

**New Lawrence House, Manchester
Transport Assessment Rev 2**



Cobe Consulting Ltd

**Proposed Development
New Lawrence House, Manchester**

Transport Assessment Rev 2

October 2021

Document Control

Document: Transport Assessment Rev 2
Project: New Lawrence House, Manchester
Client: Cobe Consulting Ltd
Job Number: 784-B027771

Revision: 0
Date: 12th March 2021
Prepared by: Calum Gill-Quirke
Checked by: David Groves
Approved By: Arnold Ashton
Description of Revision: N/ A

Revision: 1
Date: 15th March 2021
Prepared by: Calum Gill-Quirke
Checked by: David Groves
Approved by: Arnold Ashton
Description of Revision: Table 3.1, Para 3.6, Para 4.28 and Figure 2 updated

Revision: 2
Date: 4th October 2021
Prepared by: David Groves
Checked by: Arnold Ashton
Approved By: Arnold Ashton
Description of Revision: Number of additional apartments reduced from 36 to 33

Contents

1 INTRODUCTION 1

2 EXISTING SITUATION..... 2

3 PROPOSED DEVELOPMENT 3

4 ACCESSIBILITY 5

5 TRIP GENERATION 10

6 HIGHWAY SAFETY 12

7 SUMMARY 13

Appendices

APPENDIX A FIGURES

APPENDIX B DRAWINGS

APPENDIX C CAR OWNERSHIP DATA

APPENDIX D TRICS DATA

1 INTRODUCTION

- 1.1 Tetra Tech have been engaged by Cobe Consulting Ltd to produce a Transport Assessment (TA) in support of their development proposal for additional apartments on top of the existing 104 apartments at New Lawrence House, Manchester. The original TA, dated March 2021, assessed an extra 36 apartments. Since the number of additional apartments has been reduced to 33 as a result of design changes. This Rev 2 TA assesses an extra 33 apartments.
- 1.2 The application site benefits from planning approval for 139 apartments under planning ref: 080003/ MO/ 2006/ S1. After the proposed development there would be a total of 137 apartments which would be 2 below the approval.
- 1.3 This TA has been produced having due regard for the advice contained in:
- National Planning Policy Framework (NPPF) published by Department for Communities & Local Government (DCLG).
 - DCLG's Transport Assessment and Travel Plan guidelines set out in Planning Practice Guidance.
 - Department for Transport's (DfT's) Manual for Streets (MfS) and MfS 2.
 - Manchester City Council's (MCC's) Core Strategy adopted in July 2012.
- 1.4 The main purposes of the report are to review the accessibility of the application site for pedestrians, cyclists and users of public transport, to ensure there is a choice of transport mode, and to review the impacts of traffic generated by the proposed development on the local road network.
- 1.5 This TA has been prepared solely in connection with the proposed development. Whilst every reasonable effort has been made to ensure its accuracy use of the information contained in the report by a third party for any other purpose is entirely at their own risk.

2 EXISTING SITUATION

- 2.1 The application site is an existing block of 104 apartments, New Lawrence House, and the proposed development is a 2-storey rooftop extension comprising a further 33 apartments. The site is bounded to the north by City Road, to the east by Shawheath Close, to the south by two churches off Margaret Sands Street, and to the west by St Lawrence Street. A plan showing the site location and the surrounding road network is shown at Figure 1 in Appendix A.
- 2.2 The application site is accessed by vehicles off St Lawrence Street. St Lawrence Street is a street-lit road with typical single carriageway width of 5.0m and footway along the development side (east side). There is a direct footway connection to City Road although vehicles from the site access City Road via Margaret Sands Street then Shawheath Close. There are no waiting restrictions on St Lawrence Street and cars do park kerb-side from south of Margaret Sands Street. St Lawrence Street is subject to a 20mph speed limit.
- 2.3 Shawheath Close runs in a general north to south alignment from its priority junction with City Road (becoming Erskine Street as it heads southwards) to its priority junction with Stretford Road. Shawheath Close is a street-lit road with typical single carriageway width of 5.2m and footway along both sides. There are no waiting restrictions on the road and kerb-side parking does occur. There are 3 raised tables along Shawheath Close which help reduce vehicle speeds and the road is subject to a 20mph speed limit.
- 2.4 City Road runs in a general west to east alignment from its signal-controlled junction with A5014 Chester Road junction (becoming Royce Road as it heads eastwards) to its signal-controlled junction with A5067 Chorlton Road. City Road is a wide street-lit road with carriageway width varying between 7.5m and 10.0m (narrowed by kerb-side bus stops or car parking bays in places) and footway along both sides. For the most part there are no waiting restrictions on the road although there are yellow lines at the bus stops and towards the A5014 Chester Road junction. City Road is subject to a 30mph speed limit.
- 2.5 Tetra Tech are not aware of any major extant planning permissions, nor highway improvement schemes, which would have a significant effect on the existing situation.

3 PROPOSED DEVELOPMENT

- 3.1 The development proposal comprises an extra 33 apartments in a 2-storey extension on top of the existing 104 apartments at New Lawrence House. stephenson hamilton risley STUDIO Drawings 7572-al(04)0015-P03 and 7572-al(04)0016-P03 in Appendix B show the new 5th and 6th floors.

Site Access

- 3.2 The basement car park is accessed via a ramp off St Lawrence Street and is shown at stephenson hamilton risley STUDIO Drawing 7572-al(02)0009-P01 also in Appendix B.
- 3.3 There are three pedestrian accesses to the north onto City Road.

Car Parking

- 3.4 There are 89 car parking spaces in total in the basement car park including 7 disabled standard bays. Given its proximity to the City Centre, accessibility discussed in greater detail at Chapter 4.0 below, many residents at New Lawrence House do not have a car. The apartments are sold without car parking and residents apply for a space if required. There is spare capacity for the extra 33 apartments.
- 3.5 After the proposed development a total of 137 apartments would be served by 89 car parking spaces. Tetra Tech have analysed Census 2011 car ownership data for the output area (Manchester 059) within which the application site sits. The data for flats is in Appendix C and is summarised at Table 3.1 below.

Table 3.1: Summary of Car Ownership for Flats in Manchester 059 Output Area

Number of Cars or Vans per Household	Flats	Percentage	Car Parking for 137 Flats
No cars or van	1,294	48%	0
1 car or van	1,173	43%	59
2 or more cars or vans	241	9%	25
			Total: 84

- 3.6 Table 3.1 above demonstrates almost half (48%) of the 137 apartments at New Lawrence House after the proposed development can be expected to be occupied by residents who do not own a car. The majority of the remaining (43%) would have 1 car and 9% might have a 2nd car. Those percentages suggest 84 car parking spaces should be sufficient. The proposed development would be served by 89 spaces which is both sufficient but does not significantly over-provide car parking and therefore encourages residents to make trips by more sustainable modes of travel.
- 3.7 The road network surrounding the application site has no waiting restrictions, for the most part, and so visitors to New Lawrence House are able to park kerb-side and in a safe manner in the vicinity.

