

Transport Statement

**Proposed Residential Development,
Kenyon Lane, Manchester**

Risbridger Scott & Sons Ltd

September 2021

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Document Revision Control

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Risbridger Scott & Sons Ltd to produce a Transport Statement (TS) in support of a planning application for the construction of a residential development, comprising 24 apartments, on land to the south of Kenyon Lane, Manchester.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.
- 1.3 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform Manchester City Council, as the local highway and planning authority, regarding the nature and magnitude of their impact.

Structure of This Report

- 1.4 The structure of this report is as follows: -
- Chapter 2 - describes in detail the site location, local highway network and existing use of the site.
 - Chapter 3 - defines the development proposals including servicing and parking arrangements.
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure.
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

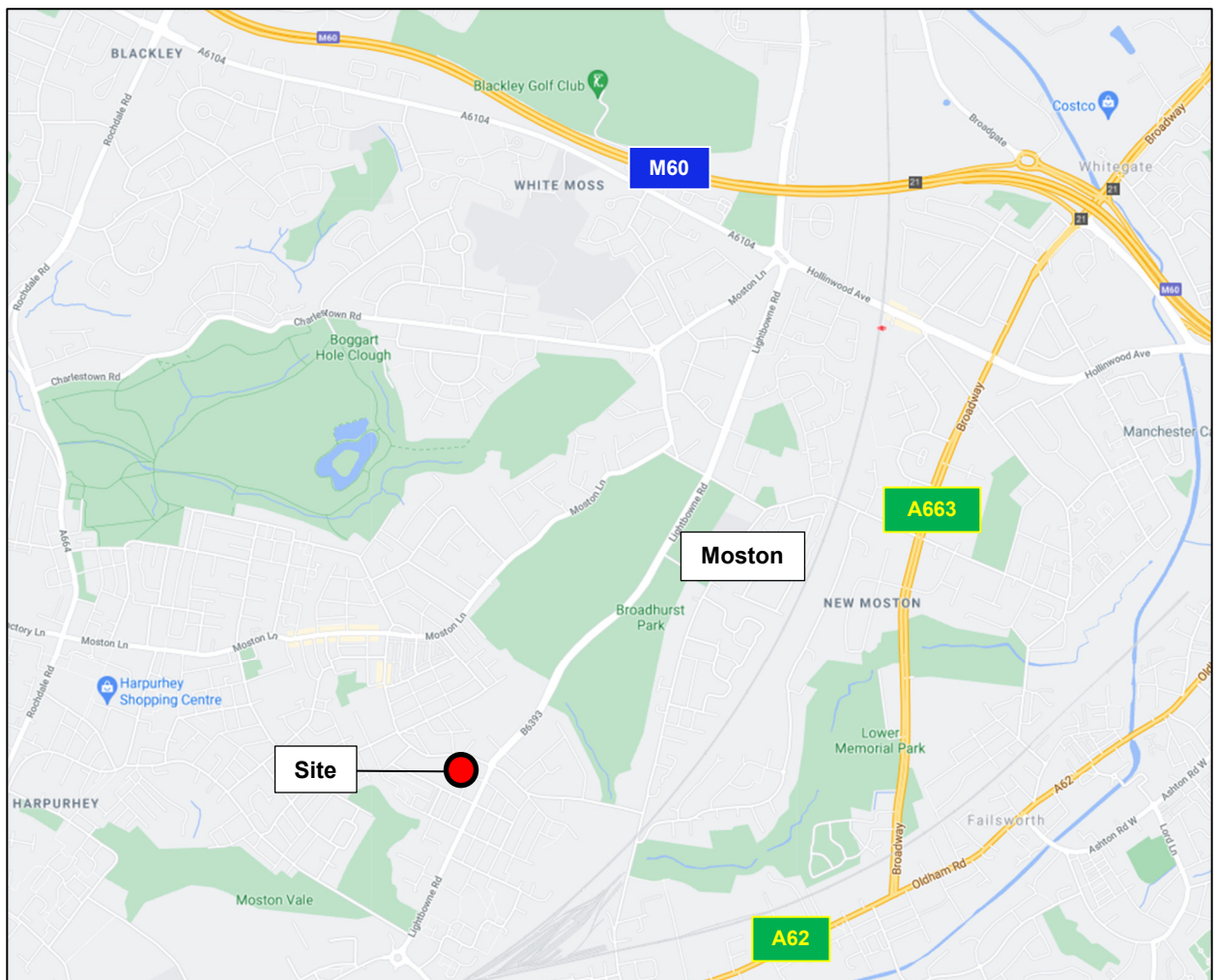
General

- 2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Location / Composition

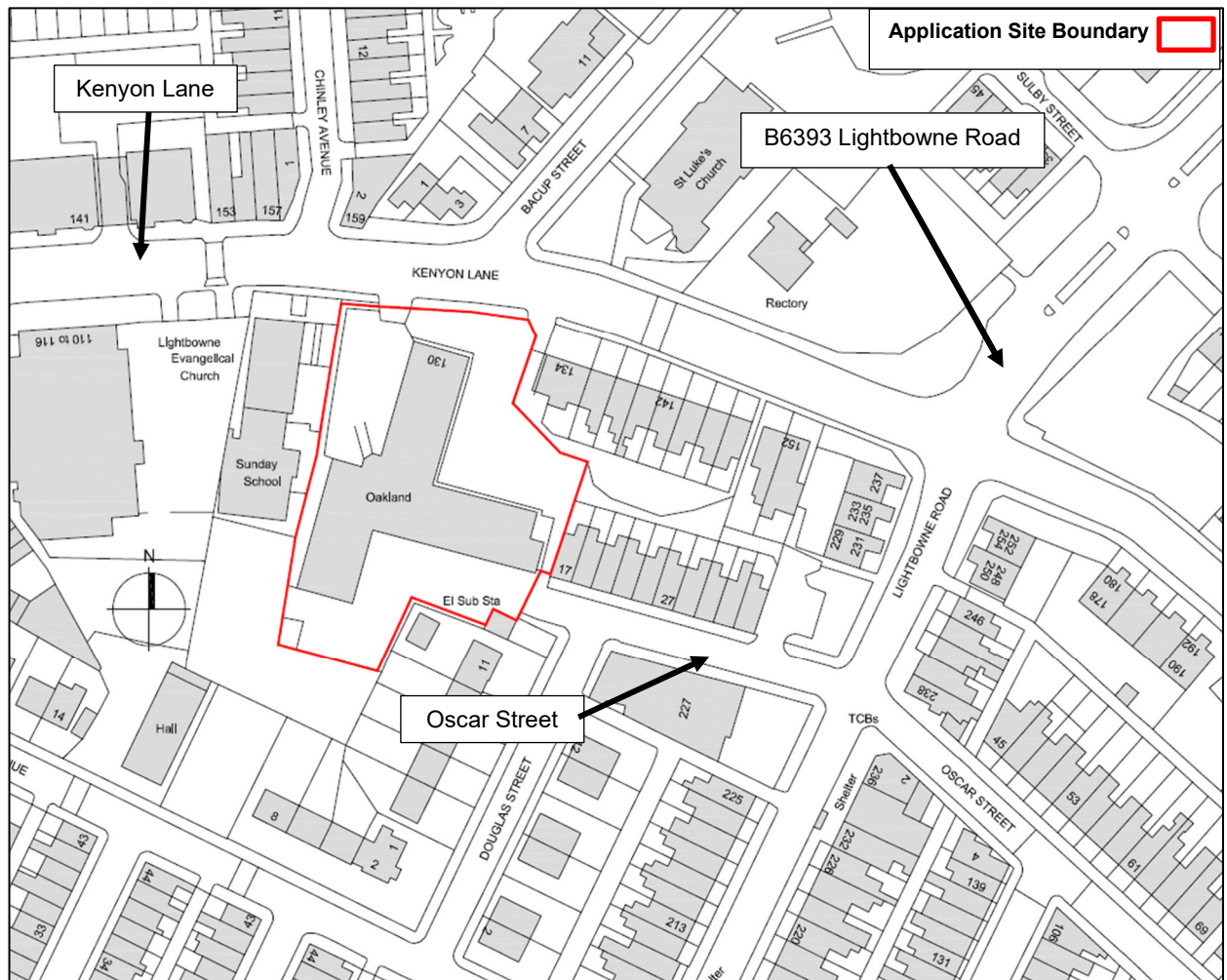
- 2.2 The application site is located on land to the south of Kenyon Lane within the area of Moston, Manchester, and comprises the former Oakland Care Home.
- 2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



- 2.4 The site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



- 2.5 Oakland Care Home was formally a 53-bed care home and whilst it is currently unoccupied, it can be brought back into use without the need for planning permission and, therefore, has the potential to attract traffic to and from the site using the local highway network.
- 2.6 The former Oakland Care Home is accessed off Kenyon Lane to the north of the site, via a circa 6m wide dropped kerb access, and via a gated access off an extension to Oscar Street to the east of the site, leading to a rear servicing / staff parking area, as shown on **Figure 2.3** below.

