

PROPOSED CHANGE OF USE FROM PUBLIC HOUSE TO RESIDENTIAL
786-788 HYDE ROAD, GORTON, MANCHESTER, M18 7JD

TRANSPORT STATEMENT



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TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement (TS) has been produced to support a Change of Use application to convert an existing public house use into 5 residential apartments, consisting of 2 one-bedroom apartments and 3 two-bedroom apartments at the former Friendship Tavern public house located at 786-788 Hyde Road, Gorton, Manchester, M18 7JD (the site). The development site is situated within a highly sustainable location in East Manchester which is well located for access by public transport, walking and cycling.
- 1.2 In preparing this Transport Statement the following has been undertaken :-
- an inspection of the existing site, the highway access and the adjacent local highway network;
 - an interrogation and analysis of the road safety record for the local highway network;
 - an examination of the proposed change of use scheme and plans;
 - a comparison of the traffic generating potential of the public house use with the proposed residential apartments;
 - an assessment of the traffic and highway impact of the proposed change of use scheme; and
 - an assessment of the accessibility of the proposed scheme by public transport, walking and cycling.
- 1.3 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location and Existing Use

- 2.1 The former public house at 786-788 Hyde Road is situated on a corner plot in a residential area of Gorton. The site is bounded by Hyde Road A57 to the north and Friendship Avenue to the west. To the east of the site the public house is attached to a residential dwelling and a business premises (currently in use as a barbers shop) which are bounded by Thornwood Avenue. To the south of the site a back alley runs between Friendship Avenue and Thornwood Avenue.
- 2.2 To the north Hyde Road is lined with a mix of residential and commercial development and is part of a bus route into Manchester city centre. Beyond Hyde Road there is commercial development including a hotel and gym and to the east and north east beyond Hyde Road is Deepdale Park and Gorton Reservoir. The site is surrounded to the east, south and west by residential dwellings.

2.3 The former public house known as Friendship Tavern is presently vacant. The public house has a bar area and lounge on the first floor, beer cellars and storage in the basement and a 4-bedroom apartment on the first floor. The main pedestrian access to the site is off Hyde Road and it is proposed this access would remain the main entrance. There is no off-street parking associated with the former public house.

2.4 The development site is shown in Figure 1 below. The site location plan is shown in **Appendix A**.

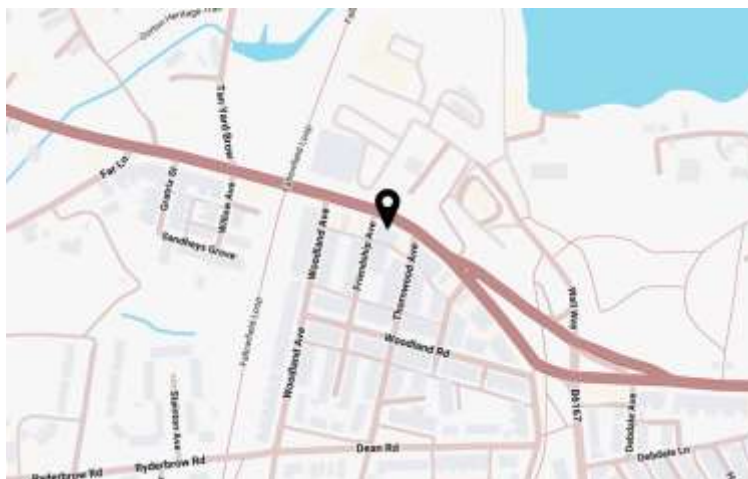


Figure 1 - Location of the Site in the Context of the Local Road Network

3.0 Existing Characteristics

3.1 Surrounding Roads

3.2 Hyde Road runs east to west along the northern boundary of the site. Hyde road is a dual carriageway road along the majority of the length. Towards the western end the southern carriageway reduces to a single carriageway to allow for a bus lane operational 7.00-10.00 am and 4.00-7.00pm. In the vicinity of the end of the bus lane, an on-road cycle lane and a shared pedestrian and cycle path begin on the southern carriageway. Hyde Road has regular bus services running along it connecting Manchester city centre and the surrounding areas. There is no parking along Hyde Road and along the site frontage there is a length of guard rail and notice stating, 'No Stopping No Loading 7.30-9.30am 4.00-6.30pm'. There are footways along Hyde Road and it is well lit by streetlighting. There are several signal controlled pedestrian crossings along Hyde Road particularly near junctions and crossings, the closest to the site being 110 metres to the west of the site. Hyde Road is subject to a speed limit of 30 mph.