Cycle Parking

- 3.8 As part of the planning approval for 139 apartments there is a requirement to provide 132 cycle parking spaces (95%) at New Lawrence House. The same provision is sufficient for the 137 apartments following the proposed development. The spaces are to be provided in the basement car park as shown at stephenson hamilton risley STUDIO Drawing 7572-al(02)0009-P01.

Servicing

- 3.9 At present refuse is collected off St Lawrence Street outside New Lawrence House. With no vehicle access to City Road, and so no through traffic, this works well. Bins for residents are pushed up the ramp by a representative of the management company on site and left adjacent to the building from where they are emptied and after the bins are returned the same way.
- 3.10 Deliveries to New Lawrence House are made at the kerb-side either from City Road or from St Lawrence Street. Again this works well now.
- 3.11 Servicing arrangements following the proposed development would remain as existing. The frequency of refuse collection would be unchanged and it is expected the frequency of deliveries would be broadly the same.

4 ACCESSIBILITY

- 4.1 NPPF was updated and revised in February 2019, replacing the 2012 version of the Framework, then updated again in July 2021. At Paragraph 102 c) NPPF identifies “opportunities to promote walking, cycling and public transport use are identified and pursued” for development proposals and at Paragraph 103 it indicates “opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”. The accessibility of the application site has therefore been considered based on the guidance in NPPF.

Walking and Cycling

- 4.2 Tetra Tech have analysed walking for all purposes as the main mode of travel (from home) by interrogating data collected through the 2010 National Travel Survey (NTS) to calculate the average and 85th percentile distances travelled. The survey data was collected from 7,700 households covering over 18,000 individuals and so provides a robust sample which can be reviewed for variations across UK regions and variations between different reasons for travelling. The analysis has revealed the average distance people walk is 1.15km and the 85th percentile distance is 1.95km. The NTS data is available on request.
- 4.3 For this review an acceptable maximum walk distance of 1.9km has been adopted, i.e. approximately a 24 minute walk (at a typical walking speed of 1.3m per second) from the proposed development. Figure 2 in Appendix A shows the destinations which can be reached within an accessible walk of the application site.
- 4.4 Footway is provided along all roads in the vicinity of the site.
- 4.5 There are several schools and colleges which can be reached within an accessible walk. The nearest primary schools are St Wilfrid’s Roman Catholic Primary School and Old Trafford Community Academy which both can be reached within 6-7 minutes. St Wilfrid’s is via contiguous footway along City Road and Royce Road and there are signal-controlled crossings at the A5067 Chorlton Road/ Royce Road junction. Old Trafford Community Academy is via contiguous footway along Shawheath Close, Stretford Road (zebra crossing) and Cornbrook Street.

- 4.6 St Alphonsus Primary School can be reached within a 7-8 minute walk and Seymour Community Primary School within a 16-17 minute walk. St Phillip's Church Of England Primary School can be reached within a 19-20 minute walk.
- 4.7 The nearest secondary schools are Loreto College and Trinity Church of England High School which both can be reached within a 13-14 minute walk and a 24 minute walk respectively.
- 4.8 Manchester Metropolitan University can be reached within a 20-21 minute walk.
- 4.9 There are two faith schools which can be reached within an accessible walk, namely Afifah School (9-10 minute walk) and Al-amal Arabic School (16-17 minute walk).
- 4.10 Parts of Manchester City Centre can be reached within an accessible walk of the proposed development which include several shops, bars, restaurants, museums and Metrolink tram stations.
- 4.11 There are several convenience stores within an accessible walk as well as Asda, Morrison's and Sainsbury's foodstores.
- 4.12 There are several employment opportunities which can be reached within an accessible walk of the site as well as those within Manchester City Centre, White City Retail Park, Regent Trading Centre and Red Rose Centre.
- 4.13 City Road Surgery can be reached within a 2-3 minute walk of the proposed development and Old Trafford Medical Practice is accessible within a 20-21 minute walk. There are several dentists and pharmacies which can be reached within an accessible walk.
- 4.14 There is a range of leisure opportunities which can be reached within an accessible walk of the proposed development. There are two gyms within a 16-17 minute walk, Moss Side Leisure Centre within a 19-20 minute walk and Trinity Sports Centre within a 24-25 minute walk.
- 4.15 Manchester United's Football Ground is accessible within a 22-23 minute walk.
- 4.16 Tetra Tech have analysed cycling for all purposes as the main mode of travel (from home) by interrogating data collected through the 2010 NTS to calculate the average and 85th percentile distances travelled. The analysis revealed the average distance people cycle is 4.3km and the 85th percentile distance is 7.25km. The NTS data is available on request.

- 4.17 Accessibility by bike to local facilities and amenities within the 4.5km and 7.2km cycle distances has been assessed. All the areas within an acceptable walking distance are also accessible by bike.
- 4.18 Figure 3 shows the local cycle routes which surround the application site. These routes provide connections towards the City Centre. To the west National Cycle Network (NCN) Route 55 can be reached within a 10 minute cycle ride from the proposed development with local connections on A5014. NCN 55 provides access to Trafford Centre and towards Chorlton as well as links to NCN 6.
- 4.19 NCN 6 can be reached within a 10 minute cycle ride via Stretford Road and provides local connections to Salford, Hulme, Chorlton and Fallowfield.
- 4.20 Manchester City Centre, and all of its services and facilities, is within a short cycle ride from the site.
- 4.21 There are several employment opportunities which can be reached within an accessible cycle ride. Trafford Park Industrial Estate, one of the largest industrial estates in Greater Manchester, can be reached within a 10 to 15 minute ride. Willan Industrial Estate and Manchester Royal Infirmary can both be reached within 15-20 minutes by bike and Choir Street Industrial Estate, Waybridge Industrial Estate and MediaCity all can be reached within a 20-25 minute ride. Langley Business Park and The Trafford Centre can be reached within a 30-35 minute cycle ride.
- 4.22 The Universities of Manchester are 15-20 minutes from the proposed development by bike.
- 4.23 Being in a location just outside the City Centre, as defined in the Core Strategy, New Lawrence House has a very good level of accessibility on foot or by bike to a wide range of education, employment, retail and recreation facilities. No improvements to the existing provisions are necessary.

