Muhammad Aqeel

PROPOSED CHANGE OF USE, 432 CHEETHAM HILL ROAD, M8 9LE- MANCHESTER

Transport Statement

REPORT CONTROL

Document: Transport Statement

Proposed Change of Use, 432 Cheetham Hill Road, Manchester M8 9LE

Muhammad Aqeel

Transport Statement

CONTENTS

1 INTRODUCTION 3

1.1 Introduction 3
1.2 Scope of the Report 3

2 EXISTING CONDITIONS 4

2.1 Site Location 4
2.2 Highway Provision 5
2.3 Accident Data 6

3 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT 8

3.1 Introduction ..... Error! Bookmark not defined.
3.2 Walking 8
3.3 Cycling 8
3.4 Bus 9
3.5 Rail 10
3.6 Tram 10
3.7 Summary 11

4 PROPOSED DEVELOPMENT 12

4.1 Introduction ..... Error! Bookmark not defined.
4.2 Development Proposals 12
4.3 Car Parking 12
4.4 Proposed Servicing Access 12

5 TRAFFIC IMPACT ASSESSMENT 13

5.1 Introduction ..... Error! Bookmark not defined.
5.2 Proposed Development Trip Generation 13
5.3 Summary 14

6 CONCLUSIONS 15

PLANS

Plan 1	**Site Location (Wider Context)**
Plan 2	**Site Location (Local Context)**
Plan 3	**Existing Site Layout**
Plan 4	**Pedestrian Catchment Area**
Plan 5	**Cycle Catchment Area**
Plan 6	**Proposed Site Layout**

APPENDICES

Appendix A	**TRICS Output Files – Office**

1 INTRODUCTION

1.1 Introduction

1.1.1 We have been instructed by M Aqeel to advise on the traffic and transportation issues relating to the proposed redevelopment of 432 Cheetham Hill Road, Manchester.

1.1.2 The site is located on Cheetham Hill Road (A665) in a residential area of Manchester and is approximately 3.5 km north of Manchester city centre.

1.1.3 This Transport Statement provides information on the traffic and transportation planning aspects of the development proposal and forms supplementary information to assist in the determination of a planning application.

1.2 Scope of the Report

1.2.1 This Transport Statement has been prepared in accordance with guidance provided by the Department for Transport on '*Travel Plans, Transport Assessments and Statements*' (2014).

1.2.2 The structure of this report is as follows;

- Chapter 2 – provides a summary of the existing conditions of the site;
- Chapter 3 – highlights the sustainable modes of transport available at the site;
- Chapter 4 – outlines the development proposals and servicing arrangements;
- Chapter 5 – summarises the likely impact of traffic and car parking due to the new development; and,
- Chapter 6 – provides the conclusions of the report.

1.2.3 The following section will consider the existing site conditions.

2 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The site is located on Cheetham Hill Road between Woodlands Road and Woodlands Street in the residential area of Cheetham Hill north of Manchester city centre. Cheetham Hill Road provides a mix of retail and commerical units and offices. To the east and west of Cheetham Hill Road the main land use is residential.

2.1.2 The site is bound by commerical properties to the north, east and south, and Cheetham Hill Road to the west. The site's location in the wider context is shown in **Plan 1** with the site's location in the local context shown in **Plan 2.** An aerial view of the site location is provided in **Figure 2.1** below.



Figure 2.1: Aerial View of Site Location

2.1.3 Manchester city centre is located approximately 3.5 km south of the site. Cheetham Hill Road (A665), is a main strategic route travelling north/south past the site and has a range of commercial properties along both sides of the carriageway leading into the city.

2.1.4 The ground and first floor currently operate as offices with the second floor occupied by a studio apartment. The existing site layout is shown in **Plan 3.**

2.2 Highway Provision

2.2.1 The site located on Cheetham Hill Road which is an 'A' classified road. To the north of the site Cheetham Hill Road becomes Bury Old Road and provides connections to Woodlands Road and Heath Street. To the south connections can be made to Woodlands Street.

2.2.2 Cheetham Hill Road (A665) is a strategic route within Manchester and provides connections to/from Manchester city centre and has a speed limit of 30 mph. There are 3-metre-wide footways along both sides of the carriageway and street lighting is provided. To the south of the site there are four on-street parking spaces provided which narrows the footway width to 2 metres.

2.2.3 There is a bus lane along the southbound carriageway of Cheetham Hill Road. This bus lane is in operation Monday to Friday between 07:00 and 10:00 and 16:00 and 19:00. Outside of these times there is a double yellow line parking restriction along both sides of the carriageway, restricting parking but allowing deliveries to occur.

2.2.4 Woodlands Road and Heath Street are wide single carriageway roads. There is a single yellow line parking restriction along both sides of the carriageway in the vicinity of the Cheetham Hill Road junction. There are footways and adequate street lighting provided on both sides of the carriageway. Woodlands Road and Heath Street join Cheetham Hill Road at a signalised junction. Signalised pedestrian crossing facilities are provided on the Heath Street and north Cheetham Hill Road arms of the junction.

2.2.5 Woodlands Street is a single carriageway road with footways and street lighting provided along both sides of the carriageway. There are no parking restrictions enforced along either side of Woodlands Street.

