

Transport Statement

**Proposed Residential Development
The Whitehouse Club, Middleton Road, Crumpsall**

Dappa Homes Ltd

June 2021

Doc Ref: WB/200812/TS01

Prepared by:

WB

Checked by:

WB

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
01	02.06.21	Final	WB	WB

Colwyn Chambers
19 York Street
Manchester
M2 3BA

T: 0161 832 4400



E: info@scptransport.co.uk
W: www.scptransport.co.uk

This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of SCP being obtained. SCP accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm his agreement to indemnify SCP for all loss or damage resulting there from. SCP accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

CONTENTS

1.0 INTRODUCTION 1

2.0 EXISTING CONDITIONS 3

3.0 ACCESSIBILITY APPRAISAL 5

4.0 PROPOSED DEVELOPMENT 7

5.0 DEVELOPMENT RELATED TRANSPORT MOVEMENTS 8

6.0 SUMMARY AND CONCLUSIONS 11

APPENDICES

1 GIS Plan – Walking

2 GIS Plan – Cycling

3 GIS Plan – Public Transport

4 Plan of Proposed Development

5 Swept Path of Refuse Vehicle

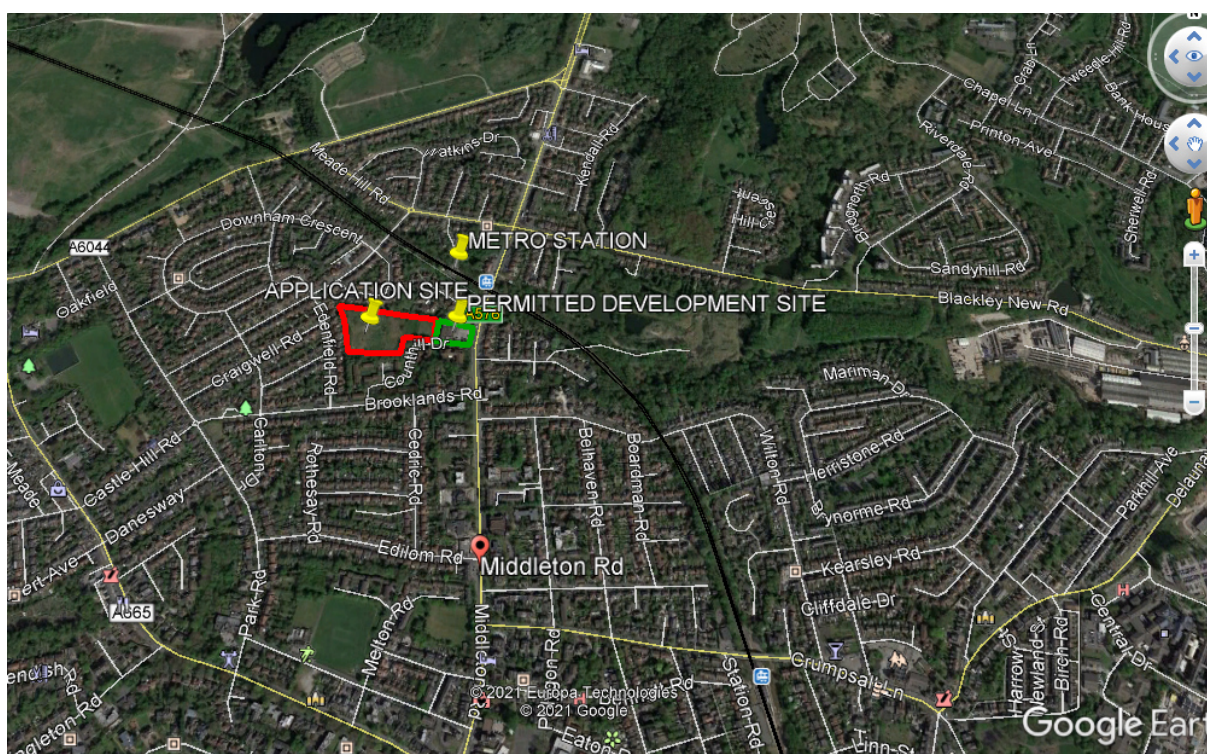
6 TRICS Output – Houses

7 TRICS Output - Apartments

1.0 INTRODUCTION

- 1.1 SCP is instructed by Dappa Homes Ltd in relation to a planning application for residential development on land to the rear of The Whitehouse Club, Middleton Road, Crumpsall. The site is highlighted in red at Figure 1 below. the site of the permitted redevelopment the Whitehouse Club is highlighted in green.

Figure 1 – Application Site



- 1.2 The application site is located to the rear of The Whitehouse Club. Planning permission has been granted to demolish The Whitehouse Club and rebuild the facility in a location which would permit access to the rear of the site to facilitate access to the application site. The works to the Club are currently underway.
- 1.3 An illustrative masterplan has been produced for the residential development and includes 24 apartments plus 50 houses (18no 4 bed plus 32no 3 bed dwellings). Access to the application site will be derived from the permitted access to the clubhouse onto Middleton Road.
- 1.4 The scale of the proposed development is such that a Transport Statement report is considered to be suitable to provide the information necessary to allow the Council to determine the application in a positive manner.

- 1.5 The Transport Statement includes an assessment of the anticipated level of traffic generation from the proposals together with an assessment of the accessibility of the application to local facilities by foot, cycle and public transport.