Public Transport

- 4.24 Walking distances have been analysed for those trips where the 1st stage mode of travel was on foot and bus was the 2nd stage. The NTS data from 2002 to 2012 was used to calculate the average and 85th percentile walking distances to a bus stop. The analysis shows, outside of London, the average distance people walk to a bus stop is 580m and it can be concluded at 580m there is a good prospect people will walk to a bus stop.
- 4.25 Bus stops are located very close to the proposed development, both on Royce Road and Stretford Road, which are within a 2-3 minute walk. The eastbound stop on Royce Road has a shelter with seating and timetable information while the westbound stop is a flag/ pole arrangement. Both stops on Stretford Road have a shelter with seating and timetable information.
- 4.26 The regular and frequent bus routes accessible from those stops are summarised at Tables 4.1 and 4.2 below.

Table 4.1: Bus Routes Accessible from Royce Road

Route No.	Route Description	Monday to Friday		Saturday		Sunday
		Daytime	Evening	Daytime	Evening	
Stagecoach Greater Manchester 256	Manchester to Flixton Via Piccadilly Gardens, Hulme, Trafford Bar, Stretford Arndale, Lostock Circle, Davyhulme Hayeswater Road and Flixton	Every 15 mins (until 18:49)	Hourly (until 00:12)	Every 15-30 mins (until 19:18)	Hourly (until 00:12)	Every 30 mins (until 19:49)

Table 4.2: Bus Routes Accessible from Stretford Road

Route No.	Route Description	Monday to Friday		Saturday		Sunday
		Daytime	Evening	Daytime	Evening	
Go North West 53	Cheetham Hill to Salford Via Cheetham Hill, North Manchester General Hospital, Harpurhey, Sportcity Velopark Metrolink, Gorton Shopping Centre, Belle Vue, Rusholme, Manchester Royal Infirmary, Chorlton upon Medlock, Trafford Bar, The Lowry and Pendleton Salford Shopping Centre	Hourly	Hourly (until 00:17)	Hourly	Hourly (until 00:17)	Hourly (until 23:17)
Stagecoach Greater Manchester 250	Manchester to Trafford Centre Via The Trafford Centre Bus Station, Trafford Park, Trafford Bar, Chorlton upon Medlock College of Music and Piccadilly Gardens	Every 10 mins (until 21:19)	Every 30 mins (until 23:49)	Every 15 mins (until 22:33)	Every 30-60 mins (until 23:48)	Every 10-30 mins (until 00:58)

Arriva 263	Piccadilly Gardens to Altrincham Interchange Via Piccadilly Gardens, Chorlton upon Medlock, Trafford Bar, Stretford Avenue, Sale, Broadheath, Altrincham Interchange	Every 20 mins	Every 20 mins (until 23:44)	Every 30 mins	Every 30 mins (until 23:44)	Every 30 mins (until 19:19)
-------------------	--	---------------	-----------------------------	---------------	-----------------------------	-----------------------------

- 4.27 The routes listed above provide regular and frequent journey time opportunities to several useful destinations, including Manchester City Centre, which can be reached within a short bus ride.
- 4.28 The proposed development is within an 11-12 minute walk of Cornbrook which is the nearest tram stop to the application site. Deansgate MetroLink station is within a 16-17 minute walk and is the nearest interchange station which lies on the Manchester to Preston and Liverpool to Manchester rail lines thus provides access to areas in Greater Manchester and Liverpool.
- 4.29 New Lawrence House has a very good level of accessibility by public transport. No improvements to the existing provisions are necessary.

5 TRIP GENERATION

- 5.1 The Trip Rate Information Computer System (TRICS) database was used to derive suitable multi-modal trip generation rates for apartments during the busiest weekday AM and PM peak hours. Those rates have been applied to the 104 apartments at New Lawrence House existing, to provide an indication of the current traffic impacts, and then the extra 33 apartments proposed.
- 5.2 The following selection criteria were applied to the TRICS category "Residential - Flats Privately Owned":
- Sites in London, Republic of Ireland or Northern Ireland were excluded.
 - Only weekday surveys were included.
 - Only sites at the Edge of Town Centre were included.
 - Only the most recent survey was included for each site.
- 5.3 A total of 13 sites remained in the dataset and person trip rates by different modes of travel were determined. Vehicle trip rates for the weekday AM and PM peak hours have been extracted. These rates have been used to predict the traffic flows likely to be generated by the existing 104 apartments and the proposed 33 apartments as shown at Tables 5.1 and 5.2 respectively below. TRICS output files are in Appendix D.

Table 5.1: Apartments, Vehicle Trip Rates and Generated Traffic (104 existing)

Time Period	Arrivals		Departures		Total
	Trip Rate	Vehicles	Trip Rate	Vehicles	
AM Peak Hour (08:00-09:00)	0.056	6	0.181	19	25
PM Peak Hour (17:00-18:00)	0.175	18	0.097	10	28

Trip rate is per dwelling

- 5.4 The traffic flows generated by the existing 104 apartments at New Lawrence House are relatively low.

Table 5.2: Apartments, Vehicle Trip Rates and Generated Traffic (33 proposed)

Time Period	Arrivals		Departures		Total
	Trip Rate	Vehicles	Trip Rate	Vehicles	
AM Peak Hour (08:00-09:00)	0.056	2	0.181	6	8
PM Peak Hour (17:00-18:00)	0.175	6	0.097	3	9

Trip rate is per dwelling

- 5.5 The traffic flows generated by the proposed 33 apartments are very low and unlikely to be noticeable from day to day variations on the local road network. No further consideration of highway capacity is required.

