

PROPOSED MIXED-USE OFFICE AND RESIDENTIAL DEVELOPMENT

Former Greenfinch Public House, Didsbury

Highways Technical Note 01

Prepared on behalf of:

Anchorbridge Developments Ltd



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1.0 INTRODUCTION

1.1 Preamble

1.1.1 AXIS has been appointed by Anchorbridge Developments Ltd to provide highways and transport advice to accompany a planning application which comprises the proposed redevelopment of the former Greenfinch Public House in Didsbury, Greater Manchester.

1.1.2 The proposed redevelopment will comprise the change of use and conversion of the former Greenfinch Public House to provide office accommodation (use class E) and 3no. apartments (use class C3), and redevelopment of the site to provide 9no. residential dwellings (use class C3).

1.1.3 This Technical Note (TN) has been prepared to inform the Local Planning Authority (LPA) and Local Highway Authority (LHA) of the highways and transport related implications of the proposal, with particular reference to the pre-application comments from the LHA which raised concerns in regard to the proposed car parking provision. The LPA and LHA in this context is Manchester City Council (MCC).

1.2 Report Structure

1.2.1.1 Following this introductory section, the structure of this report is set out as follows:

- **Chapter 2** describes the existing conditions on and around the site, including reference to the extant use, the local highway network, existing TROs, and a review of the accident record;
- **Chapter 3** provides a full review of the accessibility of the site by non-car travel modes;
- **Chapter 4** sets out the redevelopment proposals, including a description of the servicing arrangements and an appraisal of the proposed site access arrangements;
- **Chapter 5** sets out the anticipated trip generating potential of the proposal compared to the extant use, including an appraisal of the expected parking demand compared to the proposed provision of car parking spaces; and
- **Chapter 6** provides the summary and conclusions.

2.0 EXISTING CONDITIONS

2.1 General

2.1.1 The site is located adjacent to the B5167 Palatine Road / Lapwing Lane signal-controlled junction West Didsbury, Greater Manchester, approximately 5.5km west of Stockport Town centre, and 6km south of Manchester City Centre. The area surrounding the site is primarily urban in nature.

2.1.2 The application site currently comprises the Greenfinch public house, which is currently closed. The gross floor area (GFA) of the existing building is approximately 525m². The site is bordered by Lapwing Lane to the north, Palatine Road to the east, and residential dwellings to the south and west.

2.2 Local Highway Network

2.2.1 The location of the site in relation to the local highway network is shown on **Plan 2.1**.

Plan 2.1 – Local Highway Network



B5167 Palatine Road

- 2.2.2 Palatine Road is a two-way single lane road that runs in an approximately north-east / south-west alignment along the eastern frontage of the application site.
- 2.2.3 Palatine Road runs from its junction with the A5103 Princess Parkway in Northenden, approximately 2.8km south-west of the site, to the B5167 / B5093 junction approximately 1km to the north-east, at which point it continues as the B5093 Wilmslow Road.
- 2.2.4 In the vicinity of the application site, Palatine Road features a circa 7.8m carriageway width. There are single yellow lines on each side of the carriageway which restrict on-street parking between 08:00 and 18:30 Monday to Friday.
- 2.2.5 Palatine Road is subject to a mandatory 30mph speed limit. There are circa 2m wide pedestrian footways on both sides of the road and street lighting is present at regular intervals.

Lapwing Lane

- 2.2.6 Lapwing Lane is a two-way single lane road that runs in an approximately north-west / south-east alignment along the northern frontage of the application site.
- 2.2.7 The road runs from the B5095 Wilmslow Road to its junction with Burton Road, at which point it continues as Cavendish Road as far as the A5103 Princess Road.
- 2.2.8 Lapwing Lane features a circa 7m carriageway width. On-street parking is prohibited by double-yellow lines in the vicinity of the application site.
- 2.2.9 The road is subject to a mandatory 20mph speed limit. There are pedestrian footways on both sides of the road, with a width varying between 2.2m and 2.5m. Street lighting is present at regular intervals.

B5167 Palatine Road / Lapwing Lane

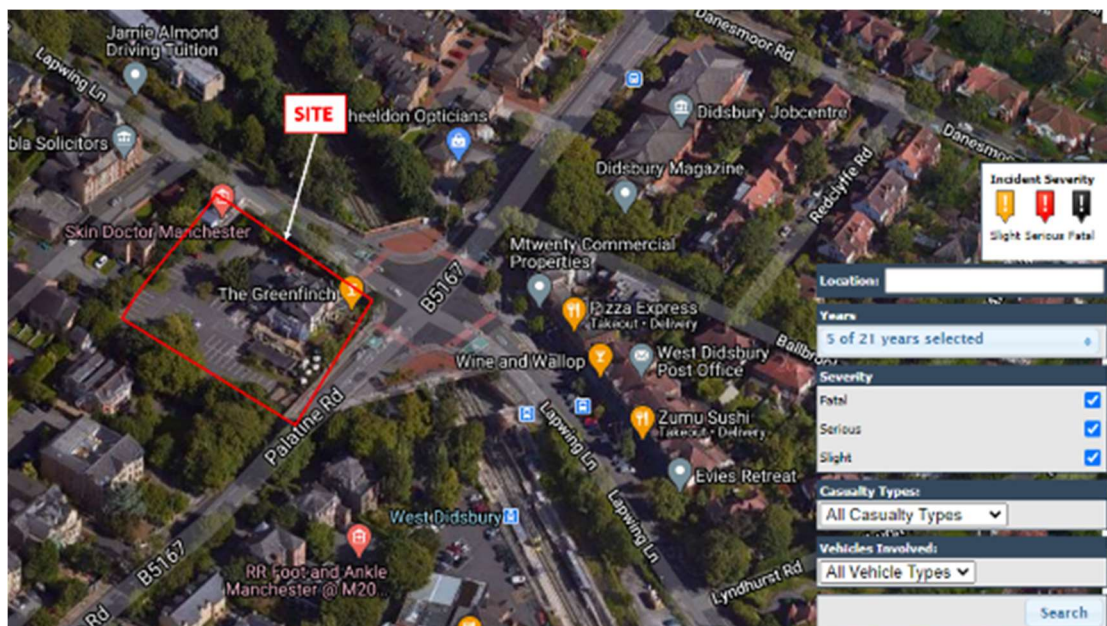
- 2.2.10 The application site is located at the western corner of the B5167 Palatine Road / Lapwing Lane signal-controlled junction.

- 2.2.11 The traffic signals operate under a simple three-stage cycle whereby the northern and southern arms run green in the same stage, and the eastern and western arms run green in the same stage. There is also a demand-dependant all-red pedestrian stage. Dedicated pedestrian crossing facilities are provided across all arms, including pedestrian crossing signal stage call buttons, dropped kerbs, tactile paving and pedestrian refuges.

2.3 Highway Safety

- 2.3.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the online CrashMap resource (www.crashmap.co.uk). Data was extracted for the most recently available 5-year period (2015 to 2019 inclusive). The location and severity of the accidents are shown on **Plan 2.3**.

Plan 2.3 - PIA Data (2015 - 2019 inclusive)



- 2.3.2 **Plan 2.3** shows that no accidents were recorded in the vicinity of the proposed development during the assessed period.
- 2.3.3 This does not demonstrate a discernible pattern that could be affected by the modest number of trips that will be generated by the proposed development (see **Section 4.3**). Therefore it is considered that the existing accident record does not present a material concern in the context of the proposed redevelopment.

3.0 ACCESSIBILITY

3.1 Introduction

3.1.1 Paragraph 103 of the NPPF states that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”

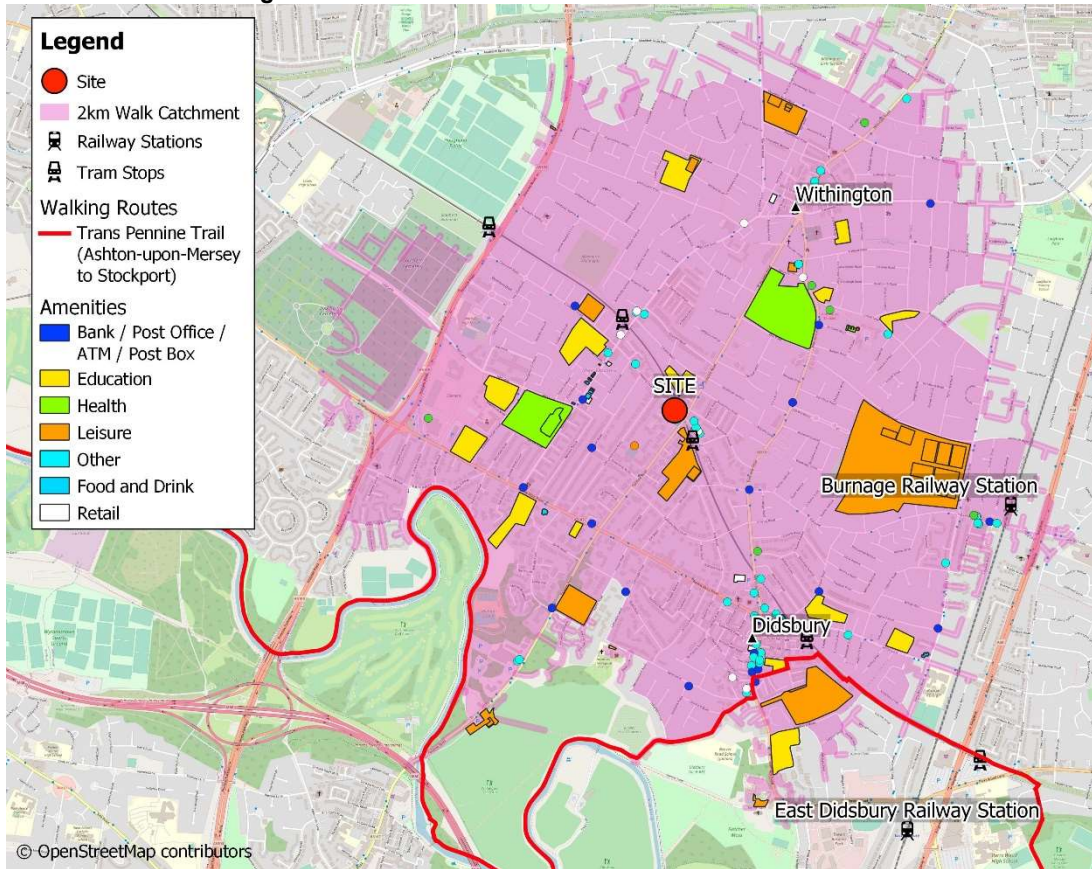
3.1.2 To demonstrate the site’s compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle; and,
- Accessibility on public transport.

3.2 Pedestrian Accessibility

3.2.1 Access between the site and local areas by foot has been assessed using the 2km preferred maximum walking distance suggested in the Institution for Highways and Transportation’s (IHT’s, now CIHT’s) *“Guideline for Providing for Journeys on Foot”* document, as shown on **Plan 3.1**. This equates to a 24 minute walk, assuming a 1.4m/s walk speed.