2.0 EXISTING CONDITIONS

- 2.1 The application site is located to the west of the A576, known as Middleton Road which locally links Cheetham Hill to the M60 motorway near to Middleton. The existing land uses derive access onto Middleton Road using a simple priority T style access and is without the benefit of footways, as illustrated at Figure 2 below:

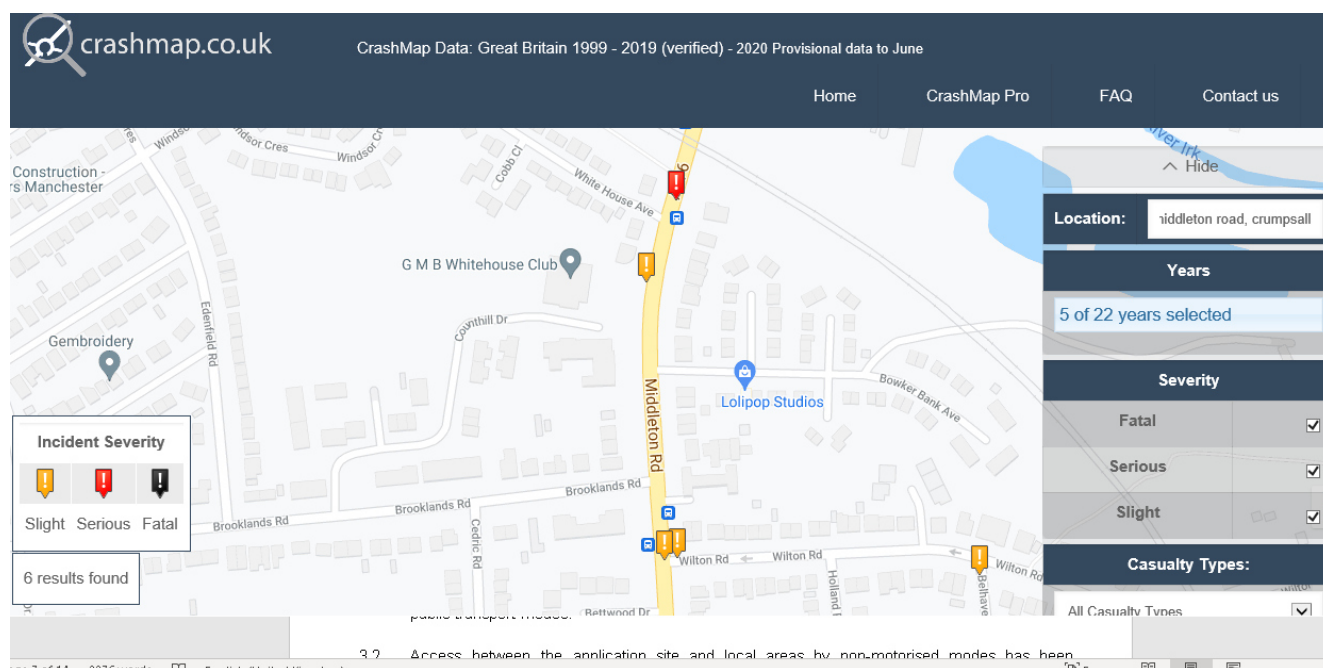
Figure 2 – Existing Site Access



- 2.2 Planning permission has been granted to demolish the existing Clubhouse and to be construct the reduced scale facility in a location suitable to enable access to the application site. The permission included the construction of an improved site access onto Middleton Road.
- 2.3 Currently Middleton Road carries around 23,000 vehicles per day (total two way). Locally Middleton Road is around 10.5 m wide and it is flanked by a footway on both sides. It is subject to a mandatory 30 mph speed limit and it is lit. Around 70m to the south of the application site there is a fixed speed camera facing north and there is a signalised crossing point around 95m to the south of the site.
- 2.4 To the north of the site there are bus stops (circa 300m) on Middleton Road and Bowker Vale Metrostation is around a 400m walk distance to the north of the site.

- 2.5 The road safety record for the section of Middleton Road in the vicinity of the existing site access has been investigated using the available DfT data and over the latest 5 year period there have only been 2no incidents along Middleton Road, as illustrated at Figure 3 below. One incident occurred in June 2017 and involved 2 vehicles and resulted in slight injury and the other incident occurred in Dec 2017 and involved 5 vehicles and resulted in serious injury.

Figure 3 – Road Safety Information



- 2.6 Whilst any incident is regrettable given the level of traffic volume using Middleton Road the existing road safety record is considered to be reasonable.

3.0 ACCESSIBILITY APPRAISAL

General

- 3.1 This chapter presents a review of the accessibility of the application site by walking, cycling and public transport modes.
- 3.2 Access between the application site and local areas by non-motorised modes has been assessed by comparison with the following widely used threshold distances:-

Threshold Distance	Significance
800m	Motorised modes are rarely used for trips of around 800m or less
2km	Walking offers the greatest potential to replace short car trips, particularly those under 2.0km
5km	Cycling also has potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport

Pedestrian Accessibility

- 3.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) TRACC software to produce isochrone mapping areas. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the application site, as illustrated at **Appendix 1**.
- 3.4 As can be seen within the 2 km walk distance from the centre of the residential site there is a range of local facilities including primary schools, secondary schools, and convenience shops. Additionally there are bus stops within 300m of the site and Bowker Vale Metrostation (around 400m) from the centre of the residential site.

Cycle Accessibility

- 3.5 Transport policy identifies that cycling represents a realistic and healthy alternative to use of the private car for making journeys up to 5.0km as a whole journey or as part of a longer journey by public transport.

3.6 **Appendix 2** illustrates the 5.0km cycle catchment of the site, which is equivalent to a 25 minute cycle journey.

3.7 It can be seen that Prestwich and the northern edge of the City Centre are available within a 5km cycle distance. North Manchester Hospital is around 2.5km from the site.

Public Transport

3.8 The site benefits from good links to both buses and the metro service. Bus stops are located around 300m from the centre of the site and Bowker Vale Metrostation is around 400m from the site.

3.9 **Appendix 3** illustrates journey times in 10 minutes bands up to 60 minutes induration from the centre of the residential site including walk time to either the bus stop of Metrostation.

3.10 From the site it is possible to access all of the City Centre, Bury, Rochdale, Oldham, Ashton under Lyme.

3.11 The metrolink service provides access to mainline rail stations within Manchester City Centre where there is access to regional and national destinations. Additionally access is available to Altrincham, Eccles, Media City, East Didsbury and, Manchester Airport. A link to the Trafford Centre is also currently under construction.

3.12 It is considered that the application site is located in an accessible position and where there is a realistic choice of mode of travel other than the private car.