6 HIGHWAY SAFETY

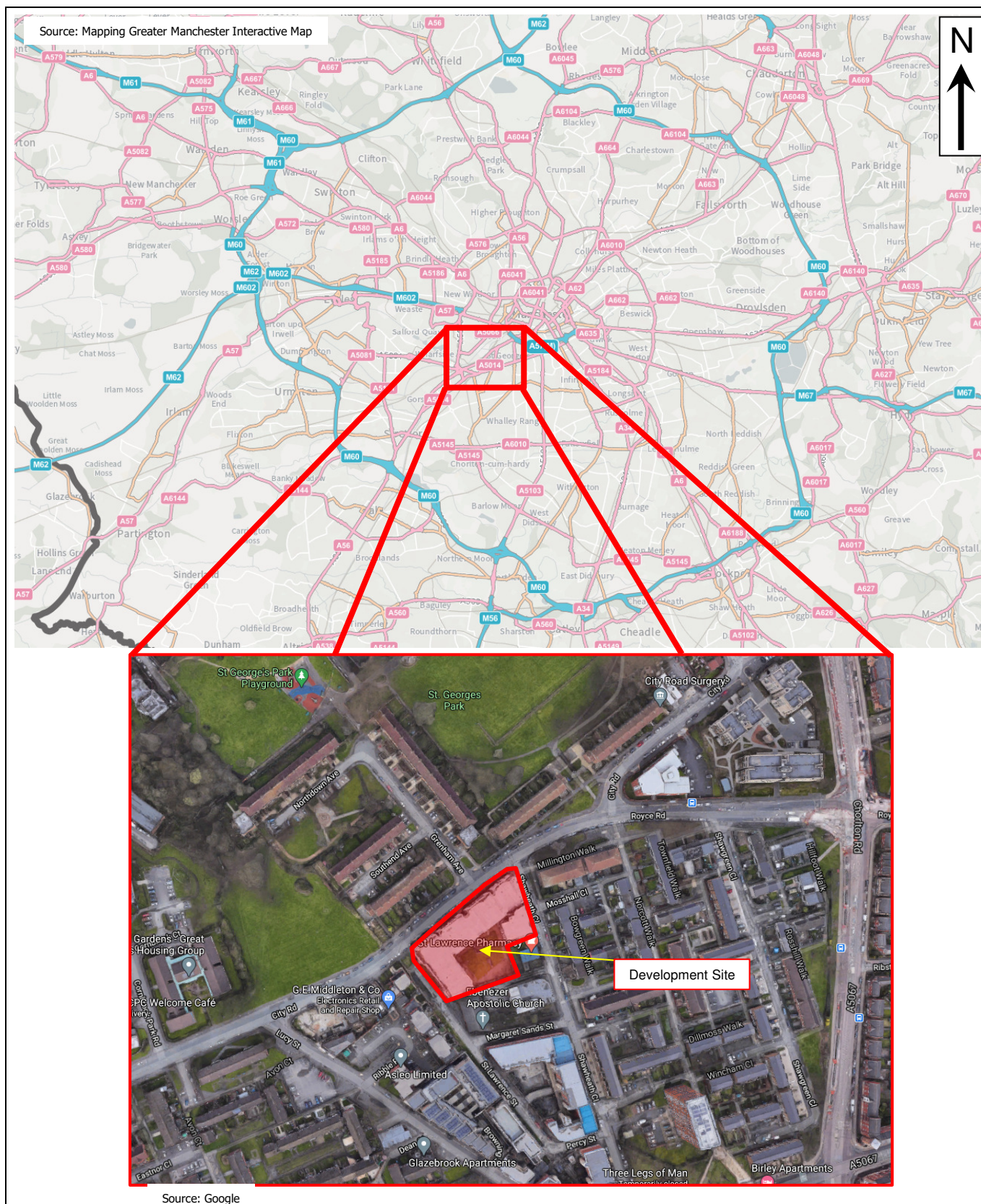
- 6.1 The online source www.crashmap.co.uk has been used to investigate the Personal Injury Accident (PIA) record of St Lawrence Street, Shawheath Close and City Road for the 5 year period from start 2015 to end 2019, i.e. pre-Covid travel restrictions.
- 6.2 In addition the following key junctions on the local road network have been considered:
- City Road/ Shawheath Close priority junction.
 - A5067 Chorlton Road/ Royce Road signal-controlled junction.
 - A5014 Chester Road/ City Road signal-controlled junction.
 - A5067 Stretford Road/ Shawheath Close priority junction.
- 6.3 There were no accidents reported during the assessment period on St Lawrence Street or Shawheath Close.
- 6.4 There were just 2 accidents reported during the assessment period on City Road/ Royce Road between its junctions with A5014 Chester Road and A5067 Chorlton Road. One accident resulted in a slight injury while the other resulted in a serious injury. That said the frequency of incidents is low for a busy road such as City Road.
- 6.5 There were no reported accidents during the assessment period at the City Road/ Shawheath Close junction.
- 6.6 There were just 2 accidents reported during the assessment period at the A5067 Chorlton Road/ Royce Road junction. Both incidents resulted in a slight injury.
- 6.7 There was only 1 accident reported during the assessment period at the A5014 Chester Road/ City Road junction. The incident resulted in a slight injury.
- 6.8 There were just 3 accidents reported during the assessment period at the A5067 Stretford Road/ Shawheath Close junction. Two accidents resulted in a slight injury while the other resulted in a serious injury. Again the frequency of incidents is low for a busy road such as Stretford Road.
- 6.9 The frequency of accidents across the road network local to New Lawrence House is low. No further consideration of highway safety is required.

7 SUMMARY

- 7.1 Tetra Tech were engaged by Cobe Consulting Ltd to produce this Transport Assessment (TA) in support of their development proposal for additional apartments on top of the existing 104 apartments at New Lawrence House, Manchester. The original TA, dated March 2021, assessed an extra 36 apartments. Since the number of additional apartments has been reduced to 33 as a result of design changes. This Rev 2 TA assesses an extra 33 apartments. The application site benefits from planning approval for 139 apartments under planning ref: 080003/ MO/ 2006/ S1. After the proposed development there would be a total of 137 apartments which would be 2 below the approval.
- 7.2 The main purposes of the report are to review the accessibility of the application site for pedestrians, cyclists and users of public transport, to ensure there is a choice of transport mode, and to review the impacts of traffic generated by the proposed development on the local road network.
- 7.3 There are 89 car parking spaces in total in the basement car park including 7 disabled standard bays. The existing apartments are sold without car parking and residents apply for a space if required. There is spare capacity for the extra 33 apartments. After the proposed development a total of 137 apartments would be served by 89 car parking spaces which, given the accessibility of the site (it is just outside the City Centre as defined in the Core Strategy) and the relatively low car ownership in the area, is sufficient but also does not significantly over-provide car parking and therefore encourages residents to make trips by more sustainable modes of travel.
- 7.4 The road network surrounding the site, for the most part, has no waiting restrictions and so visitors to New Lawrence House are able to park kerb-side and in a safe manner in the vicinity.
- 7.5 As part of the planning approval for 139 apartments there is a requirement to provide 132 cycle parking spaces (95%) at New Lawrence House. The same provision, in the basement car park, is sufficient for the 137 apartments following the proposed development.
- 7.6 Servicing arrangements at New Lawrence House following the proposed development would remain as existing. The frequency of refuse collection would be unchanged and it is expected the frequency of deliveries would be broadly the same.