2.2.6 Cheetham Hill Road continues in a southbound direction towards Manchester city centre and provides connections to the A6010 and Manchester's inner ring road. To the north Bury Old Road provides connections to the A576 and the M60 motorway.

2.3 Accident Data

2.3.1 Traffic collision data has been obtained from the Transport for Greater Manchester (TFGM) interactive accident map for the most recent five-year period available (2014 – 2019). The analysis has been undertaken to include Cheetham Hill Road, Heath Street, Woodlands Road and Woodlands Street. **Figure 2.1** below provides a summary of the accident plot.



Figure 2.1: TFGM Accident Data (2014-2019)

2.3.2 **Figure 2.1** indicates that there have been 8 recorded incidents within the study area in the preceding 5 year period. All incidents have been recorded as slight with 3 occurring at the Cheetham Hill Road/Woodlands Road/Heath Street junction, 1 occurring at the Cheetham Hill Road/Woodlands Street junction, 1 occurring on Woodlands Street and 3 occurring at the Woodlands Street/Woodlands Road junction.

2.3.3 This review indicates that there have been no recorded accidents along Cheetham Hill Road in the vicinity of the site. Given the location of the site on a major route into and out of Manchester, this level of accidents is considered characteristic of a road of this nature. Therefore, there are no highway safety concerns or accident blackspots on the local highway network.

2.3.4 The following section will provide a summary of the sustainable modes of transport available at the site.

3 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

3.1 Walking

3.1.1 The site is within the built-up area of Cheetham Hill, north of Manchester city centre and has been designed to accommodate journeys on foot.

3.1.2 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting purposes is 800 metres, with a preferred maximum distance of 2 km. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.

3.1.3 An analysis of pedestrian routes in the area has been completed to identify areas situated within an 800-metre and 2-kilometre walking catchment, this is equivalent to 12- and 24-minute walks respectively. The walking catchment is illustrated in **Plan 4.**

3.1.4 The 800m catchment encompasses the residential areas surrounding the site while the 2km catchment encompasses parts of the Cheetham Hill, Broughton and Crumpsall.

3.1.5 The existing pedestrian facilities in the vicinity of the site are of a good standard with footways provided along Cheetham Hill Road, Heath Street, Woodlands Street and Woodlands Road. It is therefore concluded that the proposed site is ideally located to encourage trips to be undertaken on foot for a variety of purposes. These trips are appropriately supported by the existing pedestrian infrastructure provided in the vicinity of the site.

3.1.6 The site is therefore considered to be accessible for journeys on foot.

3.2 Cycling

3.2.1 The Department for Transport's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (5 kilometres) although for commuters a trip distance of over 5 miles (8 kilometres) is not uncommon.

3.2.2 **Plan 5** displays a 5-kilometre catchment from the site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour. This plan illustrates that the cycling catchment area encompasses the entirety of Cheetham Hill and Manchester city centre and the residential areas surrounding the site.

3.2.3 Within the vicinity of the site the bus lane serves as a cycle lane with cyclist able to share the bus lane with busses and taxis. There are advanced stopped lines provided at the signalised junctions along Cheetham Hill Road leading into Manchester city centre and heading north towards Heaton Park. To the east of the site there is a signed route provided in a north/south alignment along Humphrey Street and Woodlands Street which provides connections to a number of cycling routes into and around Manchester. The cycle routes within the local area are shown on **Plan 5.**

3.2.4 The site is therefore considered accessible for journeys to be made to the site by cycle.

3.3 Bus

3.3.1 The CIHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.

3.3.2 The closest bus stops are located on Cheetham Hill Road. The southbound stop is located in front of the site and provides a flag post with timetable information. The northbound bus stop is 90 metres south of the site and provides a flag post. A high frequency bus stop is provided approximately 150 metres north of the site. This stop provides a shelter with seating and timetable information.

3.3.3 A summary of the services available at these stops and their frequencies is summarised in **Table 3.1** overleaf.

Service Number	Route	Approximate Frequency (per hour)			
		Mon – Fri		Sat	Sun
		Day	Evening		
41	Manchester City Centre - Middleton	3	3 until 1930	3 until 1900	-
59	Piccadilly Gardens – Rushcroft	6	2	4/2	2
135*	Piccadilly Gardens - Bury	8	8	9	6
151	Hollinwood – Hightown	1	-	1	-

Table 3.1: Summary of Bus Frequencies

* High Frequency Service to/from Manchester City Centre.

3.3.6 The bus service frequency highlights that there are high frequency bus services which run along the A665 and provide connections to Manchester city centre and north towards Bury. Route 135 operates a high frequency service past the site.

3.3.7 The site is therefore considered accessible by bus with the existing pedestrian network providing good connections on foot to both bus stops.

3.4 Rail

3.4.1 Manchester Victoria Mainline Railway Station is located approximately 3 km south of the site along Cheetham Hill Road. The buses which operate past the site also make a stop at this station. Manchester Victoria is the second largest station in Manchester. Operated by Northern Trains it is a major interchange hub for services travelling north west and north east.