4.0 PROPOSED DEVELOPMENT

- 4.1 The development proposals are illustrated at **Appendix 4**. The proposals include 74 no dwellings on the site which a mix of 24no apartments, 32no 3 bed houses and 18no 4 bed houses.
- 4.2 The parking proposed for the residential development is generally 1 space per dwelling.
- 4.3 Access is proposed using the existing point of access onto Middleton Road. The access has been improved to provide a 5.5m wide carriageway plus 2m wide footways together with corner radii of 6m. This access has already been approved as part of the proposal to redevelop The Whitehouse Club
- 4.4 The access is located on the outside of a bend in Middleton Road and the existing footway along the western side of Middleton Road is around 2.5m wide. Hence suitable and safe levels of visibility for the improved access can readily be achieved in both directions.
- 4.5 **Appendix 5** illustrates the swept path of a refuse vehicle entering and leaving the site in forward gear. The plan illustrates the refuse vehicle passing through the proposed residential development.

5.0 DEVELOPMENT RELATED TRANSPORT MOVEMENTS

- 5.1 The peak hour traffic movement associated with the proposals is considered to relate to the proposed residential scheme of up to 74 dwellings consisting of 24no apartments and 50 houses.
- 5.2 The anticipated level of traffic generation associated with the proposed residential development has been assessed using the industry standard TRICS database. The TRICS output is attached at **Appendix 6** (Houses) and **Appendix 7** (Apartments).
- 5.3 The selection criteria for the TRICS based trip rates for the 50 dwellings are as follows:-
- i) Residential;
 - ii) Houses Privately Owned;
 - iii) Multi modal surveys;
 - iv) Sites in Greater London, Scotland, Wales and Ireland excluded;
 - v) Selection by number of dwellings;
 - vi) Weekday surveys only; and
 - vii) Only sites in 'suburban area and edge of town' locations selected
- 5.4 The selection criteria for the TRICS based trip rates for the 24 Apartments are as follows:-
- viii) Residential;
 - ix) Apartments Privately Owned;
 - x) Multi modal surveys;
 - xi) Sites in Greater London, Scotland, Wales and Ireland excluded;
 - xii) Selection by number of dwellings;
 - xiii) Weekday surveys only; and
 - xiv) Only sites in 'suburban area and edge of town' locations selected
- 5.5 The table below summarises the trip rates and trips associated with the houses:

Mode – Houses (50 units)	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.162 (8)	0.371 (18)	0.309 (16)	0.168 (8)
Cyclists	0.000 (0)	0.019 (1)	0.012 (1)	0.000 (0)
Pedestrians	0.062 (3)	0.156 (8)	0.066 (3)	0.059 (3)
Public Transport	0.003 (0)	0.016 (1)	0.011 (1)	0.008 (0)

() Figure in brackets is number of trips

5.6 The table below summarises the trip rates and trips associated with the apartments:

Mode – Apartments (24 units)	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.079 (2)	0.223 (5)	0.220 (5)	0.107 (3)
Cyclists	0.000 (0)	0.015 (0)	0.015 (0)	0.010 (0)
Pedestrians	0.041 (1)	0.217 (5)	0.161 (4)	0.084 (2)
Public Transport	0.00 (0)	0.100 (2)	0.066 (2)	0.010 (0)

() Figure in brackets is number of trips

5.7 The table below identifies the anticipated traffic generation associated with the residential element of the site:

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	8 vph	23 vph	21 vph	11 vph
Cyclists	0	1	1	0
Pedestrians	4	13	7	5
Public Transport	0	3	3	0

5.8 The proposed residential development on the application site would be anticipated to generate no more than 31 vph during the peak highway hours and this equates to around 1 vehicle every 2 minutes on average during the highway peak hours.

5.9 The number of vehicles entering Middleton Road from the application site in the morning peak hour would be 23 vph or just over 1 vehicle every 3 minutes on average during the morning peak hour.