Plan 3.1 – 2km Walking Catchment

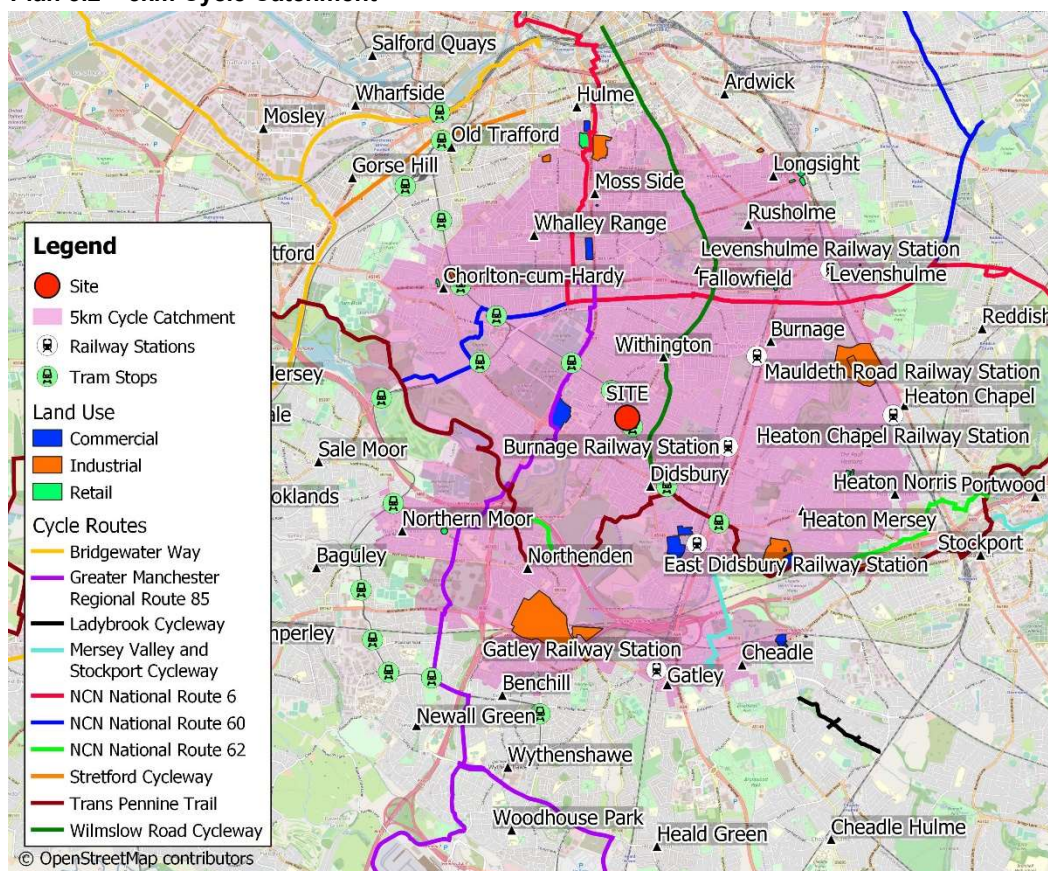


- 3.2.2 As demonstrated on **Plan 3.1**, the site is located within a 2km walk distance from a large part of the built up area surrounding the site, including Didsbury Village, Withington and parts of Burnage, including Burnage Railway Station.
- 3.2.3 There are a wide range of local amenities including (not exclusively) a bank / post office / ATM, various education facilities, leisure facilities, food & beverage amenities and retail facilities within a reasonable waking distance to and from the site. The site is well connected to these amenities via good quality existing pedestrian infrastructure which includes footways and street lighting.
- 3.2.4 As noted above, Burnage Railway Station is within a reasonable walking distance of the site, being approximately 1.8km walking distance. The site is also located within 100m walking distance of West Didsbury Metrolink stop. The site is therefore well positioned to allow multi-modal trips to be made by foot and rail or tram.

3.3 Cycle Accessibility

- 3.3.1 it is generally accepted that cycling represents a realistic and healthy alternative to the private car when making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 3.3.2 The accessibility of the development has been assessed to determine reachable areas for a 5km cycle journey from the site, as shown in **Plan 3.2**.

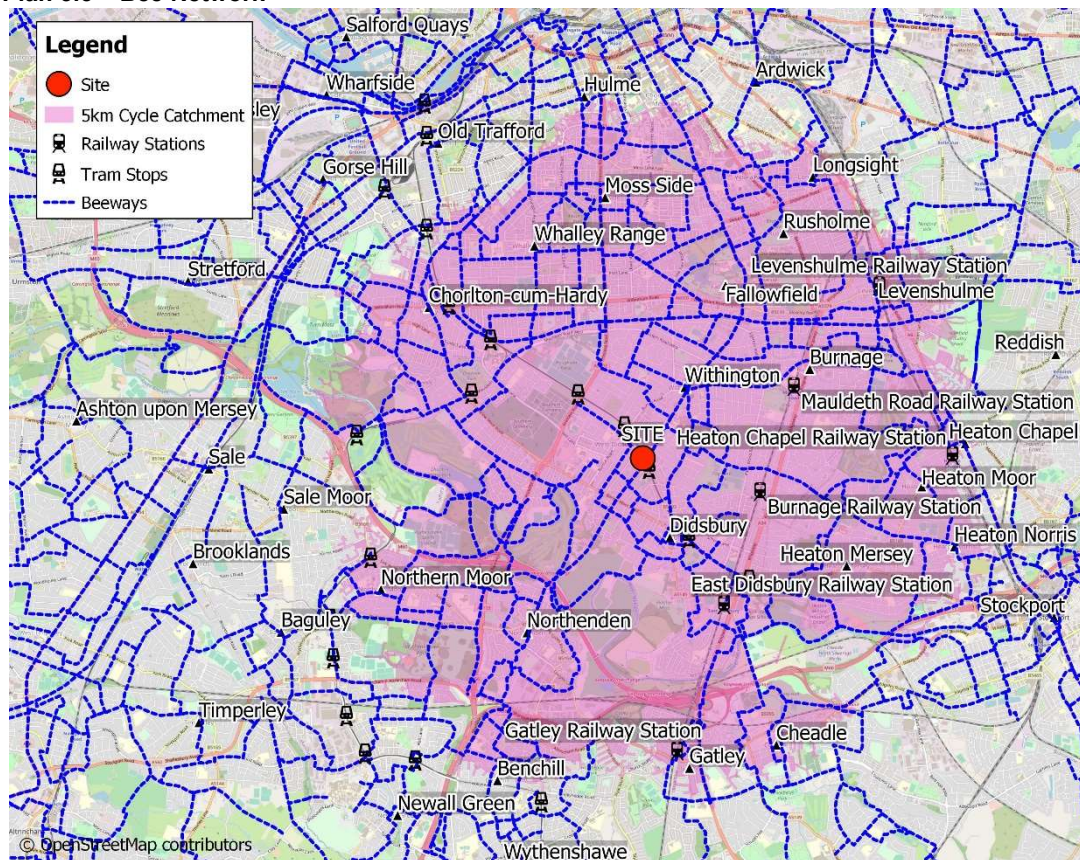
Plan 3.2 – 5km Cycle Catchment



- 3.3.3 **Plan 3.2** shows that large areas of South Manchester, including Chorlton-cum-Hardy, Levenshulme, Fallowfield, Whalley Range and parts of Stockport amongst others all lie within a 5km cycle distance from the site.
- 3.3.4 In addition to the amenities outlined on **Plan 3.1** earlier, there are a number of commercial, industrial and retail employment opportunities within a 5km cycle of the site, thus allowing potential residents to commute to work by cycle.

- 3.3.5 **Plan 3.2** shows that there are a number of regional cycle routes in the area; the Greater Manchester Regional Route 85 runs along Princess Road approximately 1.1km west of the site, and can be accessed directly via Lapwing Lane and Cavendish Road. National Cycle Network (NCN) Route 62 (the Trans Pennine Trail) and Regional Cycle Route 82 (Bridgewater Way) passes through Didsbury Village, approximately 1.2km south-east of the site. This can be accessed via the Wilmslow Road Cycleway, which follows Wilmslow Road between Didsbury and Manchester City Centre and passes within 450m to the east of the site. These routes provide a combination of on and off-street cycle infrastructure. The site is therefore well situated to allow prospective residents to carry out longer journeys by bicycle.
- 3.3.6 Transport for Greater Manchester (TfGM) provides an interconnected network of cycle infrastructure across Greater Manchester known as the 'Bee Network'. **Plan 3.3** illustrates the extent of dedicated 'Bee Network' cycleway connections around the site.

Plan 3.3 – Bee Network



3.3.7 **Plan 3.3** shows that the local area features a wide range of dedicated cycle facilities around the site that provide a link to localities such as Manchester City Centre and Salford Quays.

3.4 Accessibility by Public Transport

Bus

3.4.1 The application site is located within a short walk of a number of bus stops served by regular bus services. Key local bus stops are located as follows:

- Lapwing Lane (south-eastbound and north-westbound) (circa 70m walk distance from the site);
- Palatine Road (southbound) (circa 140m walk distance from the site); and
- Palatine Road (northbound) (circa 190m walk distance from the site).

3.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document *“Guidelines for Planning for Public Transport in Development”* recommends that the walk distance from a new development should ideally be 300m, or a maximum of 400m. The bus stops near the site are therefore within the CIHT’s maximum 400m walk distance threshold.

3.4.3 Details of bus services and frequencies available from these stops are summarised in **Table 3.1**.

Table 3.1 - Bus Services

Stop	Service	Route	Frequency per hour (Core Weekday)
Lapwing Lane NWB (West Didsbury Metrolink Stop A)	172	Newton Heath – Ryder Brow – Levenshulme – Burnage – West Didsbury – Chorlton	Hourly between 06:50 and 22:56
Lapwing Lane SEB (West Didsbury Metrolink Stop B)	172	Chorlton – West Didsbury – Burnage – Levenshulme – Ryder Brow – Newton Heath	Hourly between 07:09 and 23:12
Palatine Road NB	43	Manchester Airport – Wythenshawe – West Didsbury – Rusholme – Manchester	Approx. every 15 minutes between 06:06 and 20:11
	143*	West Didsbury – Rusholme – Manchester	Every 10 minutes between 06:26 and 23:26
	147*	West Didsbury – Rusholme – Manchester City Centre – Ancoats	Every 10 minutes between 06:55 and 20:04
	41	Sale – Northenden – West Didsbury – Manchester City Centre – Middleton	Every 20 minutes between 05:28 and 19:03

Palatine Road SB	43	Manchester – Rusholme – West Didsbury – Wythenshawe – Manchester Airport	Approx. every 15 minutes between 05:34 and 21:04
	41	Middleton – Manchester City Centre – West Didsbury – Northenden – Sale	Every 20 minutes between 05:12 and 19:48

*Note: Services 143 and 147 terminate at Palatine Road SB stop in southbound direction.

Metrolink

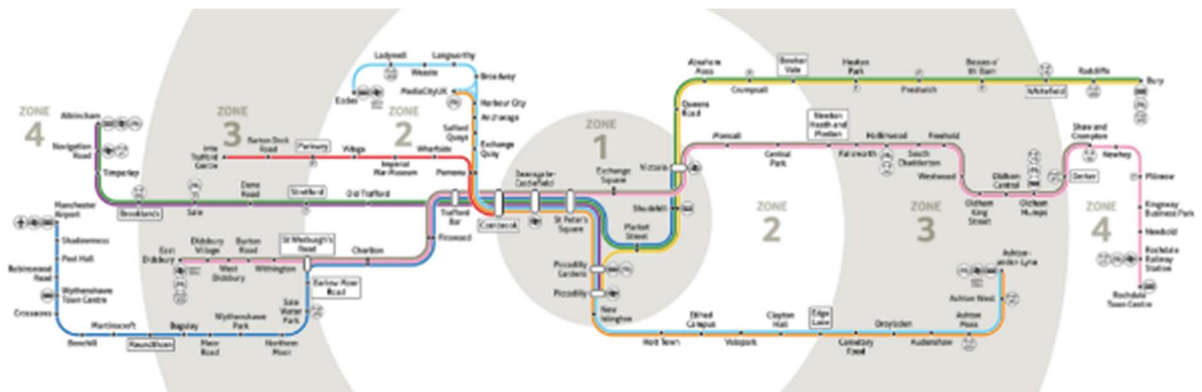
- 3.4.4 The Metrolink services available from the closest tram stop at West Didsbury (approximately 100m walk from the site) are summarised in **Table 3.2**.

