CAPITA

Bowes Street

Transport Assessment
September 2016



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Appendix B - ATC Results

1. Introduction

1.1 Background

Capita has been commissioned to prepare this Transport Assessment (TA) report which will address a variety of highway and transportation issues associated with the proposal. Rowlinson, on behalf of Manchester City Council, are proposing a residential development on the site adjacent to Bowes Street located off the A5103 Princess Road in Moss Side, Greater Manchester.

Formally the site was a Stagecoach Bus Deport, however now comprises of unused land bounded by; Bowes Street to the North; Broadfield Road to the East; Parkside Road to the South; and the A5103 Princess Road to the West.

Moss Side and Rusholme District Centre Local Plan states the redevelopment of the depot site would offer the potential to improve the environment, diversify choice within the housing market and create more effective north–south connections through the area.

1.2 Purpose of the TA

This Transport Assessment has been provided in support of the planning application for the development site to consider the impact of the development proposals on the site access and wider transport networks.

The purpose of this TA is to demonstrate that the potential cumulative impacts of the development proposals upon the local transport infrastructure have been considered and has no material impact on the expeditious movement of traffic or on highway safety. It is hoped that the information provided within this report will suitably inform and assist Manchester City Council as the local Highway Authority, as a statutory consultee in the provision of their comments and recommendations to the planning case officer.

The planning application will also be supported by a Travel Plan that sets out the framework to be applied for a phased implementation of measures to achieve a consistent set of objectives to promote sustainable access to the site and reduce single occupancy vehicle trips generated by the proposals.

1.3 Structure for the TA

The remainder of this report comprises of the following sections:

Chapter 2 – Site Description and Existing Conditions
Chapter 3 – Policy Considerations
Chapter 4 – Sustainable Transport Appraisal
Chapter 5 – Proposed Development
Chapter 6 – Car Parking
Chapter 7 – Accident Analysis
Chapter 8 – Traffic Impact Assessment
Chapter 9 – Summary and Conclusions

2 Site Description and Existing Conditions

2.1 Overview

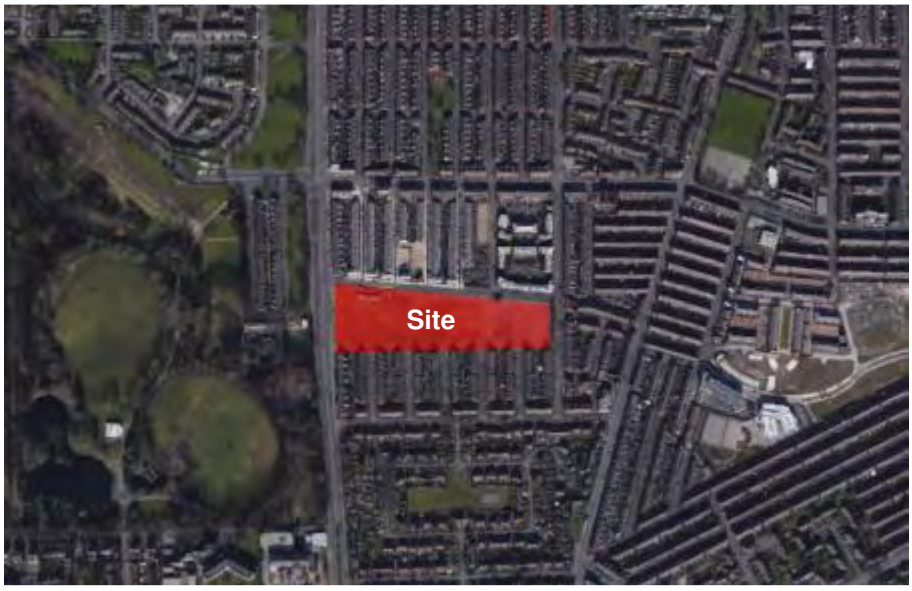
This section of the report examines the location of the development site, describes the surrounding highway network and any road safety concerns in the vicinity of the site.

2.2 Site Location

The development site is conveniently located within 1.5 miles of Manchester City Centre with efficient access to the road network whilst also benefiting from an excellent bus network with services running across a wide range of destinations and a local topography conducive to cycling and walking.

The extents of the site are illustrated in Figure 2.1 below.

Figure 2.1 Site Location



The site is situated south of Manchester City Centre, located alongside the A5103. The A5103 northbound provides a significant link into Manchester City Centre and southbound towards the M60 (Manchester Outer Ring Road) and the M56. The site is currently accessed via the A5103, Bowes Street and Broadfield Road.

2.3 Local Highway Network

The primary local highway network in vicinity of the site is the A5103- Princess Road. A more detailed description of the local highway network is provided in the following paragraphs:

1.1.1 A5103 Princess Road

Princess Road is an 'A' classified road which connects several vital links within Greater Manchester. Primarily, the A5103 comprises of a 40mph speed limit however this speed limit is reduced to 30mph at the A5103/Parkside Road junction northbound into Manchester City Centre. Southbound, the A5103 provides links to the A6010, M60 and M56 and northbound the A5103 heads into Manchester City Centre connecting to the A57, Mancunian Way (Manchester Inner Ring Road). The A5103 is approximately 20m wide with a central reservation which breaks at various locations to allow right turning movements.

1.1.2 *Bowes Street/Princess Road Junction*

Bowes Street is a two-way minor road situated to the north to the proposed development site with a speed limit of 20mph. Access from Princess Road onto Bowes Street allows both left and right turn movements. Figure 2.2 below shows the extent of the junction.

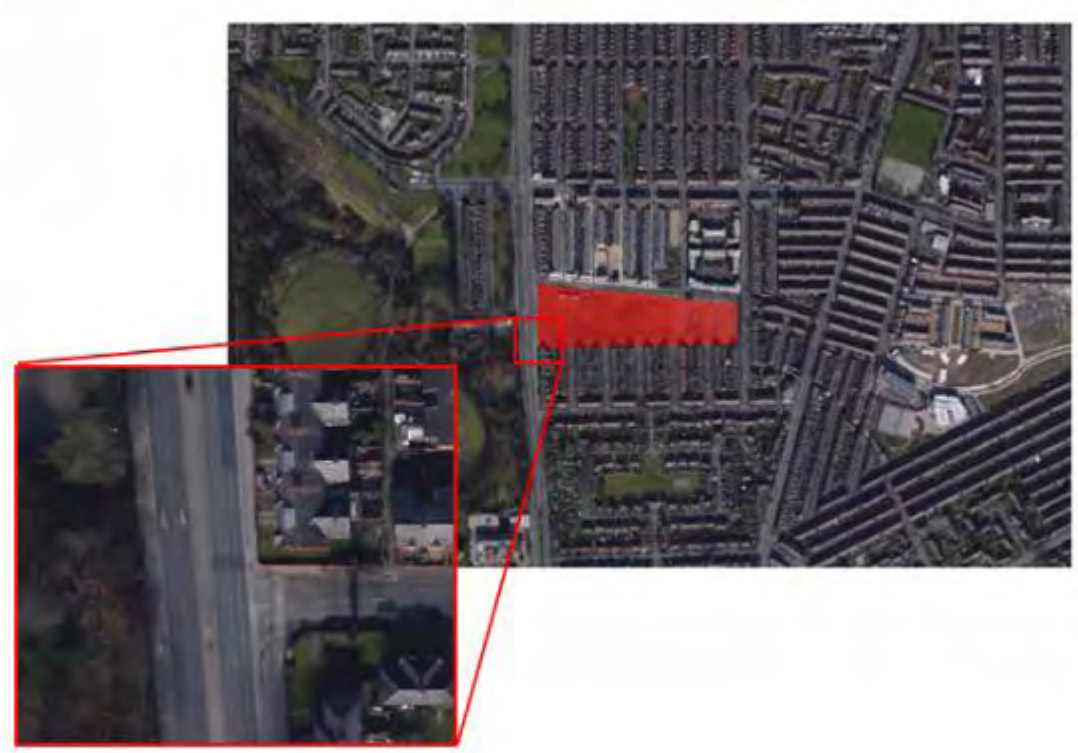
Figure 2.2 Princess Road/Bowes Street Junction



1.1.3 Parkside Road/ Princess Road Junction

Parkside Road is a two-way minor road situated south to the proposed development with a speed limit of 20mph. Access from Parkside Road onto Princess Road allows left turn movements only due to a central reservation blocking the right turn movement. Figure 2.3 overleaf shows the extent of the junction.

Figure 2.3 Princess Road/Parkside Road Junction



2.4 Network Features

2.4.1 Pedestrian Crossing

A Pelican crossing is currently located adjacent to the development within the A5103 Princess Road which provides essential access to pedestrians across the busy A5103. Figure 2.4 overleaf shows the location of the Pelican crossing.

Figure 2.4 Pelican Crossing on A5103 Princess Road



2.4.2 A5103 Bus Stop

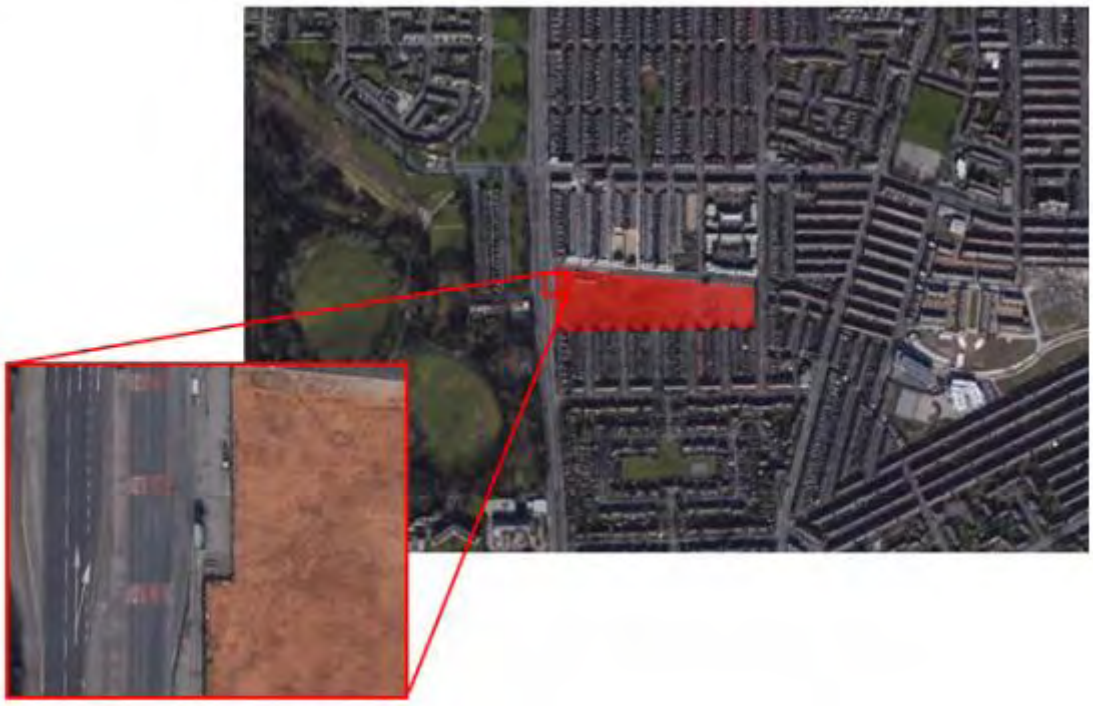
A bus stop is located directly adjacent to the development site on the A5103 Princess Road providing efficient access to the proposed development to public transport users.

Currently on the approach to the bus stop the A5103 expands from a two-lane carriageway to a three-lane carriageway which enables the bus to stop and collect passengers without interrupting the traffic flow therefore no delays experienced to the traffic flow.

On site observations revealed that the expansion of the A5103 into a three-lane carriageway on the approach to the bus stop was essentially causing difficultly to drivers wanting to join the A5103 from Bowes Street, both for left and right movements.

Figure 2.5 overleaf shows the current layout on the approach to the bus stop.

Figure 2.5 Current Bus stop on A5103 Princess Road



3 Policy Considerations

3.1 Overview

Legislation and policy play an important role in shaping and guiding new development. As such, the purpose of this chapter is to outline the relevant transport policies which influence the proposed development from a national and local level. Furthermore, this section will identify how the development proposals achieve the aim of the appropriate policies.

3.2 National Planning Policy Framework (NPPF)

NPPF was published in March 2012 by the Department for Communities and Local Government, replacing numerous planning policy statements (PPS) and guidance notes (PPG) including PPG13 – Transport. The overall theme of the document is 'achieving sustainable development' which applies to all aspects of planning, including transport. In particular:

"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."

"Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."

In reference to supporting documentation with planning applications: *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be* prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

In reference to the planning of developments: "Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised." "Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*

- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan. Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

The thrust of the NPPF is for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. The location of the proposed schemes and residential development in particular, provides opportunities to access day-to-day activities including such as employment, shopping, leisure, education and other activities. By means other than the use of private cars.

3.3 Local Development Framework (LDF)

The NPPF refers to the LDF as 'Local Plans', these are made up of several documents which for Manchester City Council include:

- Core Strategy Development Plan (Adapted 2012)
- Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adapted 2007)

3.4 Core Strategy Development Plan (Adopted 2012)

The Core Strategy Plan is the key development plan for Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. Fundamentally, describing Manchester's vision for 2027 and the policies which are required to achieve that vision. The 2027 vision aims include;

- *a successful sustainable and accessible City in the front rank of cities in Europe and the world*
- *meeting the challenge of climate change at the forefront of environmental initiatives and improvements and continuing to deliver sustainable development and a more effective Green Infrastructure*
- *a City which is supported by transport infrastructure which provides sustainable and efficient links locally, within the City, and more widely, between the Regional Centre and workers across the City Region. It will also have strong national and international connections made possible by its world class airport*

The Core Strategy indicates the necessary significant provision of high quality housing in sustainable locations throughout the City, to both address demographic needs and to support economic growth. The emphasis will be on providing a good range of high quality housing, (in terms of size, type, tenure, accessibility and price) including affordable housing across the City;

to create sustainable lifetime neighbourhoods with high quality environments, good local facilities and with easy access to employment opportunities

Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. Access to the facilities and opportunities of the Regional Centre and Manchester Airport, from residential areas will be particularly important, as will improve links between the City and city regions across the country via high speed rail links and internationally via Manchester Airport.

Parking standards for Manchester City Centre are also included within Manchester's Core Strategy Plan, which are represented as maximum values.

GP Surgery

Table 3.1 Manchester Parking Standards for GP Surgery

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:-	
	District Centres	Area not within the city centre or district centres	Disabled people's parking as percentage of total	
			Up to 200 in total	Over 200 in total
Medical and Health facilities	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room	3 bays or 6% or total capacity whichever is greater	4 bays plus 4% of total capacity

Residential and Extra Care Facility

No parking standards are included for residential and extra care developments.

Parking Standards for Greater Manchester

Residential

The LTP2 standard were derived from National Planning Policy Guidance (PPG's), in particular PPG3 (Housing) and PPG13 (Transport), as well as Regional Planning Guidance for the North West. As the standards also cover parking for disabled people, cyclists and motorcyclists, other relevant documents were also taken into account including the National Cycling Strategy and the Department of Transport publication, "Parking for Disabled People" (Traffic Advice Leaflet 5/95, April 1995). It should be noted, however, that some changes were made from the above in the light of consultations undertaken.

The Greater Manchester standards were advisory. The aim was to create a common framework to provide uniformity amongst Greater Manchester Districts. They were to be used as a reference point to enable Districts to apply their own interpretation to suit local needs. Thus the Greater Manchester Parking Standards did not prevent the application of tighter standards for car parking as standards for car parking are expressed as a maximum. No standards were included for residential development. This was in line with the National and Regional approach set out in PPG3 and Regional Planning Guidance for the North West.

3.5 Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

Government Circular 1/2006 introduces a requirement for the submission of a design and access statement to accompany all planning applications for major development. Manchester City Council has produced this document as a means of guiding those involved in the development process in their preparation of these statements. The document sets out the City Council's stance on a wide range of issues, demonstrating, where applicable, their links to the Manchester Unitary Development Plan (UDP). Much of the content of the document is taken from the former Guide to Development in Manchester.

The advice that the Guide provides for developers applies to all development proposals, including conversions and extensions. It covers the following issues:

- Design
- Accessibility - Design for Access 2
- Environmental Standards
- Street Hierarchy
- Parking Guidelines
- Housing Density
- Promotion of a Safer Environment
- Design for Health
- Internal Design Principles

Other key elements of Guide to Development in Manchester Supplementary Planning Document and Planning Guidance include:

- Ease of Movement: A place that is easy to get to and move through
- Parking Guidelines

A description of these key elements is provided in the following paragraphs:

Ease of Movement: A place that is easy to get to and move through

Junction design should reduce vehicle prominence **-** Traditional crossroads and junctions are important features of street networks in established urban centres and are desirable in new developments. The implementation of a range of traffic management measures, for example surfacing changes and, used with care, smaller corner radii, should be considered, to ensure that vehicle movements, including by cyclists, are safe, and so that pedestrians can cross safely and easily without the use of safety barriers.

Public transport should be easy to use - Developments across the City have an important role to play in supporting the promotion of sustainable public transport. Developments should have regard to, and respond to, the location of all public transport facilities, routes and stops. Where this is insufficient, developers should actively pursue access to different forms of public transport provision for their site. The Council will continue to promote the development of its highly

successful Metrolink network, and developers bringing forward proposals adjacent to proposed routes will be expected to support and accommodate its future development and use.