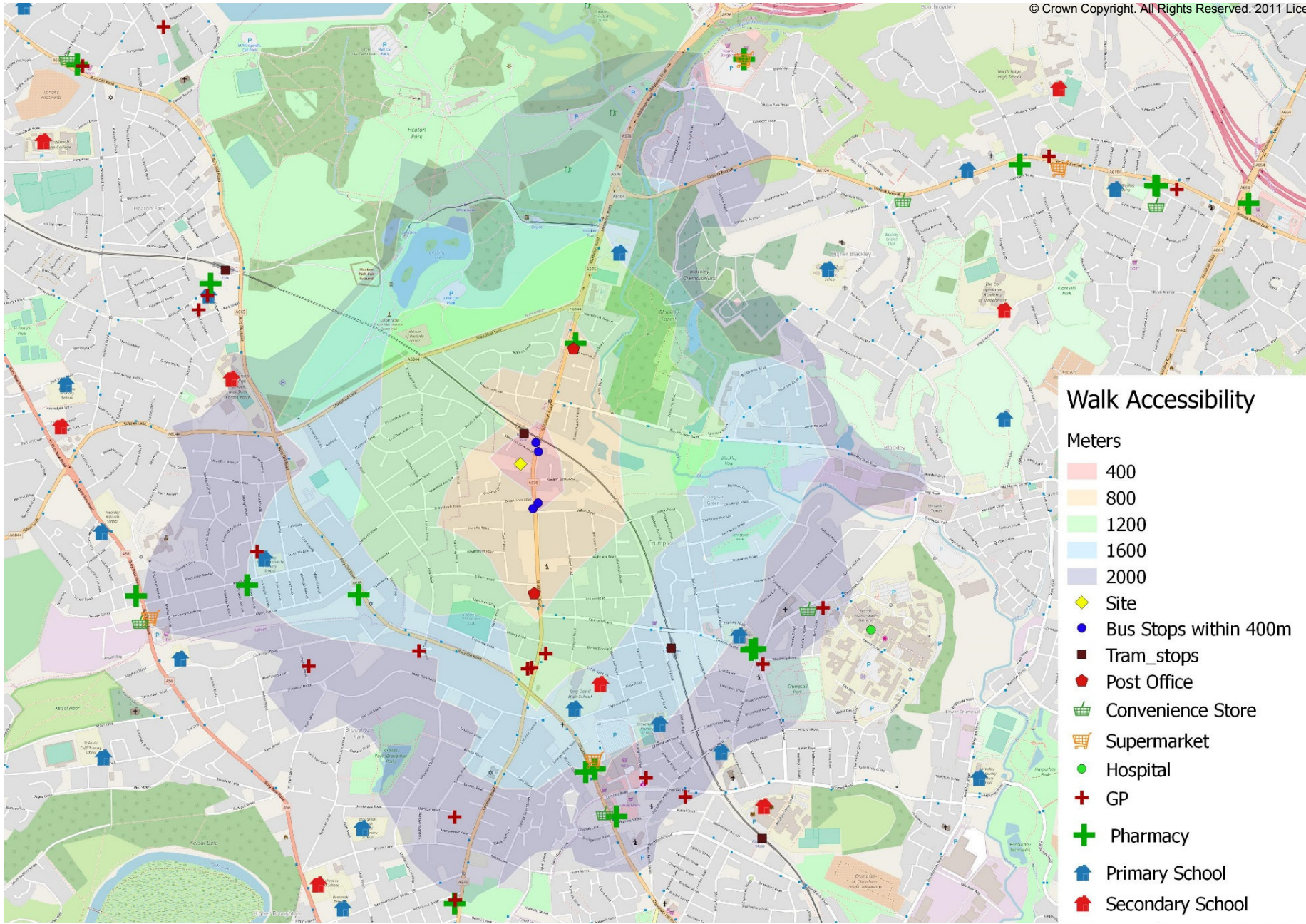
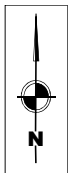
- 5.10 This level of movement is considered to be minimal and does not warrant any capacity test of the access.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 The application proposals consist construction of 50 no houses plus 24 no apartments on land to the rear of The Whitehouse Club, Middleton Road, Crumpsall. Access to the application site will be via the previously approved access onto Middleton Road associated with the demolition and development of the relocated Whitehouse Club.
- 6.2 Middleton Road in the vicinity of the application site operates in a reasonably safe manner.
- 6.3 The site is located in an accessible location where there is a realistic choice of mode of travel other than the private car. The site is within an easy walk distance of bus stops and Bowker Vale Metrostation.
- 6.4 The anticipated traffic generation at peak times has been assessed using the TRICS database and is associated with the residential element of the application proposals. The proposals would be anticipated to generate 31 vph (total two way) during the highway peak hours and this equates to 1 vehicle every 2 minutes. During the morning peak hour just over 1 vehicle per 3 minutes on average would leave the site and this level of movement does not warrant a capacity test of the junction.
- 6.5 The site access road is to include a 5.5m wide carriageway with 2m wide footways and 6m corner radii is capable of safely serving all modes of travel.
- 6.6 It is therefore concluded that there can be no overriding highways objections to the proposals.

S|C|P

APPENDIX 1



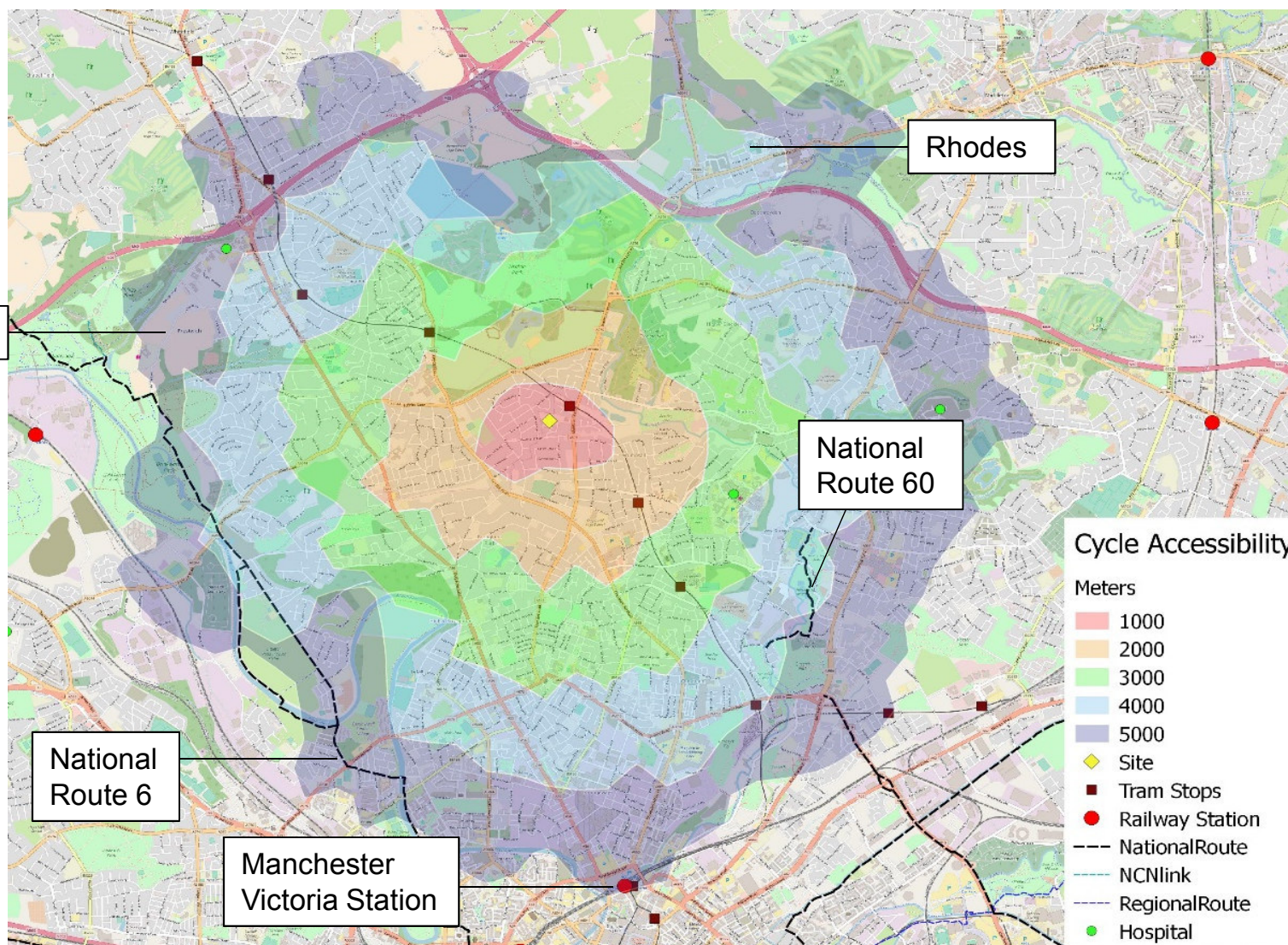
Walk Accessibility

Meters

- 400
- 800
- 1200
- 1600
- 2000
- Site
- Bus Stops within 400m
- Tram stops
- Post Office
- Convenience Store
- Supermarket
- Hospital
- GP
- Pharmacy
- Primary School
- Secondary School