3.3 Friendship Avenue is a single carriageway road with footpaths and streetlighting and is subject to a speed limit of 20 mph. It runs north to south from Hyde Road and is intersected by Woodland Road and is a no through road to the southern end. There is on street parking allowed along Friendship Avenue apart from outside the community garden which has bollards on the footpath.

- 3.4 Thornwood Avenue is a single carriageway road with footpaths and streetlighting and is subject to a speed limit of 20 mph. It runs north to south from Hyde Road to Gorton Cemetery. It is intersected by Woodland Road, Dean Road and Alveston Road. There is on street parking allowed along Thornwood Avenue and an off-road car park for 3 cars which is sign posted as residents only.
- 3.5 [Public Transport Access](#)
- 3.6 [Bus Services.](#)
- 3.7 There are a high number and frequency of bus services located between 120 metres to 1 km of the site, a walk of between 2 minutes and 15 minutes on Hyde Road, Cross Lane, Wellington Street and Garratt Way.
- 3.8 There are two bus stops located on Hyde Road. The inbound service is located on the south side of the carriageway a walk of approximately 120 metres taking around 2 minutes to the southeast of the site. The outbound service is located on the north side of the carriageway a walk of approximately 200 metres taking around 3 minutes, using the signal crossing to cross the road, to the northwest of the site. Bus services 7, 201, 202, 203 and 205 operate from these bus stops.
- 3.9 There are two bus stops located on Cross Lane outside and opposite the Royal Oak. The inbound service is located on the north side of the carriageway and the outbound service is located on the south side of the carriageway to the northwest of the site. The bus stops on Cross Lane are a walk of approximately 750 metres taking around 11 minutes. Bus services 171 and 172 operate from these bus stops
- 3.10 There are two bus stops located on Garratt Way outside of and opposite the shopping centre where bus service 150 operates from. The inbound service is located on the north side of the carriageway and the outbound service is located on the south side of the carriageway a walk of approximately 1 km taking around 14 minutes to the northwest of the site.
- 3.11 There are two bus stops located on Wellington Street outside of and opposite the post office where bus service 53 operates from. The inbound service is located on the west side of the carriageway and the outbound service is located on the east side of the carriageway a walk of approximately 900 metres taking around 12 minutes to the northwest of the site.
- 3.12 The bus stop on the north side of Hyde Road has a shelter, bench, bus stop pole, timetable and raised kerb. The bus stop on the south side of Hyde Road has a bus stop pole and a raised kerb. The bus stops on Cross Lane have bus stop poles.
- 3.13 The bus stops on Garratt Way have shelters, benches, bus stop poles, raised kerbs and timetables. The bus stop on the east side of Wellington Road has a bus stop pole and the bus stop on the west side has a shelter, bench, bus stop pole and a timetables.

- 3.14 The Figure below shows the location of the bus stops and the bus routes in the vicinity of the site.



Figure 2 - Map of Bus Routes and Bus Stops around the Site (Source TfGM)

- 3.15 The table below shows a summary of all the regular services available within a 1 km walk of the site. The table shows there are 48 regular services available within a 1 km walk of the site per hour during the weekday am, pm and interpeak periods. Also shown are between 22-48 services per hour available on Saturdays and between 16-29 services per hour available on Sundays within a 1 km walk of the site. The majority of these services are available from the bus stops on Hyde Road which can be accessed within a 120 – 200 metre walk taking around 2 – 3 minutes.