Figure 2.3 – Care Home Main Access (Left) / Rear Access (Right)



Local Highway Network

Kenyon Lane

- 2.7 Kenyon Lane fronts the northern site boundary and provides a link between the Moston Lane Kenyon Lane junction, to the north-west, and the B6393 Lightbowne Road / Kenyon Lane junction to the east. Kenyon Lane is subject to a 20mph speed limit in the vicinity of the site and benefits from regularly spaced traffic calming features and kerb build-outs allowing for sporadic parking bays along the road whilst also maintaining low traffic speeds. Kenyon lane also benefits from footways and regularly spaced street lighting columns on both sides of the road as well as bus stops on both sides of Kenyon Lane in the vicinity of the site. Further details regarding the services that use these stops are provided later.

Oscar Street

- 2.8 Oscar Street is located to the east of the site and provides a direct link from the site to the B6393 Lightbowne Road to the east. Oscar Street is a residential road that is subject to a 20mph speed limit and benefits from footways and regularly spaced street lighting columns on both sides of the road.

B6393 Lightbowne Road / Kenyon Lane

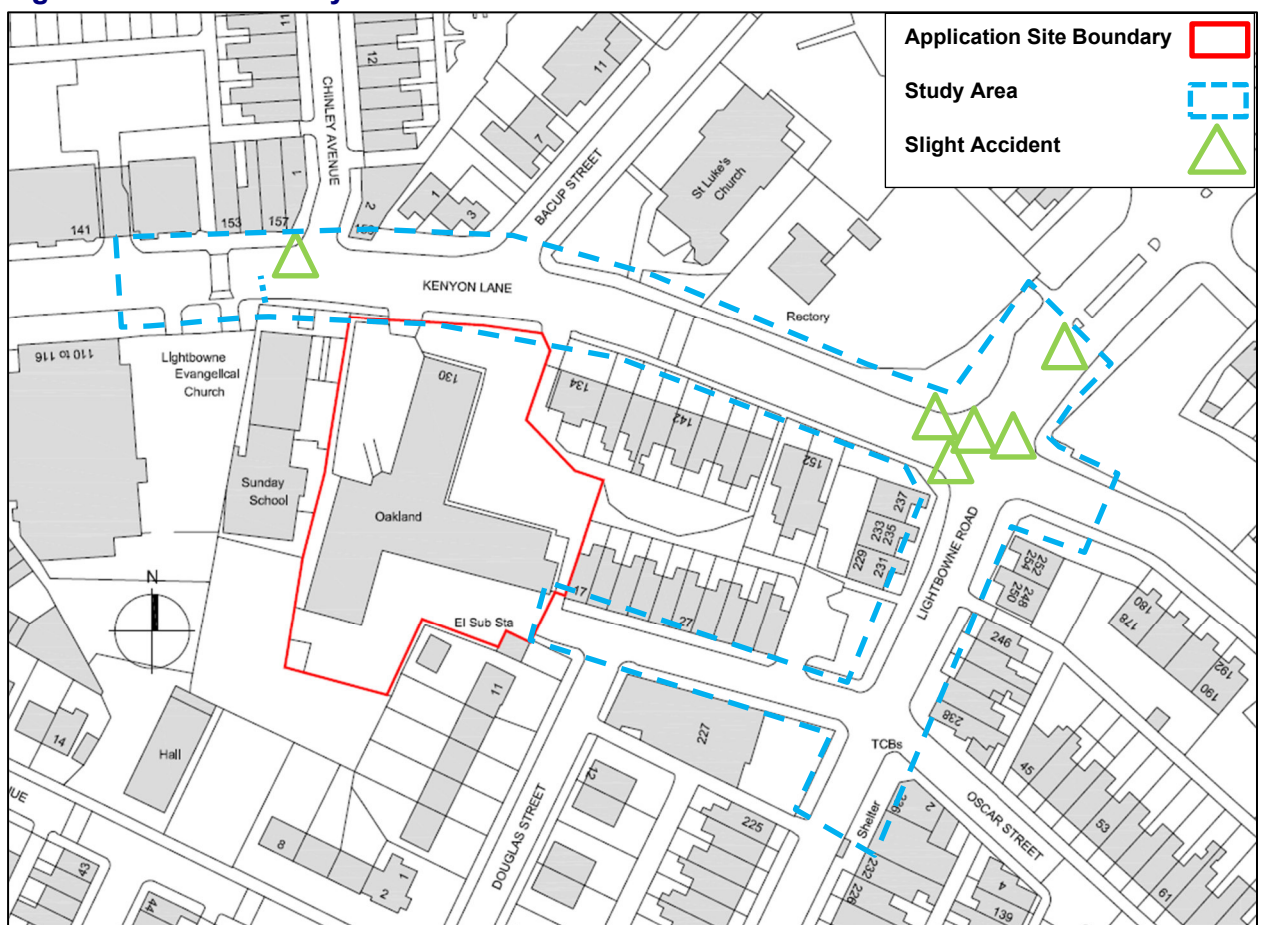
- 2.9 The B6393 Lightbowne Road / Kenyon Lane junction is located approximately 100m east of the site and takes the form of a 4-arm signalised junction. Kenyon Lane forms the minor arms and the B6393 Lightbowne Road forms the major arms, providing a link between the Greengate Roundabout and Moston, to the north-east, and the B6393 Lightbowne Road / B6393 Thorp Road / Northampton Road / Madison Place roundabout, to the south-west.

- 2.10 In terms of pedestrian facilities, all arms of the B6393 Lightbowne Road / Kenyon Lane junction benefit from signal-controlled pedestrian crossings to assist pedestrians across Kenyon Lane and Lightbowne Road in the vicinity of the site. In addition, there are good pedestrian connections on route to the surrounding facilities and the local area benefits from natural surveillance from the businesses and houses that abut all the main walking routes.

Existing Road Safety Record

- 2.11 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works, or traffic management measures will help to alleviate the problems”.
- 2.12 To identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recent 5-year period. The location and severity of any accidents within the study area during this period, are shown in **Figure 2.4** below.

Figure 2.4 – Road Safety Record



-
- 2.13 The analysis shows that no accidents were recorded on Oscar Street and only one accident was recorded on Kenyon Lane in the vicinity of the site during the 5-year study period. A total of five accidents were recorded at the B6393 Lightbowne Road / Kenyon Lane junction during the 5-year study period, all of which resulted in 'slight' severity injuries. Five accidents over a 5-year period (average of 1 per year) is not considered to be an unusual frequency for this type of junction.
- 2.14 The evidence presented above and illustrated in **Figure 2.4** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

3.0 PROPOSED DEVELOPMENT

General

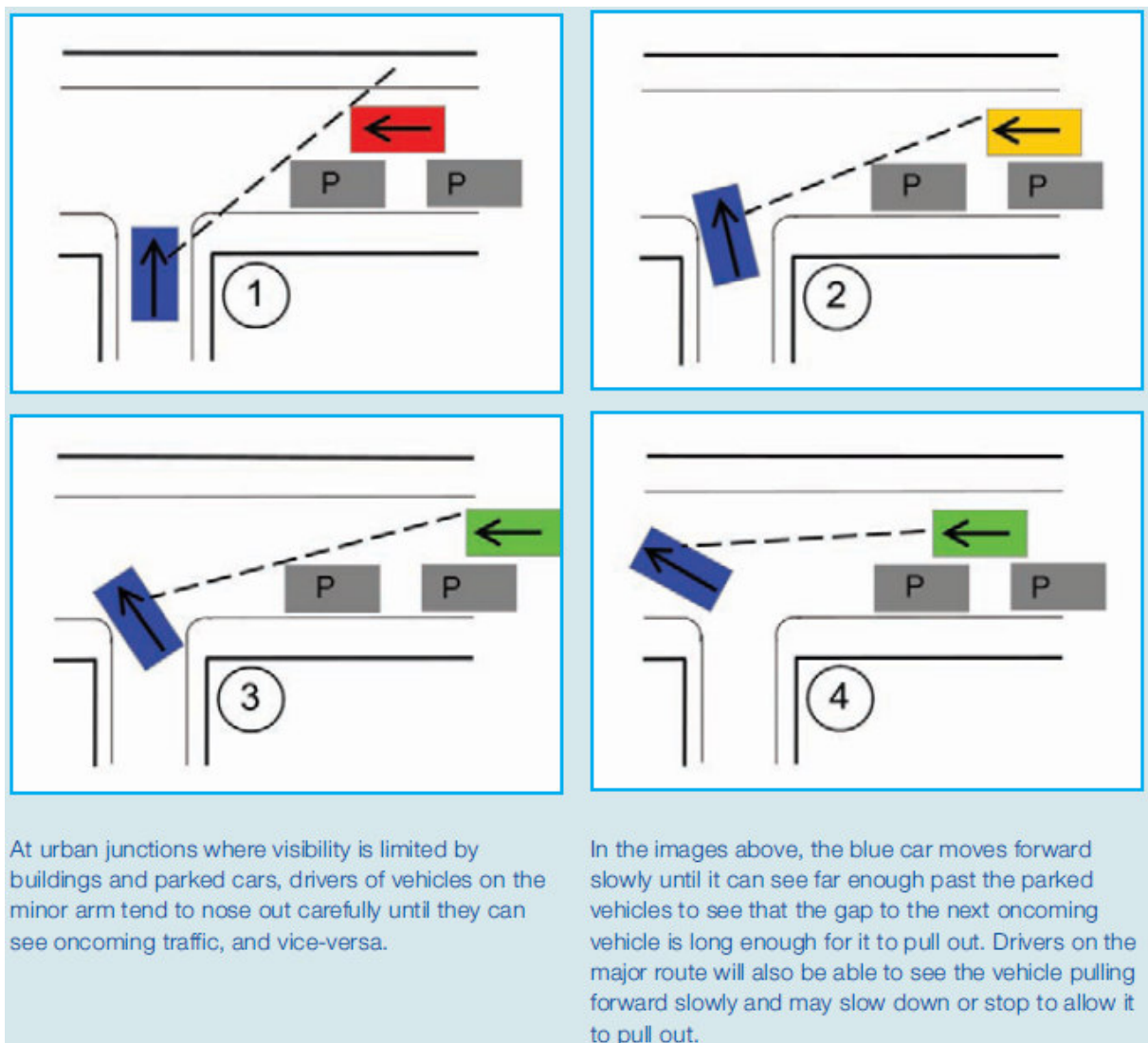
- 3.1 The development proposals consist of the construction of a residential development, comprising 24 apartments, on land to the south of Kenyon Lane, Manchester.
- 3.2 The proposed site plan is contained in **Appendix A** and the proposed development mix is summarised as follows:

- 4 no. 1-bed apartments
- 20 no. 2-bed apartments

Proposed Access Arrangements

- 3.3 Vehicular access to the proposed development will be provided via the two existing accesses to the former care home off Kenyon Lane to the north of the site, via a circa 6m wide dropped kerb gated access, and via a gated access off an extension to Oscar Street to the east of the site. The accesses will operate on a shared surface basis which is considered acceptable given how lightly trafficked they will be, as detailed earlier.
- 3.4 As shown on drawing number SCP/210527/D01 Rev A, presented in **Appendix B**, 2.4m x 25m visibility, in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 20mph road, is achievable in both directions from the proposed access.
- 3.5 Whilst it is acknowledged that Kenyon Lane is subject to on-street parking in the vicinity of the site, guidance in MfS2 states that parking in visibility splays does not appear to create significant problems in practice. This is considered to be the case in this situation, particularly given the numerous junctions and direct frontage accesses off Kenyon Lane, including the existing care home access, which have evidently not resulted in any highway safety concerns, as detailed earlier. In practice, vehicles are able to safely edge out into the carriageway because of the centralised position of oncoming vehicles within the highway, as demonstrated in **Figure 3.1** extracted from MfS2.

Figure 3.1 – Obstacles To Visibility Diagram, Manual for Streets 2



- 3.6 Pedestrian access to the development will be provided from the same location as the vehicular accesses.

Servicing Arrangement

- 3.7 A waste collection point is proposed in the vicinity of both site accesses off Kenyon Lane and Oscar Street to allow servicing to take place from on-street which is considered entirely consistent with the existing servicing arrangement for the surrounding uses as well as the servicing arrangement associated with the former Oakland Care Home.

Parking

- 3.8 The site provides a total of 22 spaces which equates to a 92% parking provision. Swept path analysis of the tightest spaces has been undertaken, as shown on drawing number SCP\210527\ATR01 Rev A, presented in **Appendix C**, which demonstrate that a car can access/egress all parking spaces.
- 3.9 In terms of the overall level of parking, this is considered to be appropriate for the scale and nature of the development given that the site benefits from a high level of accessibility by non-car modes of transport being within easy access of Moston and Harpurhey (less than 2km walk) and associated facilities, amenities and numerous transport links, including bus stops and Newton Heath & Moston Metrolink Station (1.1km walk distance). Therefore, prospective residents will not be wholly reliant on the private car to travel to/from the site.
- 3.10 To add further weight to this, the existing car ownership levels in the area have been obtained from the 2011 census data, as summarised in the Table below. This demonstrates that car ownership levels in the vicinity of the site are low (55%), which is to be expected given the highly sustainable location of the site. The proposed car parking provision (92%) is therefore significantly higher than actual car ownership levels in the area, particularly for the type of dwellings proposed given that the Census data does not differentiate between houses and apartments (just 'households'), so does not reflect the typical trend for much lower car ownership levels in apartments.

Vehicle Availability per Household	Output Area - E02001051: Manchester 007
No cars or vans in household	45%
1 or more cars or vans in household	55%

- 3.11 In addition, any prospective purchaser or tenant of the apartments will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly.
- 3.12 Having regard to the above, the proposed car parking levels are considered to be appropriate in this instance.

4.0 ACCESSIBILITY

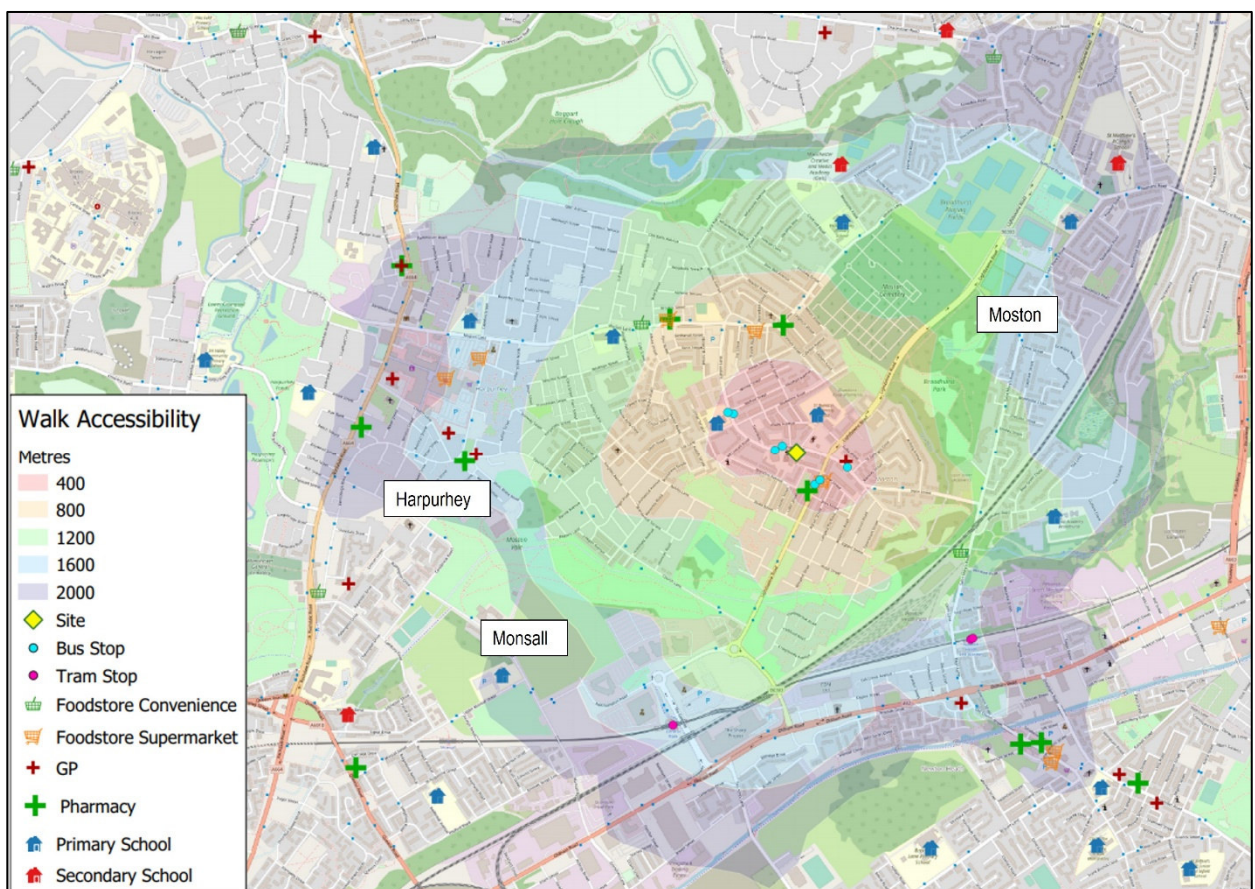
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