Travel Plans - At an early stage, before submitting a planning application, developers should consult with the Council to determine whether a Travel Plan is required in line with PPG13. A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. At the planning stage consideration should be given to the proximity of the development to existing travel facilities and services, site layout, suitable density, cycling, pedestrian facilities and potential for parking restraint. More detailed guidance on the content of Travel Plans is available from the Council.

Vehicular access including servicing - Developers should have regard to the impact a new development may have on the local traffic network and on the nature and number of likely movements arising from it. A Transport Assessment may be required to be undertaken in line with PPG 13. Developers should consider the servicing needs of any development at an early stage to ensure that adequate servicing is provided on site. Poor on-site provision can lead to a reduction in pedestrian safety on adjacent roads as well as higher costs in the maintenance of an attractive street environment.

Parking Guidelines

UDP Part 1 Policy T3.9 gives priority to pedestrians, disabled people and cyclists above the needs of the car, and developers must take this into consideration in the location and design of any parking facilities. Developers will be expected to submit Travel Plans where appropriate to encourage and support walking, cycling and public transport use. It is understood that new developments may also need to have some car parking for the users' needs.

Where parking to the front of the building is unavoidable, its design must include high quality materials, tree planting, lighting and appropriate boundary treatments to reinforce the legibility of the area. Decked or sub-basement parking may assist in providing sufficient spaces on even the smallest site, and will be encouraged.

Where streets have mixed and competing demands, on-street parking must ensure that pedestrian, public transport and cyclist movements are properly accommodated, that the safety of disabled people is not compromised, and that emergency vehicle access is protected.

Parking is not just for cars. Sufficient, well located and secure cycle parking is essential to encourage people to cycle.

3.7 Consideration of the Application Site against Policy

In general, the relevant transport policies set out above follow similar themes and promote common aims in respect of accessibility by non-car modes. These are to provide sustainable development with good access to encourage non-car modes of transport, to ensure that the highway's impact of new developments is acceptable or mitigated against and to promote good site design with good connectivity to existing networks and with no appropriate parking levels required for residential developments.

4 Sustainable Transport Appraisal

4.1 Overview

Sustainable forms of travel such as bus, train, cycling and walking can help reduce the trip impact of a development on the local highway infrastructure, in addition to having associated health benefits, helping to reduce emissions and improve quality of life. Investigation into existing forms of transport in relation to the proposed site can provide important insights into the possible travel patterns in the area.

This section of the TA therefore considers the accessibility of the proposed development via sustainable modes.

4.2 Walking

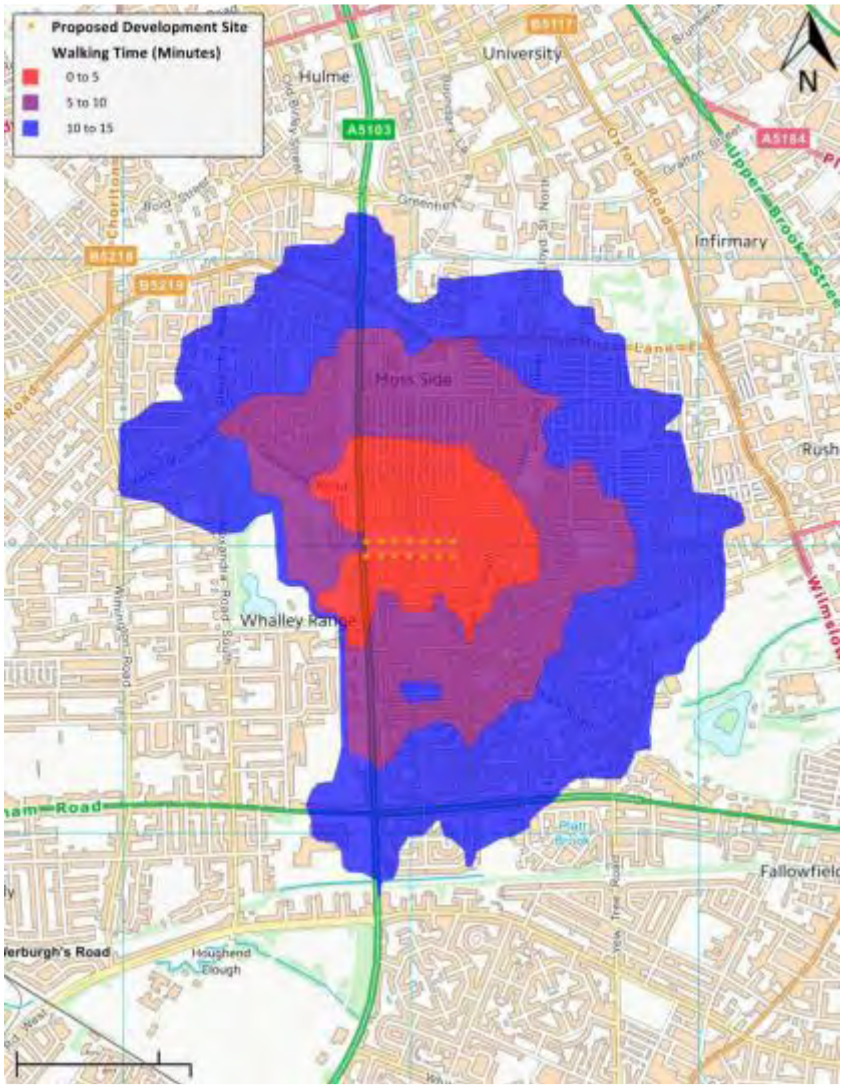
The Institute for Highways and Transportation (IHT) guidelines for 'Providing for Journeys on Foot' suggest that the acceptance level for walking distance is 400m with a maximum preferred walking distance of 800m. The document states that an average walking speed of approximately 1.4 m/s can be assumed, meaning an average time of 5 minutes to walk 400m and 10 minutes to walk 800m.

Pedestrian accessibility of the development has been undertaken in order to illustrate the distance pedestrians would be willing to walk from the site, along with a facility table to show the amenities available within a 5 and 10 minute walk from the site. The aim of the analysis is to demonstrate the activities and services within an acceptable walking distance of the site.

Output from the transport accessibility programme TRACC given in Figure 4.1 overleaf indicates the approximate areas accessible by walking within a given time period. This assumes a 1.4 m/s walking speed along the local road and footway network.

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Figure 4.1 Walking travel times to the development site



Analysis results found a significant number of services available to the development within an acceptable walking distance of 400m and 800m these results have been inserted in Table 4.1 below.

Table 4.1 Services within Walking Distance of Site

Service Type	Service	400m	800m
Education	Davine Mercy RC Primary School	362m	
	Claremont Primary School	362m	
	Alexandra Park Children's Learning		483m
	William Hulme Grammar School		671m
	St Bedes College		678m
	Wilbraham Primary School		707m
	Greenhey's Adult Learning Centre		728m
	Heald Place Primary School		790m

Health	Murray's Opticians	195m	
	Medichem Pharmacy	400m	
	Alexandra Health Centre		744m
Religious	The Parish of Saint Crispin Fallowfield		516m
	St James Church		485m
	Davina Chemist		742m
	Church of God of Prophecy		745m
Food	New Shalimar	126m	
	The Pork Shop	224m	
	Claremont Stores	183m	
	Jumbo Express	166m	
	MC Fresh: Real Taste of Jamaica	314m	
	Jay Super Market		544m
	Nisa Local		588m
	Aldi Superstore		611m
Public Transport	Bus Service - Princess Road	5m/136m	
	Bus Service – Lloyds Street	197m/325m	
	Bus Service – Claremont Street		458m/408m
Leisure	Moss Side Community Allotments	11m	
	Alexandra Park	23m	
	Somaliland Cafe	276m	
	Cafe Noor	269m	
	Hair by Paris	270m	
	Top Curls	270m	
	Huhayp Cafe	339m	
	Cafe on the Park		483m
	Fallowfield Library		667m
	Betfred		694m
	Moss Side Powerhouse Library		735m
Legal	Advice Centre	330m	
	Manchester Refugee Centre	364m	
	Steria Services		435m
Other	Timpson's LockSmiths	161m	
	Euro Taxis	179m	
	Shell Garage	282m	
	Leech's Funeral Service		513m
	Harts Road Post Office		573m
	The Bed Company		717m

Table 4.1 reveals a significant level of services that will be available within walking distance of the development site. Key services include; educational; religious; food; and health facilities as well as a various number of leisure activities. Significant accessibility to public transport is also available within walking distance.

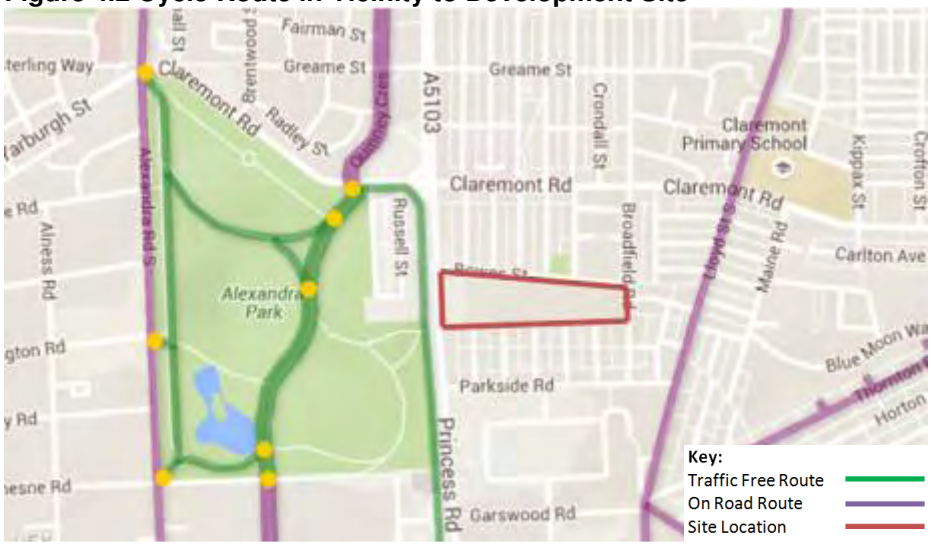
The analysis positively demonstrates services within an acceptable walking distance of the development site therefore positively promoting sustainable modes of travel.

4.3 Cycling

A review of the Sustrans website revealed that the development site has access to various cycle routes, including Route 6 of the National Cycle Network located to the East of the site.

Figure 4.2 below shows the cycle routes available to the development site.

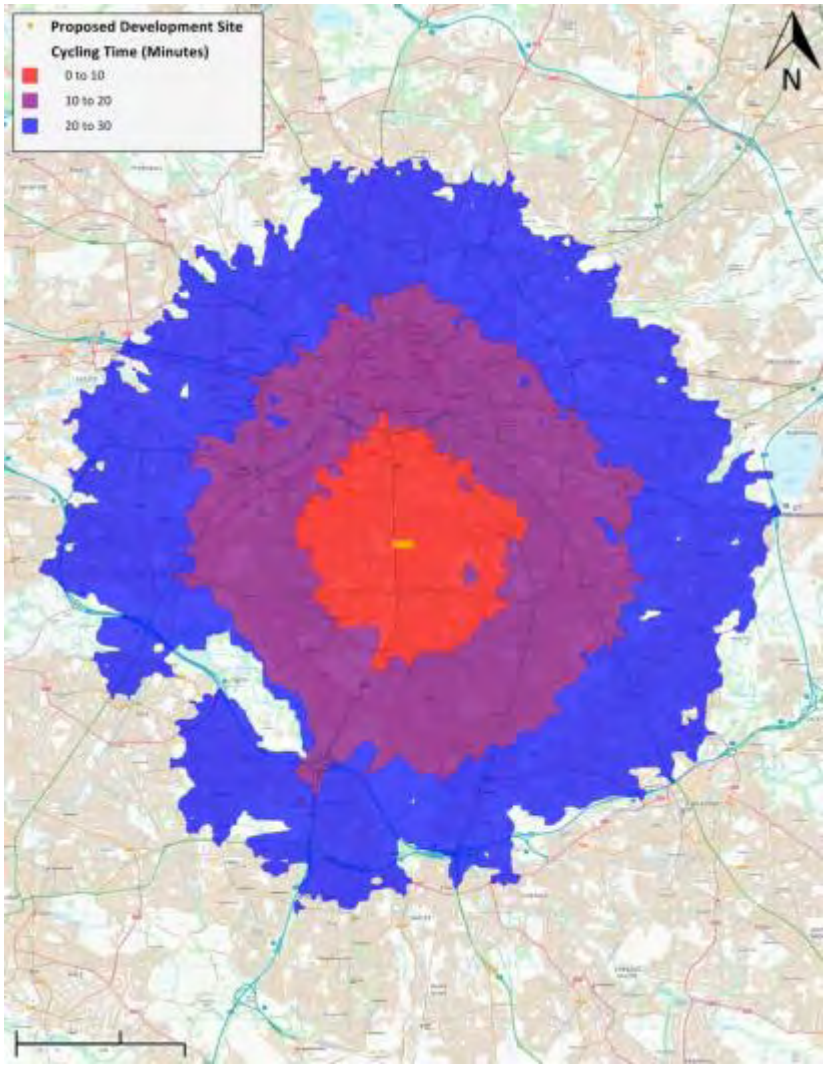
Figure 4.2 Cycle Route in Vicinity to Development Site



The location of the site has access to both traffic free routes and on-road cycle routes. The convenient cycle paths provide easy access into Manchester City Centre and access for local trips such as shops, schools etc. Cycling to school will increase physical activity and healthy lifestyle for children and furthermore, the off road cycle routes within Alexandra Park provide opportunity for leisure cycling therefore helping to promote a healthy lifestyle for residents.

Output from the transport accessibility programme TRACC given in Figure 4.3 overleaf indicates the approximate areas accessible by cycling within a given time period. This assumes a 16kph cycling speed along the local highway network, and excludes routes inaccessible by bike, such as motorways.

Figure 4.3 – Cycling travel times to the development site



4.4 Public Transport

4.4.1 *Bus*

The development site is well served with access to various bus routes in Greater Manchester with destination locations including Manchester City Centre, Wythenshawe Hospital and Manchester Airport. Two bus stops are located on Princess Road with northbound services travelling to Manchester City Centre and southbound services travelling to Wythenshawe Hospital and Manchester Airport. Two stops are located on Lloyd Street, with northbound services travelling into Manchester City Centre and southbound services travelling to Manchester Airport and East Didsbury. A further two stops are located on Claremont Road with northbound services travelling to Manchester City Centre and southbound services travelling to Manchester Airport. All bus stop locations are situated within walking distance of the development which can be seen within Figure 4.3 below.

Figure 4.4 Bus Stop Locations in Regards to Development Site

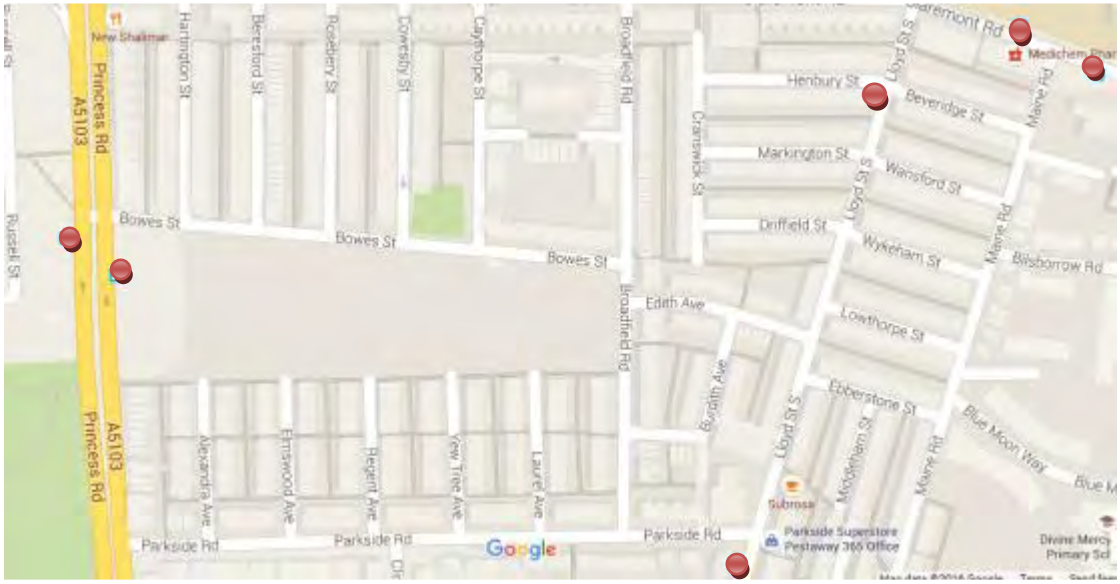


Table 4.2 overleaf shows the frequency of the bus services which travel along Princess Road

Table 4.2 Princess Road Bus Services

Service	Route	Days	First Service		Last Service		Frequency	
			N'B	S'B	N'B	S'B	AM Peak	PM Peak
101	Wythenshawe-Newall Green-Northenden-Manchester	Mon-Fri	05:11	05:46	23:39	00:06	10-15 minutes	10-15 minutes
		Saturday	05:22	06:46	23:39	00:04	15-30 minutes	10-15 minutes
		Sunday	06:32	07:27	23:09	23:44	30 minutes	20 minutes
104	Wythenshawe-Peel Hall-Moss Side-Manchester	Mon-Fri	06:30	06:41	23:27	22:49	30 minutes	30 minutes
		Saturday	07:09	08:02	23:27	22:49	30 minutes	45minutes – Hourly
		Sunday	08:17	09:39	23:24	22:49	Hourly	Hourly
105	Manchester Airport-Wythenshawe-Peel Hall-Moss Side Manchester	Mon-Fri	06:35	03:14	00:06	23:19	20 minutes	30 minutes
		Saturday	06:40	03:14	00:06	23:19	30 minutes	30 minutes
		Sunday	06:47	03:14	00:06	03:14	Hourly	Hourly
108	Timperley-Northern Moor-Moss Side-Manchester	Mon – Fri	06:59		08:09		30 minutes	No Service
		Saturday	-	-	-	-	No Service	No Service
		Sunday	-	-	-	-	No Service	No Service
109	Wythenshawe Hospital-Northern Moor	Mon – Fri	07:12	06:09	23:48	23:42	20 minutes	30 minutes
		Saturday	08:10	07:12	23:40	23:32	40 minutes	30 minutes
		Sunday	09:35	08:45	23:48	23:42	Hourly	Hourly

Situated just 5m (southbound stop) and 136m (southbound stop) from the development site Princess Road offers the closest accessibility to public transport. Each bus service would appear to have a low frequency however given the number of services running on the A5103 altogether the services run at a high frequency therefore offering efficient accessibility to public transport to residents

Table 4.3 below shows the locations and frequency of the bus services which run along Lloyd Street.