Table 3.2 – Metrolink Services (Altrincham Tram Stop)

Destination	Frequency (per hour)
Rochdale Town Centre	6
East Didsbury	6
Total	12

- 3.4.5 **Table 3.2** shows that it is possible to board 6 services per hour in each direction from West Didsbury Metrolink Stop, which equates to one service every 10 minutes in each direction, on average. The tram provides access to the wider Manchester region, therefore providing access to a large number of employment and amenity centres. Trips by tram are therefore a realistic opportunity. The wider connections provided by the Metrolink network are shown in **Plan 3.4**.

Plan 3.4 – Metrolink Network



Rail

- 3.4.6 Burnage Railway Station is located approximately 1.8km walking distance to the east of the proposed development site and provides heavy rail services between Manchester Piccadilly and Crewe (via Manchester Airport), and from Manchester Airport to Liverpool Lime Street, Barrow in Furness and Windermere. These provide

a train service between Manchester Piccadilly and Manchester Airport with approximately a 30-minute frequency in each direction during peak periods on Monday to Saturday, and every two hours on Sundays.

- 3.4.7 From Manchester Piccadilly stations, onward services are to a range of regional and national destinations can be accessed, including trains to Stoke-on-Trent, Sheffield, Birmingham and London.

3.5 Summary

- 3.5.1 Having regard to the above, it is considered that the site benefits from a high level of accessibility by the main non-car modes of transport, being within walking distance of a number of the wide range of amenities provided within West Didsbury and Didsbury Village, and within cycling distance of area including Chorlton-cum-Hardy, Levenshulme, Fallowfield, Whalley Range and parts of Stockport amongst others.
- 3.5.2 Longer cycle journeys are encouraged by easy access to the NCN Route 62, Regional Routes 85 and the Wilmslow Road Cycleway, which provide a combination of high quality on and off-street cycle infrastructure.
- 3.5.3 There are bus stops on both Lapwing Lane and Palatine Road within 200m walking distance of the site which provide access to a number of high frequency bus services to Manchester City Centre and the surrounding areas.
- 3.5.4 Additionally, the site is located in close proximity to West Didsbury Metrolink Stop, and is located within a 1.8km walk of Burnage Railway Station, providing access to tram and heavy rail services to a number of destinations, including Manchester City Centre, Rochdale, Manchester Airport, Crewe and Liverpool.
- 3.5.5 Overall, the site is considered to be highly accessible to sustainable travel modes.

4.0 DEVELOPMENT PROPOSALS

4.1 Introduction

4.1.1 The proposals are for the redevelopment of the existing public house into a mixed-use site comprising 12no. residential dwellings and approximately 250m² of office floor space across the ground floor and basement of the existing pub building. The residential dwellings will comprise 3no. apartments on the upper floors of the existing pub building, 4no. 2/3 bed semi-detached houses, 2no. 4/5 bed semi-detached houses and 3no. 4/5 bed detached houses.

4.1.2 The proposed site layout plans are contained in **Appendix 1**.

4.2 Servicing Arrangements

4.2.1 The internal site layout will be designed to allow refuse collection vehicles to access the site from Lapwing Lane. The internal site road provides sufficient space for refuse vehicles to turn round within the site and exit the site in forward gear. This is demonstrated in the swept path analysis drawing no. **2926-01-ATR01** included as **Appendix 2**.

4.3 Access Strategy

4.3.1 The development will be accessed via the existing Greenfinch car park access junction. The proposed access is illustrated on the site layout plan presented within **Appendix 1** at the end of this report.

4.3.2 Drawing no. **2926-01-ATR01** in Appendix 2 demonstrates that 2.4m x 25m junction visibility splays are achievable from the existing Greenfinch PH site access, which is commensurate with Manual for Streets design guidance for a 20mph road.

4.4 Parking Provision

4.4.1 The development will provide one driveway parking space and one garage parking space per dwelling for each of the 4/5-bedroom houses. The 2/3-bedroom semi-detached houses will each have driveway parking space for two vehicles. A further 5 parking spaces will be provided for the office and apartment uses. The proposed

parking provision will be considered in more detail in relation to local planning policy in Section 6.

4.5 Sustainable Transport Initiatives and Travel Plan

- 4.5.1 The applicant is committed to encouraging journeys to the development by sustainable transport.
- 4.5.2 A staff travel noticeboard would be provided within the offices which would include up-to-date information regarding local rail & bus services, cycle route information and information on car sharing would also be maintained.
- 4.5.3 A travel plan pack would also be provided to all residents to include up-to-date information regarding local rail & bus services, and cycle route information.
- 4.5.4 A package of travel initiatives could be implemented through a formal Travel Plan which can be secured through a suitably worded planning condition.

5.0 TRIP GENERATION

5.1 Introduction

5.1.1 This section of the TA sets out the methodology that has been used to forecast the trip generating potential of the proposed development.

5.1.2 Detailed consideration has been given to the level of trips that the proposed development will generate. The industry-standard Trip Rate Information Computer System (TRICS) database (V 7.7.4) has been used to produce average forecasts of trip generation of the site.

5.2 Trip Generation Summary

5.2.1 The two aspects of the proposed development 'residential' and 'office' have been analysed separately and then combined to identify the overall trip generating potential of the site

Residential

5.2.2 To estimate the trip generating potential of the proposed residential redevelopment, average trip rates from the industry standard TRICS Database (V 7.7.4) have been obtained.

5.2.3 The following search criteria has been applied within TRICS to obtain trip rates for the proposed redevelopment:

- Land Use: 03: Residential Category: A: Houses Privately Owned;
- Sites in Greater London and Ireland excluded;
- Weekday surveys only;
- Only sites in 'suburban area', 'edge of town' and 'neighbourhood centre' locations have been selected;
- Selection by total number of dwellings (6 to 20 dwellings); and,
- The default date range has been selected.

5.2.4 The full TRICS outputs are contained in **Appendix 3**.

5.2.5 **Table 5.1** shows the weekday peak hour vehicle trip rates and the resultant traffic forecasts when these trip rates are applied to the proposed redevelopment (12 units):

Table 5.1 – Residential Houses Privately Owned Trip Generation (12 dwellings)

	Weekday AM Peak Hour (08:00 to 09:00)			Weekday PM Peak Hour (17:00 to 18:00)			Weekday Daily		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Average Trip Rates (per dwelling)	0.218	0.401	0.619	0.279	0.143	0.422	2.464	2.715	5.179
Development Trip Demand (12 dwellings)	3	5	8	3	2	5	30	33	63

5.2.6 Office

5.2.7 The following parameters have been selected within TRICS for the office element of the assessment:

- Land Use: 02: Employment and Category A: Office;
- Sites in Ireland and London have been removed;
- Sites with a Gross Floor Area (GFA) of between 178 and 500m² have been selected; and
- The default date range has been selected.

5.2.8 The full TRICS outputs are contained in **Appendix 4**.

5.2.9 **Table 5.2** below presents the results of the employment office TRICS analysis:

Table 5.2 – Office Trip Generation (250m² GFA)

	Weekday AM Peak Hour (08:00 to 09:00)			Weekday PM Peak Hour (17:00 to 18:00)			Weekday Daily		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Average Trip Rates (per 100m ²)	3.759	0.350	4.109	0.175	3.060	3.235	14.792	14.800	29.592
Development Trip Demand (250m ²)	9	1	10	1	8	9	37	37	74

Existing Site Use

5.2.10 As noted previously, the site is currently occupied by the Greenfinch public house, which was open until recently. In order to appraise the net impact of the proposed

site use compared to the extant use, trip rates for public houses have been obtained from the TRICS database.

5.2.11 The following parameters have been selected within TRICS for the office element of the assessment:

- Land Use: 06: Hotels, Food & Drink and Category C: Pub / Restaurant;
- Sites in Ireland and London have been removed;
- Weekday surveys only;
- Only sites in 'suburban area', 'edge of town' and 'neighbourhood centre' locations have been selected;
- Sites with a GFA of between 178 and 600m² have been selected; and
- The default date range has been selected.

5.2.12 The full TRICS outputs are contained in **Appendix 5**.

5.2.13 **Table 5.3** below presents the results of the public house TRICS analysis:

Table 5.3 – Public House Trip Generation (525m² GFA)

	Weekday AM Peak Hour (08:00 to 09:00)			Weekday PM Peak Hour (17:00 to 18:00)			Weekday Daily		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Average Trip Rates (per 100m ²)	0.00	0.00	0.00	4.170	1.794	5.964	30.223	30.629	60.852
Development Trip Demand (530m ²)	0	0	0	22	9	31	159	161	320

Net Impact

5.2.14 The total trip generation for the proposed residential / office development without any discounting for existing uses is presented within **Table 5.4**.

Table 5.4 – Former Greenfinch Public House – Total Net Change in Trip Generation

	Weekday AM Peak Hour (08:00 to 09:00)			Weekday PM Peak Hour (17:00 to 18:00)			Weekday Daily		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Existing Use Trip Generation	0	0	0	22	9	31	159	161	320

Total Proposed Trips	12	6	18	4	10	14	67	70	137
Net Change	+12	+6	+18	-18	+1	-17	-92	-91	-183

- 5.2.15 As can be seen in **Table 5.4**, the proposed development is forecast to generate a total of approximately 18 two-way vehicle movements in the AM peak hour and 14 in the PM peak hour.
- 5.2.16 In the AM peak this represents a net increase of 18 two-way trips, or approximately 1 trip every 3 minutes on average. In the PM peak there is a forecast net decrease of 17 trips compared to the existing use. Additionally, the proposed development is indicated to result in a net decrease of 183 two-way vehicle movements over the course of a typical weekday.
- 5.2.17 The forecast net change in traffic in the AM peak would be imperceptible to a casual observer and is not anticipated to create any material impact on local highway safety or capacity. Overall, the proposed development will result in a significant net reduction in vehicle trips compare to the extant use of the site.
- 5.2.18 The proposed development is therefore considered to be acceptable from a trip generation and traffic impact perspective. It will not result in any material impact on the local highway network because of the minimal trip generation of the replacement development.

6.0 CAR PARKING

6.1 General

6.1.1 A total of 18 dedicated parking spaces will be provided for the proposed development. This will comprise a total of 1 space per dwelling for each of the 4/5-bedroom houses, and 2 spaces per dwelling for each 2/3-bedroom house, to be located off-street on private driveways, as well as 5 spaces located in a forecourt area for the office and apartment uses. The 5no. 4/5-bedroomed houses will also each have garage parking space for a single vehicle.