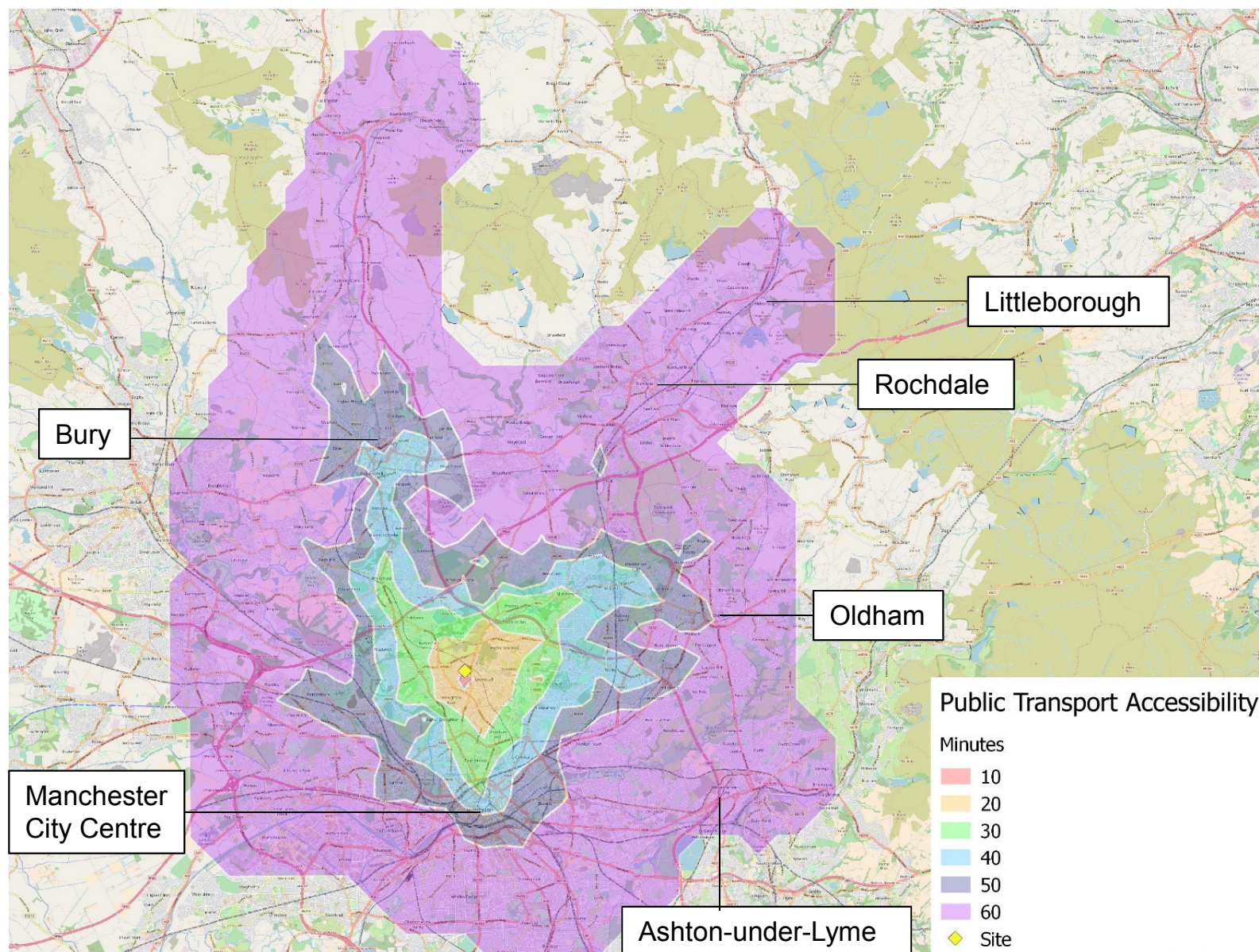
S|C|P

APPENDIX 2



S|C|P

APPENDIX 3



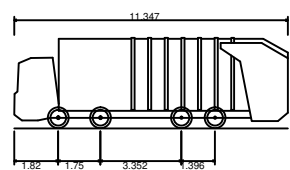
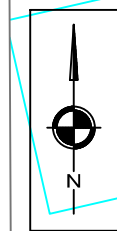
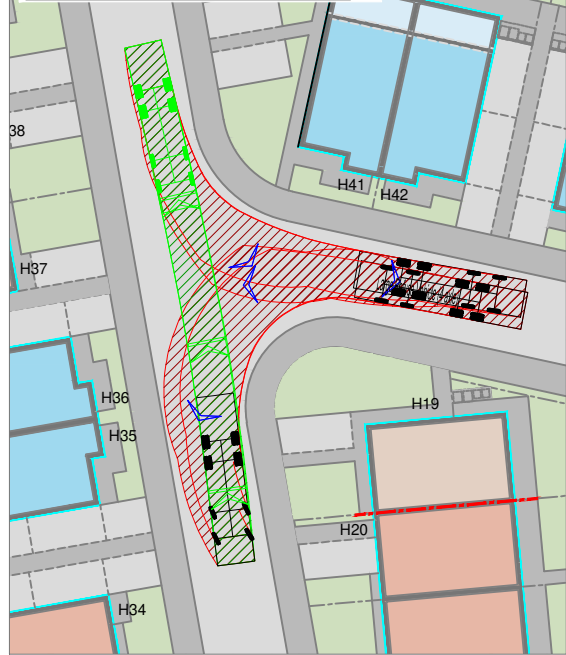
S|C|P