Table 4.3 Lloyd Street Bus Service

Service No.	Route	Days	First Service		Last Service		Frequency	
			N'B	S'B	N'B	N'B	AM Peak	PM Peak
111	Southern Cemetery-Withington-Manchester	Mon-Fri	06:04	06:41	23:42	00:02	10 minutes	10 minutes
		Saturday	06:08	06:37	23:42	00:02	15 minutes	15 minutes
		Sunday	07:59	08:33	23:10	23:31	45 minutes	45 minutes

Situated 197m (northbound stop) and 325m (southbound stop) Lloyd Streets offers an additional bus service within walking distance of the development site. The frequency of the bus service is relatively low at an hourly rate however still offers an alternative option when choosing bus as a mode of transport.

Table 4.4 below shows the locations and frequency of the bus services which run along Claremont Road.

Table 4.4 Claremont Street Bus Service

Service No.	Route	Days	First Service		Last Service		Frequency	
			N'B	S'B	N'B	N'B	AM Peak	PM Peak
44	Manchester Airport-Gatley-East Didsbury-Fallowfield-Manchester	Mon-Fri	07:18	08:01	17:39	18:21	Hourly	Hourly
		Saturday	08:29	08:11	18:55	18:40	Hourly	Hourly
		Sunday	08:29	08:11	18:55	18:40	Hourly	Hourly

Although the location of the Claremont Street bus stops are the furthest from the development site with a distance of 458m (northbound stop) and 408m (southbound stop) a bus service with a regular frequency will still be accessible via foot from the development site.

4.5 Rail

There are no rail stations accessible within walking distance of the development site however the frequent bus service offers accessibility into Manchester City Centre where several rail stations including Manchester Oxford Road and Manchester Piccadilly are located offering services to local and nationwide destinations.

4.6 Conclusion

In conclusion, the proposed development will have satisfactory levels of accessibility by foot to a sufficient amount of services within vicinity of the development site. With low car ownership in the surrounding area it is predicted that many trips with take place via foot to many local amenities such as to school, shops etc.

There are dedicated cycle paths and cycle routes within the vicinity of the development site; both on-road and traffic free routes therefore suitable to all types of cyclists. Cycling should be considered as a transport mode for residents; with adequate cycle parking and facilities within the development site in order to continue encouraging individuals to choose cycling as a mode of transport to promote sustainable transport and a healthy lifestyle.

Public transport provision to the development site is sufficient and well served by bus services travelling along three different routes within vicinity of the development site. All Bus services travel into Manchester City Centre (northbound) as well as other vital locations such as Wythenshawe Hospital and Manchester Airport (southbound).Once again, as a low car ownership area it is anticipated that a large number of residents will use the bus services. Although there are no rail stations within walking distance of the development site, rail stations are accessible via Manchester City Centre.

5.1 Development Proposal

5.1 Overview

The development proposals across the site have evolved through several iterations to include amendments informed by an extensive consultation with key stakeholders. In relation to transportation, Manchester City Council and Transport for Greater Manchester have been consulted to discuss site specific issues and determine the scope of the Transport Assessment.

The proposed development has been divided into six sections. Block A will include a GP Surgery which will integrate three existing GP surgeries in Moss Side, Block A will also include Extra Care apartments for elderly people, while Blocks B-E will consist primarily of private apartment blocks and houses. Figure 5.1 below shows the proposed site layout for the development proposals.

Figure 5.1 Proposed Site Development



Table 5.1 below provides a breakdown of development proposals

Table 5.1 Development Proposals

Block	Dwelling Classifications	Number of Dwellings	Parking Provision		
			Off-Street	On-Street	Total
A	GP Surgery	-	78	5	83
	Extra Care	112	22	14	36
B	Houses	16	12	4	16
	Apartments	23	14	5	19
C	Houses	14	10	4	14
	Apartments	23	13	5	18
D	Houses	12	8	4	12
	Apartments	23	13	5	18
E	Houses	12	2	10	12
	Apartments	23	14	5	19

Consultations with Rowlinson, Buttress, Capita and the Highway Authority have taken place on various occasions in order to establish the scope of the Transport Assessment. This discussion and consultation sought agreement on a number of issues the inclusion of:

- A one way street design
- A street width of 3.7m
- The provision of double yellow lines up to the junctions with Bowes Street and the new one-way Street system
- The change of the Pelican crossing adjacent from the Extra Care Amenity Centre to a Puffin crossing
- The provision of build-outs on Bowes Street
- Request for an Automatic Traffic Count (ATC) analysis

All of which will be discussed at the relevant stage in this report.

5.2 Cycle Parking Facilities

The provision of cycle parking facilities is vital when promoting sustainable travel, Transport for Greater Manchester provides a cycling good practice guide for the provision of cycle parking facilities.

TfGM guidance concludes that cycling parking facilities must provided for 5% of employees which will apply to the proposed GP Surgery and Extra Care Facility. For residential no good practise guidance on the provision of cycle parking facilities is provided, however recommends a survey to be undertaken to conclude the required need for cycling parking facilities.

A sheltered cycle store will be provided for the GP Surgery and Extra Care Facility which will be located next to the Extra Care Facility. Cycling storage will also be provided for the apartments and housing developments.

5.3 Accessibility Considerations

The development will be designed to maximise connectivity with local destinations, services and public transport. This will enable and encourage walking and cycling for short journeys and public transport use as part of a longer journey such as commuting trips further afield.

5.3.1 Footways and Cycleway

An existing footway/cycleway which stretches along the entire south boundary of the development site will continue to provide an access link from Princess Way to the residential area to pedestrians and cyclists. However, as seen within Figure 5.1 below the proposed development intends to join the proposed access roads to the existing residential roads of Parkside Road, essentially resulting in the existing footway lost.

Manual for Street states by creating linkages between new houses and local facilities and community infrastructure, the public transport network and established walking and cycling routes are fundamental to achieving more sustainable patterns of movement and reducing people's

reliance on car. The proposed development intends to incorporate the existing footway/cycleway into the proposed in order to sustain an effective link.

Figure 5.1 overleaf provide an illustration of the existing footway incorporated into the proposed development.

Figure 5.2 Proposed Footway Improvements



As illustrated within Figure 5.2 the will footway/cycleway will cross the new proposed access roads for the proposed development creating a conflict point, however in order to retain a sense of security at each conflict point a short ramp will be included and the footway/cycleway will remain cobbled throughout as a speed-reducing effect. Bollards and safety signs to warn pedestrians, cyclists and vehicles of the potential conflict point will also be provided.

5.3.2 Princess Road Bus Stop

It is proposed that the current 3 lane carriageway on the approach to the Princess Road bus stop is reduced to a 2 lane carriageway and the bus stop brought forward in order to provide an ambulance parking bay in front of the GP Surgery.

This will achieved by providing a footway build out to the adjacent bus boarding area, creating a sheltered parking bay. The bus boarder will be constructed to satisfy disability access arrangements. In this arrangement the bus will stop at the boarding point within the highway lane, ensuring the stop can be left in a safe and unobstructed manner.

5.3.3 Traffic Calming Measures

Street geometry plays an essential role in the reduction of speed within residential streets, currently Bowes Street wide geometric design does not control the 20mph speed limit. The provision of build-outs has been proposed to create extra parking throughout Bowes Street as well as to narrow the street in order to control its 20mph speed limit.

To the north of Bowes Street the existing residential streets have been designed with build-outs to provide parking for residents to narrow the streets and to significantly influence the reduction of speed. It is intended to incorporate this design for the proposed development to the south of Bowes Street.

Footway build outs will be introduced outside the proposed GP Surgery to create sheltered parking bays. One designated 'car share' parking space highlighted by associated signage is included in this location. Additional parking spaces will be provided along the southern side of Bowes Street with parking restrictions introduced at key locations. The key locations would include for protection of sight lines at each junction and at the proposed traffic calming features to ensure safety and operation are not compromised.

5.4 Service/ Delivery Strategy

The internal site layout has been designed to accommodate servicing and refuse vehicles. The provision of a new access road onto Princess Way from the GP Surgery and Extra Care Facility car park has been proposed in order to allow a separate entrance and exit access point from the site to avoid any potential issues with refuse vehicle turning.

The apartment car parks have also been designed with both a separate entrance and exit access point to allow efficient access to refuse vehicles. The houses refuse collection will take place on street as the proposed one way access roads have been designed to accommodate efficient access to refuse vehicles.

6 Car Parking

6.1 Overview

This section of the report will evaluate the current parking provision within close vicinity of the development site as well as determine the parking demand which will be generated and evaluate the parking provision of the proposed development.

6.2 Current Conditions

Current parking conditions consist of terraced and town house tenure with limited off street parking provision, as such the majority of residents park on-street. There are few traffic regulation orders (TRO'S) in place to restrict or control parking other than where applied to protect visibility at junctions.

6.2.1 Parking Standards

The Manchester City Council document Core Strategy Development Plan provides no parking standards for residential housing, apartments or extra care facilities however provides maximum and minimum parking standards for health services such as a GP surgery.

Table 6.1 below shows Manchester Parking Standards for a GP surgery.

Table 6.1 GP Surgery Parking Standards

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:-	
	District Centres	Area not within the city centre or district centres	Disabled people's parking as percentage of total	
			Up to 200 in total	Over 200 in total
Medical and Health facilities	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room	3 bays or 6% or total capacity whichever is greater	4 bays plus 4% of total capacity

6.3 Proposed Parking Provision

6.3.1 Residential Development

Houses

Table 6.2 below shows the development proposals for parking provision for houses.

Table 6.2 House Parking Provision

House Block Totals	Off-Street Parking Bays	On-Street Parking Bays
Block B	12	4
Block C	10	4
Block D	8	4
Block E	2	10

A total of 32 off-street parking spaces and 22 on-street parking spaces are to be provided for the housing development proposals however due to the fact the on-street parking spaces are on a public highway there is no guarantee that these can be reserved specifically to residents.

A total of 54 houses are to be constructed with a total of 32 off-street parking spaces provided therefore only 59% of houses will be provided with parking facilities.

Apartments

Table 6.3 below shows the development proposals for parking provision for the apartments.

Table 6.3 Apartment Parking Provision

Apartment Block Totals	Off-Street Parking Bays	On-Street Parking Bays
Block B	14	5
Block C	13	5
Block D	13	5
Block E	14	5

Once again, despite the provision of a total twenty on-streets parking bays these cannot be reserved exclusively to the residents of the apartments therefore cannot be included when reviewing the provision of parking for the development.

A total of 92 apartments are to be constructed with 54 off-street parking bays provided therefore meaning only 58% of the apartments will be provided with parking facilities.

Extra Care

Table 6.4 below shows the development proposals for parking provision for the Extra Care.

Table 6.4 Extra Care Parking Provision

	Off-Street Parking Bays	On-Street Parking
Extra Care	22	14

A total of 38 off-street parking bays will be provided with nine on-street bays provided.

One hundred and twelve extra care apartments are to be constructed with 38 off-street parking bays therefore meaning 33% of the Extra Care apartments will be provided will parking.

GP Surgery

Table 6.5 overleaf shows the development proposals for parking provision for the GP Surgery.

Table 6.5 GP Surgery Parking Provision

	Regular Parking Bays	Disabled Parking Bays	On-Street Bays
GP Surgery	78	6	5

The provision of disabled parking bays is 7.7% therefore meeting the maximum parking standards for Manchester City Council.

A total of eighteen consultant rooms are to be constructed and therefore require a total all three parking bays per consultant room amounting to 54 parking bays. There will be a total for 64 staff working at the GP Surgery, with one space per two staff required thus a total of 32 bays.

A total of 86 parking spaces are required for the GP Surgery, however as parking standards for Manchester are given as maximum parking standards it is concluded that the parking provision for the GP Surgery is adequate.

Table 6.6 below shows the proposed parking provision across all development types for as a proportion of the maximum standard applicable in each case.

Table 6.6 Overall Parking Provision

Apartments	58%
Houses	59%
Extra Care	35%
GP Surgery	100%

6.4 Car or Van Ownership

It is a concern that the likely level of car parking demand generated by the development proposals will not be provided for. In determining the likely levels of demand for car parking, local levels of car or van ownership have been considered. 2011 census data has been interrogated for Moss Side ward.

Table 6.7 below shows the census data extracted from neighbourhood statistics.

Table 6.7 Car or Van Ownership Percentages

Car Ownership %	Moss Side	Manchester	North West	England
	Ward	Metropolitan District	Region	Country
No Cars or Vans in HH	60.17	44.52	27.97	25.80
1 Car or Van in HH	33.81	40.63	42.53	42.16
2 Cars or Vans in HH	5.18	12.49	23.51	24.66
3 Cars or Vans in HH	0.69	1.84	4.60	5.46
4 or More Cars or Vans in HH	0.15	0.52	1.40	1.93

Table 6.7 shows that 60% of households in Moss Side do not have access to a car or van which is relatively high in comparison to the total Manchester Metropolitan District where only 45% of households do not have access to a car.

It is also evident that only 6% of Moss Side households have access to more than 1 car or van as compared to 16% for Manchester Metropolitan District, 29% for the North West and 32% nationally.

6.5 Mode of Travel to Work

To further determine the likely levels of demand for car parking existing levels of mode choice for travel to work have been considered. Census data of mode of travel to work of residents has been interrogated for Moss Side ward,

Table 6.8 below shows the 2011 census data extracted for mode of travel to work.

Table 6.8 Mode of Travel to Work Percentages

	Moss Side	Manchester	North West	England
	Ward	Metropolitan District	Region	Country
All Usual Residents Aged 16 to 74	13646	382932	5184216	38881374
Work Mainly at or From Home	1.25	1.9	2.78	3.47
Underground, Metro, Light Rail, Tram	0.29	0.76	0.4	2.64
Train	0.85	1.55	1.73	3.46
Bus, Minibus or Coach	15.58	12.46	5.15	4.85
Taxi	0.35	0.5	0.51	0.34
Motorcycle, Scooter or Moped	0.12	0.22	0.39	0.53
Driving a Car or Van	13.91	25.12	38.99	36.9
Passenger in a Car or Van	1.66	2.63	3.81	3.25
Bicycle	2.81	2.27	1.36	1.91
On Foot	7.63	8.02	6.79	6.95
Other Method of Travel to Work	0.2	0.37	0.38	0.42
Not in Employment	55.34	44.19	37.72	35.28

Table 6.8 shows that within Moss Side bus, minibus and coach are primarily the most commonly used modes of travel to work with 16% which in comparison to Manchester with 13% is not significantly different, however in comparison to the Northwest with 6% and England 5% is significantly higher.

Driving via car or van is the second most popular mode of travel to work within Moss Side with 14%. However in comparison to Manchester with 25%, the Northwest with 39% and England with 37% the percentage of residents choosing to travel to work via car or van is remarkably low.

6.6 Parking Survey

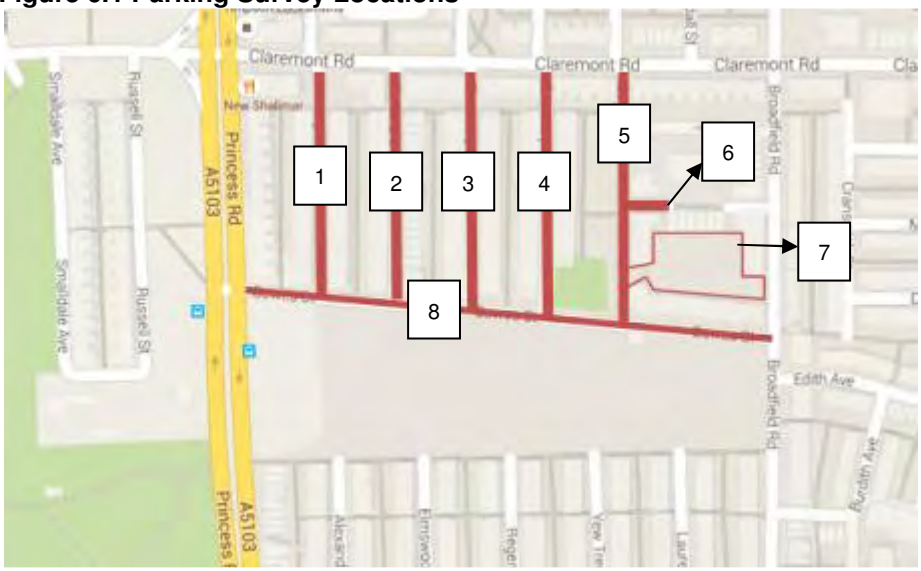
On the 7th July 2016 at 7.30am a parking survey took place to review the provision of parking within the Bowes Street area. The aim of the survey was to gain a clear understanding of parking availability in the area surrounding the development site. Data was collected between 07:00-:08:00 in order to understand parking availability before the morning peak.