6.1.2 MCC's car parking standards are outlined in the Local Development Framework Core Strategy Appendix B, adopted in February 2012. The document sets out a maximum parking provision of 1 space per 30m² for standalone offices outside of City or District Centres. For the proposed development, this would equate to a maximum provision of 5 parking spaces. The proposed provision is therefore in compliance with the parking standards.

6.1.3 The Core Strategy does not include specific parking standards for residential developments. In relation to parking, Policy CC5: Transport states that:

"The Council will seek to ensure that development includes adequate parking provision for cars and bicycles."

6.1.4 Policy T2: Accessible areas of opportunity and need further notes that:

"Elsewhere (not within the City Centre), all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B, which reflects policy in the Regional Strategy."

"The car parking standards in appendix B are maximums and the cycle and disabled car parking are minimums however the Council will consider whether there are any circumstances, related either to the site or the operation of the development, which warrant and alternative level of parking. This assessment should consider issues including the accessibility of the location and the potential for nearby users to share facilities."

6.1.5 Subsequent sections of this chapter will therefore seek to demonstrate that the proposed development is located so as to encourage the use of sustainable travel

modes and discourage multiple car ownership by residents, and that the proposed parking provision is therefore compliant with Policies CC5 and T2.

6.2 Accessibility

6.2.1 As detailed in **Chapter 3** earlier, it is considered that the site benefits from a high level of accessibility by the main non-car modes of transport, being within walking distance of a number of amenities, within cycling distance of various settlements via high quality routes and having good access to bus, tram and rail services.

6.2.2 In these circumstances, the requirement for car ownership is considerably reduced (as evidenced by the TRICS-based analysis – see later in this chapter), and the use of sustainable travel modes could be encouraged further still amongst prospective residents, through Travel Plan measures secured and implemented via a suitably worded planning condition.

6.3 Comparison with Other TRICS Sites

6.3.1 In order to provide a review of car ownership levels at similar developments, the level of car ownership levels for the TRICS sites identified in the traffic generating exercise (see **Appendix 2**) has been investigated. This provides an indication of the typical occupancy rates and parking space provision for comparable sites.

6.3.2 The car parking occupancy of similar sites is summarised in **Table 6.1**.

Table 6.1 – TRICS Car Parking Occupancy

Site Ref.	Dwellings (units)	Parking Provision	Ratio of Spaces to Units	Car Parking Occupancy			% Ratio of Max Observed Occupancy to Unit Numbers
				Initial	Final	Maximum	
AG-03-A-01	7	19	271%	15	7	15	214%
CH-03-A-08	11	52	473%	14	15	15	136%
KC-03-A-05	8	16	200%	7	7	7	88%
MS-03-A-03	15	45	300%	18	15	18	120%
NF-03-A-03	10	37	370%	10	11	11	110%

NY-03-A-13	10	19	190%	0*	0*	0*	0%
SF-03-A-04	7	31	443%	0*	0*	0*	0%
SF-03-A-06	18	75	417%	22	19	22	122%
SH-03-A-06	16	32	200%	7	5	8	50%
TW-03-A-02	16	38	238%	21	17	21	131%
VG-03-A-01	12	28	233%	16	12	16	133%
WK-03-A-02	17	35	206%	5	5	9	53%
Average (excluding sites NY-03-A-13 & SF-03-A-04)							116%

* Indicates more departures than arrivals throughout TRICS survey period, although no indication provided as to overnight parking demand at these sites. These sites have therefore been excluded from the average occupancy calculation.

6.3.3 As shown above, the level of parking recorded at comparable sites indicates that the number of parking spaces utilised by residents of housing in locations similar to the proposed site is 1.16 per unit.

6.3.4 On the basis of the above and assuming that the development is likely to have a level of car ownership similar to comparable sites, it is estimated that the proposed development could be expected to generate a car parking demand of 14 car parking spaces (i.e. 12 x 1.16).

6.4 Car Parking Demand Research

6.4.1 In May 2007, the Department for Communities and Local Government (DCLG) published the “Residential Car Parking Research” document. This document summarises the outcome of detailed research into typical car ownership levels at different types of residential developments in different areas. Table 2 of the document is extracted and provided in **Table 6.2** below.

Table 6.2 – Average Car Ownership Levels Extract

Table 2: 2001 Average Car Ownership Values ¹⁰													
2001	Remote Rural		Rural		Suburban		Urban		City Centre		Inner London		
Number of Rooms	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses	
1	X	X	X	X	0.4-0.9	X	0.4-0.8	X	0.3-0.6	X	0.4-0.6	X	
2	X	X	0.6-1.0	X	0.6-0.9	X	0.5-0.7	X	0.4-0.6	X	0.5-0.6	X	
3	0.7-0.9	0.8-1.1	0.6-1.0	0.9-1.2	0.6-0.8	0.8-1.1	0.5-0.7	0.7-1.0	0.4-0.6	0.6-0.9	0.6-0.6	0.7-0.9	
4	0.7-1.0	1.0-1.2	0.7-1.1	1.0-1.2	0.7-0.9	0.9-1.1	0.7-0.8	0.8-1.0	0.5-0.8	0.6-0.9	0.7-0.8	0.8-0.9	
5	1.2-1.5	1.2-1.4	1.0-1.4	1.2-1.5	0.9-1.2	1.0-1.4	0.8-1.0	0.9-1.2	0.7-0.9	0.8-1.1	0.8-0.9	0.9-1.1	
6	1.2-1.8	1.3-1.6	1.3-1.8	1.4-1.7	1.0-1.5	1.1-1.5	0.9-1.3	1.0-1.3	0.8-1.2	0.9-1.2	0.9-1.0	1.0-1.2	
7	X	1.6-1.8	X	1.6-1.9	X	1.4-1.8	X	1.2-1.6	X	1.1-1.4	X	1.1-1.3	
8	X	1.8-2.2	X	2.0-2.3	X	1.7-2.1	X	1.5-1.8	X	1.3-1.7	X	1.3-1.6	

6.4.2 Within the DCLG document, ‘rooms’ are described as the number of ‘habitable’ rooms in an accommodation, including kitchens, living rooms, bedrooms and utility rooms but excluding bathrooms, toilets, halls, landings or storage rooms. For the purpose of this assessment, the site is considered to be located in an ‘urban’ area.

6.4.3 In the case of the proposed residential dwellings, the proposed development will comprise 5no. 4/5-bedroomed dwellings each with seven habitable rooms, 4no. 3-bedroomed dwellings each with 5 habitable rooms, and 3no. apartments comprising 3 habitable rooms. **Table 6.2** indicates that each 4/5-bedroomed house would generate a parking demand of 1.2 – 1.6 spaces, each 3-bedroomed house would generate a parking demand of 0.9-1.2 spaces, with the three apartments generating a parking demand of 0.7-0.8 spaces.

6.4.4 For the proposed development, this would equate to a maximum parking demand of 15.2 parking spaces (i.e. $(5 \times 1.6) + (4 \times 1.2) + (3 \times 0.8)$). This therefore reinforces the TRICS based parking occupancy analysis provided in **section 6.3** of this report. Taking into account the garage parking provision, this indicates that the proposed parking provision is sufficient to accommodate the likely demand, without representing an over-provision that would encourage an over-reliance on private car journeys.

6.5 Car Parking Summary

6.5.1 The proposed scheme offers a development which is well situated, with good links to public transport services and cycle and walking infrastructure and which represents an opportunity for reduced congestion, carbon emissions and improved air quality. This accords with Policy T2 of the Core Strategy.

- 6.5.2 It should be noted that any residents would be opting to reside at the development in the full knowledge of how many parking spaces are available, and this would likely be a material factor in someone deciding to reside at the development.
- 6.5.3 Review of car parking demand research and the level of car parking occupancy of other similar sites within the TRICS database indicates that the residential element of the proposed development is anticipated to have a relatively low car parking demand of approximately 15 spaces. The proposed provision of 18 spaces, and assuming 1 space per apartment, is therefore sufficient to accommodate this estimated maximum demand. Each of the 4/5-bedroom houses will also incorporate garage parking space for a single vehicle.
- 6.5.4 The proposed parking provision for the office element of the development is in line with MCC's car parking standards as outlined in the Local Development Framework Core Strategy Appendix B.
- 6.5.5 On the basis of the above it is considered that the proposed on-site car parking provision is highly likely to be sufficient to accommodate the estimated maximum parking demand, and any overspill demand for on-street parking on the local highway network is likely to be minimal.

7.0 SUMMARY AND CONCLUSIONS

- 7.1.1 AXIS have been appointed by Anchorbridge Developments Ltd to provide highways and transport advice to accompany a planning application which comprises the change of use and conversion of the former Greenfinch Public House in Didsbury, Greater Manchester, into a mixed-use comprising 12no. residential dwellings and approximately 250m² office space.
- 7.1.2 A review of the surrounding highway network has been undertaken in order to determine whether there are any existing highway safety issues. Personal Injury Accident (PIA) data has been analysed using Crashmap which indicates that there is no evidence of an existing highway safety issue within the general vicinity of the site.
- 7.1.3 The site benefits from a high level of accessibility by the main non-car modes of transport, being within walking distance of a number of amenities, within cycling distance of various settlements via high quality routes and having good access to bus, tram and rail services.
- 7.1.4 The proposed development is forecast to result in a slight net increase in traffic during the AM peak hour compared to the extant public house use, equating to 18 two-way movements, or approximately 1 additional trip every 3 minutes on average during the peak hour. However, the development is forecast to result in a net decrease of 17 two-way movements in the PM peak hour, and 183 two-way movements over the course of an average weekday.
- 7.1.5 The proposed development is therefore considered to be acceptable from a trip generation and traffic impact perspective.
- 7.1.6 A total of 18 dedicated parking spaces are provided for the proposed development. This provision includes a total of 1 space per dwelling for each of the 4/5-bedroom houses, and 2 spaces per dwelling for each 2/3-bedroom house, to be located off-street on private driveways, as well as 5 spaces located in a forecourt area for the office and apartment uses. The 5no. 4/5-bedroomed houses will also each have garage parking space for a single vehicle. A review of car parking demand research and the level of car parking occupancy of other similar sites within the TRICS

database indicates that the parking provision is likely to be sufficient to accommodate the anticipated demand for parking generated by the proposed development.

7.1.7 Paragraph 109 of the National Planning Policy Framework states that:

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

7.1.8 Based on the evidence presented in this TN, no unacceptable impact would be created by the development and the application is therefore commended for approval.

APPENDIX 1 – PROPOSED SITE LAYOUT PLAN

DO NOT SCALE FROM THIS DRAWING.
ALL DIMENSIONS TO BE CHECKED ON SITE.
(DRAWINGS MAYBE SCALED FOR LOCAL AUTHORITY & PLANNING PURPOSE ONLY)
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FOR COMMENT

CONSULTANT REFERENCES IN DRAWING:

STRUCTURAL - REF/REVISION

GENERAL NOTES:

THE CONTRACTOR IS NOT TO SCALE FROM THIS DRAWING BUT FOLLOW THE WRITTEN FINISHED DIMENSIONS. ANY DISCREPANCIES BETWEEN THE DRAWING AND THE OTHER CONTRACT DOCUMENTS OR ANY DISCREPANCIES WITHIN A DRAWING OR BETWEEN DRAWINGS MUST BE REPORTED IMMEDIATELY TO THE ARCHITECT.

THE CONTRACTOR IS TO INSPECT THE SITE PRIOR TO TENDER AND IS RESPONSIBLE FOR STRIPPING OUT IN ACCORDANCE WITH THE DRAWINGS ENSURING THAT THE WORK IS UNDERTAKEN SAFELY.

