232	0.000	5	232	0.008
19:00 - 20:00	4	167	0.017	4	167	0.003	4	167	0.020
20:00 - 21:00	4	167	0.020	4	167	0.003	4	167	0.023
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.097			0.074			0.171

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	232	0.042	5	232	0.190	5	232	0.232
08:00 - 09:00	5	232	0.061	5	232	0.275	5	232	0.336
09:00 - 10:00	5	232	0.090	5	232	0.100	5	232	0.190
10:00 - 11:00	5	232	0.065	5	232	0.091	5	232	0.156
11:00 - 12:00	5	232	0.059	5	232	0.097	5	232	0.156
12:00 - 13:00	5	232	0.085	5	232	0.086	5	232	0.171
13:00 - 14:00	5	232	0.079	5	232	0.095	5	232	0.174
14:00 - 15:00	5	232	0.087	5	232	0.085	5	232	0.172
15:00 - 16:00	5	232	0.129	5	232	0.091	5	232	0.220
16:00 - 17:00	5	232	0.160	5	232	0.078	5	232	0.238
17:00 - 18:00	5	232	0.180	5	232	0.098	5	232	0.278
18:00 - 19:00	5	232	0.217	5	232	0.101	5	232	0.318
19:00 - 20:00	4	167	0.258	4	167	0.126	4	167	0.384
20:00 - 21:00	4	167	0.203	4	167	0.075	4	167	0.278
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.715			1.588			3.303

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	5	232	0.025	5	232	0.063	5	232	0.088
08:00 - 09:00	5	232	0.046	5	232	0.114	5	232	0.160
09:00 - 10:00	5	232	0.035	5	232	0.058	5	232	0.093
10:00 - 11:00	5	232	0.029	5	232	0.057	5	232	0.086
11:00 - 12:00	5	232	0.041	5	232	0.053	5	232	0.094
12:00 - 13:00	5	232	0.066	5	232	0.051	5	232	0.117
13:00 - 14:00	5	232	0.050	5	232	0.051	5	232	0.101
14:00 - 15:00	5	232	0.060	5	232	0.067	5	232	0.127
15:00 - 16:00	5	232	0.091	5	232	0.072	5	232	0.163
16:00 - 17:00	5	232	0.074	5	232	0.057	5	232	0.131
17:00 - 18:00	5	232	0.085	5	232	0.056	5	232	0.141
18:00 - 19:00	5	232	0.078	5	232	0.055	5	232	0.133
19:00 - 20:00	4	167	0.102	4	167	0.089	4	167	0.191
20:00 - 21:00	4	167	0.084	4	167	0.077	4	167	0.161
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.866			0.920			1.786

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	5	232	0.003	5	232	0.057	5	232	0.060
08:00 - 09:00	5	232	0.009	5	232	0.086	5	232	0.095
09:00 - 10:00	5	232	0.020	5	232	0.034	5	232	0.054
10:00 - 11:00	5	232	0.015	5	232	0.027	5	232	0.042
11:00 - 12:00	5	232	0.012	5	232	0.024	5	232	0.036
12:00 - 13:00	5	232	0.025	5	232	0.036	5	232	0.061
13:00 - 14:00	5	232	0.018	5	232	0.028	5	232	0.046
14:00 - 15:00	5	232	0.029	5	232	0.038	5	232	0.067
15:00 - 16:00	5	232	0.044	5	232	0.035	5	232	0.079
16:00 - 17:00	5	232	0.053	5	232	0.025	5	232	0.078
17:00 - 18:00	5	232	0.048	5	232	0.019	5	232	0.067
18:00 - 19:00	5	232	0.077	5	232	0.022	5	232	0.099
19:00 - 20:00	4	167	0.116	4	167	0.038	4	167	0.154
20:00 - 21:00	4	167	0.071	4	167	0.026	4	167	0.097
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.540			0.495			1.035

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	5	232	0.001	5	232	0.099	5	232	0.100
08:00 - 09:00	5	232	0.011	5	232	0.110	5	232	0.121
09:00 - 10:00	5	232	0.010	5	232	0.041	5	232	0.051
10:00 - 11:00	5	232	0.012	5	232	0.032	5	232	0.044
11:00 - 12:00	5	232	0.011	5	232	0.032	5	232	0.043
12:00 - 13:00	5	232	0.022	5	232	0.035	5	232	0.057
13:00 - 14:00	5	232	0.017	5	232	0.039	5	232	0.056
14:00 - 15:00	5	232	0.022	5	232	0.034	5	232	0.056
15:00 - 16:00	5	232	0.045	5	232	0.026	5	232	0.071
16:00 - 17:00	5	232	0.053	5	232	0.016	5	232	0.069
17:00 - 18:00	5	232	0.076	5	232	0.021	5	232	0.097
18:00 - 19:00	5	232	0.107	5	232	0.016	5	232	0.123
19:00 - 20:00	4	167	0.138	4	167	0.039	4	167	0.177
20:00 - 21:00	4	167	0.075	4	167	0.017	4	167	0.092
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.600			0.557			1.157