For each of the eight ‘sections’ within the parking survey, the number of parked vehicles and available parking spaces were counted. When the parking spaces were unmarked then the numbers of available parking spaces were estimated.

It was determined within the Transport Assessment scoping that the North of the proposed development (Bowes Street) would be the most impacted therefore determining the location of the parking survey.

Figure 6.1 below shows the location the parking survey commenced.

Figure 6.1 Parking Survey Locations



6.6.1 Survey Section1 - Hartington Street Parking

On site observations revealed Hartington Street as a narrow street with a width of only 3.1m with the provision of build-outs either side of the road which provided efficient parking for residents. Despite this, no parking enforcements were found to ensure parking was reserved exclusively to residents. A total of 24 parked vehicles were observed with free capacity of 4 spaces.

Figure 6.2 overleaf shows parking observed on Hartington Street

Figure 6.2 Hartington Street Parking



6.6.2 Survey section 2- Beresford Street

On site observations revealed Beresford Street as a narrow street with a width of only 3.1m with the provision of build-outs either side of the road provided to create on-street parking areas. A total of 19 parked vehicles were observed with 6 free spaces. Figure 6.3 below shows parking observed on Beresford Street.

Figure 6.3 Beresford Street Parking



6.6.3 Survey Section 3 - Rosebery Street

On site observations revealed Rosebery Street as a narrow street with a width of only 3.1m with the provision of build-outs either side of the road provided to create on-street parking areas. A total of 26 parked vehicles were observed with only 5 free spaces. Figure 6.4 overleaf shows parking observed on Rosebery Street.

Figure 6.4 Rosebery Street Parking



Observations on Rosebury Street also revealed an illegally parked car on the pavement, suggesting the lack of TRO's. Figure 6.5 below shows the illegally parked car blocking the footway.

Figure 6.5 Observed Illegally Parked Car



6.6.4 Survey Section 4- Cowesby Street

On site observations revealed Cowesby Street as a narrow street with a width of only 3.1m with the provision of build-outs either side of the road provided to create on-street parking areas. A total of 25 parked vehicles were observed with 9 free spaces.

Due to Moss Side Allotments situated to the East of Cowesby Street fewer residential houses are located on Cowesby Street in comparison to other streets adjacent to Bowes Street. Figure 6.6 overleaf shows parking observed on Cowesby Street.

Figure 6.6 Cowesby Street Parking



6.6.5 Survey Section 5- Caythorpe Street

On site observations revealed that unlike other streets adjacent to Bowes Street, Cayhorpe Street did not provide build-outs for residential parking however had a road width of 5.6m which meant sufficient space is available for on-street parking either side of Cayhorpe Street. A total of 14 cars were observed parking on Cayhorpe Street. Figure 6.7 below shows parking observed on Caythorpe Street.

Figure 6.7 Cayhorpe Street Parking



1.1.4 Survey Section 6- Gerry Wheale Square

Gerry Wheale Square is a small cul-de-sac situation from Caythorpe Street with a road width consisting of 5m and no provision of build-outs for residential parking, a total of 5 cars were observed tightly parked. Figure 6.8 overleaf shows car parking on Gerry Wheale Square.

Figure 6.8 Gerry Wheale Square Parking



1.1.5 Survey Section 7- Caythorpe Street Car Park

A car park is located from Caythorpe Street which observations revealed is initially intended to provide parking for an existing apartment block located on Bowes Street. The car park provides assigned parking for the apartment block. However this was essentially unutilised; a separate entrance and exit gate into the car park was apparent however the exit gate was locked and unused. A total of forty-one spaces are provided, of which only one parking space was observed to be occupied.

Despite the car park providing sufficient capacity for parking for the apartment block it was apparent that the car park was not utilised to its full potential. On site observations revealed a lack of surveillance of the car park therefore giving the impression of an unsafe environment; through a closed in area with limited lighting; various amounts of rubbish were abandoned within the car park; and it was noted that visibility to the car park from the apartment block was limited. Figure 6.9 overleaf shows the car park provided to the apartment block.

Figure 6.9 Caythorpe Street Car Park



6.6.6 Survey Section 8 - Bowes Street

On site observations revealed no designated parking was provided to residents with no TRO's in place, with the exception of double yellow lines on the A5103 Princess Way/Bowes Street junction. Primarily vehicles were permitted to park freely throughout Bowes Street. A total of 20 vehicles were found parked, 10 of which were located outside the apartment block. It is assumed that the residents of the apartment blocks were choosing to park on Bowes Street rather than using the Caythorpe Street car park. Figure 6.10 below shows Bowes Street on-street parking in front of the apartment block.

Figure 6.10 Bowes Street parking in-front of the Apartment Block



Observation of the A5103/Bowes Street junction revealed several vehicles parked despite double yellow lines and a sign prohibiting loading between 7.30am-9:30am Monday to Friday, suggesting a lack of parking enforcement within the Bowes Street area. Figure 6.11 overleaf shows observed vehicle parking at the A5103/Bowes Street junction.

Figure 6.11 Bowes Street Parking



6.6.7 Parking Survey Results

The results of the parking survey are presented in Table 6.9 below to give a clear comparison of parking provision for Streets within close vicinity of the development site as well as occupancy and availability of existing parking provision.

Table 6.9 Parking Survey Results

Street Name	Observed Parked Cars	Free Capacity
Hartington Street	24	4
Beresford Street	19	6
Rosebery Street	26	5
Cowesby Street	25	9
Caythorpe Street	14	5
Gerry Wheale Square	5	0
Caythorpe Car Park	1	40
Bowes Street	20	20+

6.8 Conclusion

When considering the availability of on-street parking, it must be considered what could reasonably be provided safely and conveniently, without any severe impact on the operation of the highway or on the existing residents.

Currently, the majority of the area within close vicinity of the development site use on-street parking which can potentially impact the road network however the majority of streets within vicinity of Bowes Street provide build-outs creating safe areas for residential parking.

From the parking survey it is apparent that there is space available within the current parking provision to support the development proposals or to accommodate future growth in car ownership levels locally. The extracted census data revealed low levels of car ownership and a travel to work mode share for car or van for Moss Side which is significantly lower than for Manchester, the North West and England.

In conclusion, the analysis undertaken has demonstrated that the demand for parking generated by the development proposals is likely to be low for the residential households in Moss Side with a range of amenities nearby, good level of accessibility to public transport services and low levels of car or van ownership in Moss Side.

7 Road Safety

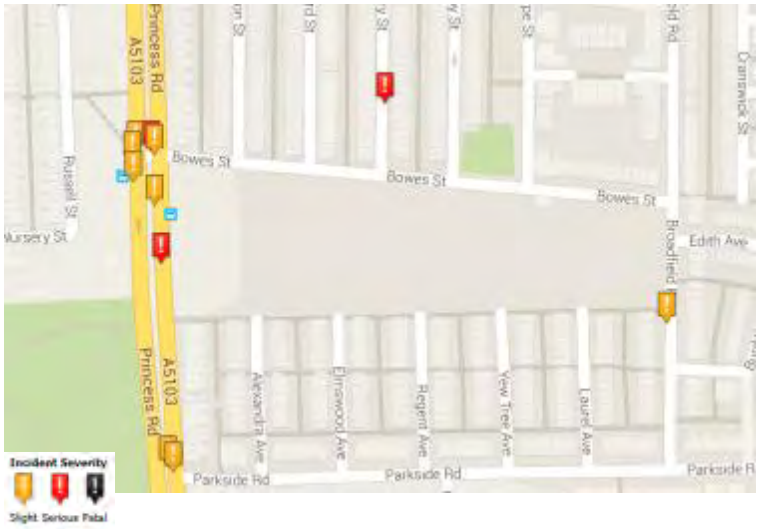
7.1 Introduction

The DfT document "Guidance on Transport Assessment" states that, "Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".

7.2 Accident History

Accident history data of the local road network within close vicinity of the proposed development was obtained via Crash Map for the full five year period 2010-2014. Figure 7.1 below shows Road Accident History Data for the area within close vicinity of the development site.

Figure 7.1 Road Accident History



The data shows that accidents are clustered at the Princess Road/Bowes Street junction where left and right turn movements are permitted. To the south of the development the Princess Road/Parkside Road junction also has a small cluster of two accidents, the significant difference between the junctions incident rates is likely to be due to the Parkside Road/Princess Road junction permitting left turn movements only.

Table 7.1 overleaf shows the accident history of the local road network within vicinity to the proposed development site.

Table 7.1 Accident History

Location	Casualty Type	Slight	Serious	Fatal	Total
Junctions					
A5103 Princess Road / Bowes Street	Pedal Bike	-	-	-	-
	Motor Bike	-	1	-	1
	Pedestrian	1	-	-	1
	Child	1	-	-	-
	Other Casualty Types	3	-	-	3
	Total	**5**	**1**	**0**	**6**
A5103 Princess Road/ Parkside Road	Pedal Bike	-	-	-	-
	Motor Bike	-	-	-	-
	Pedestrian	-	-	-	-
	Child	-	-	-	-
	Other Casualty Types	2	-	-	-
	Total	**2**	**-**	**-**	**2**
Links					
Princess Road	Pedal Bike	-	-	-	-
	Motor Bike	-	-	-	-
	Pedestrian	-	-	-	-
	Child	-	-	-	-
	Other Casualty Types	1	-	-	1
	Total	**1**	**-**	**-**	**1**
Broadfield Road	Pedal Bike	-	1	-	1
	Motor Bike	-	-	-	-
	Pedestrian	-	-	-	-
	Child	-	-	-	-
	Other Casualty Types	-	-	-	-
	Total	**-**	**1**	**-**	**1**
Rosebery Road	Pedal Bike	1	-	-	1
	Motor Bike	-	-	-	-
	Pedestrian	-	-	-	-
	Child	-	-	-	-
	Other Casualty Types	-	-	-	-
	Total	**1**			**1**

The A5103 Princess Road/Bowes Street junction has seen 6 PIAs within the five year period with five slight and one severe casualty recorded. The five slight accidents involved; one child casualty; one pedestrian; and three 'other casualties. The one severe accident involved a motorcycle. The accident rate for the junction is 1.2 PIAs per annum.

The A5103 Princess Road/Parkside Road junction has seen 2 PIAs within the five year period examined. Both accidents were recorded as slight 'other' casualties. The accident rate for the junction is 0.4 PIAs per annum.

Other accidents have also been recorded on Boardfield Road which involved one slight pedal bike casualty and an accident on Rosebery Street which involved one serious pedal bike casualty. Within the vicinity of the development site a total of 11 PIAs have been recorded within the five year period equating to 2.2 PIA's per annum.

7.3 Conclusion

To conclude when considering the PIAs per annum, accidents recorded are relatively low and no pattern of common causation is identified at junctions or on links within vicinity of the development site. Overall there are no identified significant road safety issues within the study area.

8 Traffic Impact Assessment

8.1 Introduction

The current section seeks to investigate the likely impact of the proposed development on the surrounding highway network and nearby junctions. In order to achieve this, information about the expected number and chosen mode of associated trips is required.

This section therefore firstly details the methodology utilised in order to present a robust estimate of trip generation and accurately evaluate the expected impact of the proposed development, and secondly examines the existing highway conditions and the performance of the main junctions within the study area, including queue lengths.

8.2 Trip Generation

To forecast the potential level of development traffic that the proposed development may generate upon its completion the traffic generation database TRICS was interrogated. The database contains the survey results from a large number of land uses which by the selection of appropriate parameters enables robust forecasts of traffic generation to be provided, as the proposed development will comprised of different dwelling types different parameters were used for each.

Parameters used and average vehicle trip rates per of all dwelling type were extracted, in order to give the most realistic results it was decided to use a mix of both privately owned and affordable residential swelling. The parameters are as followed;

8.2.1 Residential Parameters

Parameters Privately Owned and Affordable Houses:

- Land Use: Residential; Houses Privately Owned
- Regions Selected; Yorkshire and North Lincolnshire, Northwest and the North
- Weekdays to include: Monday to Friday inclusive
- Selected Locations: Edge of Town, Edge of Town Centre and Residential Zone

Table 8.1 Privately Owned House Trip Generation Factors

	Arrivals	Departures	Two-Way
AM Peak Hour	0.115	0.369	0.484
PM Peak Hour	0.280	0.172	0.452

Table 8.2 Affordable House Trip Generation Factors

	Arrivals	Departures	Two-Way
AM Peak Hour	0.181	0.346	0.527
PM Peak Hour	0.297	0.214	0.511

Parameters Privately Owned and affordable Apartments/Flats:

- Land Use: Residential; Apartment/Flats Privately Owned

- Regions Selected; Yorkshire and North Lincolnshire, Northwest and the North
- Weekdays to include: Monday to Friday inclusive
- Selected Locations: Edge of Town, Edge of Town Centre and Residential Zone

Table 8.3 Privately Owned Apartment Block Trip Generation Factors

	Arrivals	Departures	Two-Way
AM Peak Hour	0.100	0.263	0.363
PM Peak Hour	0.225	0.150	0.375

Table 8.4 Affordable Apartment Trip Generation Factors

	Arrivals	Departures	Two-Way
AM Peak Hour	0.181	0.107	0.232
PM Peak Hour	0.297	0.071	0.160

Parameters Retirement Flats:

- Land Use: Residential; Retirement Apartments
- Regions; excludes Greater London, Wales and Scotland
- Weekdays to include: Monday to Friday inclusive
- Selected Locations: Edge of Town, Edge of Town Centre and Residential Zone

Table 8.5 Extra Care/Retirement Flat Parameters

	Arrivals	Departures	Two-Way
AM Peak Hour	0.040	0.040	0.080
PM Peak Hour	0.060	0.080	0.140

8.2.2 GP Surgery Parameters

- Land Use: Health Services/GP Surgery
  - Regions; Yorkshire and North Lincolnshire, Northwest and the North
  - Weekdays to include: Monday to Friday inclusive
  - Selected Locations: Edge of Town, Edge of Town Centre and Residential Zone

Table 8.6 GP Surgery Parameters

	Arrivals	Departures	Two-Way
AM Peak Hour	1.125	0.250	1.375
PM Peak Hour	0.375	0.875	1.250

Table 8.7 overleaf summarises TRICS trip data.

Table 8.7 Vehicle Trips Generated via TRICS

	Number of Vehicles					
	AM Peak (09:00-10:00)			PM Peak (16:00-17:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Private Houses (27)	3	10	13	8	5	13
Affordable Houses (27)	5	9	14	8	6	14
Private Apartments (46)	5	12	17	10	7	17
Affordable Apartments (46)	8	5	13	14	2	16
Retirement Apartments (112)	4	4	8	7	9	16
GP Surgery	20	5	25	7	16	23
Total	45	45	90	54	45	99

Based on the average trip values the apartments and houses will generate a total 57 two-way trips within the AM peak (08:00-09:00) and a total of 60 two-way trips within the PM peak (17:00-18:00).

The retirement apartments will generate a total of 8 two-way trips within the AM peak and a total of 16 trips within the PM peak.

The GP Surgery will generate a total of 25 two-way trips within the AM peak and a total of 23 two-way trips in the PM peak.

8.3 Traffic Impact Assessment

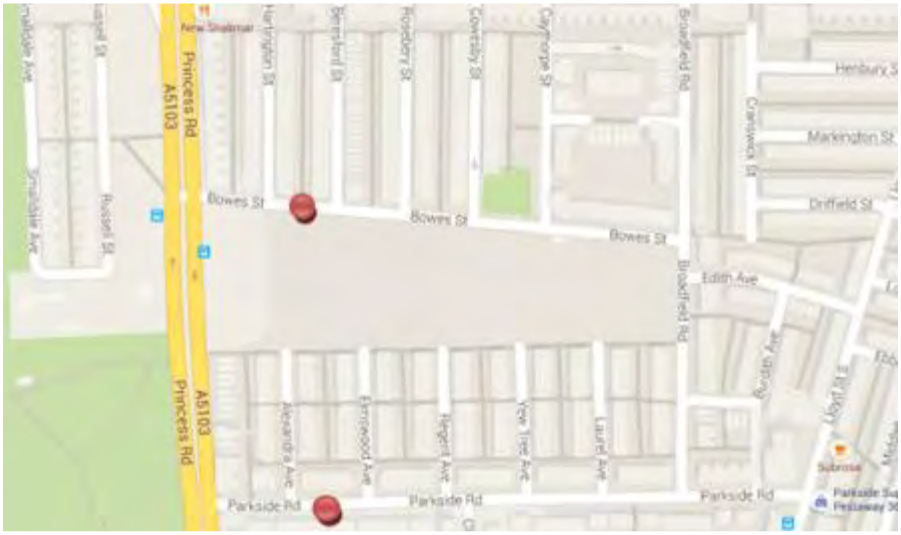
Following scoping discussions relating to this Transport Assessment, the following junctions have been identified as requiring assessment in order to determine the scale of impact the development is likely to have on the local network.

- Bowes Street – Location between Hartington and Berefords Street
- Parkside Road – Location between Elmswood Avenue and Alexandra Avenue

In order to establish the existing traffic flow demand on the local highway network, 24 hour traffic flow surveys have been undertaken. An independent survey company have been used to record all vehicle movements (in maximum 15 minute time intervals) and speed data (in maximum 1 hour time intervals) on the week commencing Monday 13th June 2016.