3.5 Tram

3.5.1 Abraham Moss is the closest tram station to the site being located approximately 700 metres to the east off Crescent Road. Abraham Moss is on the Bury line with services operating every 6 minutes towards Bury, 12 minutes to Altrincham and 12 minutes to Manchester Piccadilly. This stop can be accessed using the exiting pedestrian infrastructure surrounding the site.

3.5.2 In addition to this, Manchester Victoria also serves as a major tram interchange located adjacent to the railway station. There are 4 lines which operate through the interchange.

3.5.3 Tram's operate on a high frequency highlighting that there are excellent tram connections available for visitors or workers to the site.

3.6 Summary

3.6.1 The site has good footway connections that provide access to a high frequency bus route along the A665. The footway connections or bus can then be used to access Manchester Victoria Station which provides rail and tram connections to a variety of destinations within Greater Manchester and further afield.

3.6.2 There are excellent facilities available for multi-modal journeys to be made to the site which provides an opportunity to swap short or long journeys from private vehicle to active travel.

3.6.3 The following section will provide a summary of the development proposals.

4 PROPOSED DEVELOPMENT

4.1 Development Proposals

4.1.1 The site currently consists of a ground floor take away setup with counter on front with 7/8 persons sitting capacity and kitchen and bathroom at back.the store is is down stair from ground floor access.

4.1.2 The planning application proposes the redevelopment of the upper floors of the site to convert the lounge and kitchen area to customer sitting area.There will be no alterations made to the ground floor of the unit and second floor which is having the bathroom. The proposed site layout is shown in **Plan 6 seperately.**

4.2 Car Parking

4.2.1 The existing site does not provide any on-site car parking for staff or visitors. This will remain the same post development. However, parking is available in the immediate vicinity of the site. On site observations reveal that there is sufficient on-street car parking provided along Woodlands Street to cater for any additional parked vehicles.

Parking demand is considered further in **Section 6.**

4.2.2

4.3 Proposed Servicing Access

4.3.1 The servicing of the site will remain the same post development. Currently servicing vehicles are able to access the site from Cheetham Hill Road outside of peak travel times.

4.3.2 Cheetham Hill Road has also been designed to accommodate servicing vehicles with dropped kerbs provided along the carriageway. Outside of peak times vehicles will be able to stop in front of the building to make deliveries from Cheetham Hill Road. Therefore, adequate provision for servicing and delivery vehicles exists at the site.

4.3.3 The following section will consider the possible traffic impact of the redevelopment of the site.

5 TRAFFIC IMPACT ASSESSMENT

5.1 Proposed Development Trip Generation

5.1.1 Trips rates for the proposed change of use have been calculated using the office land use category in version 7.6.1 online database.

5.1.2 The analysis has been undertaken using the following parameters;

- Main land use category 02 Employment and sub land use A Office;
- Multi-modal trip rates;
- Sites within Edge of Town Centre locations; and,
- Greater London and Northern Ireland were excluded.

5.1.3 The TRICS output files for restaurants are provided in **Appendix A.**

5.1.4 **Table 6.2** below summarises the trip rates and trips generated using the above criteria for the AM and PM peak hours.

	Trip Rate (per 100 sqm)			Trips (for 75.36 m^2)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak Hour (17:00 - 18:00)	3.291	0.485	3.776	2	0	2
PM Peak Hour (20:00 - 21:00)	0.519	2.251	2.770	0	2	2

Table 6.2: Proposed Development Additional Trips

5.1.5 **Table 6.2** indicates that there will be 2 two-way trips to the site in both the AM and PM peak periods. Given the site is currently in operation as an office on the ground floor and studio apartment on the second floor, there is likely to be a negligible increase in trips at the site post development.

5.1.6 A review of car parking in the local area suggests that there would be sufficient capacity on Woodlands Street to accommodate the parking demand for the site given the anticipated low vehicle flows.

5.2 Summary

5.2.1 The proposed development is likely to generate several vehicle trips which are associated with the site's current use as an office and studio apartment. Therefore, the development proposals are likely to have a negligible impact on the local highway network.

5.2.2 The proposals do not not alter the proposed access to the site with servicing and refuse collected from Cheetham Hill Road as per the existing arrangement.

5.2.3 The following section provides a conclusion to the report.

6 CONCLUSIONS

6.1.1 We have been instructed by M Aqeel to advise on the traffic and transportation issues relating to the proposed redevelopment of 432 Cheetham Hill Road, Manchester.