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	5	232	0.004	5	232	0.156	5	232	0.160
08:00 - 09:00	5	232	0.021	5	232	0.196	5	232	0.217
09:00 - 10:00	5	232	0.030	5	232	0.074	5	232	0.104
10:00 - 11:00	5	232	0.027	5	232	0.059	5	232	0.086
11:00 - 12:00	5	232	0.023	5	232	0.056	5	232	0.079
12:00 - 13:00	5	232	0.047	5	232	0.071	5	232	0.118
13:00 - 14:00	5	232	0.035	5	232	0.067	5	232	0.102
14:00 - 15:00	5	232	0.052	5	232	0.072	5	232	0.124
15:00 - 16:00	5	232	0.089	5	232	0.060	5	232	0.149
16:00 - 17:00	5	232	0.107	5	232	0.041	5	232	0.148
17:00 - 18:00	5	232	0.124	5	232	0.040	5	232	0.164
18:00 - 19:00	5	232	0.184	5	232	0.038	5	232	0.222
19:00 - 20:00	4	167	0.254	4	167	0.077	4	167	0.331
20:00 - 21:00	4	167	0.146	4	167	0.042	4	167	0.188
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.143			1.049			2.192

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

	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	5	232	0.072	5	232	0.420	5	232	0.492
08:00 - 09:00	5	232	0.130	5	232	0.600	5	232	0.730
09:00 - 10:00	5	232	0.156	5	232	0.236	5	232	0.392
10:00 - 11:00	5	232	0.123	5	232	0.211	5	232	0.334
11:00 - 12:00	5	232	0.124	5	232	0.209	5	232	0.333
12:00 - 13:00	5	232	0.200	5	232	0.214	5	232	0.414
13:00 - 14:00	5	232	0.169	5	232	0.219	5	232	0.388
14:00 - 15:00	5	232	0.203	5	232	0.231	5	232	0.434
15:00 - 16:00	5	232	0.314	5	232	0.229	5	232	0.543
16:00 - 17:00	5	232	0.355	5	232	0.180	5	232	0.535
17:00 - 18:00	5	232	0.406	5	232	0.198	5	232	0.604
18:00 - 19:00	5	232	0.487	5	232	0.194	5	232	0.681
19:00 - 20:00	4	167	0.631	4	167	0.294	4	167	0.925
20:00 - 21:00	4	167	0.452	4	167	0.197	4	167	0.649
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.822			3.632			7.454

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	5	232	0.028	5	232	0.129	5	232	0.157
08:00 - 09:00	5	232	0.045	5	232	0.167	5	232	0.212
09:00 - 10:00	5	232	0.062	5	232	0.067	5	232	0.129
10:00 - 11:00	5	232	0.042	5	232	0.051	5	232	0.093
11:00 - 12:00	5	232	0.034	5	232	0.060	5	232	0.094
12:00 - 13:00	5	232	0.055	5	232	0.056	5	232	0.111
13:00 - 14:00	5	232	0.055	5	232	0.061	5	232	0.116
14:00 - 15:00	5	232	0.050	5	232	0.047	5	232	0.097
15:00 - 16:00	5	232	0.078	5	232	0.053	5	232	0.131
16:00 - 17:00	5	232	0.097	5	232	0.054	5	232	0.151
17:00 - 18:00	5	232	0.115	5	232	0.055	5	232	0.170
18:00 - 19:00	5	232	0.140	5	232	0.064	5	232	0.204
19:00 - 20:00	4	167	0.171	4	167	0.080	4	167	0.251
20:00 - 21:00	4	167	0.131	4	167	0.053	4	167	0.184
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.103			0.997			2.100