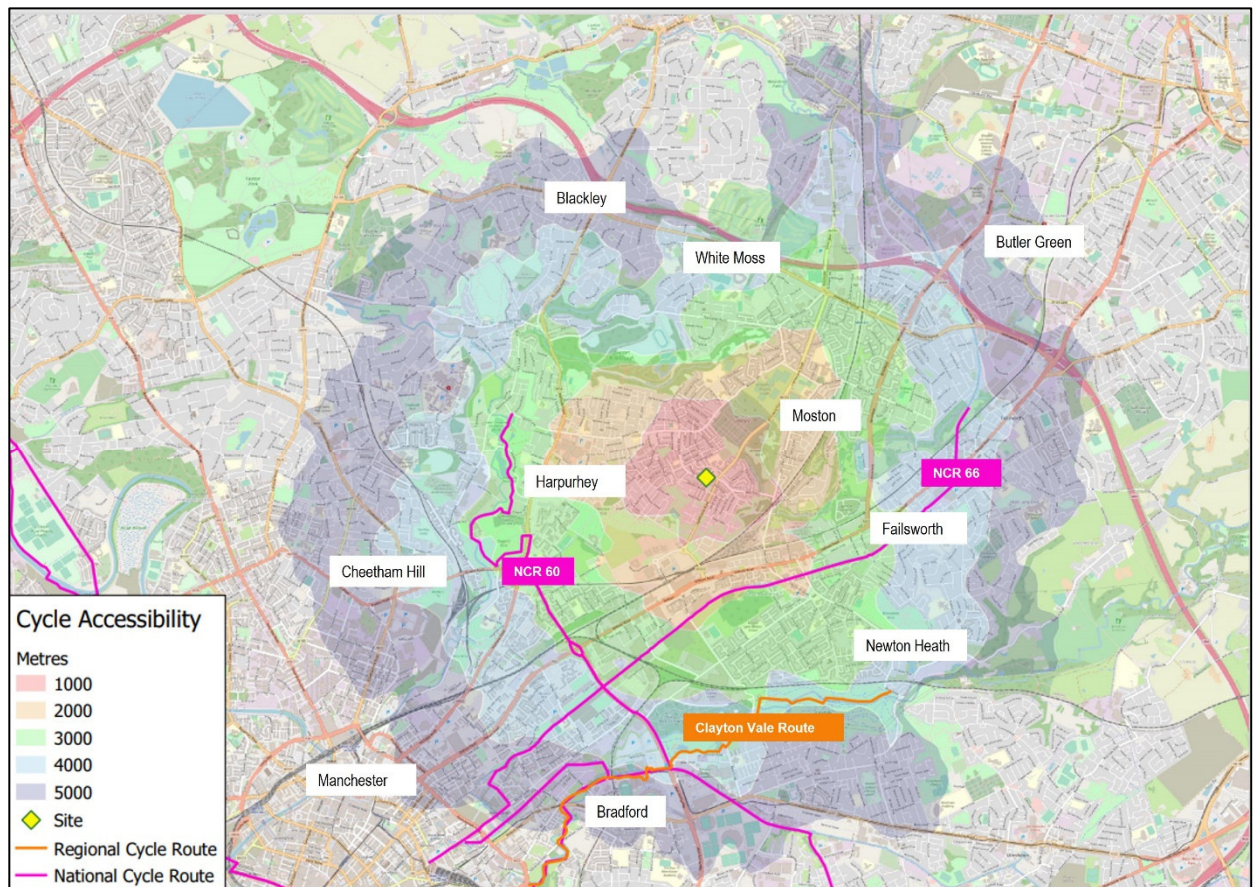


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- 4.4 The site is within an acceptable walk distance of Moston and Harpurhey as well as the vast array of amenities on offer in these areas including retail, education, and healthcare. The site is also within an acceptable walk distance of bus and Metrolink transport facilities to encourage prospective residents to travel via sustainable modes. The closest bus stops are located on both sides of Kenyon Lane, immediately north of the site (eastbound services) and approximately 65m west of the site (westbound services) and Newton Heath & Moston Metrolink Station can be accessed in under a 14 minute walk time (or 1.1km walk distance).
- 4.5 The main pedestrian access to the development will be provided from Kenyon Lane. In terms of pedestrian facilities, all arms of the B6393 Lightbowne Road / Kenyon Lane junction benefit from signal-controlled pedestrian crossings to assist pedestrians across Kenyon Lane and Lightbowne Road in the vicinity of the site. In addition, there are good pedestrian connections on route to the surrounding facilities and the local area benefits from natural surveillance from the businesses and houses that abut all the main walking routes.
- 4.6 Overall, the site benefits from high levels of accessibility by foot, with the inner-city suburb of Harpurhey and Moston only a short walk from the site providing opportunities for linked shopping and leisure trips as well as transport connections, allowing walking to be a viable alternative to private car use for prospective residents.

Cycle Accessibility

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 5km Isochrone



- 4.9 The plan demonstrates that the nearby areas of Manchester city centre, Bradford, Blackley, and White Moss, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective residents to travel via bicycle.
- 4.10 **Figure 4.2** also shows the sites proximity to National Cycle Route 66 which runs south-east of the site and locally connects Failsworth to Manchester city centre via almost entirely traffic free routes. National Cycle Route 66 also connects to National Cycle Route 60 which runs between North and East Manchester increasing the cities connectivity and locally connects Harpurhey to Bradford.
- 4.11 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.

Public Transport

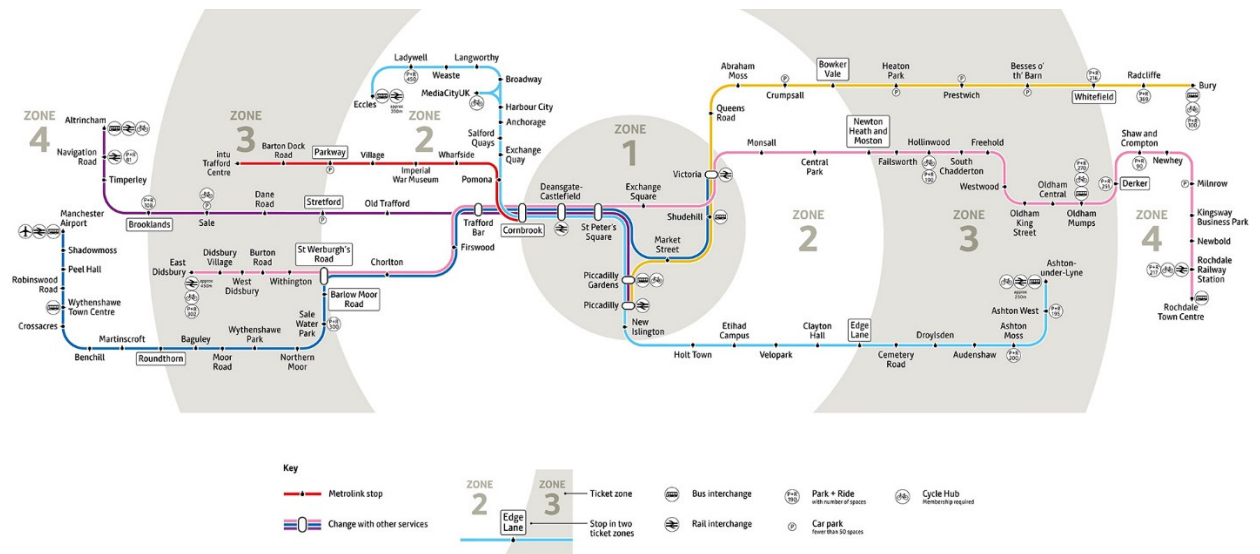
- 4.12 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 4.13 The closest bus stops are located on both sides of Kenyon Lane, immediately north of the site (eastbound services) and approximately 65m west of the site (westbound services) and are therefore well within the recommended walk distance. Details of the bus services and frequencies which use these stops are provided in **Table 4.1** below.

Table 4.1 – Bus Services

Service	Details	Frequency		
		Weekdays	Saturday	Sunday
114	Boarshaw – Middleton – Greengate – Piccadilly Gardens	Approx. every 30 mins	Approx. every 30 mins	Approx. Hourly
151	Ashton-under-Lyne – Failsworth – Moston – Higher Crumpsall	Approx. Hourly	Approx. Hourly	-