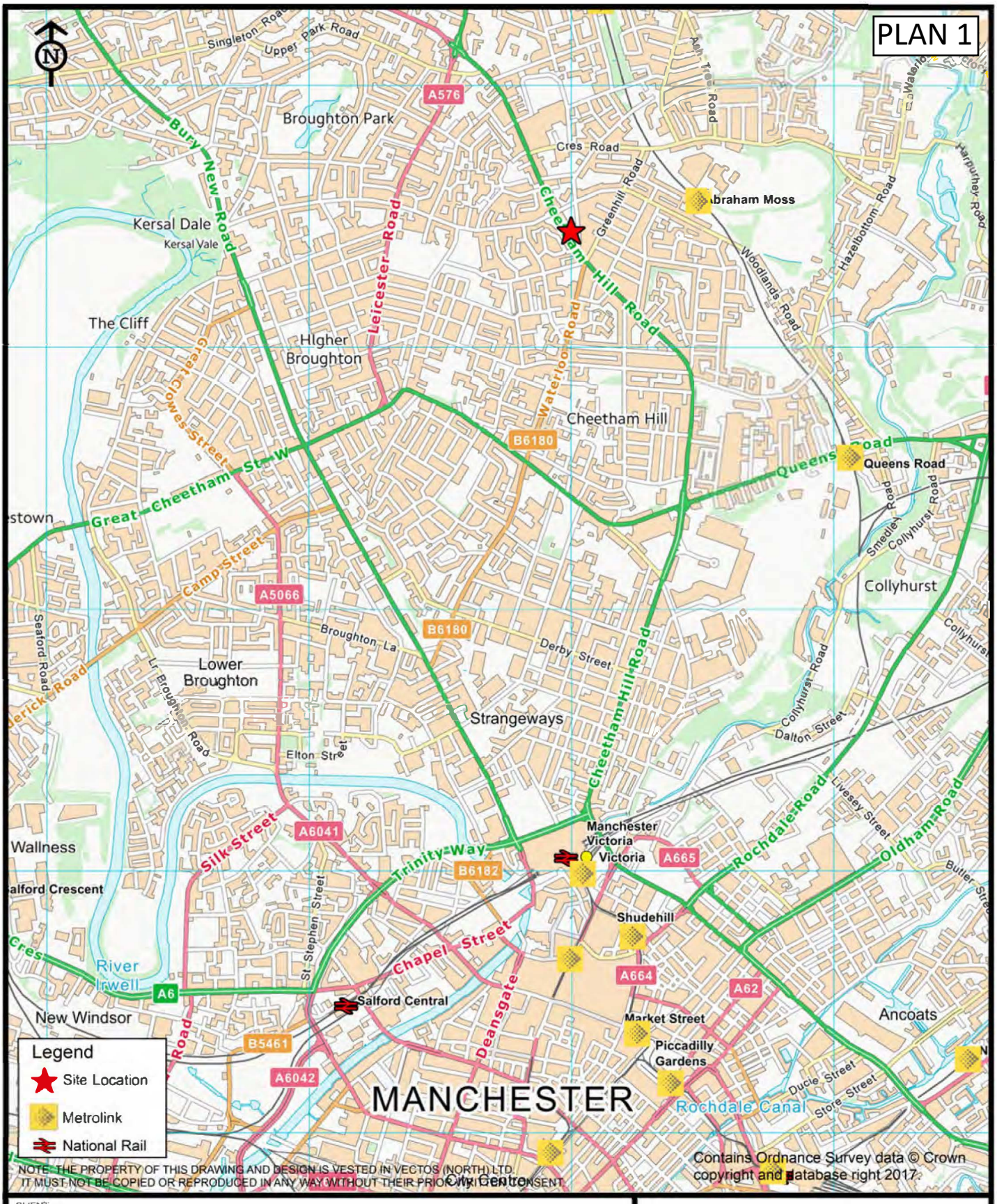
6.1.2 The site is located on Cheetham Hill Road (A665) in a residential area of Manchester and is approximately 3.5 km north of Manchester city centre.

6.1.3 Several conclusions can be drawn from the Report, namely;

- The proposals provide a well-designed development in a sustainable location, which contributes towards local growth and development.
- The site is in a sustainable location with excellent facilities available for multi-modal journeys to be made to the site providing an opportunity to swap short or long journeys from private vehicle to active travel.
- The review of the proposed trip rates indicates that the development will involve a negligible increase to trips to the site.
- There is sufficient on-street car parking to accommodate the proposed vehicular trips to the site. Moreover, the sustainable location of the site within Greater Manchester will encourage trips to be made by sustainable modes of transport including walking, cycling and public transport.
- Deliveries will also occur in a safe manner and mirror what currently occurs on site.

6.1.4 In conclusion, this report has demonstrated that there should be no objections to the planning application on highways or transportation grounds.

PLAN 1



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

Contains Ordnance Survey data © Crown copyright and database right 2017.

CLIENT:

M Aqeel

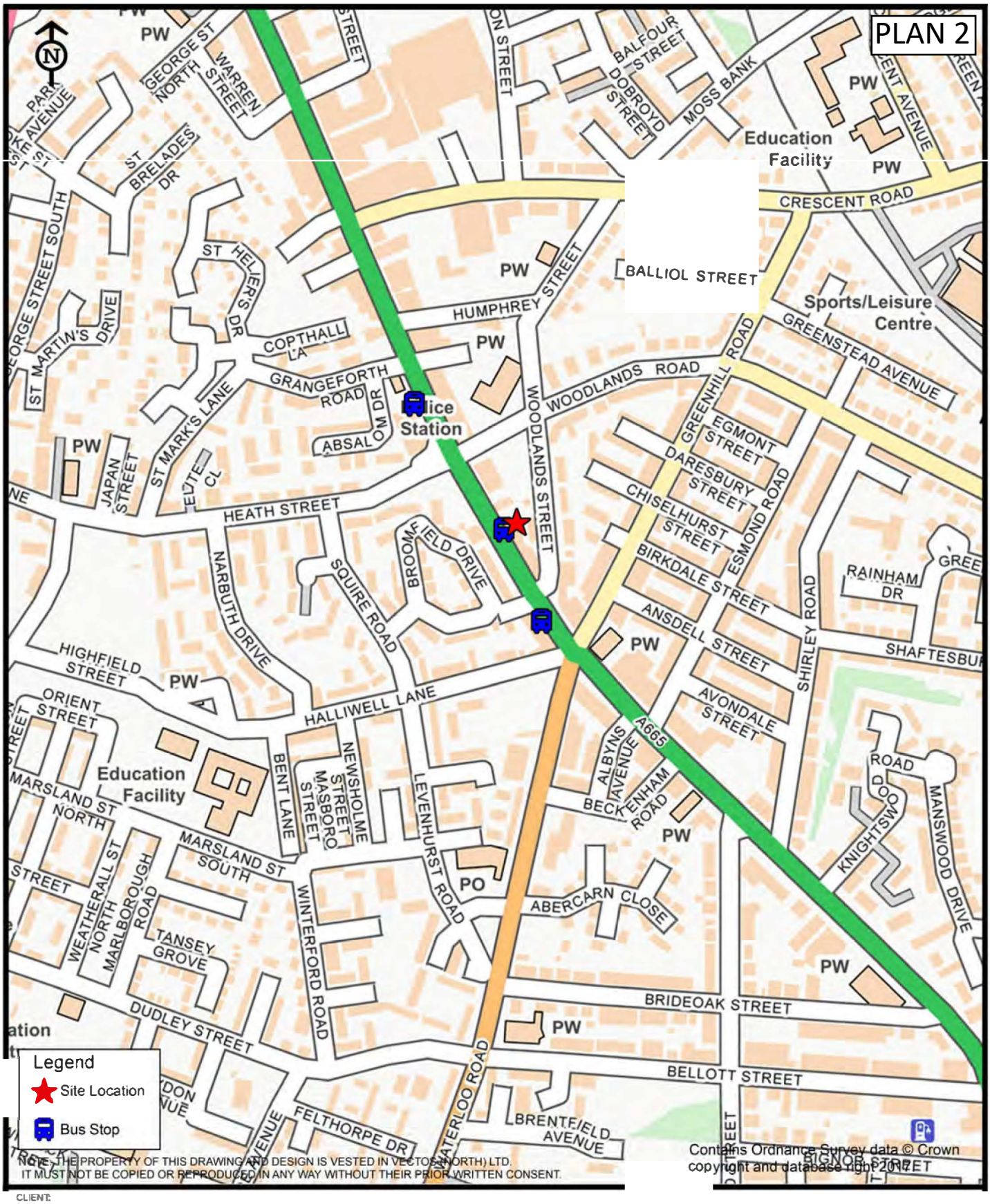
PROJECT TITLE:

432 Cheetham Hill Road, Manchester

DRAWING TITLE:

Site Location (Wider Context)

SCALE:



CLIENT:

M aqeel

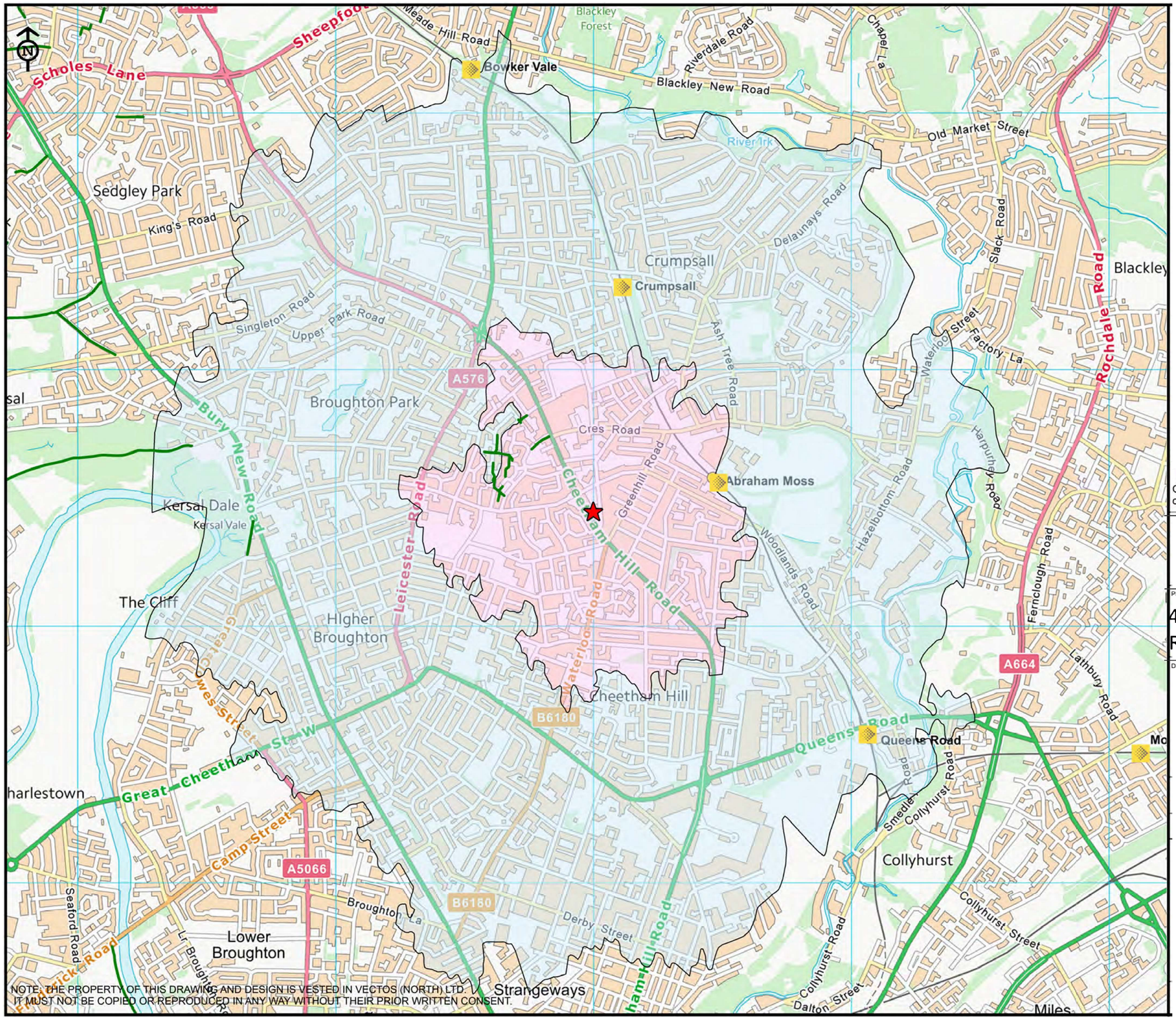
PROJECT TITLE:

432 Cheetham Hill Road, Manchester

DRAWING TITLE:

Site Location (Local Context)

CHECKED: DATE: SCALE:



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

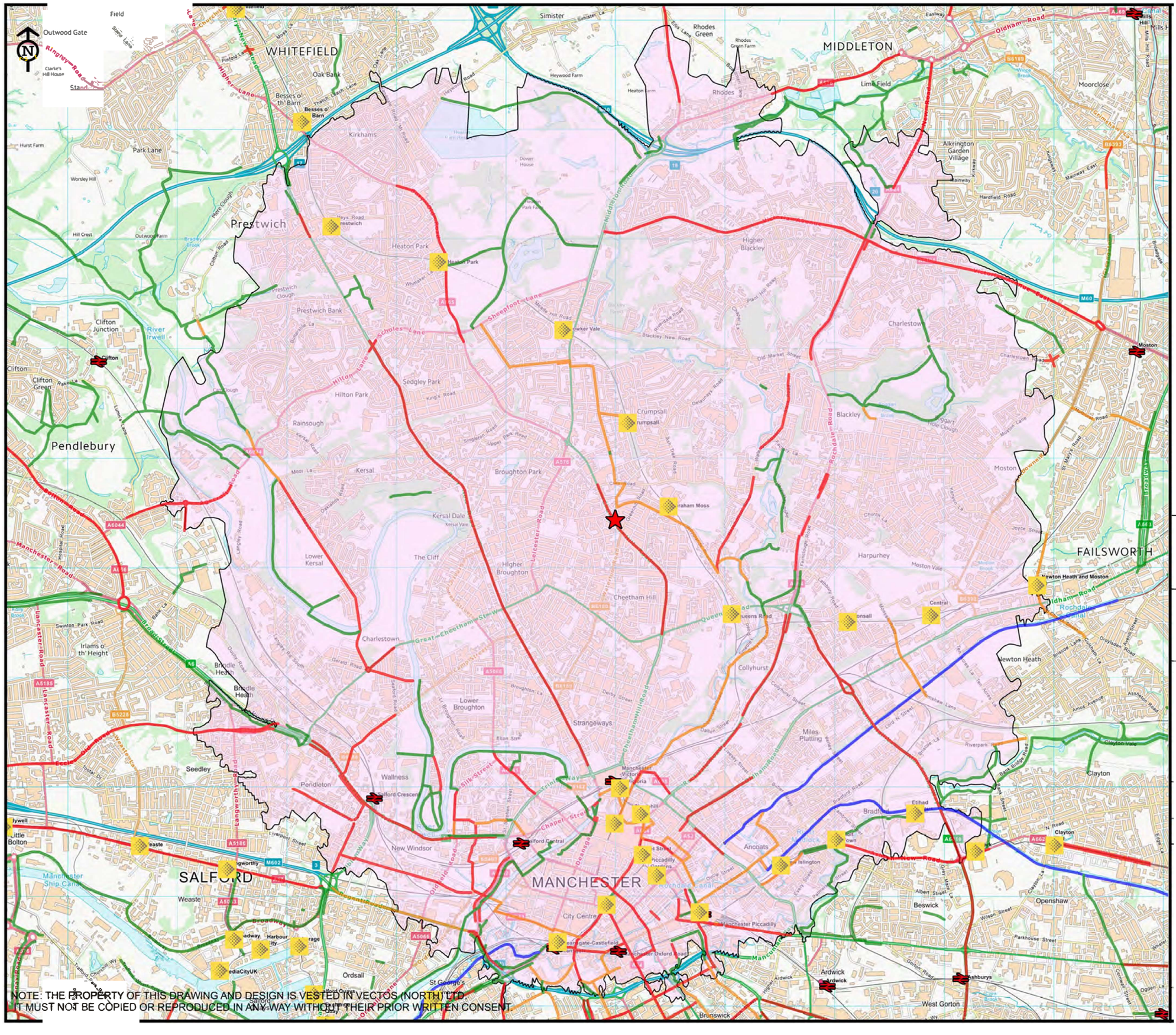
C
c

M **Aqeel**

PROJECT TITLE:

432 Cheetham Hill Road, Manchester

DRAWING TITLE



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

M **Aqeel**

PROJECT TITLE:

432 Cheetham Hill Road, Manchester

DRAWING TITLE:

Cycling Catchment

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days

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

Secondary 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 925 (units: sqm)
Range Selected by User: 178 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 04/10/18

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	5

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:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
Built-Up Zone	2

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

Secondary Filtering selection:

Use Class:

B1	5 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 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	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:

25,001 to 50,000	1 days
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	4 days
1.1 to 1.5	1 days

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

Travel Plan:

No	5 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	5 days

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

LIST OF SITES relevant to selection parameters

1	CB-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area: *Survey date: FRIDAY*		925 sqm *24/06/16*	*Survey Type: MANUAL*
2	ES-02-A-13 ROMAN ROAD HOVE	OFFICES		EAST SUSSEX
	Edge of Town Centre Residential Zone Total Gross floor area: *Survey date: WEDNESDAY*		280 sqm *04/07/18*	*Survey Type: MANUAL*
3	HF-02-A-03 60 VICTORIA STREET ST ALBANS	OFFICE		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: *Survey date: WEDNESDAY*		610 sqm *16/10/13*	*Survey Type: MANUAL*
4	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area: *Survey date: MONDAY*		894 sqm *11/09/17*	*Survey Type: MANUAL*
5	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: *Survey date: THURSDAY*		178 sqm *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-02-A-11	Does not match development characteristics

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	677	0.111	4	677	0.000	4	677	0.111
07:30 - 08:00	4	677	0.664	4	677	0.037	4	677	0.701
08:00 - 08:30	5	577	1.663	5	577	0.173	5	577	1.836
08:30 - 09:00	5	577	1.628	5	577	0.312	5	577	1.940
09:00 - 09:30	5	577	0.866	5	577	0.658	5	577	1.524
09:30 - 10:00	5	577	0.416	5	577	0.416	5	577	0.832
10:00 - 10:30	5	577	0.312	5	577	0.277	5	577	0.589
10:30 - 11:00	5	577	0.277	5	577	0.312	5	577	0.589
11:00 - 11:30	5	577	0.104	5	577	0.173	5	577	0.277
11:30 - 12:00	5	577	0.208	5	577	0.346	5	577	0.554
12:00 - 12:30	5	577	0.069	5	577	0.693	5	577	0.762
12:30 - 13:00	5	577	0.485	5	577	0.589	5	577	1.074
13:00 - 13:30	5	577	0.312	5	577	0.485	5	577	0.797
13:30 - 14:00	5	577	0.762	5	577	0.242	5	577	1.004
14:00 - 14:30	5	577	0.208	5	577	0.312	5	577	0.520
14:30 - 15:00	5	577	0.139	5	577	0.139	5	577	0.278
15:00 - 15:30	5	577	0.173	5	577	0.277	5	577	0.450
15:30 - 16:00	5	577	0.104	5	577	0.277	5	577	0.381
16:00 - 16:30	5	577	0.242	5	577	0.520	5	577	0.762
16:30 - 17:00	5	577	0.173	5	577	0.554	5	577	0.727
17:00 - 17:30	5	577	0.346	5	577	1.628	5	577	1.974
17:30 - 18:00	5	577	0.173	5	577	0.623	5	577	0.796
18:00 - 18:30	4	677	0.074	4	677	0.332	4	677	0.406
18:30 - 19:00	4	677	0.000	4	677	0.221	4	677	0.221
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:			9.509			9.596			19.105

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.

Parameter summary

Trip rate parameter range selected:	178 - 925 (units: sqm)
Survey date date range:	01/01/11 - 04/10/18
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

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.