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 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	5	232	0.003	5	232	0.005	5	232	0.008
08:00 - 09:00	5	232	0.003	5	232	0.004	5	232	0.007
09:00 - 10:00	5	232	0.005	5	232	0.001	5	232	0.006
10:00 - 11:00	5	232	0.009	5	232	0.008	5	232	0.017
11:00 - 12:00	5	232	0.009	5	232	0.009	5	232	0.018
12:00 - 13:00	5	232	0.007	5	232	0.007	5	232	0.014
13:00 - 14:00	5	232	0.006	5	232	0.008	5	232	0.014
14:00 - 15:00	5	232	0.010	5	232	0.009	5	232	0.019
15:00 - 16:00	5	232	0.005	5	232	0.008	5	232	0.013
16:00 - 17:00	5	232	0.007	5	232	0.004	5	232	0.011
17:00 - 18:00	5	232	0.010	5	232	0.007	5	232	0.017
18:00 - 19:00	5	232	0.005	5	232	0.007	5	232	0.012
19:00 - 20:00	4	167	0.005	4	167	0.002	4	167	0.007
20:00 - 21:00	4	167	0.003	4	167	0.002	4	167	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.081			0.168

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	5	232	0.000	5	232	0.003	5	232	0.003
08:00 - 09:00	5	232	0.000	5	232	0.001	5	232	0.001
09:00 - 10:00	5	232	0.001	5	232	0.002	5	232	0.003
10:00 - 11:00	5	232	0.000	5	232	0.000	5	232	0.000
11:00 - 12:00	5	232	0.000	5	232	0.000	5	232	0.000
12:00 - 13:00	5	232	0.002	5	232	0.001	5	232	0.003
13:00 - 14:00	5	232	0.001	5	232	0.001	5	232	0.002
14:00 - 15:00	5	232	0.001	5	232	0.000	5	232	0.001
15:00 - 16:00	5	232	0.002	5	232	0.000	5	232	0.002
16:00 - 17:00	5	232	0.000	5	232	0.000	5	232	0.000
17:00 - 18:00	5	232	0.003	5	232	0.004	5	232	0.007
18:00 - 19:00	5	232	0.007	5	232	0.003	5	232	0.010
19:00 - 20:00	4	167	0.006	4	167	0.008	4	167	0.014
20:00 - 21:00	4	167	0.008	4	167	0.002	4	167	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.025			0.056

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

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

TRIP RATE for Land Use 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	5	232	0.000	5	232	0.029	5	232	0.029
08:00 - 09:00	5	232	0.003	5	232	0.033	5	232	0.036
09:00 - 10:00	5	232	0.003	5	232	0.009	5	232	0.012
10:00 - 11:00	5	232	0.006	5	232	0.011	5	232	0.017
11:00 - 12:00	5	232	0.003	5	232	0.006	5	232	0.009
12:00 - 13:00	5	232	0.004	5	232	0.010	5	232	0.014
13:00 - 14:00	5	232	0.005	5	232	0.009	5	232	0.014
14:00 - 15:00	5	232	0.008	5	232	0.009	5	232	0.017
15:00 - 16:00	5	232	0.016	5	232	0.009	5	232	0.025
16:00 - 17:00	5	232	0.014	5	232	0.009	5	232	0.023
17:00 - 18:00	5	232	0.023	5	232	0.009	5	232	0.032
18:00 - 19:00	5	232	0.024	5	232	0.005	5	232	0.029
19:00 - 20:00	4	167	0.051	4	167	0.018	4	167	0.069
20:00 - 21:00	4	167	0.021	4	167	0.005	4	167	0.026
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.181			0.171			0.352

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

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

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

	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	5	232	0.000	5	232	0.000	5	232	0.000
08:00 - 09:00	5	232	0.001	5	232	0.001	5	232	0.002
09:00 - 10:00	5	232	0.000	5	232	0.000	5	232	0.000
10:00 - 11:00	5	232	0.000	5	232	0.000	5	232	0.000
11:00 - 12:00	5	232	0.000	5	232	0.000	5	232	0.000
12:00 - 13:00	5	232	0.000	5	232	0.001	5	232	0.001
13:00 - 14:00	5	232	0.000	5	232	0.000	5	232	0.000
14:00 - 15:00	5	232	0.000	5	232	0.000	5	232	0.000
15:00 - 16:00	5	232	0.000	5	232	0.000	5	232	0.000
16:00 - 17:00	5	232	0.000	5	232	0.000	5	232	0.000
17:00 - 18:00	5	232	0.000	5	232	0.000	5	232	0.000
18:00 - 19:00	5	232	0.000	5	232	0.000	5	232	0.000
19:00 - 20:00	4	167	0.000	4	167	0.000	4	167	0.000
20:00 - 21:00	4	167	0.000	4	167	0.000	4	167	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