APPENDIX 4

S|C|P

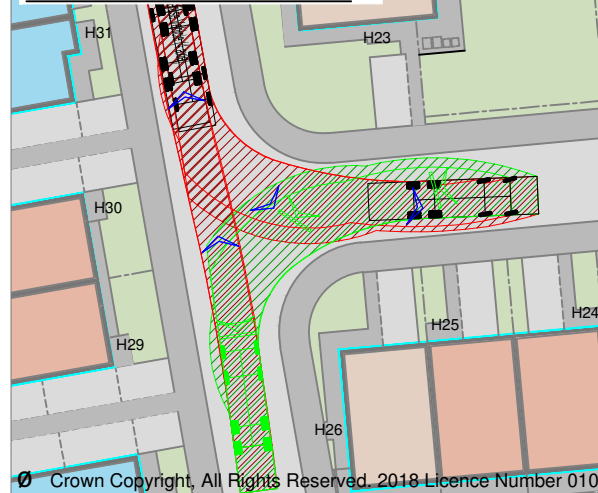
APPENDIX 5

INSET 1 - TURNING HEAD 1

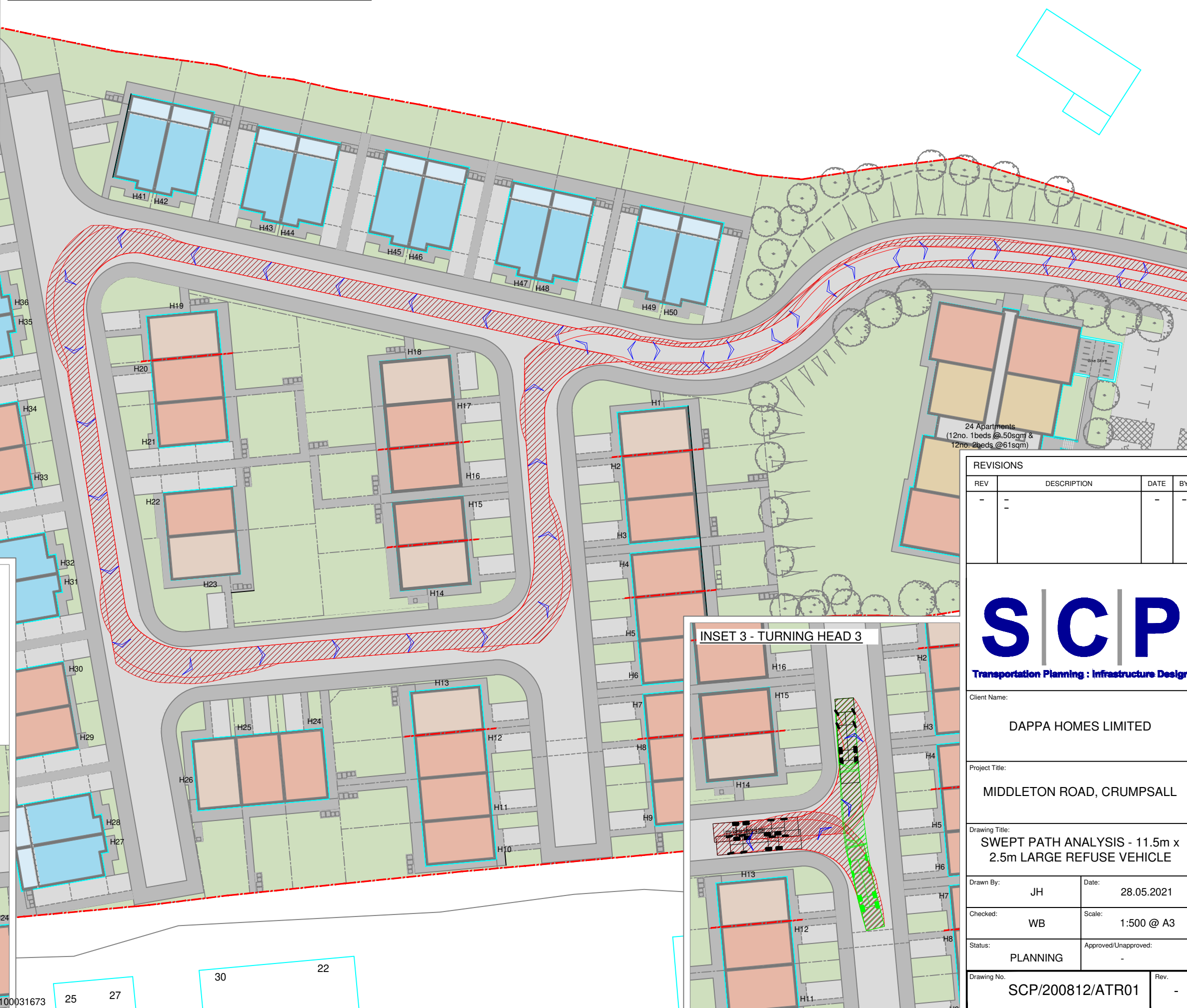


Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to Lock Time 6.00s
Wall to Wall Turning Radius 11.330m