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	677	0.000	4	677	0.000	4	677	0.000
07:30 - 08:00	4	677	0.000	4	677	0.000	4	677	0.000
08:00 - 08:30	5	577	0.173	5	577	0.000	5	577	0.173
08:30 - 09:00	5	577	0.139	5	577	0.000	5	577	0.139
09:00 - 09:30	5	577	0.000	5	577	0.000	5	577	0.000
09:30 - 10:00	5	577	0.000	5	577	0.000	5	577	0.000
10:00 - 10:30	5	577	0.000	5	577	0.000	5	577	0.000
10:30 - 11:00	5	577	0.000	5	577	0.000	5	577	0.000
11:00 - 11:30	5	577	0.000	5	577	0.000	5	577	0.000
11:30 - 12:00	5	577	0.000	5	577	0.000	5	577	0.000
12:00 - 12:30	5	577	0.000	5	577	0.000	5	577	0.000
12:30 - 13:00	5	577	0.000	5	577	0.000	5	577	0.000
13:00 - 13:30	5	577	0.000	5	577	0.000	5	577	0.000
13:30 - 14:00	5	577	0.000	5	577	0.000	5	577	0.000
14:00 - 14:30	5	577	0.000	5	577	0.000	5	577	0.000
14:30 - 15:00	5	577	0.000	5	577	0.000	5	577	0.000
15:00 - 15:30	5	577	0.000	5	577	0.000	5	577	0.000
15:30 - 16:00	5	577	0.000	5	577	0.000	5	577	0.000
16:00 - 16:30	5	577	0.000	5	577	0.000	5	577	0.000
16:30 - 17:00	5	577	0.000	5	577	0.000	5	577	0.000
17:00 - 17:30	5	577	0.000	5	577	0.173	5	577	0.173
17:30 - 18:00	5	577	0.000	5	577	0.104	5	577	0.104
18:00 - 18:30	4	677	0.000	4	677	0.000	4	677	0.000
18:30 - 19:00	4	677	0.000	4	677	0.000	4	677	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:			0.312			0.277			0.589

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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	677	0.037	4	677	0.000	4	677	0.037
07:30 - 08:00	4	677	0.000	4	677	0.000	4	677	0.000
08:00 - 08:30	5	577	0.242	5	577	0.000	5	577	0.242
08:30 - 09:00	5	577	0.520	5	577	0.000	5	577	0.520
09:00 - 09:30	5	577	0.173	5	577	0.035	5	577	0.208
09:30 - 10:00	5	577	0.000	5	577	0.208	5	577	0.208
10:00 - 10:30	5	577	0.208	5	577	0.173	5	577	0.381
10:30 - 11:00	5	577	0.035	5	577	0.485	5	577	0.520
11:00 - 11:30	5	577	0.450	5	577	0.104	5	577	0.554
11:30 - 12:00	5	577	0.104	5	577	0.139	5	577	0.243
12:00 - 12:30	5	577	0.173	5	577	0.416	5	577	0.589
12:30 - 13:00	5	577	0.485	5	577	0.623	5	577	1.108
13:00 - 13:30	5	577	0.277	5	577	0.658	5	577	0.935
13:30 - 14:00	5	577	0.589	5	577	0.277	5	577	0.866
14:00 - 14:30	5	577	0.277	5	577	0.000	5	577	0.277
14:30 - 15:00	5	577	0.000	5	577	0.069	5	577	0.069
15:00 - 15:30	5	577	0.069	5	577	0.035	5	577	0.104
15:30 - 16:00	5	577	0.035	5	577	0.035	5	577	0.070
16:00 - 16:30	5	577	0.069	5	577	0.173	5	577	0.242
16:30 - 17:00	5	577	0.035	5	577	0.277	5	577	0.312
17:00 - 17:30	5	577	0.035	5	577	0.312	5	577	0.347
17:30 - 18:00	5	577	0.000	5	577	0.104	5	577	0.104
18:00 - 18:30	4	677	0.000	4	677	0.000	4	677	0.000
18:30 - 19:00	4	677	0.000	4	677	0.000	4	677	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:			3.813			4.123			7.936

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	677	0.000	4	677	0.000	4	677	0.000
07:30 - 08:00	4	677	0.000	4	677	0.000	4	677	0.000
08:00 - 08:30	5	577	0.069	5	577	0.000	5	577	0.069
08:30 - 09:00	5	577	0.242	5	577	0.000	5	577	0.242
09:00 - 09:30	5	577	0.208	5	577	0.000	5	577	0.208
09:30 - 10:00	5	577	0.035	5	577	0.000	5	577	0.035
10:00 - 10:30	5	577	0.035	5	577	0.000	5	577	0.035
10:30 - 11:00	5	577	0.000	5	577	0.000	5	577	0.000
11:00 - 11:30	5	577	0.000	5	577	0.000	5	577	0.000
11:30 - 12:00	5	577	0.000	5	577	0.035	5	577	0.035
12:00 - 12:30	5	577	0.000	5	577	0.000	5	577	0.000
12:30 - 13:00	5	577	0.000	5	577	0.000	5	577	0.000
13:00 - 13:30	5	577	0.000	5	577	0.000	5	577	0.000
13:30 - 14:00	5	577	0.000	5	577	0.000	5	577	0.000
14:00 - 14:30	5	577	0.000	5	577	0.000	5	577	0.000
14:30 - 15:00	5	577	0.000	5	577	0.000	5	577	0.000
15:00 - 15:30	5	577	0.000	5	577	0.035	5	577	0.035
15:30 - 16:00	5	577	0.000	5	577	0.035	5	577	0.035
16:00 - 16:30	5	577	0.000	5	577	0.000	5	577	0.000
16:30 - 17:00	5	577	0.000	5	577	0.000	5	577	0.000
17:00 - 17:30	5	577	0.000	5	577	0.277	5	577	0.277
17:30 - 18:00	5	577	0.000	5	577	0.104	5	577	0.104
18:00 - 18:30	4	677	0.000	4	677	0.000	4	677	0.000
18:30 - 19:00	4	677	0.000	4	677	0.000	4	677	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:			0.589			0.486			1.075

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.*