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

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

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

	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	5	232	0.000	5	232	0.020	5	232	0.020
08:00 - 09:00	5	232	0.005	5	232	0.022	5	232	0.027
09:00 - 10:00	5	232	0.003	5	232	0.016	5	232	0.019
10:00 - 11:00	5	232	0.004	5	232	0.011	5	232	0.015
11:00 - 12:00	5	232	0.005	5	232	0.011	5	232	0.016
12:00 - 13:00	5	232	0.009	5	232	0.009	5	232	0.018
13:00 - 14:00	5	232	0.005	5	232	0.009	5	232	0.014
14:00 - 15:00	5	232	0.004	5	232	0.010	5	232	0.014
15:00 - 16:00	5	232	0.015	5	232	0.009	5	232	0.024
16:00 - 17:00	5	232	0.019	5	232	0.005	5	232	0.024
17:00 - 18:00	5	232	0.017	5	232	0.003	5	232	0.020
18:00 - 19:00	5	232	0.027	5	232	0.007	5	232	0.034
19:00 - 20:00	4	167	0.032	4	167	0.015	4	167	0.047
20:00 - 21:00	4	167	0.020	4	167	0.006	4	167	0.026
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.165			0.153			0.318

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	5	232	0.001	5	232	0.050	5	232	0.051
08:00 - 09:00	5	232	0.003	5	232	0.054	5	232	0.057
09:00 - 10:00	5	232	0.004	5	232	0.016	5	232	0.020
10:00 - 11:00	5	232	0.002	5	232	0.009	5	232	0.011
11:00 - 12:00	5	232	0.003	5	232	0.015	5	232	0.018
12:00 - 13:00	5	232	0.009	5	232	0.014	5	232	0.023
13:00 - 14:00	5	232	0.007	5	232	0.021	5	232	0.028
14:00 - 15:00	5	232	0.010	5	232	0.014	5	232	0.024
15:00 - 16:00	5	232	0.015	5	232	0.007	5	232	0.022
16:00 - 17:00	5	232	0.021	5	232	0.003	5	232	0.024
17:00 - 18:00	5	232	0.035	5	232	0.009	5	232	0.044
18:00 - 19:00	5	232	0.056	5	232	0.004	5	232	0.060
19:00 - 20:00	4	167	0.056	4	167	0.006	4	167	0.062
20:00 - 21:00	4	167	0.035	4	167	0.006	4	167	0.041
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.257			0.228			0.485

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	5	232	0.003	5	232	0.057	5	232	0.060
08:00 - 09:00	5	232	0.009	5	232	0.086	5	232	0.095
09:00 - 10:00	5	232	0.020	5	232	0.034	5	232	0.054
10:00 - 11:00	5	232	0.015	5	232	0.027	5	232	0.042
11:00 - 12:00	5	232	0.012	5	232	0.024	5	232	0.036
12:00 - 13:00	5	232	0.025	5	232	0.036	5	232	0.061
13:00 - 14:00	5	232	0.018	5	232	0.028	5	232	0.046
14:00 - 15:00	5	232	0.029	5	232	0.038	5	232	0.067
15:00 - 16:00	5	232	0.044	5	232	0.035	5	232	0.079
16:00 - 17:00	5	232	0.053	5	232	0.025	5	232	0.078
17:00 - 18:00	5	232	0.048	5	232	0.019	5	232	0.067
18:00 - 19:00	5	232	0.077	5	232	0.022	5	232	0.099
19:00 - 20:00	4	167	0.116	4	167	0.038	4	167	0.154
20:00 - 21:00	4	167	0.071	4	167	0.026	4	167	0.097
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.540			0.495			1.035

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 5

QS701EW - Method of travel to work

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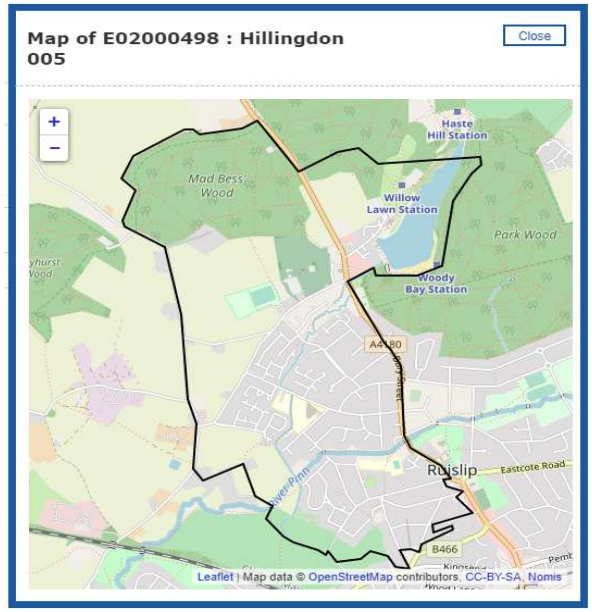
population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02000498 : Hillingdon 005
rural urban	Total

