

Job No: 2021-4251
File Ref: N01-KM_PS-Transport Addendum
Date: 3 February 2022
Job Title: 7 Moor End, Manchester

Subject: Transport Addendum Report

Introduction

1. This Transport Addendum Report has been prepared to support an appeal against Manchester City Council's decision to refuse planning permission for the proposed change of use of 7 Moor End, Northenden, Manchester from a religious institution (Class F1) to a nursery (Class E (f)). It deals with two points, trips to and from the site and proposed highway works.
2. The site is located in Northenden, a suburb located approximately 8km to the south of Manchester City Centre. The site contains a two-storey detached building was formerly operated by the Jehovah's Witnesses as a place of worship.
3. The proposed nursery would accommodate 60 children, employ 20 staff, and would be operated by Monkey Puzzle. Planning permission for the proposed nursery (application reference 31474/FO/2021) was refused in November 2021 for the following reason:

"The proposed use as day nursery is considered to be unacceptable due to the detrimental impact the use would have on the residential amenity of the occupiers of surrounding properties, including from internal and external use of the site, in terms of activity associated with, traffic generation and increased comings and goings to a single property in a predominantly residential area. The proposed use is therefore considered to be contrary to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester"

4. The delegated officer report for the application noted that the Council's Highway Services team commented that:

"Given the scale of development and amount of parking provided, Highway Services anticipate that the proposals is unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns."

5. The Transport Statement submitted with the application provided an assessment of the level of trips associated with the proposed nursery use and concluded that:

"It is not expected that the proposed use of the site will effect the operation of the local transport network"

6. This assessment was purely based on the operation of the new nursery and took no account of trips to and from the site that could take place if the building were occupied by uses permitted within its existing class F planning use such as an art gallery/museum, library, exhibition hall or place of worship.
7. Notwithstanding the Highway Services team's comment that the proposals do not raise any network capacity concerns, this Addendum Report provides an assessment of activity that could take place if the building were occupied and operated in accordance with its existing planning use to enable the net effect of the change of use proposal to be identified.

Proposed Nursery Trip Attraction

8. The proposed trip generation of the nursery presented in the Transport Statement submitted with the planning application was calculated based upon data for nurseries in the TRICS database. **Table 1** shows the estimated vehicle and total person trips for the morning and evening peak hour periods and for the whole day as presented in the Transport Statement.

Table 1 – Proposed Nursery Trips based upon TRICS data-				
Travel Mode	Period	Arrival	Departure	Total
Vehicle Trips	Morning Peak 08:00 – 09:00	9	7	16
	Evening Peak 17:00 – 18:00	7	8	15
	Whole Day 07:00 – 19:00	33	33	66
Total Person Trips	Morning Peak 08:00 – 09:00	27	9	36
	Evening Peak 17:00 – 18:00	9	18	27
	Whole Day 07:00 – 19:00	84	84	168
Based upon attendance by 60 children.				

Existing Site Use Trip Attraction

9. To determine the level of trips that the site could attract if operated in accordance with its existing lawful planning use, reference has been made to the TRICS database to review survey data held for art galleries/museums, libraries, exhibition halls or places of worship. Based on survey data held in the database, the use of the site as a place of worship would result in more activity than the other potential uses.

10. The following criteria were used to obtain trips rates for places of worship:
- Sites in England excluding London;
 - Weekday surveys only; and
 - All locations excluding Town Centre sites.
11. The database contains weekday survey data for one church in Cambourne, Cambridgeshire. Total person and total vehicle trips have been summarised in **Table 1**. The TRICS output file is provided at **Appendix A**.

Table 2 – TRICS Assessment – Weekday Use of Site as a Place of Worship*				
Travel Mode	Period	Arrival	Departure	Total
Vehicle Trips	Morning Peak 08:00 – 09:00	2	2	4
	Evening Peak 17:00 – 18:00	10	9	19
	Whole Day 07:00 – 19:00	57	49	106
Total Person Trips	Morning Peak 08:00 – 09:00	14	10	24
	Evening Peak 17:00 – 18:00	18	16	34
	Whole Day 07:00 – 19:00	130	113	243
Based on 286 square metre gross floor area.				