THE CONTRACTOR WILL BE RESPONSIBLE FOR THE SETTING OUT OF THE WORKS.

CONTRACTOR IS TO ALLOW FOR ALL FIRE STOPPING THROUGH WALLS, CEILINGS AND FLOORS.

THE ELECTRICAL INSTALLATION IS TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE IEE REGULATIONS AND ALL CABLING TO BE LSF.

THE CONTRACTOR IS RESPONSIBLE FOR THE DETAILED SERVICES DESIGN INCLUDING LOADINGS, CABLE AND PIPEWORK ROUTES AND PIPEWORK / CABLE SIZING AND SPECIFICATION. ALL CABLE TRAY, MS CONDUIT AND OTHER SERVICES ARE TO BE EXPOSED BELOW SLAB/ CEILINGS.

ANY H&V PROPOSAL IS INDICATIVE ONLY AND THE SPECIALIST CONTRACTOR IS TO BE RESPONSIBLE FOR THE DETAIL DESIGN & ALL SWITCH/ SOCKET OUTLETS TO COMPLY WITH CLIENT'S STANDARD SPECIFICATION. ANY SOCKETS IN RETAIL AREA TO BE FINISHED BRUSHED STAINLESS STEEL.

NOTE - ALL EXISTING FIRE RESISTING ENCLOSURES TO SERVICE RISERS TO BE MAINTAINED OR MADE GOOD WHERE DISTURBED. NEW AND EXISTING CABLES, PIPES, AND DUCTS PASSING THROUGH FIRE RESISTING CONSTRUCTION TO BE ADEQUATELY FIRE STOPPED. NEW AND EXISTING DUCTWORK PASSING THROUGH FIRE RESISTING CONSTRUCTION TO HAVE FIRE DAMPERS.

ANY WALL, CEILING LININGS TO BE TO EUROCLASS A (CLASS 0 EQUIVALENT).

CONTRACTOR AND SUPPLIERS OF SPECIALIST JOINERY/ EQUIPMENT TO ENSURE ALL TIMBER MATERIALS ARE TREATED WITH FIRE RETARDANT FINISH TO ACHIEVE CLASS 0 RATING. MDF TO BE ACHIEVE CLASS 0 RATED.

CONTRACTOR AND SUPPLIERS OF SPECIALIST EQUIPMENT TO PROVIDE FIRE RATING CERTIFICATES FOR ALL SPECIALIST LININGS AND LAMINATES TO BE USED FOR NWR APPROVAL.

ALL PAINTS TO BE WATER BASED

ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO ANY MANUFACTURE OR CONSTRUCTION OF EQUIPMENT, FINISH, SIGNAGE ETC.

0 0.5 1.0 2.0 3.0 4.0 5.0m

Scale 1:100

0 0.5 1.0 2.0 3.0 4.0 5.0m

Scale 1:100



2.11	06/04/21	ISSUED FOR COMMENT Ramp and some landscaping to office updated	ARB	FWE
2.10	16/03/21	ISSUED FOR COMMENT Road widths adjusted following tracking assessment.	ARB	FWE
2.09	11/03/21	ISSUED FOR COMMENT Road widths adjusted following tracking assessment.	ARB	FWE
2.08	01/03/21	ISSUED FOR COMMENT House configuration adjusted following client comments.	ARB	FWE
2.07	09/02/21	ISSUED FOR COMMENT House configuration adjusted following client comments.	ARB	FWE
2.06	09/02/21	ISSUED FOR COMMENT Updated following reports from highways & arboriculturalist.	ARB	FWE
REV	DATE	DESCRIPTION	DRAWN	CHECKED

A × I

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EMAIL : www.axi.studio
COMPANY No : 11847325

CLIENT

ANCHORBRIDGE
DEVELOPMENTS

PROJECT

SUMMERHILL
THE GREENFINCH, LAPWING
LN, DIDSBURY, MANCHESTER

DRAWING REFERENCE

SITE PLAN AND HOUSE TYPES
AS PROPOSED

PROJECT REFERENCE	DRAWING SCALE	DATE	DRAWN	CHECKED
20-040	1:50 @ A1	23/09/20	ARB	FWE
DRAWING No			STAGE	REV
AXI - 100			2	11

APPENDIX 2 – SWEPT PATH ASSESSMENT



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Follow any figured dimensions - do not scale for construction purposes. IF IN DOUBT ASK.

• Revision History	• Date

VEHICLE USED IN TRACKING:

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Cheshire Office: Well House Barns Bratton CH4 8DH	South Manchester Office: Camilla House 76 Water Lane Wilmslow SK9 6BB	axis
0844 8700 007 - www.axisped.co.uk		

client: ANCHORBRIDGE DEVELOPMENTS LTD

project: FORMER GREENFINCH PUBLIC HOUSE

drawing title:
SWEPT PATH ANALYSIS

date: JUNE 2021	drawn by: DC	checked: LK
drawing number: 2962-01-ATRO1	status: --	
scale(s): 1:500@A3	rev: --	

planning environment design

APPENDIX 3 – TRICS OUTPUTS: RESIDENTIAL – HOUSES PRIVATELY OWNED

Calculation Reference: AUDIT-339901-210106-0153

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	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: 7 to 18 (units:)
 Range Selected by User: 6 to 20 (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 22/09/17

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	2 days
Tuesday	3 days
Wednesday	3 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	12 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
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

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

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 12 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:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

No 12 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 12 days

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

LIST OF SITES relevant to selection parameters

1	AG-03-A-01	BUNGALOWS/DET.	ANGUS
	KEPTIE ROAD ARBROATH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	7	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
2	CH-03-A-08	DETACHED	CHESHIRE
	WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	11	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
3	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
4	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
5	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY THETFORD		
	Edge of Town Residential Zone Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
6	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
7	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE LOWESTOFT		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
8	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS		
	Edge of Town Residential Zone Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
9	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY		
	Edge of Town Residential Zone Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
11	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
12	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: THURSDAY	17/10/13	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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 13 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	12	12	0.075	0.973	12	12	0.279	3.626	12	12	0.354	4.599
08:00 - 09:00	12	12	0.218	2.830	12	12	0.401	5.218	12	12	0.619	8.048
09:00 - 10:00	12	12	0.102	1.327	12	12	0.211	2.741	12	12	0.313	4.068
10:00 - 11:00	12	12	0.211	2.741	12	12	0.156	2.034	12	12	0.367	4.775
11:00 - 12:00	12	12	0.170	2.211	12	12	0.231	3.007	12	12	0.401	5.218
12:00 - 13:00	12	12	0.252	3.272	12	12	0.259	3.361	12	12	0.511	6.633
13:00 - 14:00	12	12	0.211	2.741	12	12	0.218	2.830	12	12	0.429	5.571
14:00 - 15:00	12	12	0.177	2.299	12	12	0.177	2.299	12	12	0.354	4.598
15:00 - 16:00	12	12	0.272	3.537	12	12	0.259	3.361	12	12	0.531	6.898
16:00 - 17:00	12	12	0.252	3.272	12	12	0.170	2.211	12	12	0.422	5.483
17:00 - 18:00	12	12	0.279	3.626	12	12	0.143	1.857	12	12	0.422	5.483
18:00 - 19:00	12	12	0.245	3.184	12	12	0.211	2.741	12	12	0.456	5.925
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.464	32.013			2.715	35.286			5.179	67.299

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: 7 - 18 (units:)
 Survey date range: 01/01/12 - 22/09/17
 Number of weekdays (Monday-Friday): 12
 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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 13 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
08:00 - 09:00	12	12	0.020	0.265	12	12	0.020	0.265	12	12	0.040	0.530
09:00 - 10:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
10:00 - 11:00	12	12	0.014	0.177	12	12	0.014	0.177	12	12	0.028	0.354
11:00 - 12:00	12	12	0.007	0.088	12	12	0.007	0.088	12	12	0.014	0.176
12:00 - 13:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
13:00 - 14:00	12	12	0.007	0.088	12	12	0.007	0.088	12	12	0.014	0.176
14:00 - 15:00	12	12	0.007	0.088	12	12	0.000	0.000	12	12	0.007	0.088
15:00 - 16:00	12	12	0.007	0.088	12	12	0.014	0.177	12	12	0.021	0.265
16:00 - 17:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
17:00 - 18:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
18:00 - 19:00	12	12	0.007	0.088	12	12	0.007	0.088	12	12	0.014	0.176
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.069	0.882			0.069	0.883			0.138	1.765

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 13 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
08:00 - 09:00	12	12	0.007	0.088	12	12	0.007	0.088	12	12	0.014	0.176
09:00 - 10:00	12	12	0.007	0.088	12	12	0.007	0.088	12	12	0.014	0.176
10:00 - 11:00	12	12	0.014	0.177	12	12	0.000	0.000	12	12	0.014	0.177
11:00 - 12:00	12	12	0.000	0.000	12	12	0.007	0.088	12	12	0.007	0.088
12:00 - 13:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
13:00 - 14:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
14:00 - 15:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
15:00 - 16:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
16:00 - 17:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
17:00 - 18:00	12	12	0.007	0.088	12	12	0.007	0.088	12	12	0.014	0.176
18:00 - 19:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.035	0.441			0.028	0.352			0.063	0.793

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 13 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	12	12	0.000	0.000	12	12	0.014	0.177	12	12	0.014	0.177
08:00 - 09:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
09:00 - 10:00	12	12	0.000	0.000	12	12	0.007	0.088	12	12	0.007	0.088
10:00 - 11:00	12	12	0.007	0.088	12	12	0.034	0.442	12	12	0.041	0.530
11:00 - 12:00	12	12	0.007	0.088	12	12	0.014	0.177	12	12	0.021	0.265
12:00 - 13:00	12	12	0.014	0.177	12	12	0.000	0.000	12	12	0.014	0.177
13:00 - 14:00	12	12	0.007	0.088	12	12	0.000	0.000	12	12	0.007	0.088
14:00 - 15:00	12	12	0.007	0.088	12	12	0.000	0.000	12	12	0.007	0.088
15:00 - 16:00	12	12	0.014	0.177	12	12	0.000	0.000	12	12	0.014	0.177
16:00 - 17:00	12	12	0.007	0.088	12	12	0.000	0.000	12	12	0.007	0.088
17:00 - 18:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
18:00 - 19:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
19:00 - 20:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
20:00 - 21:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
21:00 - 22:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.063	0.794			0.069	0.884			0.132	1.678

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 13 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	12	12	0.054	0.707	12	12	0.095	1.238	12	12	0.149	1.945
08:00 - 09:00	12	12	0.143	1.857	12	12	0.224	2.918	12	12	0.367	4.775
09:00 - 10:00	12	12	0.027	0.354	12	12	0.054	0.707	12	12	0.081	1.061
10:00 - 11:00	12	12	0.048	0.619	12	12	0.102	1.327	12	12	0.150	1.946
11:00 - 12:00	12	12	0.082	1.061	12	12	0.054	0.707	12	12	0.136	1.768
12:00 - 13:00	12	12	0.068	0.884	12	12	0.075	0.973	12	12	0.143	1.857
13:00 - 14:00	12	12	0.068	0.884	12	12	0.082	1.061	12	12	0.150	1.945
14:00 - 15:00	12	12	0.082	1.061	12	12	0.088	1.150	12	12	0.170	2.211
15:00 - 16:00	12	12	0.354	4.599	12	12	0.170	2.211	12	12	0.524	6.810
16:00 - 17:00	12	12	0.150	1.946	12	12	0.095	1.238	12	12	0.245	3.184
17:00 - 18:00	12	12	0.095	1.238	12	12	0.082	1.061	12	12	0.177	2.299
18:00 - 19:00	12	12	0.061	0.796	12	12	0.075	0.973	12	12	0.136	1.769
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.232	16.006			1.196	15.564			2.428	31.570