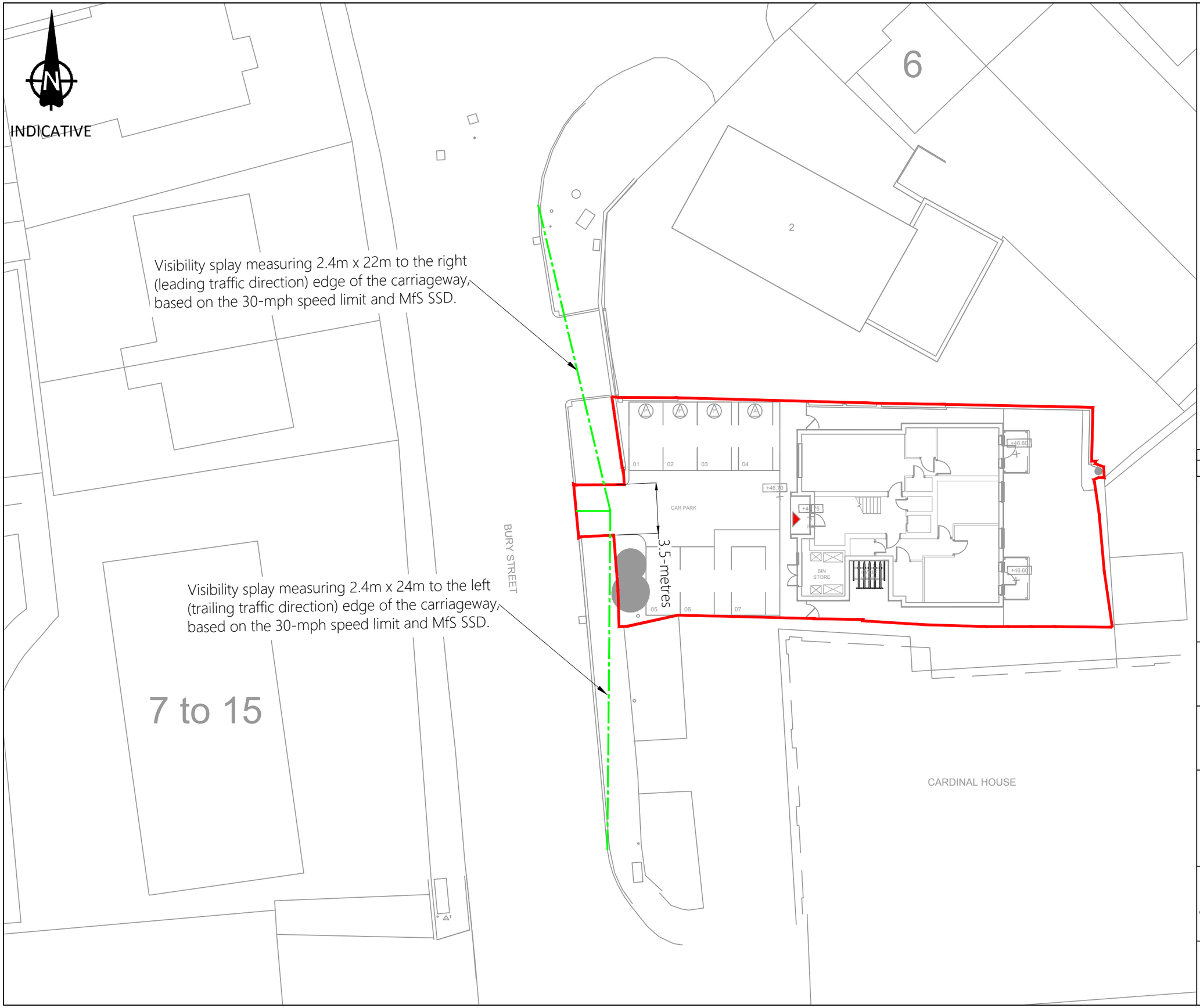
Method of Travel to Work	2011	%	
Driving a car or van	1,818	64%	
Passenger in a car or van	83	3%	
Underground, metro, light rail, tram	463	16%	
Train	111	4%	24%
Bus, minibus or coach	101	4%	
On foot	155	5%	
Bicycle	32	1%	
Taxi	23	1%	
Motorcycle, scooter or moped	37	1%	2%
Other method of travel to work	10	0%	
Total	**2,833**	**100%**	

Work mainly at or from home	178
Not in employment	1,353



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.