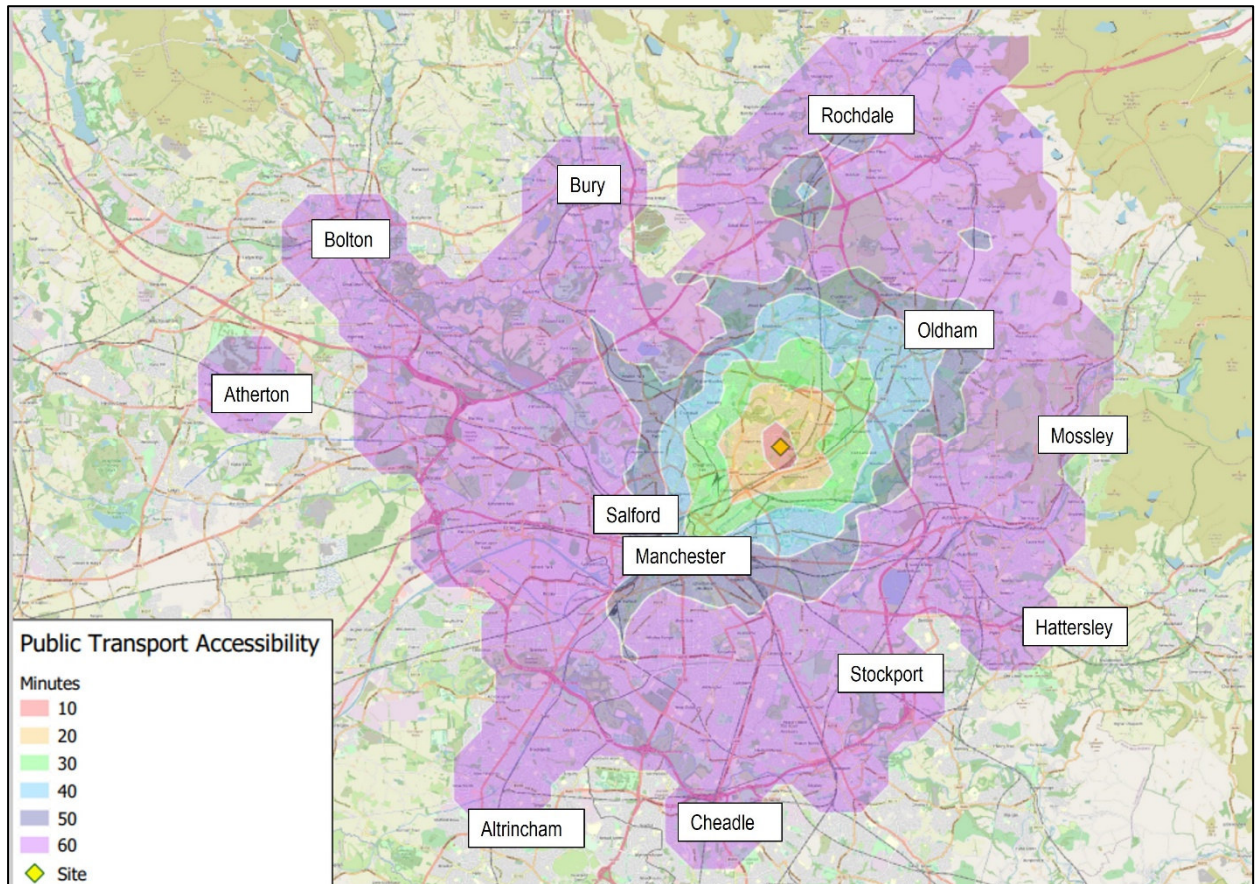
- 4.14 As can be seen in **Table 4.1** above, there is a good frequency of bus services (in combination) stopping very close to the site which provide convenient access to locations such as Middleton, Ashton-under-Lyne, Failsworth and Manchester city centre, amongst others.
- 4.15 Having regard to the above, prospective residents of the site will have access to bus services stopping within an acceptable walk distance from the site which provide access to key destinations at a reasonable frequency.
- 4.16 As detailed earlier, Newton Heath & Moston Metrolink Station can be accessed in under a 14 minute walk time (or 1.1km walk distance) and is therefore, well within an acceptable walk and cycle distance. The Manchester Metrolink Map is shown on **Figure 4.3** below.

Figure 4.3 – Manchester Metrolink Map



- 4.17 Newton Heath & Moston Metrolink Station is served by the pink line which provide direct services every approximately 12 minutes between Rochdale and East Didsbury via Oldham, Manchester city centre, Trafford, and Chorlton, amongst several others throughout Greater Manchester. Other destinations such as Altrincham, Eccles, MediaCityUK, Ashton-under-Lyne, Bury and Manchester Airport are all available with a connecting service.
- 4.18 In terms of rail services, Moston Railway Station is located approximately 2.4km north-east of the site and is therefore well within an acceptable cycling distance. The railway station offers regular direct services throughout the week including services to Leeds, Halifax, Rochdale, Manchester, and Hebden Bridge, amongst others.
- 4.19 The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on **Figure 4.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus and Metrolink stops.

Figure 4.4 – Public Transport Accessibility



- 4.20 The above demonstrates that the site is within a close proximity to a number of bus, tram and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester city centre, Bolton, Stockport, Rochdale, Bury and Altrincham amongst others, are in an acceptable 60-minute commute time.

Summary

- 4.21 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.

5.0 TRIP GENERATION

Overview

- 5.1 This Chapter provides an estimate of the trips generated by the proposed development during the weekday AM and PM peak hours in comparison to the traffic generated by the existing use on-site.
- 5.2 As detailed earlier, the site currently accommodates a former 53-bed care home development. Whilst the former care home is currently unoccupied, it can be brought back into use without the need for planning permission and, therefore, has the potential to attract traffic to and from the site using the local highway network.

Trip Generation – Existing Care Home

- 5.3 To estimate the trip generating potential of the existing care home, average trip rates from the industry standard TRICS Database have been obtained. The selection criteria for the TRICS based trips is as follows:
- i) Health
 - ii) Care Home (Elderly Residential)
 - iii) Multi Modal Surveys
 - iv) Sites in Greater London and Ireland excluded
 - v) Selection by number of residents (17-180)
 - vi) Only sites in 'Suburban Area' locations have been selected
- 5.4 The multi modal TRICS outputs for the existing care home are presented in **Appendix D** and are summarised in **Table 5.1** below.

Table 5.1 – Estimated Trip Rates (Per Reside) Associated with the Existing Care Home				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.068	0.041	0.058	0.092
Cyclists	0.002	0.002	0.012	0.007
Pedestrians	0.029	0.027	0.005	0.012
Public Transport	0.036	0.015	0.007	0.005

- 5.5 The estimated trip generation associated with the existing care home is therefore summarised in **Table 5.2** below.

Table 5.2 – Estimated Trip Generation – 53-bed Care Home				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	4	2	3	5
Cyclists	0	0	1	0
Pedestrians	2	1	0	1
Public Transport	2	1	0	0

Trip Generation – Proposed Development

- 5.6 To estimate the trip generating potential of the proposed development, average trip rates from the industry standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
- i) Residential.
 - ii) Flats Privately Owned.
 - iii) Multi modal surveys.
 - iv) Sites in Greater London and Ireland excluded
 - v) Selection by number of dwellings (6 to 50)
 - vi) Only sites in 'Suburban Area' locations have been selected
- 5.7 The multi modal TRICS outputs for the proposed development are presented in **Appendix D** and are summarised in **Table 5.3** below.

Table 5.3 - Estimated Trip Rates (Per Apartment) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.061	0.155	0.196	0.122
Cycles	0.000	0.020	0.020	0.007
Pedestrians	0.020	0.061	0.176	0.054
Pub. Trans.	0.000	0.095	0.128	0.014

- 5.8 The estimated trip generation associated with the proposed 24 apartments is therefore as summarised in **Table 5.4** below.

Table 5.4 - Estimated Trip Generation – 24 Apartments				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1	4	5	3
Cycles	0	0	0	0
Pedestrians	0	1	4	1
Pub. Trans.	0	2	3	0

Net Trip Generation

- 5.9 The net trip generation is equal to the sum of the trip generation estimates associated with the proposed development, minus the trip generation estimates associated with the existing care home, as summarised in **Table 5.5** below

Table 5.5 - Net Trip Generation				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	-3	2	2	-2
Cycles	0	0	-1	0
Pedestrians	-2	0	4	0
Pub. Trans.	-2	1	3	0

- 5.10 As detailed above, it is estimated that the scheme will result in a reduction in two-way vehicle movements in the AM peak hour and will result in no intensification on the local highway network in the PM peak hour when compared to the level of traffic which could be generated by the former care home, if brought back into use.
- 5.11 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6.0 SUMMARY AND CONCLUSIONS

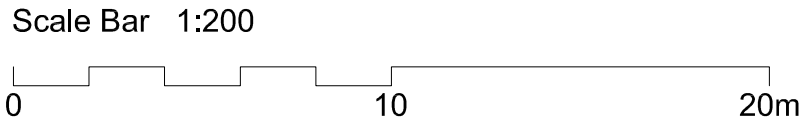
- 6.1 SCP have been instructed by Risbridger Scott & Sons Ltd to produce a Transport Statement in support of a planning application for the construction of a residential development, comprising 24 apartments, on land to the south of Kenyon Lane, Manchester.
- 6.2 Vehicular access to the proposed development will be provided via the two existing accesses to the former care home off Kenyon Lane to the north of the site, via a circa 6m wide dropped kerb access, and via a gated access off an extension to Oscar Street to the east of the site.
- 6.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.4 It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.
- 6.5 It is estimated that the scheme will result in a reduction in two-way vehicle movements in the AM peak hour and will result in no intensification on the local highway network in the PM peak hour when compared to the level of traffic which could be generated by the former care home, if brought back into use. Having regard to this, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.
- 6.6 Having regard to the analysis presented in this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to Manchester City Council for approval.