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 13 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	12	12	0.020	0.265	12	12	0.000	0.000	12	12	0.020	0.265
08:00 - 09:00	12	12	0.000	0.000	12	12	0.007	0.088	12	12	0.007	0.088
09:00 - 10:00	12	12	0.000	0.000	12	12	0.014	0.177	12	12	0.014	0.177
10:00 - 11:00	12	12	0.007	0.088	12	12	0.007	0.088	12	12	0.014	0.176
11:00 - 12:00	12	12	0.000	0.000	12	12	0.007	0.088	12	12	0.007	0.088
12:00 - 13:00	12	12	0.020	0.265	12	12	0.000	0.000	12	12	0.020	0.265
13:00 - 14:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
14:00 - 15:00	12	12	0.000	0.000	12	12	0.000	0.000	12	12	0.000	0.000
15:00 - 16:00	12	12	0.000	0.000	12	12	0.007	0.088	12	12	0.007	0.088
16:00 - 17:00	12	12	0.041	0.531	12	12	0.007	0.088	12	12	0.048	0.619
17:00 - 18:00	12	12	0.007	0.088	12	12	0.020	0.265	12	12	0.027	0.353
18:00 - 19:00	12	12	0.000	0.000	12	12	0.007	0.088	12	12	0.007	0.088
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.095	1.237			0.076	0.970			0.171	2.207

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 13 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	12	12	0.184	2.388	12	12	0.483	6.279	12	12	0.667	8.667
08:00 - 09:00	12	12	0.469	6.102	12	12	0.803	10.435	12	12	1.272	16.537
09:00 - 10:00	12	12	0.163	2.122	12	12	0.354	4.599	12	12	0.517	6.721
10:00 - 11:00	12	12	0.333	4.333	12	12	0.361	4.687	12	12	0.694	9.020
11:00 - 12:00	12	12	0.333	4.333	12	12	0.340	4.422	12	12	0.673	8.755
12:00 - 13:00	12	12	0.429	5.571	12	12	0.442	5.748	12	12	0.871	11.319
13:00 - 14:00	12	12	0.306	3.980	12	12	0.347	4.510	12	12	0.653	8.490
14:00 - 15:00	12	12	0.306	3.980	12	12	0.313	4.068	12	12	0.619	8.048
15:00 - 16:00	12	12	0.782	10.170	12	12	0.619	8.048	12	12	1.401	18.218
16:00 - 17:00	12	12	0.524	6.810	12	12	0.354	4.599	12	12	0.878	11.409
17:00 - 18:00	12	12	0.490	6.367	12	12	0.293	3.803	12	12	0.783	10.170
18:00 - 19:00	12	12	0.367	4.776	12	12	0.367	4.776	12	12	0.734	9.552
19:00 - 20:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
20:00 - 21:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
21:00 - 22:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			4.686	60.932			5.076	65.974			9.762	126.906

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

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

APPENDIX 4 – TRICS OUTPUTS: EMPLOYMENT – OFFICE

Calculation Reference: AUDIT-339901-210601-0633

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 2 days
04	EAST ANGLIA	
	NF	NORFOLK 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Primary Filtering selection:***This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area
 Actual Range: 178 to 500 (units: sqm)
 Range Selected by User: 178 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Tuesday	1 days
Wednesday	2 days
Thursday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

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

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

Commercial Zone	1
Residential Zone	2
Built-Up Zone	1

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

Not Known 4 days

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

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	3 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
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
2	ES-02-A-13	OFFICES	EAST SUSSEX
	ROMAN ROAD		
	HOVE		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	280 sqm	
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL
3	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
	WHITING ROAD		
	NORWICH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL
4	NY-02-A-01	SOLICITORS	NORTH YORKSHIRE
	NORTH PARK ROAD		
	HARROGATE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	178 sqm	
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	322	0.000	3	322	0.000	3	322	0.000
07:30 - 08:00	3	322	0.932	3	322	0.000	3	322	0.932
08:00 - 08:30	4	286	1.486	4	286	0.000	4	286	1.486
08:30 - 09:00	4	286	2.273	4	286	0.350	4	286	2.623
09:00 - 09:30	4	286	2.185	4	286	1.224	4	286	3.409
09:30 - 10:00	4	286	0.962	4	286	0.787	4	286	1.749
10:00 - 10:30	4	286	0.612	4	286	0.437	4	286	1.049
10:30 - 11:00	4	286	0.524	4	286	0.612	4	286	1.136
11:00 - 11:30	4	286	0.175	4	286	0.262	4	286	0.437
11:30 - 12:00	4	286	0.699	4	286	0.699	4	286	1.398
12:00 - 12:30	4	286	0.524	4	286	0.874	4	286	1.398
12:30 - 13:00	4	286	0.524	4	286	0.787	4	286	1.311
13:00 - 13:30	4	286	0.350	4	286	0.437	4	286	0.787
13:30 - 14:00	4	286	0.612	4	286	0.437	4	286	1.049
14:00 - 14:30	4	286	0.437	4	286	0.612	4	286	1.049
14:30 - 15:00	4	286	0.612	4	286	0.612	4	286	1.224
15:00 - 15:30	4	286	0.437	4	286	0.437	4	286	0.874
15:30 - 16:00	4	286	0.175	4	286	0.262	4	286	0.437
16:00 - 16:30	4	286	0.437	4	286	0.962	4	286	1.399
16:30 - 17:00	4	286	0.350	4	286	1.224	4	286	1.574
17:00 - 17:30	4	286	0.175	4	286	1.836	4	286	2.011
17:30 - 18:00	4	286	0.000	4	286	1.224	4	286	1.224
18:00 - 18:30	3	322	0.311	3	322	0.725	3	322	1.036
18:30 - 19:00	3	322	0.000	3	322	0.000	3	322	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	14.792			14.800			29.592		

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:	178 - 500 (units: sqm)
Survey date date range:	01/01/13 - 13/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	322	0.000	3	322	0.000	3	322	0.000
07:30 - 08:00	3	322	0.000	3	322	0.000	3	322	0.000
08:00 - 08:30	4	286	0.000	4	286	0.000	4	286	0.000
08:30 - 09:00	4	286	0.000	4	286	0.000	4	286	0.000
09:00 - 09:30	4	286	0.000	4	286	0.000	4	286	0.000
09:30 - 10:00	4	286	0.000	4	286	0.000	4	286	0.000
10:00 - 10:30	4	286	0.000	4	286	0.000	4	286	0.000
10:30 - 11:00	4	286	0.000	4	286	0.000	4	286	0.000
11:00 - 11:30	4	286	0.000	4	286	0.000	4	286	0.000
11:30 - 12:00	4	286	0.000	4	286	0.000	4	286	0.000
12:00 - 12:30	4	286	0.000	4	286	0.000	4	286	0.000
12:30 - 13:00	4	286	0.000	4	286	0.000	4	286	0.000
13:00 - 13:30	4	286	0.000	4	286	0.000	4	286	0.000
13:30 - 14:00	4	286	0.000	4	286	0.000	4	286	0.000
14:00 - 14:30	4	286	0.000	4	286	0.000	4	286	0.000
14:30 - 15:00	4	286	0.000	4	286	0.000	4	286	0.000
15:00 - 15:30	4	286	0.000	4	286	0.000	4	286	0.000
15:30 - 16:00	4	286	0.000	4	286	0.000	4	286	0.000
16:00 - 16:30	4	286	0.087	4	286	0.087	4	286	0.174
16:30 - 17:00	4	286	0.000	4	286	0.000	4	286	0.000
17:00 - 17:30	4	286	0.000	4	286	0.000	4	286	0.000
17:30 - 18:00	4	286	0.000	4	286	0.000	4	286	0.000
18:00 - 18:30	3	322	0.104	3	322	0.104	3	322	0.208
18:30 - 19:00	3	322	0.000	3	322	0.000	3	322	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	0.191			0.191			0.382		

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	322	0.000	3	322	0.000	3	322	0.000
07:30 - 08:00	3	322	0.000	3	322	0.000	3	322	0.000
08:00 - 08:30	4	286	0.000	4	286	0.000	4	286	0.000
08:30 - 09:00	4	286	0.000	4	286	0.000	4	286	0.000
09:00 - 09:30	4	286	0.000	4	286	0.000	4	286	0.000
09:30 - 10:00	4	286	0.000	4	286	0.000	4	286	0.000
10:00 - 10:30	4	286	0.000	4	286	0.000	4	286	0.000
10:30 - 11:00	4	286	0.000	4	286	0.000	4	286	0.000
11:00 - 11:30	4	286	0.000	4	286	0.000	4	286	0.000
11:30 - 12:00	4	286	0.087	4	286	0.087	4	286	0.174
12:00 - 12:30	4	286	0.087	4	286	0.087	4	286	0.174
12:30 - 13:00	4	286	0.087	4	286	0.087	4	286	0.174
13:00 - 13:30	4	286	0.000	4	286	0.000	4	286	0.000
13:30 - 14:00	4	286	0.000	4	286	0.000	4	286	0.000
14:00 - 14:30	4	286	0.000	4	286	0.000	4	286	0.000
14:30 - 15:00	4	286	0.000	4	286	0.000	4	286	0.000
15:00 - 15:30	4	286	0.000	4	286	0.000	4	286	0.000
15:30 - 16:00	4	286	0.000	4	286	0.000	4	286	0.000
16:00 - 16:30	4	286	0.000	4	286	0.000	4	286	0.000
16:30 - 17:00	4	286	0.000	4	286	0.000	4	286	0.000
17:00 - 17:30	4	286	0.000	4	286	0.000	4	286	0.000
17:30 - 18:00	4	286	0.000	4	286	0.000	4	286	0.000
18:00 - 18:30	3	322	0.000	3	322	0.000	3	322	0.000
18:30 - 19:00	3	322	0.000	3	322	0.000	3	322	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	0.261			0.261			0.522		

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	322	0.000	3	322	0.000	3	322	0.000
07:30 - 08:00	3	322	0.104	3	322	0.000	3	322	0.104
08:00 - 08:30	4	286	0.175	4	286	0.000	4	286	0.175
08:30 - 09:00	4	286	0.087	4	286	0.000	4	286	0.087
09:00 - 09:30	4	286	0.000	4	286	0.000	4	286	0.000
09:30 - 10:00	4	286	0.087	4	286	0.000	4	286	0.087
10:00 - 10:30	4	286	0.000	4	286	0.000	4	286	0.000
10:30 - 11:00	4	286	0.087	4	286	0.087	4	286	0.174
11:00 - 11:30	4	286	0.000	4	286	0.000	4	286	0.000
11:30 - 12:00	4	286	0.000	4	286	0.000	4	286	0.000
12:00 - 12:30	4	286	0.000	4	286	0.000	4	286	0.000
12:30 - 13:00	4	286	0.000	4	286	0.087	4	286	0.087
13:00 - 13:30	4	286	0.175	4	286	0.262	4	286	0.437
13:30 - 14:00	4	286	0.175	4	286	0.000	4	286	0.175
14:00 - 14:30	4	286	0.087	4	286	0.000	4	286	0.087
14:30 - 15:00	4	286	0.087	4	286	0.175	4	286	0.262
15:00 - 15:30	4	286	0.000	4	286	0.175	4	286	0.175
15:30 - 16:00	4	286	0.000	4	286	0.000	4	286	0.000
16:00 - 16:30	4	286	0.000	4	286	0.000	4	286	0.000
16:30 - 17:00	4	286	0.000	4	286	0.000	4	286	0.000
17:00 - 17:30	4	286	0.000	4	286	0.087	4	286	0.087
17:30 - 18:00	4	286	0.000	4	286	0.087	4	286	0.087
18:00 - 18:30	3	322	0.000	3	322	0.000	3	322	0.000
18:30 - 19:00	3	322	0.000	3	322	0.000	3	322	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	1.064			0.960			2.024		