Figure 8.1 overleaf shows the locations the ATC counts will be undertaken.

Figure 8.1 ATC Locations



The ATC results revealed a difference in peak times of 09:00-10:00 and 16:00-17:00 in comparison to the standard network peaks of 08:00-09:00 and 17:00-18:00.

Table 8.8 below shows the vehicle movement recording by the ACT counts of Bowes Street and Parkside Road for standard network peaks and Bowes Street peak.

Table 8.8 ATC Results for Bowes Street and Parkside Road

	Eastbound	Westbound	Two-Way	Eastbound	Westbound	Two-Way
	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Bowes Street	69	58	127	70	90	160
Parkside Road	45	13	58	37	41	78
	AM Peak (09:00-10:00)			PM Peak (16:00-17:00)		
Bowes Street	72	89	161	96	78	174
Parkside Road	24	50	74	66	51	117

Overall a total of 161 total two-way trips were found within Bowes Street during the AM peak and a total of 174 two-way within the PM peak. In regards to Parkside Road, a total of 74 two-way trips were found within the AM peak and a total of 117 two-way trips within the PM peak. These results are relatively low within both peaks suggesting, as previously discussed, that low car ownership within Moss Side is prominent and choice of travel to work is less likely to be via car.

A review of TRICS generated trips and the ATC results indicate that, demographically speaking, the results of the generated trips via TRICS are potentially over estimated as a result of the low car ownership and mode choice to work within Moss Side.

8.4 Speed Analysis

Bowes Street and Parkside Road both bear a speed limit of 20mph; to investigate road user compliance with this speed limit vehicle speed has been recorded. Data of the 85th percentile speed has been extracted and inserted into graphs to give a clear comparison of speed observed from vehicles on Bowes Street and Parkside Road.

Figure 8.2 below shows speed data recorded for Bowes Street within the AM peak

Figure 8.2 Bowes Street AM Peak Speed Data

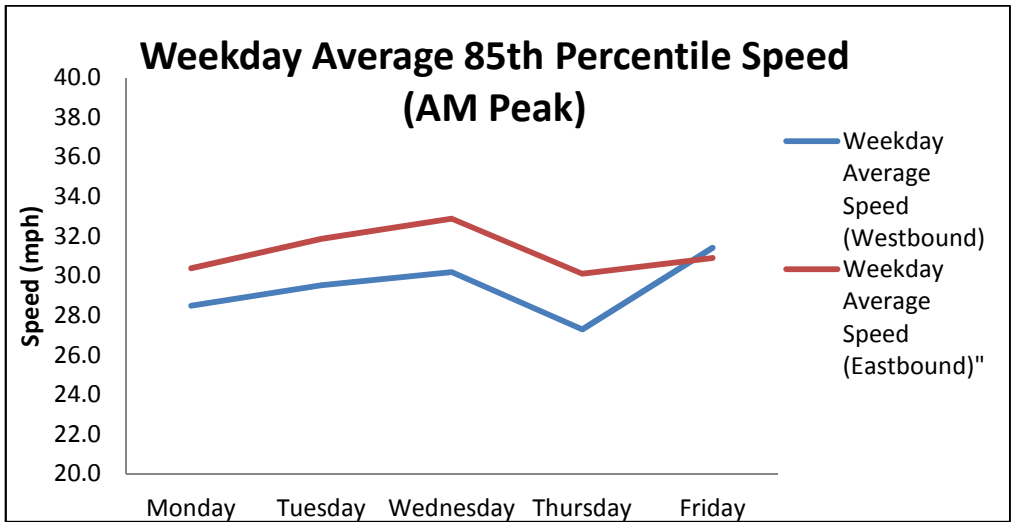
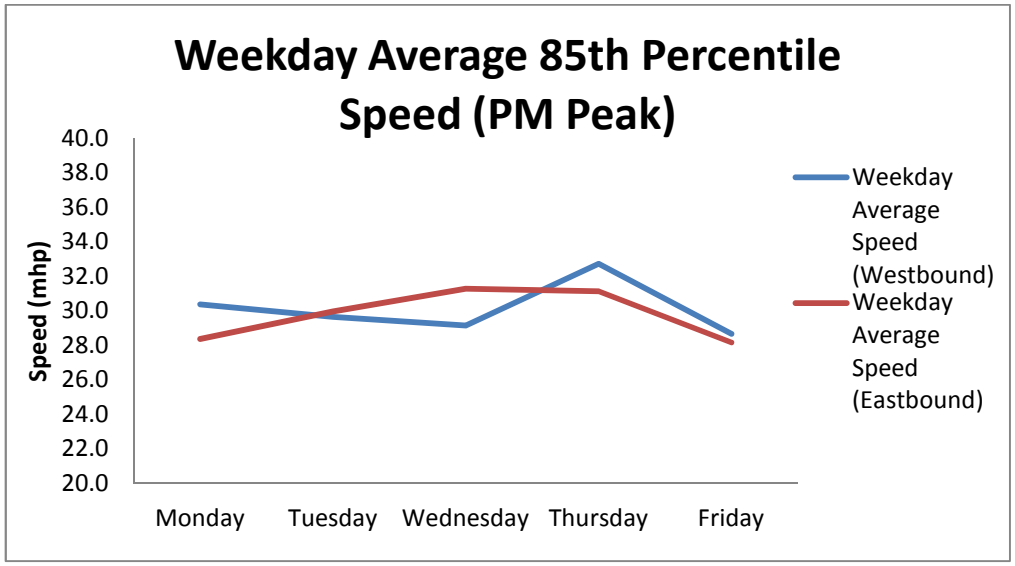


Figure 8.3 below shows speed data recorded for Bowes Street within the PM peak

Figure 8.3 Bowes Street PM Peak Speed Data



The results reveal that no vehicles are compliant with the 20mph speed limit on Bowes Street as no vehicles were recorded at speeds of less than 25mph.

Figure 8.4 below shows speed data recorded for Parkside Road within the AM peak

Figure 8.4 Parkside Road AM Peak Speed Data

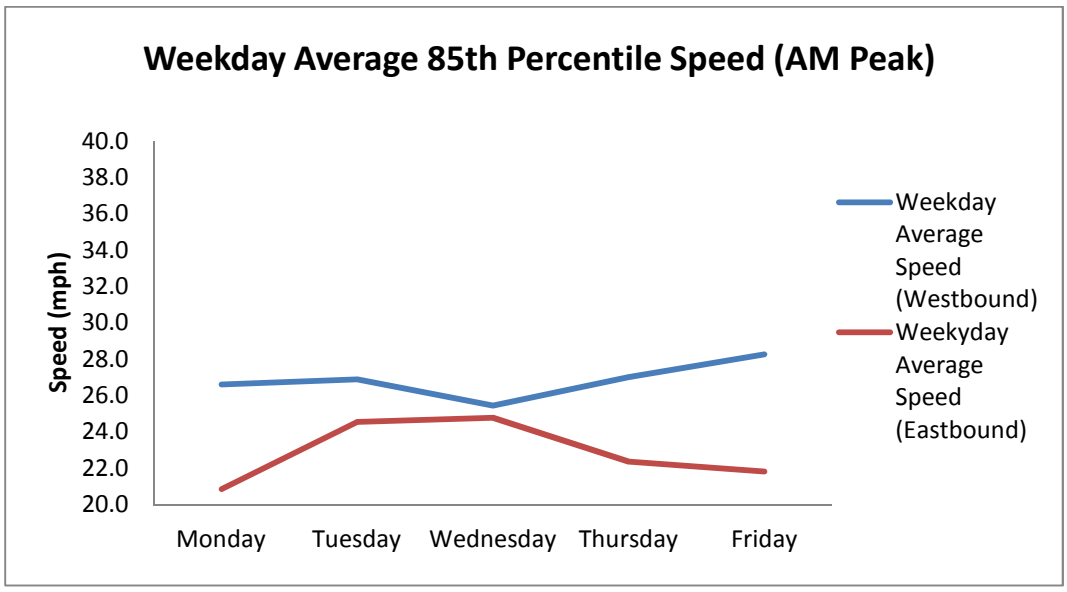
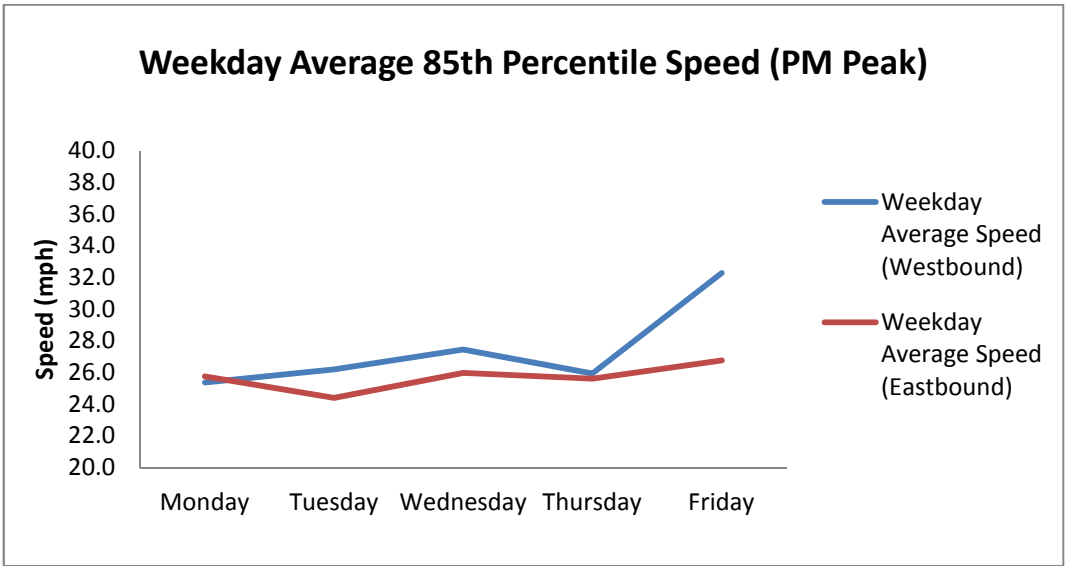


Figure 8.5 below shows speed data recorded for Parkside Road within the PM peak.

Figure 8.5 Parkside Road PM Peak Speed Data



The results reveal that once again road users are not compliant to the 20pmh speed limit, however a comparison between the two locations show recorded speeds on Bowes Street were remarkably high compared to Parkside Road.

Street dimension can have a significant influence on speeds. On site observations found that Bowes Street currently has a road width of 8.5m with had no visible measures in place restrict excessive speed. Manual for Streets state that ideally designers should aim to create streets that control vehicle speeds naturally rather than having to rely on unsympathetic traffic-calming measures.

On site observations of Parkside Road found a street width of 7m with on-street parking narrowing the road further; as a result speeds recorded on Parkside Road were relatively lower.

Figure 8.6 below shows Bowes Street and Parkside Road

Figure 8.6 Bowes Street



Figure 8.6a Parkside Road



Street geometry plays an essential role in aiding the reduction of speed of residential streets therefore the inclusion of build-outs will not only provide efficient parking provision but also provides improved road safety through a reduction of speed.

To conclude, it is considered that by providing build-outs within the proposed development will be beneficial through parking provision and assist with the reduction of excessive speed along Bowes Street.

9 Summary and Conclusions

Capita have been instructed by Rowlinson to provide specialist transport planning advice in support of a planning application for a new residential development located in Moss Side to the south of Manchester City Centre. The proposed development will provide 54 houses: 92 apartments; 112 extra care retirement flats and a new integrated GP Surgery.

Vehicular access to the development will be provided from the existing A5103 Princess Road/ Bowes Street and A5103 Princess Road/Parkside Road junctions..

The development is located within walking distance of key amenities and has significant access to public transport. Cycling routes, both traffic-free and on road, are accessible from the development site offering alternative links into Manchester City Centre.

It has been demonstrated that the development is sustainable with good accessibility to the site provided to those travelling by foot and by bicycle and is served by a good range of public transport services. Policies to encourage travel by sustainable travel modes are developed further within the Framework Travel Plan which also accompanies the application.

The development proposals for residential dwellings will include both off-street and on-street parking provision, however a parking survey and a review of car ownership within Moss Side revealed that low car ownership within the area was prominent therefore concluding that parking will be sufficiently provided for. Manchester parking standard do not provide parking standards for residential developments.

Manchester parking standards do provide standards for GP Surgery's which are efficiently met by the proposed development, however due to low car ownership within Moss Side it is concluded that the majority of trips to the GP Surgery will be via foot or public transport.

The personal injury accident data for the most recently available five year period has been reviewed and does not represent a material concern in the context of the proposed development.

The traffic arising from the scheme has been tested in detail at the following locations as agreed within scoping: -

- Bowes Street
- Parkside Road.

The assessments show that there is either sufficient spare capacity to accommodate the development or the development will not have a material impact on the operation of the surrounding network.

In regards to the above, it is concluded that there are no highway or transport related reasons to withhold planning permission for the scheme and the proposed development is therefore recommended for approval.

Appendix A - TRICS Reports

Calculation Reference: AUDIT-504504-160624-0600

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	NB	NORTHUMBERLAND	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 15 to 97 (units:)
Range Selected by User: 40 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 17/11/14

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

Selected survey days:

Monday	2 days
Tuesday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	4

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.

Filtering Stage 3 selection:

Use Class:

C3	4 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	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
75,001 to 100,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 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.

LIST OF SITES relevant to selection parameters

1	LC-03-B-02	SEMI DETACHED/TERRACED		LANCASHIRE
	BILLINGE STREET			
	BLACKBURN			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		15	
	Survey date: MONDAY		10/06/13	Survey Type: MANUAL
2	MS-03-B-01	TERRACED		MERSEYSIDE
	TARBOCK ROAD			
	SPEKE			
	LIVERPOOL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date: TUESDAY		18/06/13	Survey Type: MANUAL
3	NB-03-B-01	SEMI DET. & TERRACED		NORTHUMBERLAND
	WESTLEA			
	BEDLINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		97	
	Survey date: MONDAY		19/11/12	Survey Type: MANUAL
4	WY-03-B-02	MIXED HOUSES		WEST YORKSHIRE
	WHITEACRE STREET			
	DEIGHTON			
	HUDDERSFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date: TUESDAY		17/09/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	46	0.077	4	46	0.165	4	46	0.242
08:00 - 09:00	4	46	0.181	4	46	0.346	4	46	0.527
09:00 - 10:00	4	46	0.187	4	46	0.247	4	46	0.434
10:00 - 11:00	4	46	0.165	4	46	0.192	4	46	0.357
11:00 - 12:00	4	46	0.154	4	46	0.198	4	46	0.352
12:00 - 13:00	4	46	0.214	4	46	0.170	4	46	0.384
13:00 - 14:00	4	46	0.181	4	46	0.137	4	46	0.318
14:00 - 15:00	4	46	0.225	4	46	0.214	4	46	0.439
15:00 - 16:00	4	46	0.181	4	46	0.209	4	46	0.390
16:00 - 17:00	4	46	0.297	4	46	0.165	4	46	0.462
17:00 - 18:00	4	46	0.297	4	46	0.214	4	46	0.511
18:00 - 19:00	4	46	0.165	4	46	0.143	4	46	0.308
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.324			2.400			4.724

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.

Parameter summary

Trip rate parameter range selected:	15 - 97 (units:)
Survey date date range:	01/01/08 - 17/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	46	0.011	4	46	0.011	4	46	0.022
08:00 - 09:00	4	46	0.011	4	46	0.005	4	46	0.016
09:00 - 10:00	4	46	0.027	4	46	0.027	4	46	0.054
10:00 - 11:00	4	46	0.022	4	46	0.033	4	46	0.055
11:00 - 12:00	4	46	0.033	4	46	0.033	4	46	0.066
12:00 - 13:00	4	46	0.016	4	46	0.011	4	46	0.027
13:00 - 14:00	4	46	0.000	4	46	0.005	4	46	0.005
14:00 - 15:00	4	46	0.016	4	46	0.011	4	46	0.027
15:00 - 16:00	4	46	0.033	4	46	0.038	4	46	0.071
16:00 - 17:00	4	46	0.016	4	46	0.011	4	46	0.027
17:00 - 18:00	4	46	0.016	4	46	0.016	4	46	0.032
18:00 - 19:00	4	46	0.016	4	46	0.011	4	46	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.217			0.212			0.429

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.

Parameter summary

Trip rate parameter range selected:	15 - 97 (units:)
Survey date date range:	01/01/08 - 17/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	46	0.000	4	46	0.000	4	46	0.000
08:00 - 09:00	4	46	0.005	4	46	0.005	4	46	0.010
09:00 - 10:00	4	46	0.005	4	46	0.005	4	46	0.010
10:00 - 11:00	4	46	0.000	4	46	0.000	4	46	0.000
11:00 - 12:00	4	46	0.000	4	46	0.000	4	46	0.000
12:00 - 13:00	4	46	0.011	4	46	0.011	4	46	0.022
13:00 - 14:00	4	46	0.000	4	46	0.000	4	46	0.000
14:00 - 15:00	4	46	0.000	4	46	0.000	4	46	0.000
15:00 - 16:00	4	46	0.000	4	46	0.000	4	46	0.000
16:00 - 17:00	4	46	0.000	4	46	0.000	4	46	0.000
17:00 - 18:00	4	46	0.000	4	46	0.000	4	46	0.000
18:00 - 19:00	4	46	0.000	4	46	0.000	4	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.