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APPENDIX A

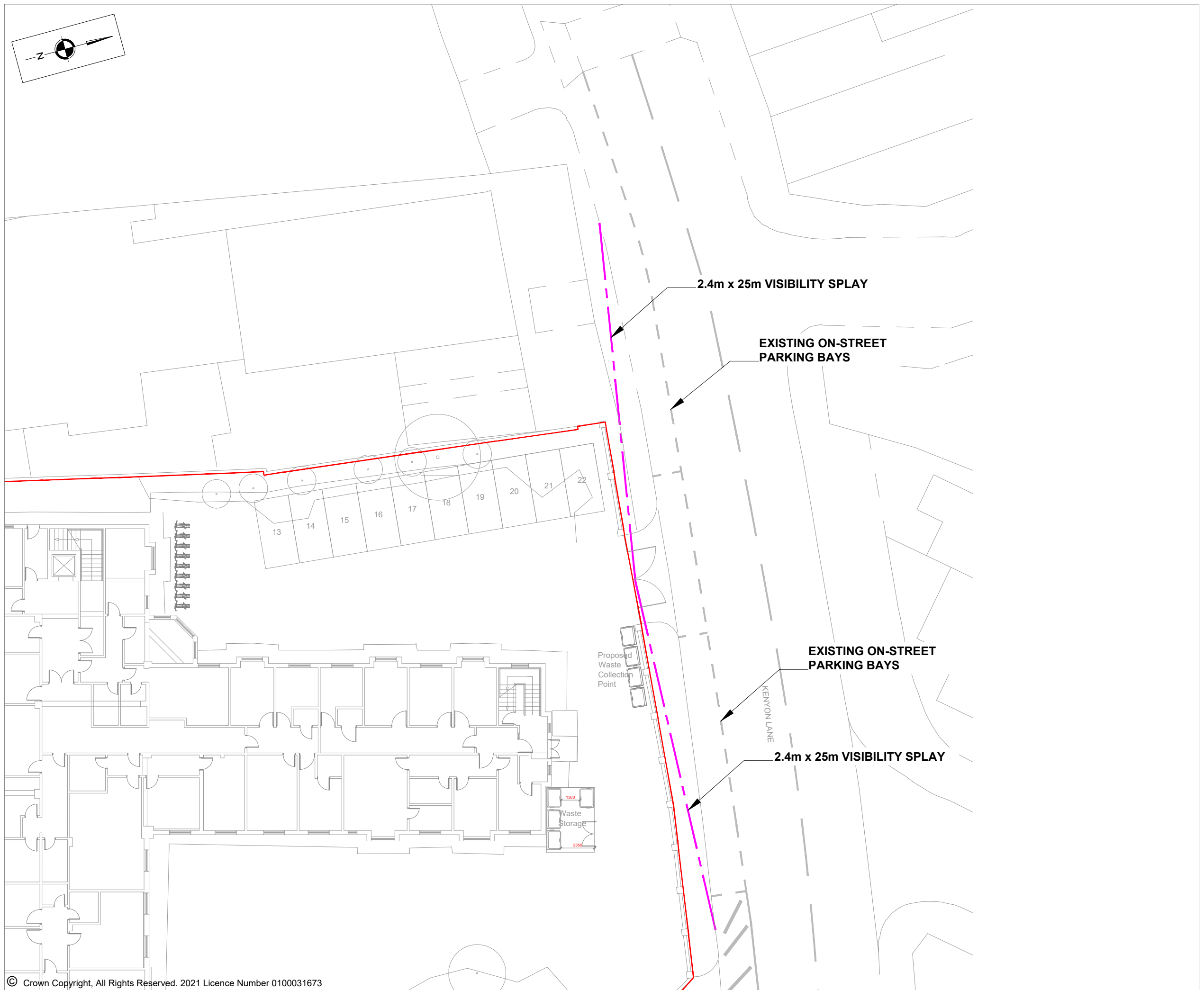


Proposed Site Plan 1:200



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APPENDIX B



NOTES

REVISIONS			
REV	DESCRIPTION	DATE	BY
A	--NEW SITE LAYOUT UNDERLAID	25.08.21	BH

S|C|P

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Drawing Title:

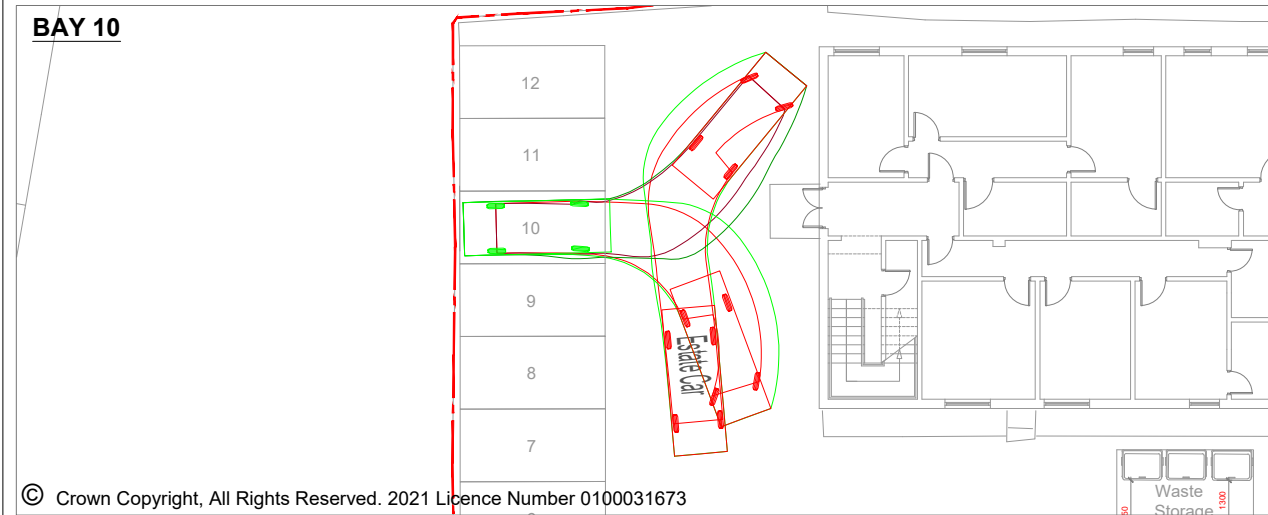
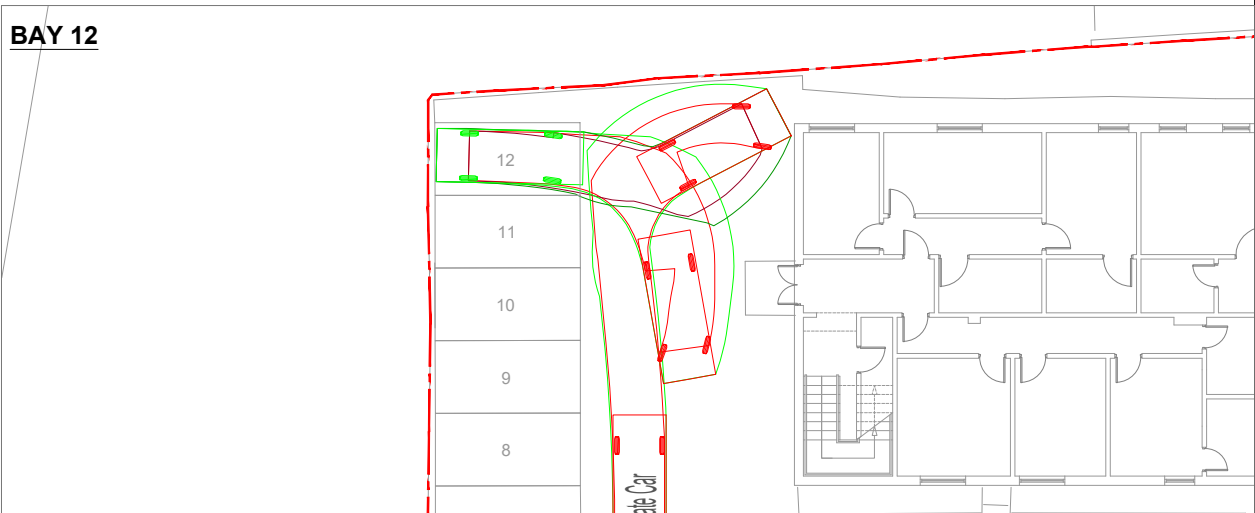
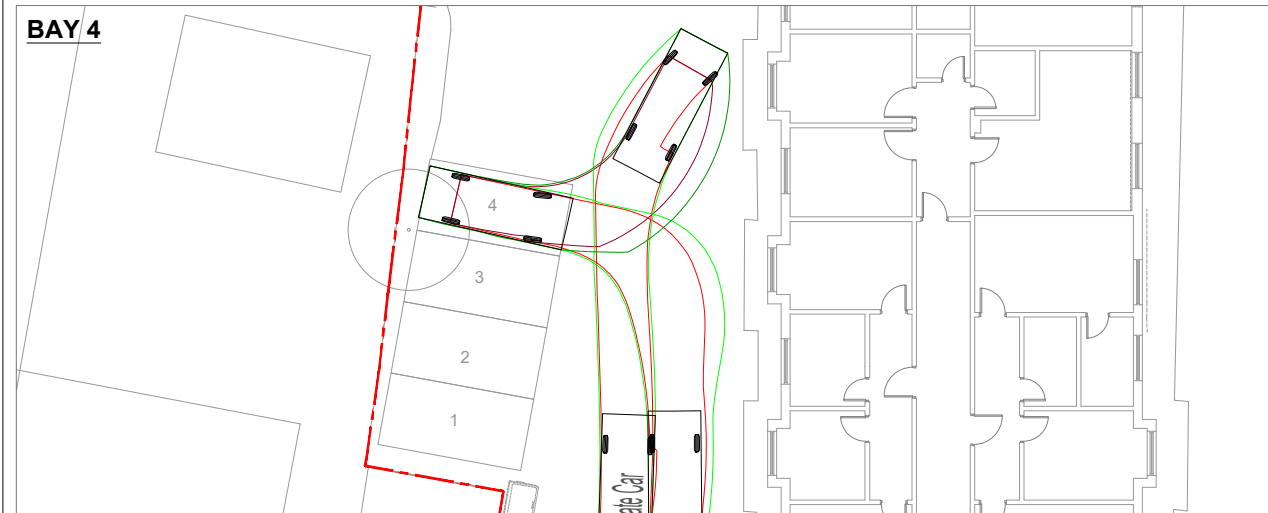
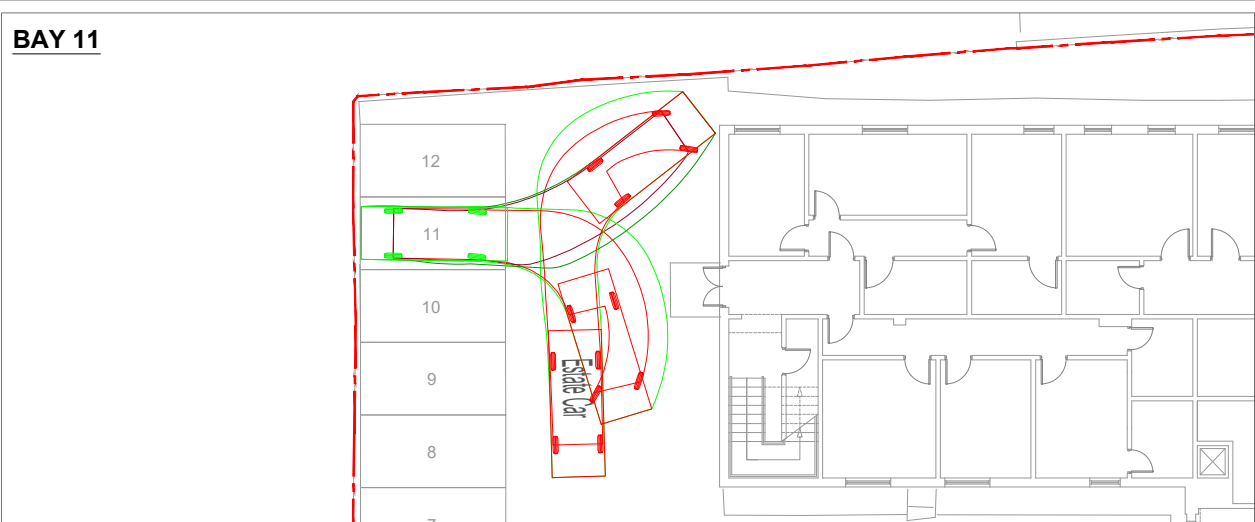
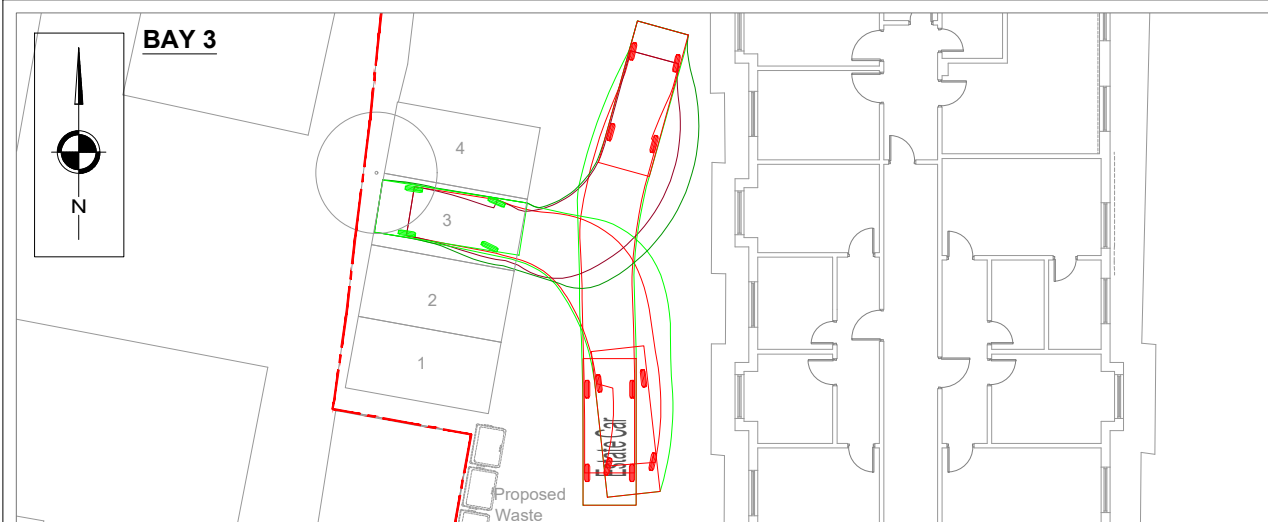
VISIBILITY SPLAYS

Drawn By:	BA	Date:	19.08.2021
Checked:	CT	Scale:	1:250 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	SCP/210527/D01	Rev.	A
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APPENDIX C



DESIGN VEHICLE PROFILE

Estate Car
Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.189m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m

REVISIONS			
REV	DESCRIPTION	DATE	BY
A	-NEW SITE LAYOUT UNDERLAID	25.08.21	BH

Transportation Planning : Infrastructure Design

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Client Name: -

Project Title: KENYON LANE, MANCHESTER

Drawing Title: SWEPT PATH ANALYSIS - LARGE CAR

Drawn By: BA	Date: 20.08.2021
Checked: CT	Scale: 1:250 @ A3
Status: PLANNING	Approved/Unapproved: -

Drawing No. SCP/210527/ATR01	Rev. A
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APPENDIX D

Calculation Reference: AUDIT-726001-210819-0833

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	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: Number of residents
 Actual Range: 32 to 180 (units:)
 Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 02/05/19

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	2 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	6 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:

Suburban Area (PPS6 Out of Centre)	6
------------------------------------	---

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	5
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.

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Secondary Filtering selection:Use Class:

C2 6 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:

5,001 to 10,000 1 days

20,001 to 25,000 1 days

25,001 to 50,000 4 days

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

Population within 5 miles:

75,001 to 100,000 1 days

250,001 to 500,000 4 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 5 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:

No 6 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 6 days

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

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LIST OF SITES relevant to selection parameters

1	CF-05-F-01	NURSING HOME	CARDIFF
	ROMILLY CRESCENT		
	CARDIFF		
	CANTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	48	
	Survey date: WEDNESDAY	11/10/06	Survey Type: MANUAL
2	DC-05-F-02	NURSING HOME	DORSET
	WHARNCLIFFE ROAD		
	BOURNEMOUTH		
	BOSCOMBE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	43	
	Survey date: WEDNESDAY	16/07/08	Survey Type: MANUAL
3	GM-05-F-02	NURSING HOME	GREATER MANCHESTER
	BRIDGEMAN STREET		
	BOLTON		
	ROSE HILL		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of residents:	180	
	Survey date: TUESDAY	22/06/04	Survey Type: MANUAL
4	TW-05-F-03	NURSING HOME	TYNE & WEAR
	MOORE STREET		
	GATESHEAD		
	FELLING SHORE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	52	
	Survey date: THURSDAY	02/05/19	Survey Type: MANUAL
5	WK-05-F-01	NURSING HOME	WARWICKSHIRE
	CLARENDON SQUARE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	32	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL
6	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	LEEDS		
	HYDE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	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.