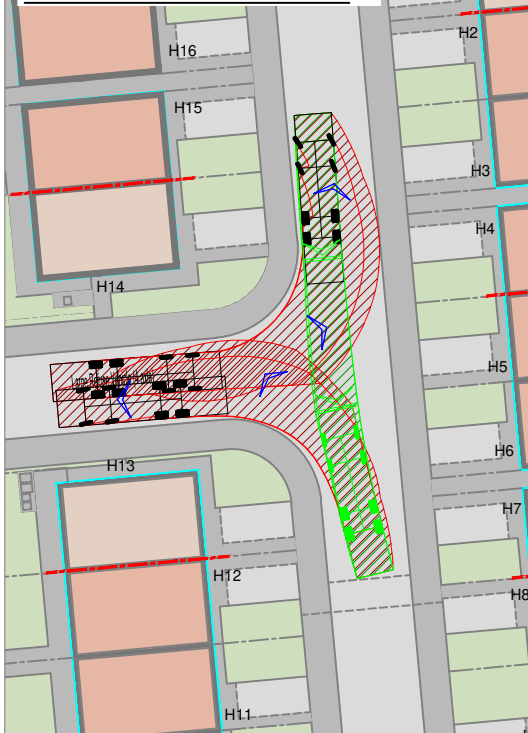
INSET 2 - TURNING HEAD 2



OVERALL TRACK. SEE INSETS FOR TURNING HEAD TRACKS



INSET 3 - TURNING HEAD 3



REVISIONS			
REV	DESCRIPTION	DATE	BY
-	-	-	-

S|C|P

Transportation Planning : Infrastructure Design

Client Name:
DAPPA HOMES LIMITED

Project Title:
MIDDLETON ROAD, CRUMPSALL

Drawing Title:
SWEEP PATH ANALYSIS - 11.5m x
2.5m LARGE REFUSE VEHICLE

Drawn By: JH Date: 28.05.2021

Checked: WB Scale: 1:500 @ A3

Status: PLANNING Approved/Unapproved: -

Drawing No. SCP/200812/ATR01 Rev. -

S|C|P

APPENDIX 6

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	3 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 50 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/09/19

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

Selected survey days:

Monday	5 days
Tuesday	3 days
Wednesday	6 days
Thursday	7 days
Friday	2 days

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

Selected survey types:

Manual count	23 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)	10
Edge of Town	13

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

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 23 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	2 days
5,001 to 10,000	7 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	5 days
75,001 to 100,000	3 days
125,001 to 250,000	6 days
250,001 to 500,000	5 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	8 days
1.1 to 1.5	15 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	6 days
No	17 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	23 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
3	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
4	CH-03-A-11	TOWN HOUSES	CHESHIRE
	LONDON ROAD		
	NORTHWICH		
	LEFTWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
5	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	BOURNEMOUTH		
	CASTLE LANE WEST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
6	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
7	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
8	HC-03-A-17	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
10	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
11	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
12	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
13	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
14	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
15	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
16	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
17	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

LIST OF SITES relevant to selection parameters (Cont.)

18	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
19	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	BRIDGWATER			
	NORTHFIELD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: THURSDAY	24/09/15		Survey Type: MANUAL
20	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
21	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
22	WK-03-A-04	DETACHED HOUSES		WARWICKSHIRE
	DALEHOUSE LANE			
	KENILWORTH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	49		
	Survey date: FRIDAY	27/09/19		Survey Type: MANUAL
23	WL-03-A-02	SEMI DETACHED		WILTSHIRE
	HEADLANDS GROVE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	27		
	Survey date: THURSDAY	22/09/16		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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	28	0.086	23	28	0.271	23	28	0.357
08:00 - 09:00	23	28	0.162	23	28	0.371	23	28	0.533
09:00 - 10:00	23	28	0.154	23	28	0.187	23	28	0.341
10:00 - 11:00	23	28	0.159	23	28	0.159	23	28	0.318
11:00 - 12:00	23	28	0.154	23	28	0.189	23	28	0.343
12:00 - 13:00	23	28	0.168	23	28	0.187	23	28	0.355
13:00 - 14:00	23	28	0.189	23	28	0.181	23	28	0.370
14:00 - 15:00	23	28	0.167	23	28	0.203	23	28	0.370
15:00 - 16:00	23	28	0.292	23	28	0.226	23	28	0.518
16:00 - 17:00	23	28	0.267	23	28	0.173	23	28	0.440
17:00 - 18:00	23	28	0.309	23	28	0.168	23	28	0.477
18:00 - 19:00	23	28	0.229	23	28	0.134	23	28	0.363
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.336			2.449			4.785

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

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

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

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

Parameter summary

Trip rate parameter range selected:	10 - 50 (units:)
Survey date range:	01/01/13 - 27/09/19
Number of weekdays (Monday-Friday):	23
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 CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	28	0.011	23	28	0.025	23	28	0.036
08:00 - 09:00	23	28	0.000	23	28	0.019	23	28	0.019
09:00 - 10:00	23	28	0.003	23	28	0.009	23	28	0.012
10:00 - 11:00	23	28	0.003	23	28	0.011	23	28	0.014
11:00 - 12:00	23	28	0.000	23	28	0.003	23	28	0.003
12:00 - 13:00	23	28	0.009	23	28	0.008	23	28	0.017
13:00 - 14:00	23	28	0.009	23	28	0.002	23	28	0.011
14:00 - 15:00	23	28	0.003	23	28	0.005	23	28	0.008
15:00 - 16:00	23	28	0.019	23	28	0.000	23	28	0.019
16:00 - 17:00	23	28	0.014	23	28	0.003	23	28	0.017
17:00 - 18:00	23	28	0.012	23	28	0.009	23	28	0.021
18:00 - 19:00	23	28	0.009	23	28	0.003	23	28	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.097			0.189

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.

Singleton Clamp & Partners Mount Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	28	0.016	23	28	0.055	23	28	0.071
08:00 - 09:00	23	28	0.062	23	28	0.156	23	28	0.218
09:00 - 10:00	23	28	0.033	23	28	0.062	23	28	0.095
10:00 - 11:00	23	28	0.042	23	28	0.078	23	28	0.120
11:00 - 12:00	23	28	0.051	23	28	0.051	23	28	0.102
12:00 - 13:00	23	28	0.045	23	28	0.039	23	28	0.084
13:00 - 14:00	23	28	0.048	23	28	0.047	23	28	0.095
14:00 - 15:00	23	28	0.051	23	28	0.055	23	28	0.106
15:00 - 16:00	23	28	0.158	23	28	0.083	23	28	0.241
16:00 - 17:00	23	28	0.076	23	28	0.037	23	28	0.113
17:00 - 18:00	23	28	0.066	23	28	0.059	23	28	0.125
18:00 - 19:00	23	28	0.058	23	28	0.033	23	28	0.091
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.706			0.755			1.461

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	28	0.006	23	28	0.019	23	28	0.025
08:00 - 09:00	23	28	0.003	23	28	0.016	23	28	0.019
09:00 - 10:00	23	28	0.000	23	28	0.006	23	28	0.006
10:00 - 11:00	23	28	0.006	23	28	0.005	23	28	0.011
11:00 - 12:00	23	28	0.005	23	28	0.002	23	28	0.007
12:00 - 13:00	23	28	0.009	23	28	0.008	23	28	0.017
13:00 - 14:00	23	28	0.003	23	28	0.000	23	28	0.003
14:00 - 15:00	23	28	0.002	23	28	0.003	23	28	0.005
15:00 - 16:00	23	28	0.008	23	28	0.005	23	28	0.013
16:00 - 17:00	23	28	0.006	23	28	0.000	23	28	0.006
17:00 - 18:00	23	28	0.011	23	28	0.008	23	28	0.019
18:00 - 19:00	23	28	0.017	23	28	0.000	23	28	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.072			0.148

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.