Parameter summary

Trip rate parameter range selected:	15 - 97 (units:)
Survey date date range:	01/01/08 - 17/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	46	0.000	4	46	0.000	4	46	0.000
08:00 - 09:00	4	46	0.000	4	46	0.000	4	46	0.000
09:00 - 10:00	4	46	0.000	4	46	0.000	4	46	0.000
10:00 - 11:00	4	46	0.000	4	46	0.000	4	46	0.000
11:00 - 12:00	4	46	0.000	4	46	0.000	4	46	0.000
12:00 - 13:00	4	46	0.000	4	46	0.000	4	46	0.000
13:00 - 14:00	4	46	0.000	4	46	0.000	4	46	0.000
14:00 - 15:00	4	46	0.000	4	46	0.000	4	46	0.000
15:00 - 16:00	4	46	0.000	4	46	0.000	4	46	0.000
16:00 - 17:00	4	46	0.000	4	46	0.000	4	46	0.000
17:00 - 18:00	4	46	0.000	4	46	0.000	4	46	0.000
18:00 - 19:00	4	46	0.000	4	46	0.000	4	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	15 - 97 (units:)
Survey date date range:	01/01/08 - 17/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	46	0.000	4	46	0.000	4	46	0.000
08:00 - 09:00	4	46	0.005	4	46	0.016	4	46	0.021
09:00 - 10:00	4	46	0.005	4	46	0.011	4	46	0.016
10:00 - 11:00	4	46	0.005	4	46	0.000	4	46	0.005
11:00 - 12:00	4	46	0.000	4	46	0.000	4	46	0.000
12:00 - 13:00	4	46	0.000	4	46	0.000	4	46	0.000
13:00 - 14:00	4	46	0.000	4	46	0.000	4	46	0.000
14:00 - 15:00	4	46	0.000	4	46	0.005	4	46	0.005
15:00 - 16:00	4	46	0.016	4	46	0.000	4	46	0.016
16:00 - 17:00	4	46	0.000	4	46	0.005	4	46	0.005
17:00 - 18:00	4	46	0.005	4	46	0.000	4	46	0.005
18:00 - 19:00	4	46	0.000	4	46	0.000	4	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.037			0.073

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.

Parameter summary

Trip rate parameter range selected:	15 - 97 (units:)
Survey date date range:	01/01/08 - 17/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-504504-160624-0615

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	3 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	2 days
	NY	NORTH YORKSHIRE	6 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	CB	CUMBRIA	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 10 to 432 (units:)
Range Selected by User: 40 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 29/06/15

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	6 days
Wednesday	2 days
Thursday	3 days
Friday	5 days

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

Selected survey types:

Manual count	19 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	2
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	11

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

Selected Location Sub Categories:

Residential Zone	14

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.

Filtering Stage 3 selection:

Use Class:

C3	19 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:

1,001 to 5,000	5 days
5,001 to 10,000	9 days
10,001 to 15,000	5 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	4 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	13 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	19 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.

LIST OF SITES relevant to selection parameters

1 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

2 CH-03-A-02 HOUSES/FLATS CHESHIRE
SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

3 CH-03-A-05 DETACHED CHESHIRE
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

4 LC-03-A-30 SEMI-DETACHED LANCASHIRE
WATSON ROAD

BLACKPOOL
Edge of Town Centre
Residential Zone
Total Number of dwellings: 24
Survey date: FRIDAY 14/06/13 Survey Type: MANUAL

5 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
BOULTHAM
LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

6 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
OTTERSPOOL
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY 21/06/13 Survey Type: MANUAL

7 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK

SCUNTHORPE
Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY 12/05/14 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 NE-03-A-03 PRIVATE HOUSES NORTH EAST LINCOLNSHIRE
STATION ROAD

SCUNTHORPE
Edge of Town Centre
Residential Zone
Total Number of dwellings: 180
Survey date: TUESDAY 20/05/14 Survey Type: MANUAL

9 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY 14/10/11 Survey Type: MANUAL

10 NY-03-A-07 DETACHED & SEMI DET. NORTH YORKSHIRE
CRAVEN WAY

BOROUGHBRIDGE
Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

11 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET

YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

12 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

13 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

14 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 SH-03-A-03 DETATCHED SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
Survey date: FRIDAY 26/06/09 Survey Type: MANUAL

16 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

17 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD

SHREWSBURY
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY 22/05/14 Survey Type: MANUAL

18 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

19 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
POTTERS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY 17/10/13 Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	19	74	0.055	19	74	0.217	19	74	0.272
08:00 - 09:00	19	74	0.115	19	74	0.369	19	74	0.484
09:00 - 10:00	19	74	0.130	19	74	0.131	19	74	0.261
10:00 - 11:00	19	74	0.129	19	74	0.146	19	74	0.275
11:00 - 12:00	19	74	0.123	19	74	0.133	19	74	0.256
12:00 - 13:00	19	74	0.150	19	74	0.137	19	74	0.287
13:00 - 14:00	19	74	0.132	19	74	0.130	19	74	0.262
14:00 - 15:00	19	74	0.158	19	74	0.192	19	74	0.350
15:00 - 16:00	19	74	0.250	19	74	0.180	19	74	0.430
16:00 - 17:00	19	74	0.261	19	74	0.165	19	74	0.426
17:00 - 18:00	19	74	0.280	19	74	0.172	19	74	0.452
18:00 - 19:00	19	74	0.235	19	74	0.170	19	74	0.405
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.018			2.142			4.160

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.

Parameter summary

Trip rate parameter range selected:	10 - 432 (units:)
Survey date date range:	01/01/08 - 29/06/15
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
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	19	74	0.003	19	74	0.004	19	74	0.007
08:00 - 09:00	19	74	0.000	19	74	0.000	19	74	0.000
09:00 - 10:00	19	74	0.001	19	74	0.001	19	74	0.002
10:00 - 11:00	19	74	0.002	19	74	0.003	19	74	0.005
11:00 - 12:00	19	74	0.001	19	74	0.001	19	74	0.002
12:00 - 13:00	19	74	0.001	19	74	0.001	19	74	0.002
13:00 - 14:00	19	74	0.001	19	74	0.001	19	74	0.002
14:00 - 15:00	19	74	0.004	19	74	0.004	19	74	0.008
15:00 - 16:00	19	74	0.001	19	74	0.003	19	74	0.004
16:00 - 17:00	19	74	0.001	19	74	0.001	19	74	0.002
17:00 - 18:00	19	74	0.003	19	74	0.002	19	74	0.005
18:00 - 19:00	19	74	0.003	19	74	0.003	19	74	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.024			0.045

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.

Parameter summary

Trip rate parameter range selected:	10 - 432 (units:)
Survey date date range:	01/01/08 - 29/06/15
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	19	74	0.000	19	74	0.000	19	74	0.000
08:00 - 09:00	19	74	0.001	19	74	0.001	19	74	0.002
09:00 - 10:00	19	74	0.001	19	74	0.000	19	74	0.001
10:00 - 11:00	19	74	0.004	19	74	0.003	19	74	0.007
11:00 - 12:00	19	74	0.003	19	74	0.002	19	74	0.005
12:00 - 13:00	19	74	0.000	19	74	0.001	19	74	0.001
13:00 - 14:00	19	74	0.001	19	74	0.001	19	74	0.002
14:00 - 15:00	19	74	0.002	19	74	0.004	19	74	0.006
15:00 - 16:00	19	74	0.001	19	74	0.001	19	74	0.002
16:00 - 17:00	19	74	0.003	19	74	0.002	19	74	0.005
17:00 - 18:00	19	74	0.000	19	74	0.000	19	74	0.000
18:00 - 19:00	19	74	0.000	19	74	0.000	19	74	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.015			0.031

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.

Parameter summary

Trip rate parameter range selected:	10 - 432 (units:)
Survey date date range:	01/01/08 - 29/06/15
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	19	74	0.000	19	74	0.000	19	74	0.000
08:00 - 09:00	19	74	0.000	19	74	0.000	19	74	0.000
09:00 - 10:00	19	74	0.000	19	74	0.000	19	74	0.000
10:00 - 11:00	19	74	0.000	19	74	0.000	19	74	0.000
11:00 - 12:00	19	74	0.001	19	74	0.001	19	74	0.002
12:00 - 13:00	19	74	0.000	19	74	0.000	19	74	0.000
13:00 - 14:00	19	74	0.001	19	74	0.001	19	74	0.002
14:00 - 15:00	19	74	0.000	19	74	0.000	19	74	0.000
15:00 - 16:00	19	74	0.001	19	74	0.001	19	74	0.002
16:00 - 17:00	19	74	0.000	19	74	0.000	19	74	0.000
17:00 - 18:00	19	74	0.000	19	74	0.000	19	74	0.000
18:00 - 19:00	19	74	0.000	19	74	0.000	19	74	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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.

Parameter summary

Trip rate parameter range selected:	10 - 432 (units:)
Survey date date range:	01/01/08 - 29/06/15
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	19	74	0.003	19	74	0.020	19	74	0.023
08:00 - 09:00	19	74	0.004	19	74	0.019	19	74	0.023
09:00 - 10:00	19	74	0.003	19	74	0.005	19	74	0.008
10:00 - 11:00	19	74	0.006	19	74	0.014	19	74	0.020
11:00 - 12:00	19	74	0.004	19	74	0.004	19	74	0.008
12:00 - 13:00	19	74	0.007	19	74	0.004	19	74	0.011
13:00 - 14:00	19	74	0.006	19	74	0.005	19	74	0.011
14:00 - 15:00	19	74	0.004	19	74	0.006	19	74	0.010
15:00 - 16:00	19	74	0.014	19	74	0.004	19	74	0.018
16:00 - 17:00	19	74	0.014	19	74	0.003	19	74	0.017
17:00 - 18:00	19	74	0.013	19	74	0.006	19	74	0.019
18:00 - 19:00	19	74	0.007	19	74	0.002	19	74	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.092			0.177

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.

Parameter summary

Trip rate parameter range selected:	10 - 432 (units:)
Survey date date range:	01/01/08 - 29/06/15
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
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.

Calculation Reference: AUDIT-504504-160708-0717

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	NB	NORTHUMBERLAND	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 15 to 97 (units:)
Range Selected by User: 15 to 280 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 17/11/14

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

Selected survey days:

Monday	2 days
Tuesday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	4

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.

Filtering Stage 3 selection:

Use Class:

C3	4 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	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
75,001 to 100,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 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.

LIST OF SITES relevant to selection parameters

1 LC-03-B-02 SEMI DETACHED/TERRACED LANCASHIRE
BILLINGE STREET

BLACKBURN
Edge of Town Centre
Residential Zone
Total Number of dwellings: 15
Survey date: MONDAY 10/06/13 Survey Type: MANUAL

2 MS-03-B-01 TERRACED MERSEYSIDE
TARBOCK ROAD
SPEKE
LIVERPOOL
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: TUESDAY 18/06/13 Survey Type: MANUAL

3 NB-03-B-01 SEMI DET. & TERRACED NORTHUMBERLAND
WESTLEA

BEDLINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 97
Survey date: MONDAY 19/11/12 Survey Type: MANUAL

4 WY-03-B-02 MIXED HOUSES WEST YORKSHIRE
WHITEACRE STREET
DEIGHTON
HUDDERSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	46	0.077	4	46	0.165	4	46	0.242
08:00 - 09:00	4	46	0.181	4	46	0.346	4	46	0.527
09:00 - 10:00	4	46	0.187	4	46	0.247	4	46	0.434
10:00 - 11:00	4	46	0.165	4	46	0.192	4	46	0.357
11:00 - 12:00	4	46	0.154	4	46	0.198	4	46	0.352
12:00 - 13:00	4	46	0.214	4	46	0.170	4	46	0.384
13:00 - 14:00	4	46	0.181	4	46	0.137	4	46	0.318
14:00 - 15:00	4	46	0.225	4	46	0.214	4	46	0.439
15:00 - 16:00	4	46	0.181	4	46	0.209	4	46	0.390
16:00 - 17:00	4	46	0.297	4	46	0.165	4	46	0.462
17:00 - 18:00	4	46	0.297	4	46	0.214	4	46	0.511
18:00 - 19:00	4	46	0.165	4	46	0.143	4	46	0.308
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.324			2.400			4.724

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.

Parameter summary

Trip rate parameter range selected:	15 - 97 (units:)
Survey date date range:	01/01/08 - 17/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	46	0.011	4	46	0.011	4	46	0.022
08:00 - 09:00	4	46	0.011	4	46	0.005	4	46	0.016
09:00 - 10:00	4	46	0.027	4	46	0.027	4	46	0.054
10:00 - 11:00	4	46	0.022	4	46	0.033	4	46	0.055
11:00 - 12:00	4	46	0.033	4	46	0.033	4	46	0.066
12:00 - 13:00	4	46	0.016	4	46	0.011	4	46	0.027
13:00 - 14:00	4	46	0.000	4	46	0.005	4	46	0.005
14:00 - 15:00	4	46	0.016	4	46	0.011	4	46	0.027
15:00 - 16:00	4	46	0.033	4	46	0.038	4	46	0.071
16:00 - 17:00	4	46	0.016	4	46	0.011	4	46	0.027
17:00 - 18:00	4	46	0.016	4	46	0.016	4	46	0.032
18:00 - 19:00	4	46	0.016	4	46	0.011	4	46	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.217			0.212			0.429

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.

Parameter summary

Trip rate parameter range selected:	15 - 97 (units:)
Survey date date range:	01/01/08 - 17/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	46	0.000	4	46	0.000	4	46	0.000
08:00 - 09:00	4	46	0.005	4	46	0.005	4	46	0.010
09:00 - 10:00	4	46	0.005	4	46	0.005	4	46	0.010
10:00 - 11:00	4	46	0.000	4	46	0.000	4	46	0.000
11:00 - 12:00	4	46	0.000	4	46	0.000	4	46	0.000
12:00 - 13:00	4	46	0.011	4	46	0.011	4	46	0.022
13:00 - 14:00	4	46	0.000	4	46	0.000	4	46	0.000
14:00 - 15:00	4	46	0.000	4	46	0.000	4	46	0.000
15:00 - 16:00	4	46	0.000	4	46	0.000	4	46	0.000
16:00 - 17:00	4	46	0.000	4	46	0.000	4	46	0.000
17:00 - 18:00	4	46	0.000	4	46	0.000	4	46	0.000
18:00 - 19:00	4	46	0.000	4	46	0.000	4	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.

Parameter summary

Trip rate parameter range selected:	15 - 97 (units:)
Survey date date range:	01/01/08 - 17/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	46	0.000	4	46	0.000	4	46	0.000
08:00 - 09:00	4	46	0.000	4	46	0.000	4	46	0.000
09:00 - 10:00	4	46	0.000	4	46	0.000	4	46	0.000
10:00 - 11:00	4	46	0.000	4	46	0.000	4	46	0.000
11:00 - 12:00	4	46	0.000	4	46	0.000	4	46	0.000
12:00 - 13:00	4	46	0.000	4	46	0.000	4	46	0.000
13:00 - 14:00	4	46	0.000	4	46	0.000	4	46	0.000
14:00 - 15:00	4	46	0.000	4	46	0.000	4	46	0.000
15:00 - 16:00	4	46	0.000	4	46	0.000	4	46	0.000
16:00 - 17:00	4	46	0.000	4	46	0.000	4	46	0.000
17:00 - 18:00	4	46	0.000	4	46	0.000	4	46	0.000
18:00 - 19:00	4	46	0.000	4	46	0.000	4	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	15 - 97 (units:)
Survey date date range:	01/01/08 - 17/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	46	0.000	4	46	0.000	4	46	0.000
08:00 - 09:00	4	46	0.005	4	46	0.016	4	46	0.021
09:00 - 10:00	4	46	0.005	4	46	0.011	4	46	0.016
10:00 - 11:00	4	46	0.005	4	46	0.000	4	46	0.005
11:00 - 12:00	4	46	0.000	4	46	0.000	4	46	0.000
12:00 - 13:00	4	46	0.000	4	46	0.000	4	46	0.000
13:00 - 14:00	4	46	0.000	4	46	0.000	4	46	0.000
14:00 - 15:00	4	46	0.000	4	46	0.005	4	46	0.005
15:00 - 16:00	4	46	0.016	4	46	0.000	4	46	0.016
16:00 - 17:00	4	46	0.000	4	46	0.005	4	46	0.005
17:00 - 18:00	4	46	0.005	4	46	0.000	4	46	0.005
18:00 - 19:00	4	46	0.000	4	46	0.000	4	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.037			0.073

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.

Parameter summary

Trip rate parameter range selected:	15 - 97 (units:)
Survey date date range:	01/01/08 - 17/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-504504-160708-0702

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	RI	EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	20 to 60 (units:)
Range Selected by User:	12 to 215 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 12/06/14

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

Selected survey days:

Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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	1
Edge of Town	1

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

Selected Location Sub Categories:

Residential 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.

Filtering Stage 3 selection:

Use Class:

C3	2 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:

10,001 to 15,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	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	1 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	2 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.