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	322	0.000	3	322	0.000	3	322	0.000
07:30 - 08:00	3	322	0.000	3	322	0.000	3	322	0.000
08:00 - 08:30	4	286	0.087	4	286	0.000	4	286	0.087
08:30 - 09:00	4	286	0.787	4	286	0.000	4	286	0.787
09:00 - 09:30	4	286	0.350	4	286	0.000	4	286	0.350
09:30 - 10:00	4	286	0.000	4	286	0.524	4	286	0.524
10:00 - 10:30	4	286	0.350	4	286	0.175	4	286	0.525
10:30 - 11:00	4	286	0.175	4	286	1.224	4	286	1.399
11:00 - 11:30	4	286	1.049	4	286	0.087	4	286	1.136
11:30 - 12:00	4	286	0.262	4	286	0.087	4	286	0.349
12:00 - 12:30	4	286	0.262	4	286	0.262	4	286	0.524
12:30 - 13:00	4	286	0.962	4	286	1.136	4	286	2.098
13:00 - 13:30	4	286	0.350	4	286	1.049	4	286	1.399
13:30 - 14:00	4	286	0.787	4	286	0.612	4	286	1.399
14:00 - 14:30	4	286	0.787	4	286	0.175	4	286	0.962
14:30 - 15:00	4	286	0.350	4	286	0.437	4	286	0.787
15:00 - 15:30	4	286	0.087	4	286	0.175	4	286	0.262
15:30 - 16:00	4	286	0.000	4	286	0.175	4	286	0.175
16:00 - 16:30	4	286	0.262	4	286	0.175	4	286	0.437
16:30 - 17:00	4	286	0.175	4	286	0.699	4	286	0.874
17:00 - 17:30	4	286	0.000	4	286	0.262	4	286	0.262
17:30 - 18:00	4	286	0.000	4	286	0.175	4	286	0.175
18:00 - 18:30	3	322	0.000	3	322	0.104	3	322	0.104
18:30 - 19:00	3	322	0.000	3	322	0.000	3	322	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	7.082			7.533			14.615		

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	322	0.104	3	322	0.000	3	322	0.104
07:30 - 08:00	3	322	0.000	3	322	0.000	3	322	0.000
08:00 - 08:30	4	286	0.087	4	286	0.000	4	286	0.087
08:30 - 09:00	4	286	0.350	4	286	0.000	4	286	0.350
09:00 - 09:30	4	286	0.175	4	286	0.000	4	286	0.175
09:30 - 10:00	4	286	0.262	4	286	0.262	4	286	0.524
10:00 - 10:30	4	286	0.000	4	286	0.000	4	286	0.000
10:30 - 11:00	4	286	0.087	4	286	0.000	4	286	0.087
11:00 - 11:30	4	286	0.000	4	286	0.000	4	286	0.000
11:30 - 12:00	4	286	0.000	4	286	0.087	4	286	0.087
12:00 - 12:30	4	286	0.175	4	286	0.175	4	286	0.350
12:30 - 13:00	4	286	0.000	4	286	0.087	4	286	0.087
13:00 - 13:30	4	286	0.175	4	286	0.175	4	286	0.350
13:30 - 14:00	4	286	0.175	4	286	0.000	4	286	0.175
14:00 - 14:30	4	286	0.000	4	286	0.000	4	286	0.000
14:30 - 15:00	4	286	0.000	4	286	0.087	4	286	0.087
15:00 - 15:30	4	286	0.000	4	286	0.000	4	286	0.000
15:30 - 16:00	4	286	0.000	4	286	0.000	4	286	0.000
16:00 - 16:30	4	286	0.000	4	286	0.087	4	286	0.087
16:30 - 17:00	4	286	0.000	4	286	0.087	4	286	0.087
17:00 - 17:30	4	286	0.000	4	286	0.262	4	286	0.262
17:30 - 18:00	4	286	0.000	4	286	0.087	4	286	0.087
18:00 - 18:30	3	322	0.000	3	322	0.104	3	322	0.104
18:30 - 19:00	3	322	0.000	3	322	0.000	3	322	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.590			1.500			3.090

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	322	0.104	3	322	0.000	3	322	0.104
07:30 - 08:00	3	322	1.035	3	322	0.000	3	322	1.035
08:00 - 08:30	4	286	2.098	4	286	0.000	4	286	2.098
08:30 - 09:00	4	286	3.934	4	286	0.437	4	286	4.371
09:00 - 09:30	4	286	2.797	4	286	1.399	4	286	4.196
09:30 - 10:00	4	286	1.311	4	286	1.573	4	286	2.884
10:00 - 10:30	4	286	0.962	4	286	0.612	4	286	1.574
10:30 - 11:00	4	286	0.874	4	286	2.098	4	286	2.972
11:00 - 11:30	4	286	1.224	4	286	0.350	4	286	1.574
11:30 - 12:00	4	286	1.224	4	286	0.962	4	286	2.186
12:00 - 12:30	4	286	0.962	4	286	1.573	4	286	2.535
12:30 - 13:00	4	286	1.573	4	286	2.098	4	286	3.671
13:00 - 13:30	4	286	1.049	4	286	2.010	4	286	3.059
13:30 - 14:00	4	286	1.836	4	286	1.049	4	286	2.885
14:00 - 14:30	4	286	1.311	4	286	0.874	4	286	2.185
14:30 - 15:00	4	286	1.136	4	286	1.399	4	286	2.535
15:00 - 15:30	4	286	0.612	4	286	0.787	4	286	1.399
15:30 - 16:00	4	286	0.175	4	286	0.524	4	286	0.699
16:00 - 16:30	4	286	0.699	4	286	1.311	4	286	2.010
16:30 - 17:00	4	286	0.524	4	286	2.098	4	286	2.622
17:00 - 17:30	4	286	0.087	4	286	2.622	4	286	2.709
17:30 - 18:00	4	286	0.087	4	286	1.661	4	286	1.748
18:00 - 18:30	3	322	0.621	3	322	1.139	3	322	1.760
18:30 - 19:00	3	322	0.000	3	322	0.000	3	322	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			26.235			26.576			52.811

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	322	0.000	3	322	0.000	3	322	0.000
07:30 - 08:00	3	322	0.932	3	322	0.000	3	322	0.932
08:00 - 08:30	4	286	1.486	4	286	0.000	4	286	1.486
08:30 - 09:00	4	286	2.185	4	286	0.350	4	286	2.535
09:00 - 09:30	4	286	2.185	4	286	1.049	4	286	3.234
09:30 - 10:00	4	286	0.699	4	286	0.699	4	286	1.398
10:00 - 10:30	4	286	0.524	4	286	0.262	4	286	0.786
10:30 - 11:00	4	286	0.524	4	286	0.612	4	286	1.136
11:00 - 11:30	4	286	0.087	4	286	0.262	4	286	0.349
11:30 - 12:00	4	286	0.437	4	286	0.437	4	286	0.874
12:00 - 12:30	4	286	0.350	4	286	0.612	4	286	0.962
12:30 - 13:00	4	286	0.437	4	286	0.699	4	286	1.136
13:00 - 13:30	4	286	0.350	4	286	0.437	4	286	0.787
13:30 - 14:00	4	286	0.524	4	286	0.350	4	286	0.874
14:00 - 14:30	4	286	0.437	4	286	0.612	4	286	1.049
14:30 - 15:00	4	286	0.437	4	286	0.524	4	286	0.961
15:00 - 15:30	4	286	0.437	4	286	0.350	4	286	0.787
15:30 - 16:00	4	286	0.087	4	286	0.175	4	286	0.262
16:00 - 16:30	4	286	0.175	4	286	0.699	4	286	0.874
16:30 - 17:00	4	286	0.350	4	286	1.224	4	286	1.574
17:00 - 17:30	4	286	0.175	4	286	1.836	4	286	2.011
17:30 - 18:00	4	286	0.000	4	286	1.224	4	286	1.224
18:00 - 18:30	3	322	0.207	3	322	0.621	3	322	0.828
18:30 - 19:00	3	322	0.000	3	322	0.000	3	322	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	13.025			13.034			26.059		

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	322	0.000	3	322	0.000	3	322	0.000
07:30 - 08:00	3	322	0.000	3	322	0.000	3	322	0.000
08:00 - 08:30	4	286	0.000	4	286	0.000	4	286	0.000
08:30 - 09:00	4	286	0.087	4	286	0.000	4	286	0.087
09:00 - 09:30	4	286	0.000	4	286	0.175	4	286	0.175
09:30 - 10:00	4	286	0.262	4	286	0.087	4	286	0.349
10:00 - 10:30	4	286	0.000	4	286	0.175	4	286	0.175
10:30 - 11:00	4	286	0.000	4	286	0.000	4	286	0.000
11:00 - 11:30	4	286	0.087	4	286	0.000	4	286	0.087
11:30 - 12:00	4	286	0.175	4	286	0.175	4	286	0.350
12:00 - 12:30	4	286	0.087	4	286	0.175	4	286	0.262
12:30 - 13:00	4	286	0.000	4	286	0.000	4	286	0.000
13:00 - 13:30	4	286	0.000	4	286	0.000	4	286	0.000
13:30 - 14:00	4	286	0.000	4	286	0.000	4	286	0.000
14:00 - 14:30	4	286	0.000	4	286	0.000	4	286	0.000
14:30 - 15:00	4	286	0.175	4	286	0.087	4	286	0.262
15:00 - 15:30	4	286	0.000	4	286	0.087	4	286	0.087
15:30 - 16:00	4	286	0.087	4	286	0.000	4	286	0.087
16:00 - 16:30	4	286	0.175	4	286	0.175	4	286	0.350
16:30 - 17:00	4	286	0.000	4	286	0.000	4	286	0.000
17:00 - 17:30	4	286	0.000	4	286	0.000	4	286	0.000
17:30 - 18:00	4	286	0.000	4	286	0.000	4	286	0.000
18:00 - 18:30	3	322	0.000	3	322	0.000	3	322	0.000
18:30 - 19:00	3	322	0.000	3	322	0.000	3	322	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.135			1.136			2.271

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

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

APPENDIX 5 – TRICS OUTPUTS: HOTEL, FOOD & DRINK – PUB / RESTAURANT

Calculation Reference: AUDIT-339901-210426-0406

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

01 GREATER LONDON	
HK HACKNEY	1 days
IS ISLINGTON	1 days
02 SOUTH EAST	
ES EAST SUSSEX	1 days
EX ESSEX	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
09 NORTH	
DH DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 200 to 460 (units: sqm)
 Range Selected by User: 175 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 10/11/17