- 7.7 Being in a location just outside the City Centre, as defined in the Core Strategy, New Lawrence House has a very good level of accessibility on foot or by bike to a wide range of education, employment, retail and recreation facilities. The site also has a very good level of accessibility by public transport. No improvements to the existing provisions are necessary.
- 7.8 The traffic flows generated by the existing 104 apartments at New Lawrence House are relatively low. The traffic flows generated by the proposed 33 apartments are very low and unlikely to be noticeable from day to day variations on the local road network. No further consideration of highway capacity is required.
- 7.9 The frequency of accidents across the road network local to New Lawrence House is low. No further consideration of highway safety is required.
- 7.10 The application site is accessible by a choice of modes of travel and the additional numbers of vehicles generated by the proposed development are very low such that they can be readily accommodated on the local road network. Therefore, it is concluded, there is no justifiable transportation reason why consent should be withheld for the current planning application.

APPENDIX A - FIGURES



New Lawrence House, Manchester

Site Location Plan

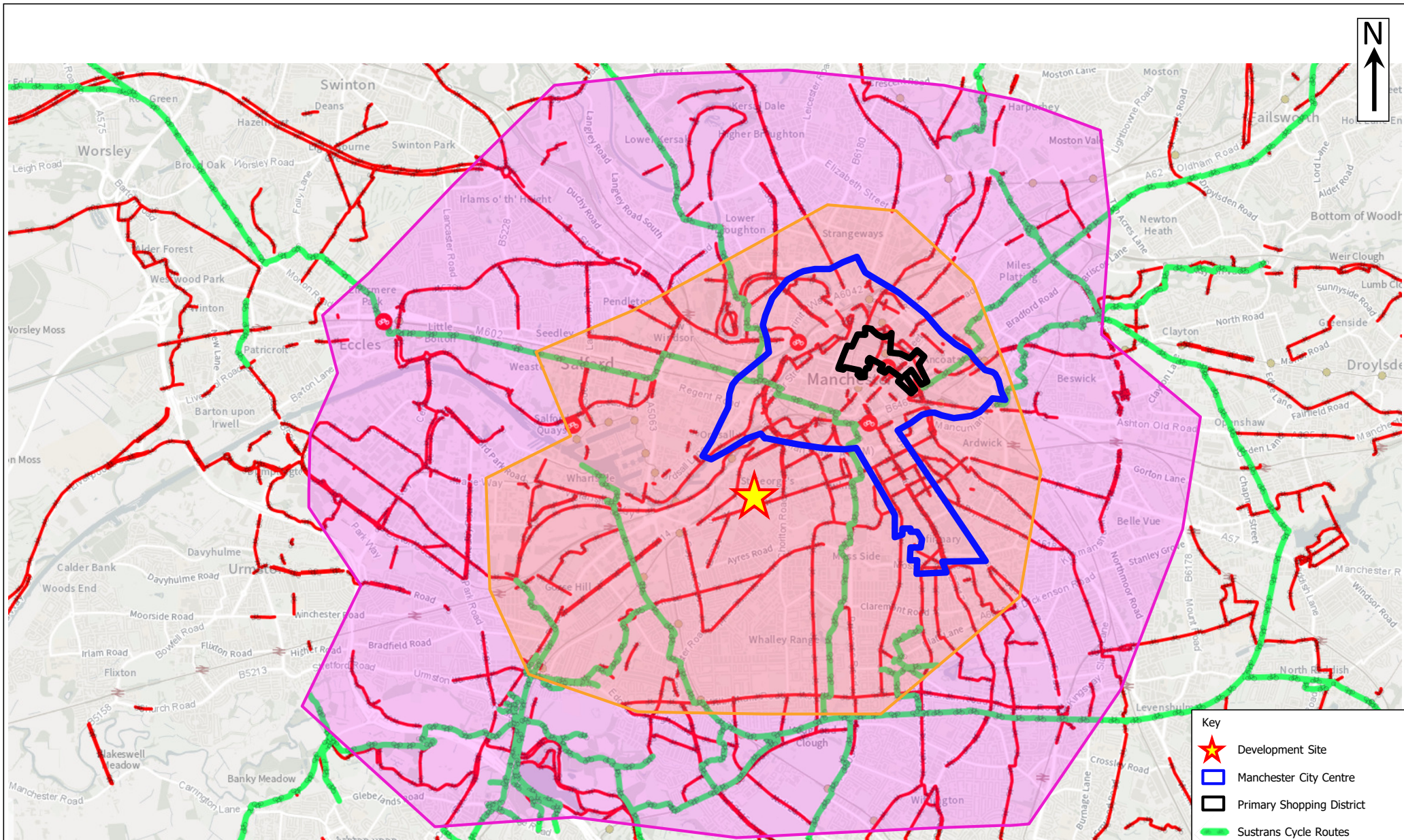
Figure 1



New Lawrence House, Manchester

Walking Accessibility Plan

Figure 2



Source: Mapping Greater Manchester Interactive Map

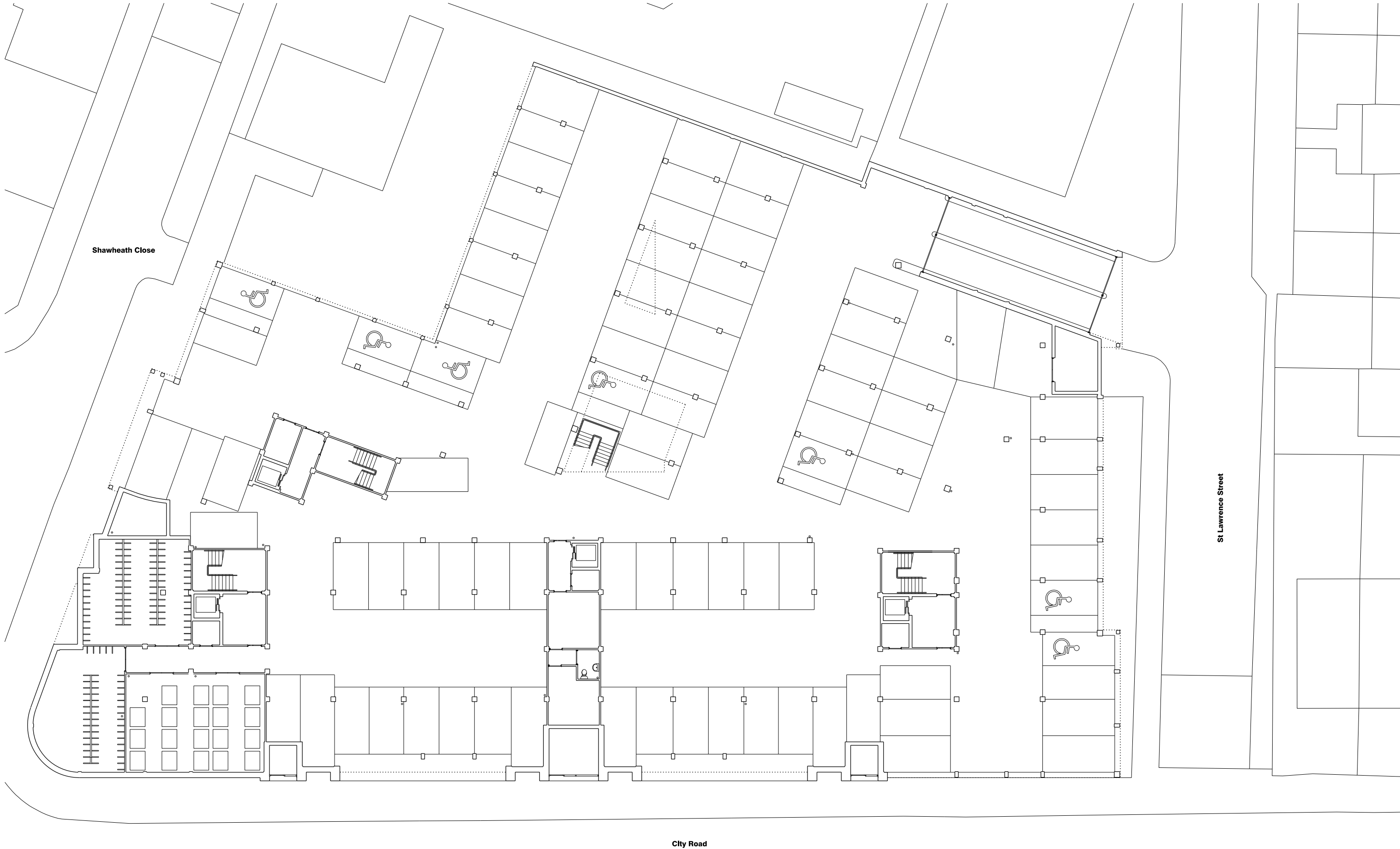
- Key**
- Development Site
 - Manchester City Centre
 - Primary Shopping District
 - Sustrans Cycle Routes
 - Transport for Greater Manchester Cycle Routes
 - 4.3km Cycle Catchment Area
 - 7.25km Cycle Catchment Area

New Lawrence House, Manchester

Cycling Accessibility Plan

Figure 3

APPENDIX B - DRAWINGS



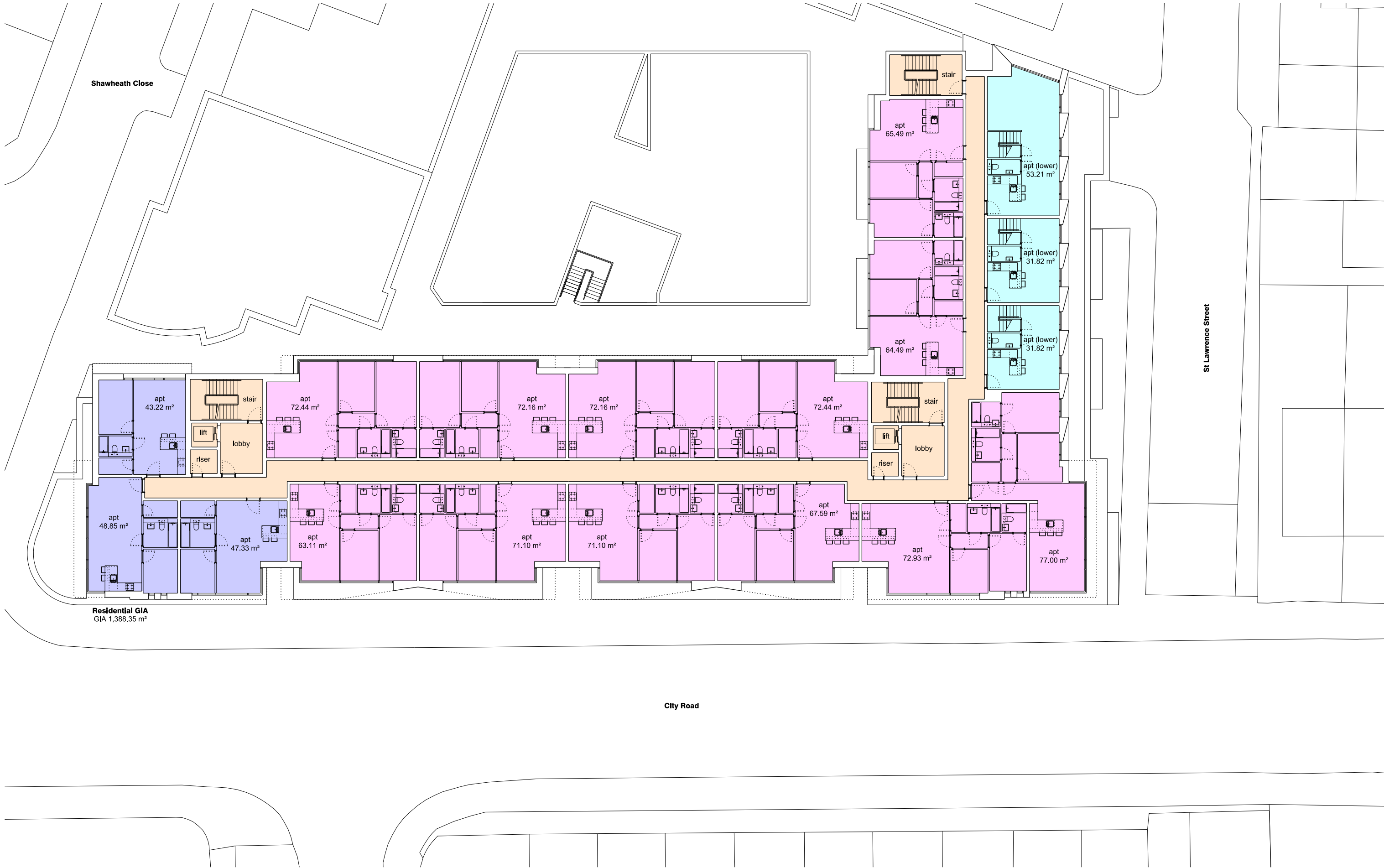
revision: P01
date: 2021.09.16
note: preliminary first issue



project
new lawrence house extension
job no.
7572
title
existing basement floor plan
scale
1:250 @ A3
drawing no.
7572-al(02)0009

stephenson hamilton risley
STUDIO

3 riverside mews
4 commercial street
manchester, M15 4RQ
www.shr.studio
email@shr.studio
0161 832 0244