LIST OF SITES relevant to selection parameters

1 CH-03-C-01 BLOCKS OF FLATS CHESHIRE
NEW CRANE STREET

CHESTER
Edge of Town Centre
Residential Zone
Total Number of dwellings: 60
Survey date: FRIDAY 17/10/08 Survey Type: MANUAL

2 RI-03-C-01 FLATS EAST RIDING OF YORKSHIRE
465 PRIORY ROAD

HULL
Edge of Town
Residential Zone
Total Number of dwellings: 20
Survey date: TUESDAY 13/05/14 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
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	40	0.025	2	40	0.250	2	40	0.275
08:00 - 09:00	2	40	0.100	2	40	0.263	2	40	0.363
09:00 - 10:00	2	40	0.113	2	40	0.063	2	40	0.175
10:00 - 11:00	2	40	0.063	2	40	0.013	2	40	0.075
11:00 - 12:00	2	40	0.037	2	40	0.075	2	40	0.112
12:00 - 13:00	2	40	0.075	2	40	0.075	2	40	0.150
13:00 - 14:00	2	40	0.087	2	40	0.125	2	40	0.212
14:00 - 15:00	2	40	0.100	2	40	0.087	2	40	0.187
15:00 - 16:00	2	40	0.087	2	40	0.037	2	40	0.124
16:00 - 17:00	2	40	0.113	2	40	0.113	2	40	0.226
17:00 - 18:00	2	40	0.225	2	40	0.150	2	40	0.375
18:00 - 19:00	2	40	0.063	2	40	0.013	2	40	0.075
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.086			1.263			2.349

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.

Parameter summary

Trip rate parameter range selected:	20 - 60 (units:)
Survey date date range:	01/01/08 - 12/06/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	40	0.000	2	40	0.000	2	40	0.000
08:00 - 09:00	2	40	0.000	2	40	0.000	2	40	0.000
09:00 - 10:00	2	40	0.000	2	40	0.000	2	40	0.000
10:00 - 11:00	2	40	0.000	2	40	0.000	2	40	0.000
11:00 - 12:00	2	40	0.000	2	40	0.000	2	40	0.000
12:00 - 13:00	2	40	0.000	2	40	0.000	2	40	0.000
13:00 - 14:00	2	40	0.000	2	40	0.000	2	40	0.000
14:00 - 15:00	2	40	0.013	2	40	0.013	2	40	0.026
15:00 - 16:00	2	40	0.000	2	40	0.000	2	40	0.000
16:00 - 17:00	2	40	0.000	2	40	0.000	2	40	0.000
17:00 - 18:00	2	40	0.000	2	40	0.000	2	40	0.000
18:00 - 19:00	2	40	0.000	2	40	0.000	2	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

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.

Parameter summary

Trip rate parameter range selected:	20 - 60 (units:)
Survey date date range:	01/01/08 - 12/06/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	40	0.000	2	40	0.000	2	40	0.000
08:00 - 09:00	2	40	0.000	2	40	0.000	2	40	0.000
09:00 - 10:00	2	40	0.000	2	40	0.000	2	40	0.000
10:00 - 11:00	2	40	0.000	2	40	0.000	2	40	0.000
11:00 - 12:00	2	40	0.000	2	40	0.000	2	40	0.000
12:00 - 13:00	2	40	0.000	2	40	0.000	2	40	0.000
13:00 - 14:00	2	40	0.000	2	40	0.000	2	40	0.000
14:00 - 15:00	2	40	0.000	2	40	0.000	2	40	0.000
15:00 - 16:00	2	40	0.000	2	40	0.000	2	40	0.000
16:00 - 17:00	2	40	0.000	2	40	0.000	2	40	0.000
17:00 - 18:00	2	40	0.000	2	40	0.000	2	40	0.000
18:00 - 19:00	2	40	0.000	2	40	0.000	2	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	20 - 60 (units:)
Survey date date range:	01/01/08 - 12/06/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	40	0.000	2	40	0.000	2	40	0.000
08:00 - 09:00	2	40	0.000	2	40	0.000	2	40	0.000
09:00 - 10:00	2	40	0.000	2	40	0.000	2	40	0.000
10:00 - 11:00	2	40	0.000	2	40	0.000	2	40	0.000
11:00 - 12:00	2	40	0.000	2	40	0.000	2	40	0.000
12:00 - 13:00	2	40	0.000	2	40	0.000	2	40	0.000
13:00 - 14:00	2	40	0.000	2	40	0.000	2	40	0.000
14:00 - 15:00	2	40	0.000	2	40	0.000	2	40	0.000
15:00 - 16:00	2	40	0.000	2	40	0.000	2	40	0.000
16:00 - 17:00	2	40	0.000	2	40	0.000	2	40	0.000
17:00 - 18:00	2	40	0.000	2	40	0.000	2	40	0.000
18:00 - 19:00	2	40	0.000	2	40	0.000	2	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	20 - 60 (units:)
Survey date date range:	01/01/08 - 12/06/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	40	0.000	2	40	0.013	2	40	0.013
08:00 - 09:00	2	40	0.000	2	40	0.000	2	40	0.000
09:00 - 10:00	2	40	0.013	2	40	0.013	2	40	0.026
10:00 - 11:00	2	40	0.025	2	40	0.013	2	40	0.038
11:00 - 12:00	2	40	0.000	2	40	0.013	2	40	0.013
12:00 - 13:00	2	40	0.000	2	40	0.000	2	40	0.000
13:00 - 14:00	2	40	0.000	2	40	0.000	2	40	0.000
14:00 - 15:00	2	40	0.013	2	40	0.000	2	40	0.013
15:00 - 16:00	2	40	0.000	2	40	0.000	2	40	0.000
16:00 - 17:00	2	40	0.000	2	40	0.000	2	40	0.000
17:00 - 18:00	2	40	0.013	2	40	0.000	2	40	0.013
18:00 - 19:00	2	40	0.000	2	40	0.000	2	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.052			0.116

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.

Parameter summary

Trip rate parameter range selected:	20 - 60 (units:)
Survey date date range:	01/01/08 - 12/06/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-504504-160714-0700

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
VEHICLES

Selected regions and areas:
07 YORKSHIRE & NORTH LINCOLNSHIRE
NO NORTH LINCOLNSHIRE 1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of doctors
Actual Range: 8 to 8 (units:)
Range Selected by User: 2 to 9 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 30/11/12

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:
Thursday 1 days

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

Selected survey types:
Manual count 1 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 1

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

Selected Location Sub Categories:
Residential Zone 1

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

Filtering Stage 3 selection:

Use Class:
D1 1 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:
10,001 to 15,000 1 days

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

Population within 5 miles:
75,001 to 100,000 1 days

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

Car ownership within 5 miles:
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 1 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.

LIST OF SITES relevant to selection parameters

1 NO-05-G-02 GP SURGERY NORTH LINCOLNSHIRE
FERRY ROAD WEST

SCUNTHORPE
Edge of Town
Residential Zone
Total Number of doctors: 8
Survey date: THURSDAY 17/09/09 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 05 - HEALTH/G - GP SURGERIES
VEHICLES
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	1	8	0.125	1	8	0.000	1	8	0.125
08:00 - 09:00	1	8	1.125	1	8	0.250	1	8	1.375
09:00 - 10:00	1	8	2.000	1	8	1.125	1	8	3.125
10:00 - 11:00	1	8	1.500	1	8	2.250	1	8	3.750
11:00 - 12:00	1	8	1.125	1	8	1.250	1	8	2.375
12:00 - 13:00	1	8	0.875	1	8	1.000	1	8	1.875
13:00 - 14:00	1	8	1.500	1	8	1.625	1	8	3.125
14:00 - 15:00	1	8	1.250	1	8	1.125	1	8	2.375
15:00 - 16:00	1	8	2.250	1	8	1.500	1	8	3.750
16:00 - 17:00	1	8	1.125	1	8	1.750	1	8	2.875
17:00 - 18:00	1	8	0.375	1	8	0.875	1	8	1.250
18:00 - 19:00	1	8	0.000	1	8	0.500	1	8	0.500
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.250			13.250			26.500

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.

Parameter summary

Trip rate parameter range selected:	8 - 8 (units:)
Survey date date range:	01/01/08 - 30/11/12
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
TAXIS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	1	8	0.000	1	8	0.000	1	8	0.000
08:00 - 09:00	1	8	0.000	1	8	0.000	1	8	0.000
09:00 - 10:00	1	8	0.000	1	8	0.000	1	8	0.000
10:00 - 11:00	1	8	0.000	1	8	0.000	1	8	0.000
11:00 - 12:00	1	8	0.250	1	8	0.250	1	8	0.500
12:00 - 13:00	1	8	0.000	1	8	0.000	1	8	0.000
13:00 - 14:00	1	8	0.125	1	8	0.125	1	8	0.250
14:00 - 15:00	1	8	0.125	1	8	0.125	1	8	0.250
15:00 - 16:00	1	8	0.000	1	8	0.000	1	8	0.000
16:00 - 17:00	1	8	0.000	1	8	0.000	1	8	0.000
17:00 - 18:00	1	8	0.000	1	8	0.000	1	8	0.000
18:00 - 19:00	1	8	0.000	1	8	0.000	1	8	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.500			0.500			1.000

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.

Parameter summary

Trip rate parameter range selected:	8 - 8 (units:)
Survey date date range:	01/01/08 - 30/11/12
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
OGVS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	1	8	0.000	1	8	0.000	1	8	0.000
08:00 - 09:00	1	8	0.000	1	8	0.000	1	8	0.000
09:00 - 10:00	1	8	0.000	1	8	0.000	1	8	0.000
10:00 - 11:00	1	8	0.000	1	8	0.000	1	8	0.000
11:00 - 12:00	1	8	0.000	1	8	0.000	1	8	0.000
12:00 - 13:00	1	8	0.000	1	8	0.000	1	8	0.000
13:00 - 14:00	1	8	0.000	1	8	0.000	1	8	0.000
14:00 - 15:00	1	8	0.000	1	8	0.000	1	8	0.000
15:00 - 16:00	1	8	0.000	1	8	0.000	1	8	0.000
16:00 - 17:00	1	8	0.000	1	8	0.000	1	8	0.000
17:00 - 18:00	1	8	0.000	1	8	0.000	1	8	0.000
18:00 - 19:00	1	8	0.000	1	8	0.000	1	8	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	8 - 8 (units:)
Survey date date range:	01/01/08 - 30/11/12
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
PSVS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	1	8	0.000	1	8	0.000	1	8	0.000
08:00 - 09:00	1	8	0.000	1	8	0.000	1	8	0.000
09:00 - 10:00	1	8	0.000	1	8	0.000	1	8	0.000
10:00 - 11:00	1	8	0.000	1	8	0.000	1	8	0.000
11:00 - 12:00	1	8	0.000	1	8	0.000	1	8	0.000
12:00 - 13:00	1	8	0.000	1	8	0.000	1	8	0.000
13:00 - 14:00	1	8	0.000	1	8	0.000	1	8	0.000
14:00 - 15:00	1	8	0.000	1	8	0.000	1	8	0.000
15:00 - 16:00	1	8	0.000	1	8	0.000	1	8	0.000
16:00 - 17:00	1	8	0.000	1	8	0.000	1	8	0.000
17:00 - 18:00	1	8	0.000	1	8	0.000	1	8	0.000
18:00 - 19:00	1	8	0.000	1	8	0.000	1	8	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	8 - 8 (units:)
Survey date date range:	01/01/08 - 30/11/12
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
CYCLISTS
Calculation factor: 1 DOCTOR
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	1	8	0.000	1	8	0.000	1	8	0.000
08:00 - 09:00	1	8	0.000	1	8	0.000	1	8	0.000
09:00 - 10:00	1	8	0.250	1	8	0.250	1	8	0.500
10:00 - 11:00	1	8	0.000	1	8	0.000	1	8	0.000
11:00 - 12:00	1	8	0.000	1	8	0.000	1	8	0.000
12:00 - 13:00	1	8	0.125	1	8	0.125	1	8	0.250
13:00 - 14:00	1	8	0.000	1	8	0.000	1	8	0.000
14:00 - 15:00	1	8	0.000	1	8	0.000	1	8	0.000
15:00 - 16:00	1	8	0.000	1	8	0.000	1	8	0.000
16:00 - 17:00	1	8	0.125	1	8	0.125	1	8	0.250
17:00 - 18:00	1	8	0.000	1	8	0.000	1	8	0.000
18:00 - 19:00	1	8	0.000	1	8	0.000	1	8	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.500			0.500			1.000

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.

Parameter summary

Trip rate parameter range selected:	8 - 8 (units:)
Survey date date range:	01/01/08 - 30/11/12
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-504504-160624-0625

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : N - RETIREMENT FLATS
VEHICLES

Selected regions and areas:
04 EAST ANGLIA
CA CAMBRIDGESHIRE 1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 50 to 50 (units:)
Range Selected by User: 28 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 19/12/12

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:
Wednesday 1 days

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

Selected survey types:
Manual count 1 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:
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:
Residential Zone 1

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

Filtering Stage 3 selection:

Use Class:
C3 1 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:
5,001 to 10,000 1 days

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

Population within 5 miles:
125,001 to 250,000 1 days

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

Car ownership within 5 miles:
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 1 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.

LIST OF SITES relevant to selection parameters

1 CA-03-N-01 RETIREMENT FLATS CAMBRIDGESHIRE
HEDDA DRIVE
HAMPTON HARGATE
PETERBOROUGH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: WEDNESDAY 14/05/08 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/N - RETIREMENT FLATS
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	50	0.020	1	50	0.020	1	50	0.040
08:00 - 09:00	1	50	0.040	1	50	0.040	1	50	0.080
09:00 - 10:00	1	50	0.080	1	50	0.060	1	50	0.140
10:00 - 11:00	1	50	0.020	1	50	0.080	1	50	0.100
11:00 - 12:00	1	50	0.080	1	50	0.100	1	50	0.180
12:00 - 13:00	1	50	0.100	1	50	0.080	1	50	0.180
13:00 - 14:00	1	50	0.120	1	50	0.120	1	50	0.240
14:00 - 15:00	1	50	0.040	1	50	0.100	1	50	0.140
15:00 - 16:00	1	50	0.040	1	50	0.100	1	50	0.140
16:00 - 17:00	1	50	0.220	1	50	0.040	1	50	0.260
17:00 - 18:00	1	50	0.060	1	50	0.080	1	50	0.140
18:00 - 19:00	1	50	0.060	1	50	0.040	1	50	0.100
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.880			0.860			1.740

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.

Parameter summary

Trip rate parameter range selected:	50 - 50 (units:)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	50	0.000	1	50	0.000	1	50	0.000
08:00 - 09:00	1	50	0.000	1	50	0.000	1	50	0.000
09:00 - 10:00	1	50	0.000	1	50	0.000	1	50	0.000
10:00 - 11:00	1	50	0.000	1	50	0.000	1	50	0.000
11:00 - 12:00	1	50	0.000	1	50	0.000	1	50	0.000
12:00 - 13:00	1	50	0.000	1	50	0.000	1	50	0.000
13:00 - 14:00	1	50	0.000	1	50	0.000	1	50	0.000
14:00 - 15:00	1	50	0.000	1	50	0.000	1	50	0.000
15:00 - 16:00	1	50	0.000	1	50	0.000	1	50	0.000
16:00 - 17:00	1	50	0.000	1	50	0.000	1	50	0.000
17:00 - 18:00	1	50	0.000	1	50	0.000	1	50	0.000
18:00 - 19:00	1	50	0.000	1	50	0.000	1	50	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	50 - 50 (units:)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	50	0.000	1	50	0.000	1	50	0.000
08:00 - 09:00	1	50	0.000	1	50	0.000	1	50	0.000
09:00 - 10:00	1	50	0.020	1	50	0.020	1	50	0.040
10:00 - 11:00	1	50	0.000	1	50	0.000	1	50	0.000
11:00 - 12:00	1	50	0.000	1	50	0.000	1	50	0.000
12:00 - 13:00	1	50	0.000	1	50	0.000	1	50	0.000
13:00 - 14:00	1	50	0.000	1	50	0.000	1	50	0.000
14:00 - 15:00	1	50	0.000	1	50	0.000	1	50	0.000
15:00 - 16:00	1	50	0.000	1	50	0.000	1	50	0.000
16:00 - 17:00	1	50	0.000	1	50	0.000	1	50	0.000
17:00 - 18:00	1	50	0.000	1	50	0.000	1	50	0.000
18:00 - 19:00	1	50	0.000	1	50	0.000	1	50	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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.