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	6	69	0.104	6	69	0.082	6	69	0.186
08:00 - 09:00	6	69	0.068	6	69	0.041	6	69	0.109
09:00 - 10:00	6	69	0.073	6	69	0.027	6	69	0.100
10:00 - 11:00	6	69	0.068	6	69	0.065	6	69	0.133
11:00 - 12:00	6	69	0.068	6	69	0.068	6	69	0.136
12:00 - 13:00	6	69	0.056	6	69	0.048	6	69	0.104
13:00 - 14:00	6	69	0.092	6	69	0.070	6	69	0.162
14:00 - 15:00	6	69	0.063	6	69	0.080	6	69	0.143
15:00 - 16:00	6	69	0.061	6	69	0.099	6	69	0.160
16:00 - 17:00	6	69	0.058	6	69	0.056	6	69	0.114
17:00 - 18:00	6	69	0.058	6	69	0.092	6	69	0.150
18:00 - 19:00	6	69	0.070	6	69	0.075	6	69	0.145
19:00 - 20:00	5	47	0.056	5	47	0.064	5	47	0.120
20:00 - 21:00	4	48	0.016	4	48	0.042	4	48	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.911			0.909			1.820

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:	32 - 180 (units:)
Survey date range:	01/01/04 - 02/05/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CYCLISTS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	6	69	0.005	6	69	0.002	6	69	0.007
08:00 - 09:00	6	69	0.002	6	69	0.002	6	69	0.004
09:00 - 10:00	6	69	0.002	6	69	0.002	6	69	0.004
10:00 - 11:00	6	69	0.002	6	69	0.000	6	69	0.002
11:00 - 12:00	6	69	0.000	6	69	0.002	6	69	0.002
12:00 - 13:00	6	69	0.000	6	69	0.002	6	69	0.002
13:00 - 14:00	6	69	0.002	6	69	0.000	6	69	0.002
14:00 - 15:00	6	69	0.000	6	69	0.002	6	69	0.002
15:00 - 16:00	6	69	0.007	6	69	0.007	6	69	0.014
16:00 - 17:00	6	69	0.000	6	69	0.000	6	69	0.000
17:00 - 18:00	6	69	0.012	6	69	0.007	6	69	0.019
18:00 - 19:00	6	69	0.000	6	69	0.002	6	69	0.002
19:00 - 20:00	5	47	0.000	5	47	0.000	5	47	0.000
20:00 - 21:00	4	48	0.000	4	48	0.005	4	48	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.033			0.065

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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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	6	69	0.048	6	69	0.007	6	69	0.055
08:00 - 09:00	6	69	0.029	6	69	0.027	6	69	0.056
09:00 - 10:00	6	69	0.027	6	69	0.010	6	69	0.037
10:00 - 11:00	6	69	0.024	6	69	0.015	6	69	0.039
11:00 - 12:00	6	69	0.022	6	69	0.022	6	69	0.044
12:00 - 13:00	6	69	0.019	6	69	0.027	6	69	0.046
13:00 - 14:00	6	69	0.036	6	69	0.027	6	69	0.063
14:00 - 15:00	6	69	0.017	6	69	0.031	6	69	0.048
15:00 - 16:00	6	69	0.022	6	69	0.029	6	69	0.051
16:00 - 17:00	6	69	0.007	6	69	0.029	6	69	0.036
17:00 - 18:00	6	69	0.005	6	69	0.012	6	69	0.017
18:00 - 19:00	6	69	0.010	6	69	0.019	6	69	0.029
19:00 - 20:00	5	47	0.021	5	47	0.056	5	47	0.077
20:00 - 21:00	4	48	0.000	4	48	0.016	4	48	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.287			0.327			0.614

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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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	6	69	0.034	6	69	0.010	6	69	0.044
08:00 - 09:00	6	69	0.036	6	69	0.015	6	69	0.051
09:00 - 10:00	6	69	0.017	6	69	0.005	6	69	0.022
10:00 - 11:00	6	69	0.007	6	69	0.002	6	69	0.009
11:00 - 12:00	6	69	0.012	6	69	0.000	6	69	0.012
12:00 - 13:00	6	69	0.002	6	69	0.012	6	69	0.014
13:00 - 14:00	6	69	0.017	6	69	0.017	6	69	0.034
14:00 - 15:00	6	69	0.017	6	69	0.034	6	69	0.051
15:00 - 16:00	6	69	0.007	6	69	0.024	6	69	0.031
16:00 - 17:00	6	69	0.007	6	69	0.015	6	69	0.022
17:00 - 18:00	6	69	0.007	6	69	0.005	6	69	0.012
18:00 - 19:00	6	69	0.007	6	69	0.022	6	69	0.029
19:00 - 20:00	5	47	0.026	5	47	0.030	5	47	0.056
20:00 - 21:00	4	48	0.005	4	48	0.021	4	48	0.026
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.201			0.212			0.413

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.

Calculation Reference: AUDIT-726001-210819-0854

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 9 to 33 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

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	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 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:

Suburban Area (PPS6 Out of Centre)	6
------------------------------------	---

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	5

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 6 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
20,001 to 25,000	3 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:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 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 6 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 6 days

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

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LIST OF SITES relevant to selection parameters

1	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET KENDAL		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
2	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT WEYMOUTH SPA ROAD		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
3	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	CAESAR STREET DERBY		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
4	EB-03-C-01	BLOCKS OF FLATS	CITY OF EDINBURGH
	MYRESIDE ROAD EDINBURGH CRAIGLOCKHART		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	32	
	Survey date: TUESDAY	26/05/15	Survey Type: MANUAL
5	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF LIVERPOOL QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
6	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	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.

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Licence No: 726001

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	6	25	0.074	6	25	0.095	6	25	0.169
08:00 - 09:00	6	25	0.061	6	25	0.155	6	25	0.216
09:00 - 10:00	6	25	0.088	6	25	0.122	6	25	0.210
10:00 - 11:00	6	25	0.068	6	25	0.095	6	25	0.163
11:00 - 12:00	6	25	0.095	6	25	0.095	6	25	0.190
12:00 - 13:00	6	25	0.068	6	25	0.054	6	25	0.122
13:00 - 14:00	6	25	0.088	6	25	0.081	6	25	0.169
14:00 - 15:00	6	25	0.122	6	25	0.135	6	25	0.257
15:00 - 16:00	6	25	0.088	6	25	0.074	6	25	0.162
16:00 - 17:00	6	25	0.128	6	25	0.115	6	25	0.243
17:00 - 18:00	6	25	0.196	6	25	0.122	6	25	0.318
18:00 - 19:00	6	25	0.122	6	25	0.095	6	25	0.217
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.198			1.238			2.436

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:	9 - 33 (units:)
Survey date range:	01/01/13 - 25/09/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

SCP York Street Manchester

Licence No: 726001

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	6	25	0.014	6	25	0.014	6	25	0.028
08:00 - 09:00	6	25	0.000	6	25	0.020	6	25	0.020
09:00 - 10:00	6	25	0.014	6	25	0.014	6	25	0.028
10:00 - 11:00	6	25	0.000	6	25	0.000	6	25	0.000
11:00 - 12:00	6	25	0.007	6	25	0.000	6	25	0.007
12:00 - 13:00	6	25	0.000	6	25	0.000	6	25	0.000
13:00 - 14:00	6	25	0.000	6	25	0.007	6	25	0.007
14:00 - 15:00	6	25	0.000	6	25	0.000	6	25	0.000
15:00 - 16:00	6	25	0.000	6	25	0.000	6	25	0.000
16:00 - 17:00	6	25	0.000	6	25	0.000	6	25	0.000
17:00 - 18:00	6	25	0.020	6	25	0.007	6	25	0.027
18:00 - 19:00	6	25	0.007	6	25	0.007	6	25	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.069			0.131

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.

SCP York Street Manchester

Licence No: 726001

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	6	25	0.027	6	25	0.101	6	25	0.128
08:00 - 09:00	6	25	0.020	6	25	0.061	6	25	0.081
09:00 - 10:00	6	25	0.061	6	25	0.108	6	25	0.169
10:00 - 11:00	6	25	0.047	6	25	0.061	6	25	0.108
11:00 - 12:00	6	25	0.034	6	25	0.027	6	25	0.061
12:00 - 13:00	6	25	0.034	6	25	0.020	6	25	0.054
13:00 - 14:00	6	25	0.047	6	25	0.041	6	25	0.088
14:00 - 15:00	6	25	0.034	6	25	0.027	6	25	0.061
15:00 - 16:00	6	25	0.047	6	25	0.034	6	25	0.081
16:00 - 17:00	6	25	0.068	6	25	0.047	6	25	0.115
17:00 - 18:00	6	25	0.176	6	25	0.054	6	25	0.230
18:00 - 19:00	6	25	0.081	6	25	0.081	6	25	0.162
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.676			0.662			1.338

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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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	6	25	0.000	6	25	0.041	6	25	0.041
08:00 - 09:00	6	25	0.000	6	25	0.095	6	25	0.095
09:00 - 10:00	6	25	0.007	6	25	0.034	6	25	0.041
10:00 - 11:00	6	25	0.007	6	25	0.007	6	25	0.014
11:00 - 12:00	6	25	0.014	6	25	0.027	6	25	0.041
12:00 - 13:00	6	25	0.014	6	25	0.027	6	25	0.041
13:00 - 14:00	6	25	0.007	6	25	0.014	6	25	0.021
14:00 - 15:00	6	25	0.034	6	25	0.034	6	25	0.068
15:00 - 16:00	6	25	0.027	6	25	0.041	6	25	0.068
16:00 - 17:00	6	25	0.068	6	25	0.007	6	25	0.075
17:00 - 18:00	6	25	0.128	6	25	0.014	6	25	0.142
18:00 - 19:00	6	25	0.047	6	25	0.020	6	25	0.067
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.353			0.361			0.714

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.