12. The proposed nursery would not be open at the weekend, but a place of worship would generate trips at the weekend, particularly on a Sunday. The TRICS database was further examined to obtain trip rates for a Sunday based upon the following selection criteria:
- Sites in England excluding London;
 - Sunday surveys only; and
 - All locations excluding Town Centre sites.
13. The exercise provided data for four sites located in Weymouth, Cleethorpes, Sunderland and Worcester. The results are shown in **Table 2**, whilst the TRICS output file is provided at **Appendix B**.

Table 3 – TRICS Assessment – Sunday Use of Site as a Place of Worship*				
Travel Mode	Period	Arrival	Departure	Total
Vehicle Trips	Morning Peak 08:00 – 09:00	4	2	6
	Evening Peak 17:00 – 18:00	0	0	0
	Whole Day 07:00 – 19:00	19	15	34
Total Person Trips	Morning Peak 08:00 – 09:00	9	0	9
	Evening Peak 17:00 – 18:00	1	1	2
	Whole Day 07:00 – 19:00	58	47	105
Based on 286 square metre gross floor area.				

Net Change in Trips

14. **Table 4** shows the net change in weekday vehicle trips and total person trips as a result of the use of the site as a nursery compared to its use as a place of worship.

Table 4 – Net Change in Trips				
Travel Mode	Period	Arrival	Departure	Total
Vehicle Trips	Morning Peak 08:00 – 09:00	+7	+5	+12
	Evening Peak 17:00 – 18:00	-3	-1	-4
	Whole Day 07:00 – 19:00	-24	-16	-40
Total Person Trips	Morning Peak 08:00 – 09:00	13	-1	+12
	Evening Peak 17:00 – 18:00	-9	+2	-7
	Whole Day 07:00 – 19:00	-46	-29	-75

15. This assessment indicates that over the course of a 12 hour weekday, the proposed nursery would result in fewer vehicle and total person trips than use of the site as a place of worship. As noted, on a Sunday the nursery would be closed and the assessment indicates that use of the site as a place of worship could result in the 40 cars trips and 75 total person movements.
16. During the morning peak hour period, the assessment indicates that the nursery use could result in an additional 12 vehicle and 12 total person movements to and from the site. This equates to an average of 1 movement every 5 minutes, which is a low level of activity and as reflected by the Highway Team's comments, would not have any effect on the operation of the local road network.

17. Based on this assessment it is not considered that the development would result in a daily increase in trips to and from the site and as such, from a transport perspective, the proposals are not considered to have a detrimental impact on the residential amenity of occupiers of the surrounding properties.
18. It should also be noted that the nursery proposes implementing a Travel Plan to encourage and facilitate the use of sustainable modes of transport and reduce the use of the private car. The implementation of the Travel Plan could be secured by planning condition, whilst occupation of the site as a place of worship or other use permitted by the buildings current planning use would place no such requirement upon the operator of the site.

Highway Improvement Works

19. The Council's Highway Services team requested that improvements to the footway along site frontage be carried out by way of a Section S278 agreement. The requested improvements comprise:
 - Tactile paving on each side of the two vehicle access points;
 - Traffic bollards installed within the footway between the two access points to allow for safe drop-off and prevent use of the footway by parked vehicles; and
 - Footway resurfacing and new kerbing provided to the eastern footway adjacent to the development.
20. The delegated officer report notes that:

"Highways have requested that should planning be approved then the alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval."
21. These works can be secured by condition and detailed plans of the proposed works would be developed and submitted to the Council for approval as a part of the Section 278 agreement as noted above.
22. These works will improve the environment past the site for pedestrians to the benefit of users of the site, local residents and the general public. Again, there would be no requirement for the implementation of these improvements if the site was occupied in accordance with its existing lawful planning use.

Summary

23. This Technical Note considers the effect of the proposed change of use of 7 Moor End, Northenden, Manchester to a nursery. In summary it is considered that:
- The proposed nursery is likely to result in a reduction in car and total person trips when compared to the use of the site as a place of worship as permitted by the buildings current planning use;
 - The nursery will implement a Travel Plan to encourage and facilitate the use of sustainable travel modes, with the aim being to reduce the level of car trips to and from the site; and
 - The development proposals will deliver improvements to the footway along the frontage of the site which can be secured by planning condition.