Parameter summary

Trip rate parameter range selected:	50 - 50 (units:)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	50	0.000	1	50	0.000	1	50	0.000
08:00 - 09:00	1	50	0.000	1	50	0.000	1	50	0.000
09:00 - 10:00	1	50	0.000	1	50	0.000	1	50	0.000
10:00 - 11:00	1	50	0.000	1	50	0.000	1	50	0.000
11:00 - 12:00	1	50	0.000	1	50	0.000	1	50	0.000
12:00 - 13:00	1	50	0.000	1	50	0.000	1	50	0.000
13:00 - 14:00	1	50	0.000	1	50	0.000	1	50	0.000
14:00 - 15:00	1	50	0.000	1	50	0.000	1	50	0.000
15:00 - 16:00	1	50	0.000	1	50	0.000	1	50	0.000
16:00 - 17:00	1	50	0.000	1	50	0.000	1	50	0.000
17:00 - 18:00	1	50	0.000	1	50	0.000	1	50	0.000
18:00 - 19:00	1	50	0.000	1	50	0.000	1	50	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	50 - 50 (units:)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	50	0.000	1	50	0.000	1	50	0.000
08:00 - 09:00	1	50	0.000	1	50	0.000	1	50	0.000
09:00 - 10:00	1	50	0.000	1	50	0.000	1	50	0.000
10:00 - 11:00	1	50	0.000	1	50	0.000	1	50	0.000
11:00 - 12:00	1	50	0.000	1	50	0.000	1	50	0.000
12:00 - 13:00	1	50	0.000	1	50	0.000	1	50	0.000
13:00 - 14:00	1	50	0.000	1	50	0.000	1	50	0.000
14:00 - 15:00	1	50	0.000	1	50	0.000	1	50	0.000
15:00 - 16:00	1	50	0.000	1	50	0.000	1	50	0.000
16:00 - 17:00	1	50	0.000	1	50	0.000	1	50	0.000
17:00 - 18:00	1	50	0.000	1	50	0.000	1	50	0.000
18:00 - 19:00	1	50	0.000	1	50	0.000	1	50	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	50 - 50 (units:)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Appendix B - ATC Results

Automatic Classified Counts, Moss Side

LOCATION: BOWES STREET (WEEK 2)

Direction : WESTBOUND

VEHICLE FLOWS									
Hr Ending	Sunday 19-Jun-16	Monday 20-Jun-16	Tuesday 21-Jun-16	Wednesday 22-Jun-16	Thursday 23-Jun-16	Friday 24-Jun-16	Saturday 25-Jun-16	WEEKDAY AVERAGE	WEEK AVERAGE
1	26	14	16	12	14	16	21	14	17
2	21	12	6	11	8	6	9	9	10
3	8	2	6	11	8	5	14	6	8
4	8	9	9	4	5	7	10	7	7
5	7	4	5	3	6	4	3	4	5
6	5	8	8	7	9	3	12	7	7
7	6	16	10	12	14	13	9	13	11
8	10	27	25	24	22	33	9	26	21
9	9	68	79	66	56	72	32	68	55
10	19	43	47	39	32	35	26	39	34
11	20	25	32	31	20	23	24	26	25
12	31	15	37	35	31	27	53	29	33
13	26	44	31	36	42	22	32	35	33
14	37	40	36	46	48	28	36	40	39
15	30	39	41	42	41	50	39	43	40
16	36	42	61	58	57	67	31	57	50
17	38	29	41	47	54	45	36	43	41
18	35	47	45	37	63	55	45	49	47
19	35	39	39	43	50	44	45	43	42
20	39	50	47	30	38	36	44	40	41
21	35	42	42	33	48	31	38	39	38
22	31	40	37	39	42	51	39	42	40
23	32	34	40	30	32	31	39	33	34
24	24	26	28	22	32	31	39	28	29

7-19	326	458	514	504	516	501	408	499	461
6-22	437	606	650	618	658	632	538	633	591
6-24	493	666	718	670	722	694	616	694	654
0-24	568	715	768	718	772	735	685	742	709

Automatic Classified Counts, Moss Side

LOCATION: BOWES STREET (WEEK 2)

Direction : EASTBOUND

EASTBOUND									
Hr Ending	Sunday 19-Jun-16	Monday 20-Jun-16	Tuesday 21-Jun-16	Wednesday 22-Jun-16	Thursday 23-Jun-16	Friday 24-Jun-16	Saturday 25-Jun-16	WEEKDAY AVERAGE	WEEK AVERAGE
1	36	23	21	16	15	25	25	20	23
2	10	3	8	10	8	13	13	8	9
3	14	4	1	1	7	4	4	3	5
4	14	8	3	6	5	5	2	5	6
5	10	4	4	4	5	4	8	4	6
6	5	3	3	6	5	1	10	4	5
7	8	16	8	11	21	16	8	14	13
8	12	42	38	39	54	33	11	41	33
9	11	53	56	49	58	43	9	52	40
10	6	44	51	55	70	42	27	52	42
11	14	34	76	47	11	42	14	42	34
12	30	28	30	34	35	30	30	31	31
13	27	35	34	33	43	25	38	34	34
14	34	35	32	30	48	37	29	36	35
15	34	36	42	35	36	33	49	36	38
16	49	48	60	82	74	50	43	63	58
17	38	54	58	63	77	53	34	61	54
18	32	63	65	82	73	42	46	65	58
19	31	63	70	82	69	38	32	64	55
20	41	43	53	46	48	24	34	43	41
21	39	41	33	34	45	55	29	42	39
22	27	37	32	44	31	46	36	38	36
23	34	24	38	32	39	21	31	31	31
24	34	31	38	30	39	42	30	36	35

7-19	318	535	612	631	648	468	362	579	511
6-22	433	672	738	766	793	609	469	716	640
6-24	501	727	814	828	871	672	530	782	706
0-24	590	772	854	871	916	724	592	827	760

85th Pencentile Speed Limit
Bowes Street (Westbound)

85TH PERCENTILE							
Hr Ending	Saturday 0-Jan-00	Sunday 1-Jan-00	Monday 2-Jan-00	Tuesday 3-Jan-00	Wednesday 4-Jan-00	Thursday 5-Jan-00	Friday 6-Jan-00
1	29.6	23.4	31.3	29.9	28.9	25.9	29.3
2	35.4	25.6	36.6	35.4	25.8	30.7	30.9
3	34.6	36.6	31.6	29.0	29.9	45.7	32.3
4	33.4	36.7	29.3	30.9	22.6	25.1	30.1
5	23.2	30.9	37.8	34.8	38.6	23.7	33.4
6	37.3	31.0	35.9	36.4	31.7	24.6	34.2
7	24.0	31.6	29.4	32.2	36.6	31.0	26.3
8	34.3	31.8	31.0	30.7	32.4	30.6	29.6
9	26.3	29.4	28.5	29.5	30.2	27.3	31.4
10	35.2	29.7	29.2	28.3	29.3	26.8	30.2
11	31.2	33.3	28.8	27.5	29.9	25.7	27.5
12	29.0	29.4	27.7	33.7	29.4	27.5	29.6
13	28.0	29.8	29.3	28.5	30.5	33.5	30.3
14	29.3	31.1	31.9	31.8	32.3	30.0	27.4
15	30.1	30.8	28.9	31.5	30.7	30.9	27.8
16	29.8	29.7	30.4	29.7	29.2	32.7	28.7
17	30.1	30.3	30.6	27.9	29.6	28.6	27.6
18	30.8	30.1	28.9	31.7	25.9	31.5	29.5
19	27.9	28.0	28.0	29.6	27.3	30.8	30.1
20	30.8	31.8	30.7	30.4	28.6	26.4	30.3
21	31.5	29.1	29.1	29.4	31.8	26.6	29.8
22	28.8	29.2	27.7	29.7	27.5	27.9	32.2
23	28.7	33.2	28.8	28.3	28.2	28.7	34.8
24	26.3	31.6	26.5	33.8	26.7	28.7	28.4

10-12	30.1	31.4	28.3	30.6	29.6	26.6	28.5
14-16	30.0	30.2	29.6	30.6	29.9	31.8	28.2
0-24	30.2	30.6	30.3	30.9	29.7	29.2	30.1

7 DAY AVERAGE SPEED	#REF!
7 DAY AVERAGE 85th PERCENTILE	30.1

Bowes Street (Eastbound)

85TH PERCENTILE							
Hr Ending	Saturday 0-Jan-00	Sunday 1-Jan-00	Monday 2-Jan-00	Tuesday 3-Jan-00	Wednesday 4-Jan-00	Thursday 5-Jan-00	Friday 6-Jan-00
1	31.2	32.3	30.7	28.3	30.8	30.9	28.3
2	33.4	32.3	34.2	32.1	31.5	30.9	30.1
3	31.2	40.0	-	-	39.4	25.5	36.6
4	31.9	33.9	25.5	27.9	30.4	33.6	34.6
5	41.8	36.6	37.8	33.6	33.3	23.0	31.6
6	32.6	36.9	41.4	35.1	34.0	-	34.5
7	29.1	35.2	31.6	26.9	33.9	27.5	30.8
8	30.0	30.5	33.5	34.0	32.0	31.8	27.4
9	27.8	31.8	30.4	31.9	32.9	30.1	30.9
10	27.9	28.4	29.7	31.3	32.6	30.6	32.7
11	27.3	31.0	31.4	31.2	30.0	30.8	28.9
12	28.2	29.4	30.5	29.3	33.3	30.4	28.5
13	30.3	30.4	33.3	29.6	30.8	29.6	28.6
14	31.8	32.3	32.9	37.3	35.2	29.6	31.1
15	32.3	32.1	30.8	30.8	30.9	32.8	29.9
16	31.2	33.7	28.4	30.0	31.3	31.1	28.2

17	28.4	30.9	30.6	29.5	31.1	34.2	28.0
18	28.4	33.4	32.6	29.7	31.7	29.9	29.8
19	32.5	31.2	31.6	31.1	32.7	30.0	28.2
20	31.7	33.9	32.6	35.3	33.7	27.2	27.9
21	31.7	33.4	32.6	29.9	33.0	26.9	28.6
22	36.3	33.6	31.0	31.3	30.8	26.6	34.4
23	27.9	32.8	31.6	32.3	32.0	33.2	30.6
24	34.2	33.9	29.1	32.6	28.1	26.6	30.7

10-12	27.8	30.2	30.9	30.2	31.7	30.6	28.7
14-16	31.7	32.9	29.6	30.4	31.1	32.0	29.1
0-24	31.2	32.9	31.9	31.3	32.3	29.7	30.5

7 DAY AVERAGE SPEED	27.4
7 DAY AVERAGE 85th PERCENTILE	31.4

Parkside Road (Eastbound)

85TH PERCENTILE							
Hr Ending	Saturday 0-Jan-00	Sunday 1-Jan-00	Monday 2-Jan-00	Tuesday 3-Jan-00	Wednesday 4-Jan-00	Thursday 5-Jan-00	Friday 6-Jan-00
1	28.7	20.4	25.9	21.6	21.8	22.9	25.4
2	27.9	30.2	24.6	27.6	22.0	23.0	23.5
3	24.4	15.5	15.5	25.9	23.0	27.6	20.5
4	25.1	23.0	15.5	15.5	24.0	15.5	21.8
5	-	-	-	-	-	-	-
6	-	25.5	27.6	-	-	-	-
7	-	22.0	15.5	26.0	25.5	27.5	15.5
8	33.0	26.0	23.3	24.7	22.9	23.1	15.5
9	15.5	24.4	20.8	24.5	24.8	22.4	21.8
10	26.8	26.1	23.3	24.9	25.5	25.6	23.4
11	28.1	25.1	22.8	22.9	27.6	21.3	25.5
12	27.4	24.0	25.5	23.7	24.2	24.2	35.6
13	28.2	22.2	25.6	24.3	25.7	24.9	25.3
14	29.5	24.0	23.7	24.3	26.6	24.1	37.2
15	25.0	24.4	25.5	25.5	23.7	25.3	24.2
16	27.5	26.2	27.1	25.7	25.3	25.8	26.6
17	25.0	25.1	25.8	24.4	26.0	25.6	26.8
18	26.0	26.6	23.2	24.1	25.0	24.5	22.6
19	26.6	27.0	25.9	21.8	26.8	21.8	24.8
20	28.6	20.2	23.3	22.3	21.1	21.1	24.3
21	27.0	21.7	25.1	21.3	21.4	20.5	25.3
22	26.2	23.2	21.9	24.7	22.2	25.2	34.7
23	25.9	20.4	20.4	20.8	21.0	21.3	37.8
24	21.8	21.4	25.5	23.1	21.4	21.3	26.8

10-12	27.8	24.5	24.1	23.3	25.9	22.7	30.6
14-16	26.2	25.3	26.3	25.6	24.5	25.6	25.4
0-24	26.4	23.7	23.2	23.6	24.0	23.4	25.7

7 DAY AVERAGE SPEED	#REF!
7 DAY AVERAGE 85th PERCENTILE	24.2

Parkside Road (Westbound)

85TH PERCENTILE							
Hr Ending	Saturday 0-Jan-00	Sunday 1-Jan-00	Monday 2-Jan-00	Tuesday 3-Jan-00	Wednesday 4-Jan-00	Thursday 5-Jan-00	Friday 6-Jan-00
1	24.3	26.3	19.7	22.6	15.5	17.9	20.2
2	28.7	27.0	18.0	25.0	15.5	25.0	23.8
3	24.3	15.5	28.0	28.0	32.3	27.5	20.5
4	25.9	30.4	31.1	25.5	30.4	25.5	20.8
5	22.6	27.6	28.0	25.5	24.6	25.5	17.0
6	23.7	27.9	25.1	28.4	25.8	28.7	21.3
7	17.9	25.7	22.0	27.9	27.2	27.9	20.8
8	23.7	25.9	26.5	25.2	25.7	25.1	22.2
9	31.3	25.4	26.6	26.9	25.4	27.0	28.3
10	22.6	25.4	28.6	27.2	24.8	27.8	28.4
11	27.8	27.1	25.3	25.3	24.6	22.5	22.8
12	26.0	25.6	26.5	25.2	27.3	23.7	28.8
13	27.3	24.7	24.7	28.7	28.4	29.0	26.4
14	25.1	25.2	26.0	27.7	26.7	27.0	32.0
15	24.2	26.9	26.3	25.7	24.1	26.6	31.0
16	26.5	27.1	29.3	26.0	23.2	25.7	27.5

17	29.5	29.8	25.4	26.2	27.5	25.9	32.3
18	25.3	25.8	25.2	26.6	24.6	25.5	27.4
19	25.3	23.2	26.8	27.2	23.2	27.8	23.7
20	27.5	26.5	24.1	23.5	27.2	23.0	32.2
21	26.1	26.5	23.9	22.9	25.9	21.9	28.8
22	24.3	21.5	24.3	29.9	22.8	31.3	28.1
23	26.8	29.1	30.1	25.8	30.2	24.4	23.6
24	24.6	21.2	22.0	30.3	22.0	29.5	20.5

10-12	26.9	26.3	25.9	25.3	26.0	23.1	25.8
14-16	25.4	27.0	27.8	25.8	23.7	26.2	29.3
0-24	25.5	25.7	25.6	26.4	25.2	25.9	25.3

7 DAY AVERAGE SPEED	22.5
7 DAY AVERAGE 85th PERCENTILE	25.7

Automatic Classified Counts, Moss Side

LOCATION: PARKSIDE ROAD (WEEK 2)

Direction : EASTBOUND

VEHICLE FLOWS									
Hr Ending	Sunday 19-Jun-16	Monday 20-Jun-16	Tuesday 21-Jun-16	Wednesday 22-Jun-16	Thursday 23-Jun-16	Friday 24-Jun-16	Saturday 25-Jun-16	WEEKDAY AVERAGE	WEEK AVERAGE
1	27	9	13	17	6	16	21	12	16
2	15	7	3	6	5	4	12	5	7
3	13	2	5	5	4	4	9	4	6
4	9	4	2	3	6	2	6	3	5
5	0	1	0	0	0	0	0	0	0
6	0	2	2	1	1	1	1	1	1
7	0	5	2	6	3	7	2	5	4
8	2	6	11	11	12	8	3	10	8
9	3	25	15	17	18	14	6	18	14
10	7	18	25	21	19	20	16	21	18
11	13	20	16	16	18	19	19	18	17
12	20	17	18	25	20	28	25	22	22
13	18	21	25	16	27	21	24	22	22
14	14	18	18	16	26	19	21	19	19
15	14	20	18	19	20	17	19	19	18
16	29	44	49	49	50	52	40	49	45
17	14	28	39	23	30	24	20	29	25
18	17	42	29	43	41	37	23	38	33
19	18	49	32	30	46	25	26	36	32
20	17	37	24	26	33	31	23	30	27
21	17	22	17	29	24	23	19	23	22
22	19	22	21	25	24	28	20	24	23
23	8	15	15	15	18	18	15	16	15
24	6	14	12	15	10	19	17	14	13
7-19	169	308	295	286	327	284	242	300	273
6-22	222	394	359	372	411	373	306	382	348
6-24	236	423	386	402	439	410	338	412	376
0-24	300	448	411	434	461	437	387	438	411

Automatic Classified Counts, Moss Side

LOCATION: PARKSIDE ROAD (WEEK 2)

Direction : WESTBOUND

WESTBOUND									
Hr Ending	Sunday 19-Jun-16	Monday 20-Jun-16	Tuesday 21-Jun-16	Wednesday 22-Jun-16	Thursday 23-Jun-16	Friday 24-Jun-16	Saturday 25-Jun-16	WEEKDAY AVERAGE	WEEK AVERAGE
1	13	9	10	5	3	3	10	6	8
2	12	5	4	5	3	5	10	4	6
3	13	3	4	5	3	7	9	4	6
4	10	5	4	2	5	3	8	4	5
5	5	8	4	4	3	5	5	5	5
6	4	10	13	11	8	12	7	11	9
7	3	16	15	16	18	20	8	17	14
8	4	30	32	36	28	30	10	31	24
9	8	45	46	42	34	47	16	43	34
10	9	21	28	25	35	18	19	25	22
11	19	30	29	17	20	21	26	23	23
12	17	22	23	15	22	13	20	19	19
13	22	30	24	23	28	19	27	25	25
14	22	24	23	33	30	39	32	30	29
15	22	33	28	24	34	19	26	28	27
16	20	35	32	35	29	29	27	32	30
17	14	31	25	29	27	26	20	28	25
18	11	21	34	23	21	22	16	24	21
19	11	20	16	24	23	27	15	22	19
20	14	30	27	21	27	23	19	26	23
21	17	25	27	20	24	16	18	22	21
22	13	12	17	15	16	18	13	16	15
23	7	8	10	18	7	22	12	13	12
24	3	6	5	10	5	11	9	7	7

7-19	179	342	340	326	331	310	254	330	297
6-22	226	425	426	398	416	387	312	410	370
6-24	236	439	441	426	428	420	333	431	389
0-24	293	479	480	458	453	455	382	465	429