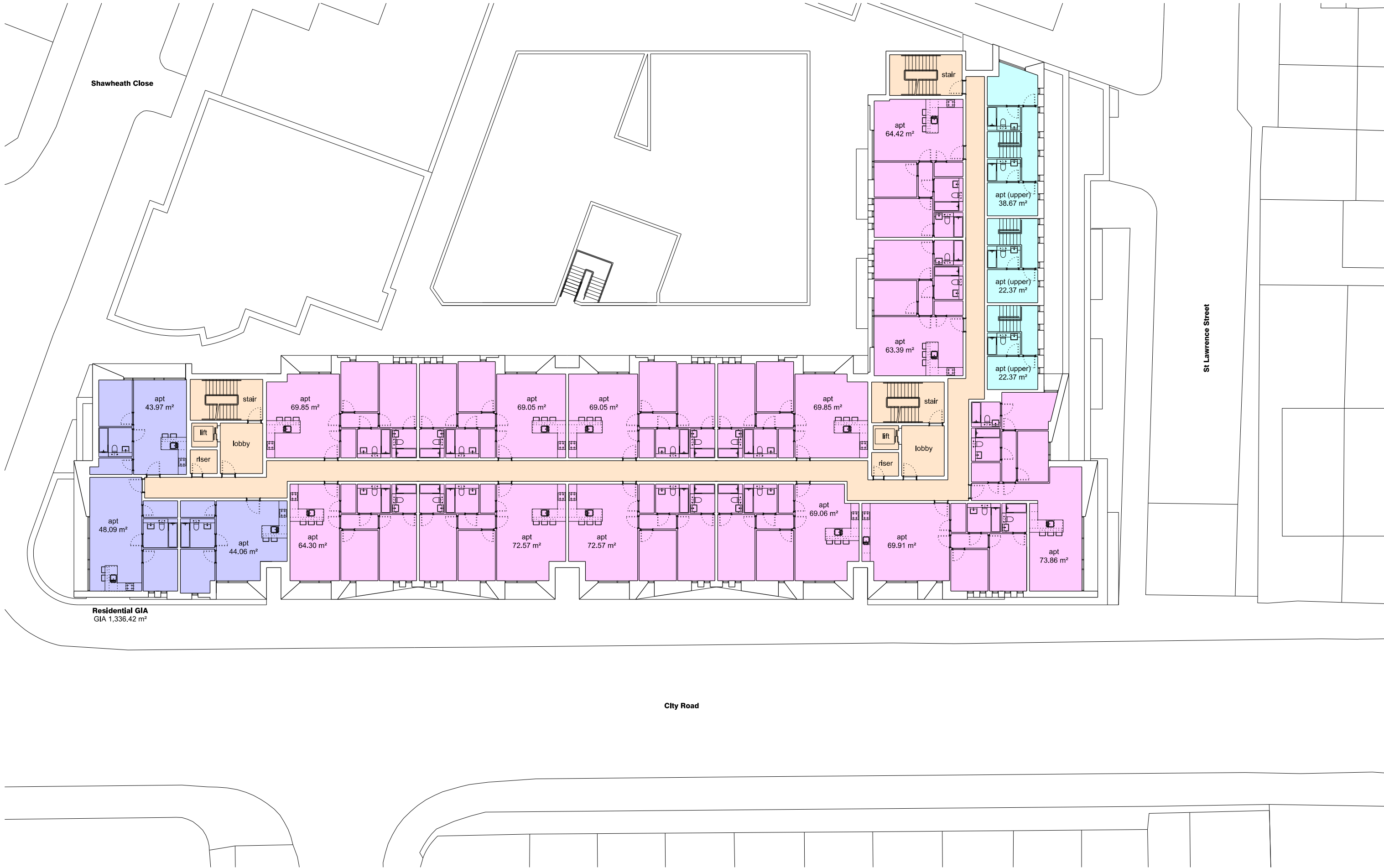


revision:	date:	note:
P01	2021.07.21	preliminary first issue
P02	2021.08.11	updated
P03	2021.08.20	updated



project
new lawrence house extension
job no.
7572
title
proposed 5th floor plan
scale
1:250 @ A3
drawing no.
7572-al(04)0015

stephenson hamilton risley
STUDIO
3 riverside mews
4 commercial street
manchester, M15 4RQ
www.shr.studio
email@shr.studio
0161 832 0244



revision:	date:	note:
P01	2021.07.21	preliminary first issue
P02	2021.08.11	updated
P03	2021.08.20	updated



project
new lawrence house extension

job no.
7572

title
proposed 6th floor plan

scale
1:250 @ A3

drawing no.
7572-al(04)0016

stephenson hamilton risley
STUDIO

3 riverside mews
4 commercial street
manchester, M15 4RQ
www.shr.studio
email@shr.studio
0161 832 0244

APPENDIX C - CAR OWNERSHIP DATA

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

ONS Crown Copyright Reserved [from Nomis on 10 March 2021]

population All households
units Persons
date 2011
area type 2011 super output areas - middle layer
area name E02006916 : Manchester 059
no of usual residents in house All categories: Number of usual residents aged 17 or over in household

Cars or Vans	Flat, maisonette, apartment, caravan or other mobile or temporary structure	Flat, maisonette, apartment, caravan or other mobile or temporary structure Percentage		
			No. Cars	Apartments
All categories: Car or van avail	2,708			137
No cars or vans in household	1,294	48%	0	0
1 car or van in household	1,173	43%	1	59
2 or more cars or vans in hous	241	9%	2	25
	2,708	100%		84

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 geograph

APPENDIX D - TRICS DATA

Calculation Reference: AUDIT-705112-210311-0337

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 175 (units:)
 Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/11/19

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

Selected survey days:

Monday	1 days
Tuesday	7 days
Wednesday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	13 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	13
---------------------	----