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
Friday	3 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)	1
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	2
Retail Zone	1
Built-Up Zone	1
Out of Town	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Sui Generis 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
10,001 to 15,000	2 days
50,001 to 100,000	2 days
100,001 or More	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No 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	4 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	DH-06-C-02	PUB/RESTAURANT	DURHAM
	STADIUM WAY		
	BISHOP AUCKLAND		
	TINDALE		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	31/03/17	Survey Type: MANUAL
2	ES-06-C-02	PUB/RESTAURANT	EAST SUSSEX
	HOVE STREET		
	BRIGHTON		
	HOVE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	460 sqm	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
3	EX-06-C-02	HARVESTER	ESSEX
	LONDON ROAD		
	COLCHESTER		
	STANWAY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	08/11/13	Survey Type: MANUAL
4	HK-06-C-01	PUB/RESTAURANT	HACKNEY
	COMMERCIAL STREET		
	SHOREDITCH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Built-Up Zone		
	Total Gross floor area:	320 sqm	
	Survey date: TUESDAY	19/11/13	Survey Type: MANUAL
5	IS-06-C-01	PUB/RESTAURANT	ISLINGTON
	NEWINGTON GREEN RD		
	CANONBURY		
	NEWINGTON GREEN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	350 sqm	
	Survey date: MONDAY	22/09/14	Survey Type: MANUAL
6	WM-06-C-02	PUB/RESTAURANT	WEST MIDLANDS
	PENNWOOD LANE		
	WOLVERHAMPTON		
	PENN COMMON		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	200 sqm	
	Survey date: TUESDAY	22/11/16	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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	6	372	0.493	6	372	0.404	6	372	0.897
11:00 - 12:00	6	372	1.480	6	372	0.673	6	372	2.153
12:00 - 13:00	6	372	3.363	6	372	1.614	6	372	4.977
13:00 - 14:00	6	372	2.646	6	372	2.422	6	372	5.068
14:00 - 15:00	6	372	1.166	6	372	2.511	6	372	3.677
15:00 - 16:00	6	372	1.300	6	372	1.256	6	372	2.556
16:00 - 17:00	6	372	2.466	6	372	1.390	6	372	3.856
17:00 - 18:00	6	372	4.170	6	372	1.794	6	372	5.964
18:00 - 19:00	6	372	4.350	6	372	3.363	6	372	7.713
19:00 - 20:00	6	372	4.215	6	372	3.901	6	372	8.116
20:00 - 21:00	6	372	2.377	6	372	3.543	6	372	5.920
21:00 - 22:00	6	372	1.256	6	372	3.094	6	372	4.350
22:00 - 23:00	6	372	0.762	6	372	3.722	6	372	4.484
23:00 - 24:00	6	372	0.179	6	372	0.942	6	372	1.121
Total Rates:	30.223			30.629			60.852		

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: 200 - 460 (units: sqm)
Survey date range: 01/01/12 - 10/11/17
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	6	372	0.000	6	372	0.000	6	372	0.000
11:00 - 12:00	6	372	0.000	6	372	0.000	6	372	0.000
12:00 - 13:00	6	372	0.045	6	372	0.045	6	372	0.090
13:00 - 14:00	6	372	0.045	6	372	0.045	6	372	0.090
14:00 - 15:00	6	372	0.045	6	372	0.045	6	372	0.090
15:00 - 16:00	6	372	0.045	6	372	0.045	6	372	0.090
16:00 - 17:00	6	372	0.000	6	372	0.000	6	372	0.000
17:00 - 18:00	6	372	0.045	6	372	0.045	6	372	0.090
18:00 - 19:00	6	372	0.135	6	372	0.135	6	372	0.270
19:00 - 20:00	6	372	0.448	6	372	0.448	6	372	0.896
20:00 - 21:00	6	372	0.179	6	372	0.179	6	372	0.358
21:00 - 22:00	6	372	0.000	6	372	0.000	6	372	0.000
22:00 - 23:00	6	372	0.135	6	372	0.045	6	372	0.180
23:00 - 24:00	6	372	0.045	6	372	0.135	6	372	0.180
Total Rates:			1.167			1.167			2.334

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	6	372	0.000	6	372	0.000	6	372	0.000
11:00 - 12:00	6	372	0.090	6	372	0.090	6	372	0.180
12:00 - 13:00	6	372	0.000	6	372	0.000	6	372	0.000
13:00 - 14:00	6	372	0.000	6	372	0.000	6	372	0.000
14:00 - 15:00	6	372	0.000	6	372	0.000	6	372	0.000
15:00 - 16:00	6	372	0.045	6	372	0.045	6	372	0.090
16:00 - 17:00	6	372	0.000	6	372	0.000	6	372	0.000
17:00 - 18:00	6	372	0.045	6	372	0.045	6	372	0.090
18:00 - 19:00	6	372	0.000	6	372	0.000	6	372	0.000
19:00 - 20:00	6	372	0.000	6	372	0.000	6	372	0.000
20:00 - 21:00	6	372	0.000	6	372	0.000	6	372	0.000
21:00 - 22:00	6	372	0.000	6	372	0.000	6	372	0.000
22:00 - 23:00	6	372	0.045	6	372	0.045	6	372	0.090
23:00 - 24:00	6	372	0.000	6	372	0.000	6	372	0.000
Total Rates:			0.225			0.225			0.450

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	6	372	0.045	6	372	0.000	6	372	0.045
11:00 - 12:00	6	372	0.000	6	372	0.000	6	372	0.000
12:00 - 13:00	6	372	0.045	6	372	0.000	6	372	0.045
13:00 - 14:00	6	372	0.045	6	372	0.090	6	372	0.135
14:00 - 15:00	6	372	0.000	6	372	0.000	6	372	0.000
15:00 - 16:00	6	372	0.000	6	372	0.000	6	372	0.000
16:00 - 17:00	6	372	0.135	6	372	0.090	6	372	0.225
17:00 - 18:00	6	372	0.045	6	372	0.045	6	372	0.090
18:00 - 19:00	6	372	0.090	6	372	0.135	6	372	0.225
19:00 - 20:00	6	372	0.000	6	372	0.045	6	372	0.045
20:00 - 21:00	6	372	0.000	6	372	0.000	6	372	0.000
21:00 - 22:00	6	372	0.045	6	372	0.045	6	372	0.090
22:00 - 23:00	6	372	0.090	6	372	0.135	6	372	0.225
23:00 - 24:00	6	372	0.000	6	372	0.000	6	372	0.000
Total Rates:			0.540			0.585			1.125

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	6	372	0.269	6	372	0.045	6	372	0.314
11:00 - 12:00	6	372	0.673	6	372	0.448	6	372	1.121
12:00 - 13:00	6	372	0.673	6	372	0.269	6	372	0.942
13:00 - 14:00	6	372	1.345	6	372	0.987	6	372	2.332
14:00 - 15:00	6	372	1.031	6	372	1.031	6	372	2.062
15:00 - 16:00	6	372	1.121	6	372	1.256	6	372	2.377
16:00 - 17:00	6	372	1.076	6	372	0.897	6	372	1.973
17:00 - 18:00	6	372	1.435	6	372	0.987	6	372	2.422
18:00 - 19:00	6	372	2.915	6	372	2.063	6	372	4.978
19:00 - 20:00	6	372	3.184	6	372	2.422	6	372	5.606
20:00 - 21:00	6	372	1.480	6	372	2.108	6	372	3.588
21:00 - 22:00	6	372	1.839	6	372	2.287	6	372	4.126
22:00 - 23:00	6	372	1.076	6	372	2.691	6	372	3.767
23:00 - 24:00	6	372	1.300	6	372	1.256	6	372	2.556
Total Rates:	19.417			18.747			38.164		

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS			
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00										
08:00 - 09:00										
09:00 - 10:00										
10:00 - 11:00	6	372	0.045	6	372	0.000	6	372	0.045	
11:00 - 12:00	6	372	0.224	6	372	0.045	6	372	0.269	
12:00 - 13:00	6	372	0.762	6	372	0.314	6	372	1.076	
13:00 - 14:00	6	372	0.628	6	372	0.404	6	372	1.032	
14:00 - 15:00	6	372	1.076	6	372	0.224	6	372	1.300	
15:00 - 16:00	6	372	1.076	6	372	0.897	6	372	1.973	
16:00 - 17:00	6	372	0.448	6	372	0.538	6	372	0.986	
17:00 - 18:00	6	372	1.659	6	372	0.269	6	372	1.928	
18:00 - 19:00	6	372	1.435	6	372	1.345	6	372	2.780	
19:00 - 20:00	6	372	1.570	6	372	1.883	6	372	3.453	
20:00 - 21:00	6	372	0.942	6	372	1.076	6	372	2.018	
21:00 - 22:00	6	372	0.404	6	372	1.435	6	372	1.839	
22:00 - 23:00	6	372	0.359	6	372	1.256	6	372	1.615	
23:00 - 24:00	6	372	0.000	6	372	1.121	6	372	1.121	
Total Rates:			10.628				10.807			21.435

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	6	372	1.076	6	372	0.717	6	372	1.793
11:00 - 12:00	6	372	3.408	6	372	1.256	6	372	4.664
12:00 - 13:00	6	372	7.803	6	372	3.139	6	372	10.942
13:00 - 14:00	6	372	6.771	6	372	5.561	6	372	12.332
14:00 - 15:00	6	372	3.991	6	372	6.188	6	372	10.179
15:00 - 16:00	6	372	4.664	6	372	4.260	6	372	8.924
16:00 - 17:00	6	372	5.695	6	372	3.767	6	372	9.462
17:00 - 18:00	6	372	9.955	6	372	3.901	6	372	13.856
18:00 - 19:00	6	372	13.049	6	372	9.327	6	372	22.376
19:00 - 20:00	6	372	12.780	6	372	12.332	6	372	25.112
20:00 - 21:00	6	372	7.175	6	372	10.045	6	372	17.220
21:00 - 22:00	6	372	4.395	6	372	9.462	6	372	13.857
22:00 - 23:00	6	372	2.556	6	372	11.300	6	372	13.856
23:00 - 24:00	6	372	1.659	6	372	3.677	6	372	5.336
Total Rates:			84.977			84.932			169.909

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	6	372	0.224	6	372	0.224	6	372	0.448
11:00 - 12:00	6	372	0.314	6	372	0.269	6	372	0.583
12:00 - 13:00	6	372	0.179	6	372	0.135	6	372	0.314
13:00 - 14:00	6	372	0.135	6	372	0.135	6	372	0.270
14:00 - 15:00	6	372	0.045	6	372	0.090	6	372	0.135
15:00 - 16:00	6	372	0.135	6	372	0.045	6	372	0.180
16:00 - 17:00	6	372	0.224	6	372	0.135	6	372	0.359
17:00 - 18:00	6	372	0.045	6	372	0.179	6	372	0.224
18:00 - 19:00	6	372	0.090	6	372	0.090	6	372	0.180
19:00 - 20:00	6	372	0.045	6	372	0.090	6	372	0.135
20:00 - 21:00	6	372	0.000	6	372	0.090	6	372	0.090
21:00 - 22:00	6	372	0.090	6	372	0.045	6	372	0.135
22:00 - 23:00	6	372	0.000	6	372	0.045	6	372	0.045
23:00 - 24:00	6	372	0.045	6	372	0.045	6	372	0.090
Total Rates:			1.571			1.617			3.188

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.