Drawings



Notes

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details	Chk:
-	ZM	24/01/2020	First Issue	TW
A	ZM	14/02/2020	Revised Site Layout	TW
B	ZM	25/02/2020	Revised Site Layout	TW

Client

Trout Rise Developments Limited

Project

Chelsmine Court, Bury Street, Ruislip, HA4 7TL

Title

Proposed Access Arrangements

MILESTONE TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants, GU14 7NA Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number:

20028 / 001

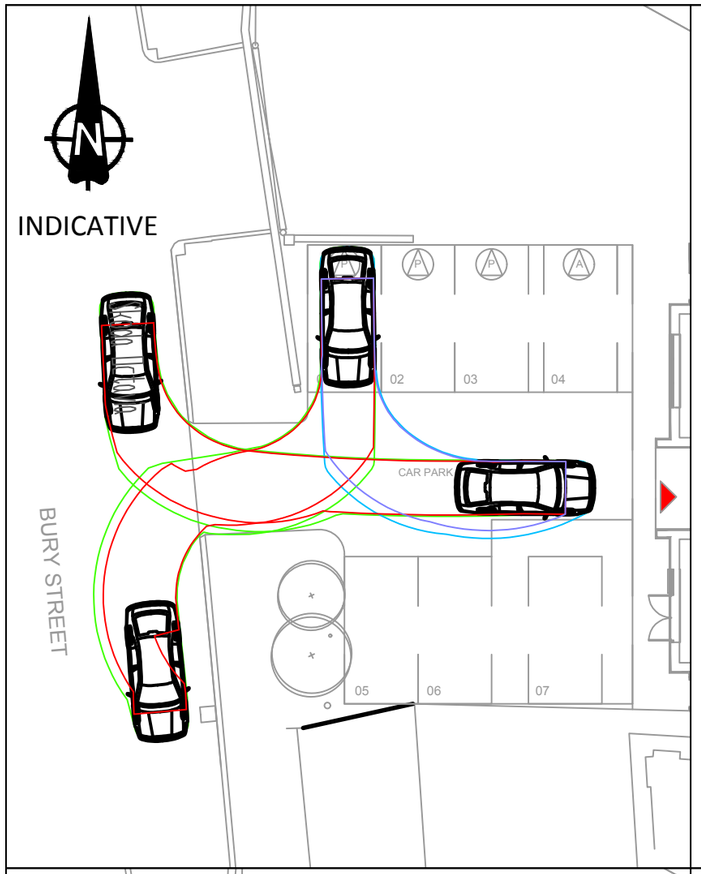
Scale:

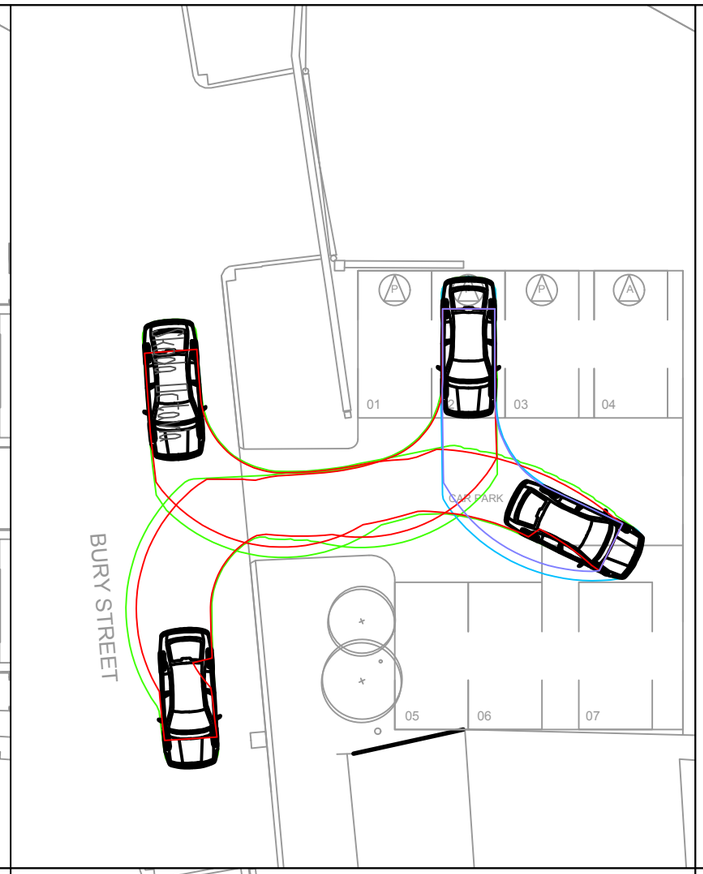
1:250 @ A3

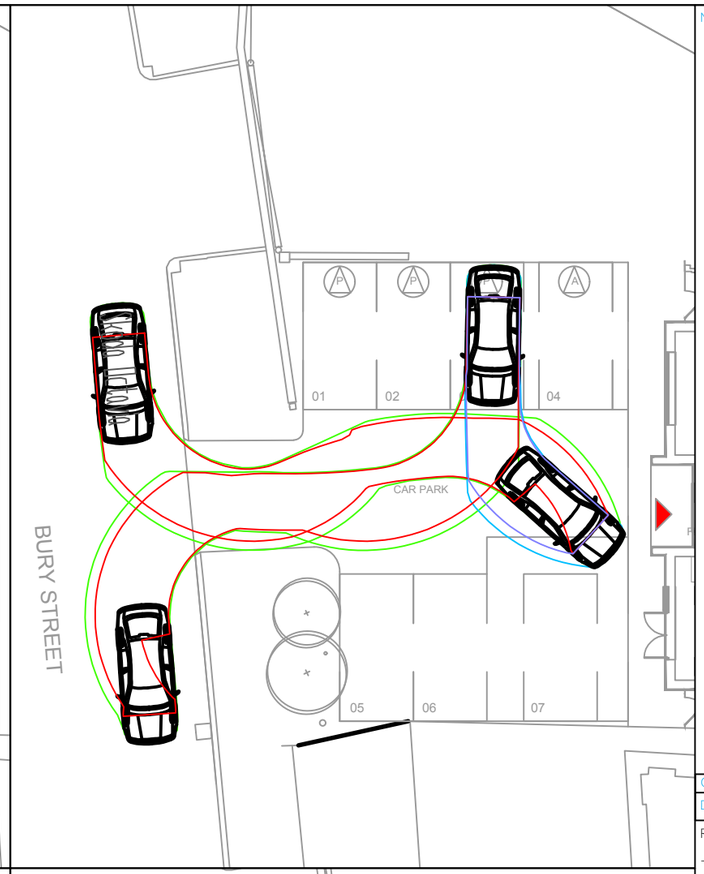
Revision:

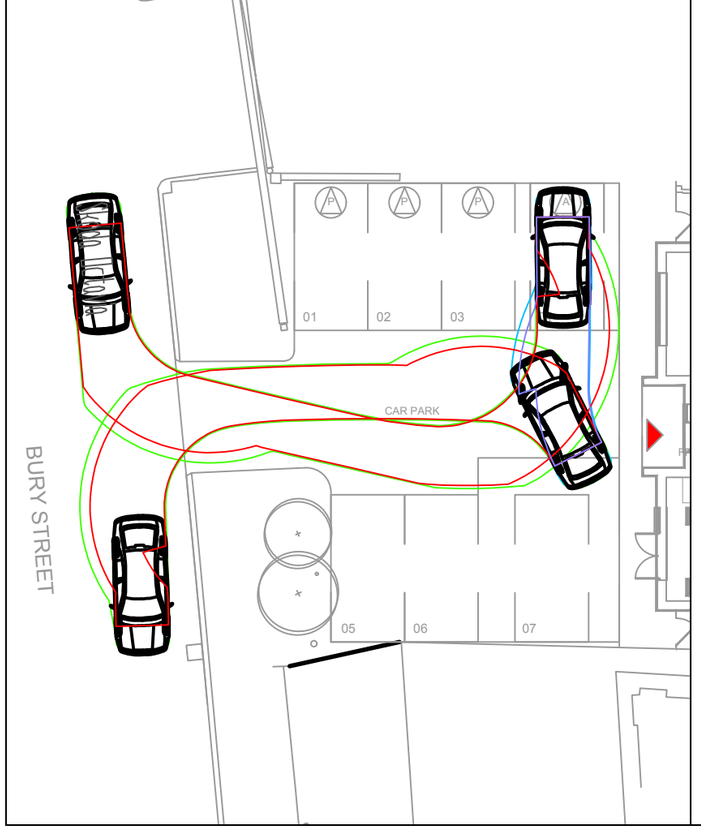
B

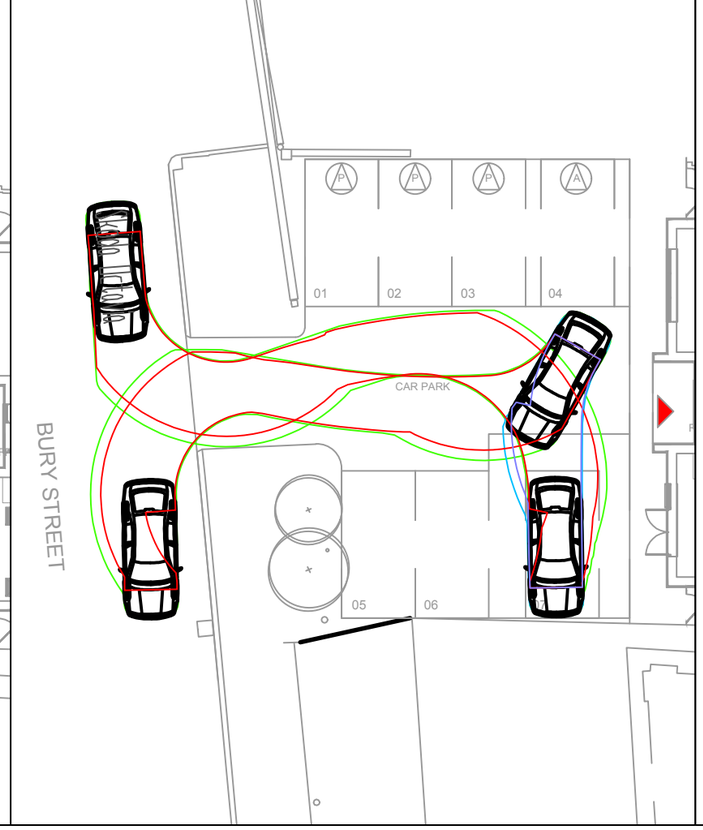
INDICATIVE

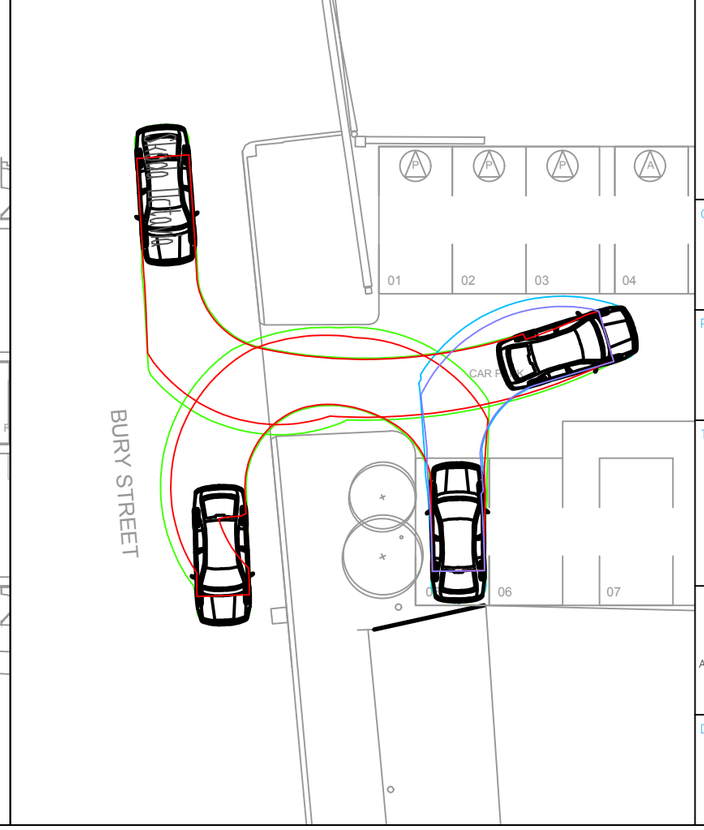




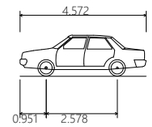








Notes



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.100m

Ordnance Survey Licence number: 100057360

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-	ZM	27/01/2020	First Issue	TW
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B	ZM	25/02/2020	Revised Site Layout	TW

Client

Trout Rise Developments Limited

Project

Chelsmine Court, Bury Street, Ruislip, HA4 7TL

Title

Swept-Path Analysis: Private Car

MILESTONE TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants, GU14 7NA Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number:

20028 / TK01

Scale:

1:200 @ A3

Revision:

B