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	6
Built-Up Zone	5
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3 13 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	4 days
15,001 to 20,000	2 days
25,001 to 50,000	7 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	6 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	2 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	9 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	2 days
No	11 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	13 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
5	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
6	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
7	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
8	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	51		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL
10	SA-03-C-01	BLOCK OF FLATS		SOUTH AYRSHIRE
	RACECOURSE ROAD			
	AYR			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	51		
	Survey date: TUESDAY	16/09/14		Survey Type: MANUAL
11	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	85		
	Survey date: THURSDAY	18/12/14		Survey Type: MANUAL
12	SR-03-C-01	FLATS		STIRLING
	FORTH SIDE WAY			
	STIRLING			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	80		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL
13	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE			
	STIRLING			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	48		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	78	0.040	13	78	0.144	13	78	0.184
08:00 - 09:00	13	78	0.056	13	78	0.181	13	78	0.237
09:00 - 10:00	13	78	0.067	13	78	0.087	13	78	0.154
10:00 - 11:00	13	78	0.076	13	78	0.092	13	78	0.168
11:00 - 12:00	13	78	0.080	13	78	0.102	13	78	0.182
12:00 - 13:00	13	78	0.126	13	78	0.104	13	78	0.230
13:00 - 14:00	13	78	0.085	13	78	0.099	13	78	0.184
14:00 - 15:00	13	78	0.078	13	78	0.092	13	78	0.170
15:00 - 16:00	13	78	0.101	13	78	0.069	13	78	0.170
16:00 - 17:00	13	78	0.130	13	78	0.079	13	78	0.209
17:00 - 18:00	13	78	0.175	13	78	0.097	13	78	0.272
18:00 - 19:00	13	78	0.181	13	78	0.106	13	78	0.287
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.195			1.252			2.447

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 6 - 175 (units:)
Survey date range: 01/01/12 - 18/11/19
Number of weekdays (Monday-Friday): 13
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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	78	0.002	13	78	0.009	13	78	0.011
08:00 - 09:00	13	78	0.003	13	78	0.013	13	78	0.016
09:00 - 10:00	13	78	0.002	13	78	0.003	13	78	0.005
10:00 - 11:00	13	78	0.002	13	78	0.007	13	78	0.009
11:00 - 12:00	13	78	0.006	13	78	0.005	13	78	0.011
12:00 - 13:00	13	78	0.002	13	78	0.004	13	78	0.006
13:00 - 14:00	13	78	0.003	13	78	0.001	13	78	0.004
14:00 - 15:00	13	78	0.004	13	78	0.001	13	78	0.005
15:00 - 16:00	13	78	0.006	13	78	0.004	13	78	0.010
16:00 - 17:00	13	78	0.003	13	78	0.001	13	78	0.004
17:00 - 18:00	13	78	0.008	13	78	0.004	13	78	0.012
18:00 - 19:00	13	78	0.005	13	78	0.001	13	78	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.053			0.099

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	78	0.049	13	78	0.210	13	78	0.259
08:00 - 09:00	13	78	0.069	13	78	0.304	13	78	0.373
09:00 - 10:00	13	78	0.082	13	78	0.113	13	78	0.195
10:00 - 11:00	13	78	0.097	13	78	0.126	13	78	0.223
11:00 - 12:00	13	78	0.100	13	78	0.137	13	78	0.237
12:00 - 13:00	13	78	0.166	13	78	0.155	13	78	0.321
13:00 - 14:00	13	78	0.119	13	78	0.120	13	78	0.239
14:00 - 15:00	13	78	0.094	13	78	0.121	13	78	0.215
15:00 - 16:00	13	78	0.153	13	78	0.095	13	78	0.248
16:00 - 17:00	13	78	0.201	13	78	0.106	13	78	0.307
17:00 - 18:00	13	78	0.272	13	78	0.130	13	78	0.402
18:00 - 19:00	13	78	0.294	13	78	0.148	13	78	0.442
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.696			1.765			3.461		

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	78	0.016	13	78	0.062	13	78	0.078
08:00 - 09:00	13	78	0.023	13	78	0.088	13	78	0.111
09:00 - 10:00	13	78	0.044	13	78	0.064	13	78	0.108
10:00 - 11:00	13	78	0.055	13	78	0.048	13	78	0.103
11:00 - 12:00	13	78	0.038	13	78	0.045	13	78	0.083
12:00 - 13:00	13	78	0.061	13	78	0.054	13	78	0.115
13:00 - 14:00	13	78	0.053	13	78	0.054	13	78	0.107
14:00 - 15:00	13	78	0.055	13	78	0.053	13	78	0.108
15:00 - 16:00	13	78	0.075	13	78	0.055	13	78	0.130
16:00 - 17:00	13	78	0.068	13	78	0.070	13	78	0.138
17:00 - 18:00	13	78	0.089	13	78	0.064	13	78	0.153
18:00 - 19:00	13	78	0.079	13	78	0.074	13	78	0.153
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.656			0.731				1.387

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	78	0.002	13	78	0.075	13	78	0.077
08:00 - 09:00	13	78	0.009	13	78	0.118	13	78	0.127
09:00 - 10:00	13	78	0.006	13	78	0.038	13	78	0.044
10:00 - 11:00	13	78	0.018	13	78	0.018	13	78	0.036
11:00 - 12:00	13	78	0.024	13	78	0.014	13	78	0.038
12:00 - 13:00	13	78	0.030	13	78	0.027	13	78	0.057
13:00 - 14:00	13	78	0.016	13	78	0.032	13	78	0.048
14:00 - 15:00	13	78	0.023	13	78	0.014	13	78	0.037
15:00 - 16:00	13	78	0.068	13	78	0.018	13	78	0.086
16:00 - 17:00	13	78	0.050	13	78	0.012	13	78	0.062
17:00 - 18:00	13	78	0.087	13	78	0.012	13	78	0.099
18:00 - 19:00	13	78	0.062	13	78	0.013	13	78	0.075
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.395			0.391			0.786

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 MOTOR CYCLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	78	0.001	13	78	0.000	13	78	0.001
08:00 - 09:00	13	78	0.000	13	78	0.000	13	78	0.000
09:00 - 10:00	13	78	0.000	13	78	0.001	13	78	0.001
10:00 - 11:00	13	78	0.000	13	78	0.001	13	78	0.001
11:00 - 12:00	13	78	0.000	13	78	0.000	13	78	0.000
12:00 - 13:00	13	78	0.001	13	78	0.001	13	78	0.002
13:00 - 14:00	13	78	0.002	13	78	0.002	13	78	0.004
14:00 - 15:00	13	78	0.000	13	78	0.000	13	78	0.000
15:00 - 16:00	13	78	0.001	13	78	0.000	13	78	0.001
16:00 - 17:00	13	78	0.000	13	78	0.000	13	78	0.000
17:00 - 18:00	13	78	0.002	13	78	0.001	13	78	0.003
18:00 - 19:00	13	78	0.001	13	78	0.001	13	78	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.007			0.015

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.