Appendix A

(TRICS Output Files - Places of Worship Weekday)

Calculation Reference: AUDIT-752101-220201-0250

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : T - PLACE OF WORSHIP
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04 EAST ANGLIA
CA CAMBRIDGESHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 360 to 360 (units: sqm)
Range Selected by User: 240 to 1265 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 07/06/18

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:

Thursday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1

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

Selected Location Sub Categories:

High Street 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:

F1(f) 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

25,001 to 50,000

1 days

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

0.6 to 1.0

1 days

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

No

1 days

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

No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

1	CA-07-T-02	CATHOLIC CHURCH	CAMBRIDGESHIRE
	HIGH STREET		
	CAMBOURNE		

Edge of Town Centre

High Street

Total Gross floor area: 360 sqm

Survey date: THURSDAY

07/06/18

Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 286 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.21

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	360	0.000	0.000	1	360	0.000	0.000	1	360	0.000	0.000
08:00 - 09:00	1	360	0.833	2.383	1	360	0.556	1.589	1	360	1.389	3.972
09:00 - 10:00	1	360	2.222	6.356	1	360	2.222	6.356	1	360	4.444	12.712
10:00 - 11:00	1	360	3.056	8.739	1	360	2.500	7.150	1	360	5.556	15.889
11:00 - 12:00	1	360	1.111	3.178	1	360	1.389	3.972	1	360	2.500	7.150
12:00 - 13:00	1	360	0.556	1.589	1	360	0.278	0.794	1	360	0.834	2.383
13:00 - 14:00	1	360	0.000	0.000	1	360	0.278	0.794	1	360	0.278	0.794
14:00 - 15:00	1	360	0.556	1.589	1	360	0.833	2.383	1	360	1.389	3.972
15:00 - 16:00	1	360	2.500	7.150	1	360	1.944	5.561	1	360	4.444	12.711
16:00 - 17:00	1	360	4.722	13.506	1	360	3.889	11.122	1	360	8.611	24.628
17:00 - 18:00	1	360	3.611	10.328	1	360	3.056	8.739	1	360	6.667	19.067
18:00 - 19:00	1	360	0.833	2.383	1	360	0.278	0.794	1	360	1.111	3.177
19:00 - 20:00	1	360	2.222	6.356	1	360	3.611	10.328	1	360	5.833	16.684
20:00 - 21:00	1	360	0.000	0.000	1	360	1.389	3.972	1	360	1.389	3.972
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			22.222	63.557			22.223	63.554			44.445	127.111

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: 360 - 360 (units: sqm)
 Survey date range: 01/01/13 - 07/06/18
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 286 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.21

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	360	1.389	3.972	1	360	0.278	0.794	1	360	1.667	4.766
08:00 - 09:00	1	360	4.722	13.506	1	360	3.333	9.533	1	360	8.055	23.039
09:00 - 10:00	1	360	5.556	15.889	1	360	3.333	9.533	1	360	8.889	25.422
10:00 - 11:00	1	360	5.000	14.300	1	360	7.778	22.244	1	360	12.778	36.544
11:00 - 12:00	1	360	3.056	8.739	1	360	2.500	7.150	1	360	5.556	15.889
12:00 - 13:00	1	360	1.111	3.178	1	360	1.111	3.178	1	360	2.222	6.356
13:00 - 14:00	1	360	0.278	0.794	1	360	0.833	2.383	1	360	1.111	3.177
14:00 - 15:00	1	360	1.111	3.178	1	360	1.111	3.178	1	360	2.222	6.356
15:00 - 16:00	1	360	6.111	17.478	1	360	4.167	11.917	1	360	10.278	29.395
16:00 - 17:00	1	360	6.944	19.861	1	360	6.667	19.067	1	360	13.611	38.928
17:00 - 18:00	1	360	6.389	18.272	1	360	5.556	15.889	1	360	11.945	34.161
18:00 - 19:00	1	360	3.889	11.122	1	360	2.778	7.944	1	360	6.667	19.066
19:00 - 20:00	1	360	3.611	10.328	1	360	7.500	21.450	1	360	11.111	31.778
20:00 - 21:00	1	360	0.000	0.000	1	360	2.222	6.356	1	360	2.222	6.356
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			49.167	140.617			49.167	140.616			98.334	281.233

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 B

(TRICS Output Files - Places of Worship Sunday)

Calculation Reference: AUDIT-752101-220201-0212

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : T - PLACE OF WORSHIP
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 463 to 1020 (units: sqm)
 Range Selected by User: 240 to 1265 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 07/06/18

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:

Sunday 4 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 3
 Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 2
 Built-Up Zone 2

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

Secondary Filtering selection:

Use Class:

F1(f) 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

1	DC-07-T-01	ST ALDHELMS CHURCH	DORSET
	SPA ROAD		
	WEYMOUTH		
	RADIPOLE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	950 sqm	
	Survey date: SUNDAY	30/03/14	Survey Type: MANUAL
2	NE-07-T-01	CHURCH	NORTH EAST LINCOLNSHIRE
	GRIMSBY ROAD		
	CLEETHORPES		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	750 sqm	
	Survey date: SUNDAY	11/05/14	Survey Type: MANUAL
3	TW-07-T-02	CHURCH	TYNE & WEAR
	GRANGE TERRACE		
	SUNDERLAND		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	463 sqm	
	Survey date: SUNDAY	09/04/17	Survey Type: MANUAL
4	WO-07-T-01	BAPTIST CHURCH	WORCESTERSHIRE
	SANSOME WALK		
	WORCESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1020 sqm	
	Survey date: SUNDAY	25/05/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 286 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.11

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	744	0.269	0.768	3	744	0.000	0.000	3	744	0.269	0.768
08:00 - 09:00	4	796	1.225	3.504	4	796	0.723	2.067	4	796	1.948	5.571
09:00 - 10:00	4	796	2.199	6.290	4	796	0.691	1.977	4	796	2.890	8.267
10:00 - 11:00	4	796	1.005	2.875	4	796	0.566	1.617	4	796	1.571	4.492
11:00 - 12:00	4	796	0.157	0.449	4	796	2.042	5.840	4	796	2.199	6.289
12:00 - 13:00	4	796	0.094	0.270	4	796	0.817	2.336	4	796	0.911	2.606
13:00 - 14:00	3	811	0.082	0.235	3	811	0.082	0.235	3	811	0.164	0.470
14:00 - 15:00	3	811	0.041	0.118	3	811	0.041	0.118	3	811	0.082	0.236
15:00 - 16:00	3	811	0.082	0.235	3	811	0.041	0.118	3	811	0.123	0.353
16:00 - 17:00	3	811	0.041	0.118	3	811	0.082	0.235	3	811	0.123	0.353
17:00 - 18:00	3	811	0.123	0.353	3	811	0.041	0.118	3	811	0.164	0.471
18:00 - 19:00	3	811	1.151	3.291	3	811	0.082	0.235	3	811	1.233	3.526
19:00 - 20:00	3	811	0.041	0.118	3	811	1.192	3.409	3	811	1.233	3.527
20:00 - 21:00	3	811	0.000	0.000	3	811	0.041	0.118	3	811	0.041	0.118
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			6.510	18.624			6.441	18.423			12.951	37.047

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: 463 - 1020 (units: sqm)
 Survey date range: 01/01/13 - 07/06/18
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 0
 Number of Sundays: 4
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 286 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.11

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	744	0.224	0.640	3	744	0.045	0.128	3	744	0.269	0.768
08:00 - 09:00	4	796	3.047	8.716	4	796	0.094	0.270	4	796	3.141	8.986
09:00 - 10:00	4	796	8.451	24.170	4	796	0.911	2.606	4	796	9.362	26.776
10:00 - 11:00	4	796	3.110	8.895	4	796	3.487	9.974	4	796	6.597	18.869
11:00 - 12:00	4	796	0.440	1.258	4	796	7.446	21.295	4	796	7.886	22.553
12:00 - 13:00	4	796	0.314	0.899	4	796	2.796	7.997	4	796	3.110	8.896
13:00 - 14:00	3	811	0.247	0.705	3	811	0.370	1.058	3	811	0.617	1.763
14:00 - 15:00	3	811	0.288	0.823	3	811	0.247	0.705	3	811	0.535	1.528
15:00 - 16:00	3	811	0.329	0.940	3	811	0.329	0.940	3	811	0.658	1.880
16:00 - 17:00	3	811	0.247	0.705	3	811	0.247	0.705	3	811	0.494	1.410
17:00 - 18:00	3	811	0.493	1.411	3	811	0.206	0.588	3	811	0.699	1.999
18:00 - 19:00	3	811	3.124	8.934	3	811	0.164	0.470	3	811	3.288	9.404
19:00 - 20:00	3	811	0.041	0.118	3	811	3.288	9.404	3	811	3.329	9.522
20:00 - 21:00	3	811	0.000	0.000	3	811	0.123	0.353	3	811	0.123	0.353
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			20.355	58.214			19.753	56.493			40.108	114.707

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.