S|C|P

APPENDIX 7

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

03 SOUTH WEST	
DC DORSET	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
NF NORFOLK	1 days
SF SUFFOLK	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
NT NOTTINGHAMSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
RI EAST RIDING OF YORKSHIRE	1 days
08 NORTH WEST	
MS MERSEYSIDE	1 days
09 NORTH	
CB CUMBRIA	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 9 to 82 (units:)
 Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 18/11/19

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

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	10 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)	8
Edge of Town	2

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	6
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:Use Class:

C3 10 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
10,001 to 15,000	4 days
20,001 to 25,000	4 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:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 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 10 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 10 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
2	CB-03-C-02	BLOCK OF FLATS	CUMBRIA
	BRIDGE LANE PENRITH		
	Edge of Town No Sub Category Total No of Dwellings:	35	
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL
3	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET KENDAL		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
4	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT WEYMOUTH SPA ROAD		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
5	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	CAESAR STREET DERBY		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
6	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF LIVERPOOL QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
7	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD NORWICH LAKENHAM		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
8	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
9	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD HULL		
	Edge of Town Residential Zone Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	39	0.079	10	39	0.166	10	39	0.245
08:00 - 09:00	10	39	0.079	10	39	0.223	10	39	0.302
09:00 - 10:00	10	39	0.115	10	39	0.166	10	39	0.281
10:00 - 11:00	10	39	0.082	10	39	0.100	10	39	0.182
11:00 - 12:00	10	39	0.090	10	39	0.084	10	39	0.174
12:00 - 13:00	10	39	0.074	10	39	0.066	10	39	0.140
13:00 - 14:00	10	39	0.072	10	39	0.107	10	39	0.179
14:00 - 15:00	10	39	0.102	10	39	0.095	10	39	0.197
15:00 - 16:00	10	39	0.133	10	39	0.084	10	39	0.217
16:00 - 17:00	10	39	0.128	10	39	0.107	10	39	0.235
17:00 - 18:00	10	39	0.220	10	39	0.107	10	39	0.327
18:00 - 19:00	10	39	0.153	10	39	0.100	10	39	0.253
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.327			1.405			2.732

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

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

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

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

Parameter summary

Trip rate parameter range selected: 9 - 82 (units:)
 Survey date range: 01/01/13 - 18/11/19
 Number of weekdays (Monday-Friday): 10
 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.

Singleton Clamp & Partners Mount Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	39	0.005	10	39	0.013	10	39	0.018
08:00 - 09:00	10	39	0.000	10	39	0.015	10	39	0.015
09:00 - 10:00	10	39	0.005	10	39	0.008	10	39	0.013
10:00 - 11:00	10	39	0.000	10	39	0.000	10	39	0.000
11:00 - 12:00	10	39	0.005	10	39	0.003	10	39	0.008
12:00 - 13:00	10	39	0.003	10	39	0.000	10	39	0.003
13:00 - 14:00	10	39	0.000	10	39	0.005	10	39	0.005
14:00 - 15:00	10	39	0.008	10	39	0.005	10	39	0.013
15:00 - 16:00	10	39	0.005	10	39	0.000	10	39	0.005
16:00 - 17:00	10	39	0.005	10	39	0.003	10	39	0.008
17:00 - 18:00	10	39	0.015	10	39	0.010	10	39	0.025
18:00 - 19:00	10	39	0.008	10	39	0.003	10	39	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.065			0.124

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	39	0.026	10	39	0.130	10	39	0.156
08:00 - 09:00	10	39	0.041	10	39	0.217	10	39	0.258
09:00 - 10:00	10	39	0.069	10	39	0.136	10	39	0.205
10:00 - 11:00	10	39	0.051	10	39	0.079	10	39	0.130
11:00 - 12:00	10	39	0.059	10	39	0.069	10	39	0.128
12:00 - 13:00	10	39	0.077	10	39	0.056	10	39	0.133
13:00 - 14:00	10	39	0.064	10	39	0.074	10	39	0.138
14:00 - 15:00	10	39	0.074	10	39	0.087	10	39	0.161
15:00 - 16:00	10	39	0.130	10	39	0.061	10	39	0.191
16:00 - 17:00	10	39	0.110	10	39	0.046	10	39	0.156
17:00 - 18:00	10	39	0.161	10	39	0.084	10	39	0.245
18:00 - 19:00	10	39	0.110	10	39	0.056	10	39	0.166
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.972			1.095			2.067

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	39	0.000	10	39	0.049	10	39	0.049
08:00 - 09:00	10	39	0.000	10	39	0.100	10	39	0.100
09:00 - 10:00	10	39	0.010	10	39	0.028	10	39	0.038
10:00 - 11:00	10	39	0.003	10	39	0.020	10	39	0.023
11:00 - 12:00	10	39	0.008	10	39	0.023	10	39	0.031
12:00 - 13:00	10	39	0.008	10	39	0.013	10	39	0.021
13:00 - 14:00	10	39	0.010	10	39	0.003	10	39	0.013
14:00 - 15:00	10	39	0.008	10	39	0.015	10	39	0.023
15:00 - 16:00	10	39	0.023	10	39	0.005	10	39	0.028
16:00 - 17:00	10	39	0.018	10	39	0.003	10	39	0.021
17:00 - 18:00	10	39	0.066	10	39	0.010	10	39	0.076
18:00 - 19:00	10	39	0.056	10	39	0.003	10	39	0.059
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.210			0.272			0.482

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.