Table 1 - Summary of Locations, Services and Frequency of Bus Services

Service	Route	Services per hour				
		Monday-Friday			Saturday	Sunday
		AM	Inter Peak	PM		
Location Hyde Road south side of carriageway southeast of site - Inbound						
7	Stockport – Ashton-under-Lyne	2	2	2	1-2	1
201	Hattersley – Manchester	6	6	6	1-6	1-3
202	Gee Cross - Manchester	2	2	2	1-2	1
203	Stockport - Manchester	6	6	6	1-6	1-4
205	Dane Bank - Manchester	2	2	2	1-2	1-2
Location Hyde Road north side of carriageway northwest of site - Outbound						
7	Ashton-under-Lyne - Stockport	2	2	2	1-2	1
201	Manchester - Hattersley	6	6	6	1-6	1-3
202	Manchester – Gee Cross	2	2	2	1-2	1
203	Manchester - Stockport	6	6	6	1-6	1-4
205	Manchester – Dane Bank	2	2	2	1-2	1-2
Location Cross Lane north side of carriageway northwest of site - Inbound						
171	East Didsbury – Newton Heath	1	1	1	1	0
172	Chorlton/Southern Cemetery – Newton Heath	1	1	1	1	1
Location Cross Lane south side of carriageway southeast of site - Outbound						

171	Newton Heath – East Didsbury	1	1	1	1	0
172	Newton Heath – Southern Cemetery/ Chorlton	1	1	1	1	1
Location Garratt Way south side of carriageway northwest of site - Outbound						
150	Gorton – Trafford Centre	2	2	2	2	1
Location Garratt Way north side of carriageway northwest of site - Inbound						
150	Trafford Centre - Gorton	2	2	2	2	1-2
Location Wellington Street west side of carriageway northwest of site - Inbound						
53	Pendleton Salford – Cheetham Hill	2	2	2	2	1
Location Wellington Street east side of carriageway northwest of site - Outbound						
53	Cheetham Hill – Pendleton Salford	2	2	2	2	1
TOTAL		48	48	48	22-48	16-29

3.16 Rail Services

3.17 There are three rail stations located close to the site Ryder Brow, Belle Vue and Gorton.

3.18 Ryder Brow and Belle Vue rail stations offer the same rail services and Ryder Brow is the closest to the site. Ryder Brow is located a walk of approximately 950 metres from the site taking around 13 minutes to walk, 3 minutes to cycle or a car or taxi trip of around 2 minutes. Belle Vue is located slightly further away from the site a walk of approximately 1.3 km from the site taking around 18 minutes to walk, 6 minutes to cycle or a car or taxi trip of around 3 minutes.

3.19 Gorton rail station is located a walk of approximately 1.4 km from the site taking around 19 minutes to walk, 6 minutes to cycle or a car or taxi trip of around 3 minutes. Gorton rail station offers different services than Ryder Brow and Belle Vue.

3.20 Ryder Brow and Belle Vue rail station are on the Hope Valley Line and provide services between Manchester Piccadilly and New Mills Central rail stations. There is approximately 1 train per hour in each direction Mondays to Saturdays and no Sunday services.

3.21 Gorton rail station is on the Hope Valley and Glossop Line. The Hope Valley Line provides services between Manchester Piccadilly and Rose Hill Maple. There is approximately 2 trains per hour and half in each direction between Mondays to Saturdays and no Sunday service. The Glossop Line provides services between Manchester Piccadilly and Hadfield. There is an infrequent service between Monday to Saturday with a few evening services between Manchester Piccadilly and Hadfield and a few morning and a few evening services between Hadfield and Manchester Piccadilly. There is a regular service on a Sunday between Manchester Piccadilly and Hadfield with 1 train per hour in each direction.

3.22 The Table below summarises the location and rail services available around the site.

Table 2 - Rail Services Available Around the Site

Station	Train Route	Train Line	Frequency Monday-Saturday	Frequency Sunday
Ryder Brow and Belle Vue	Manchester Piccadilly-New Mills Central	Hope Valley	1 per hour	none
Ryder Brow and Belle Vue	New Mills Central-Manchester Piccadilly	Hope Valley	1 per hour	none
Gorton	Manchester Picadilly-Rose Hill Maple	Hope Valley	2 per 90 minutes	none
Gorton	Rose Hill Maple-Manchester Piccadilly	Hope Valley	2 per 90 minutes	none
Gorton	Manchester Picadilly-Hadfield	Glossop	Infrequent few evening services	1 per hour
Gorton	Hadfield-Manchester Piccadilly	Glossop	Infrequent few morning and few evening services	1 per hour

3.23 The Figure below shows the Hope Valley and Glossop Lines and the stations served along the route.



Figure 3 - Hope Valley and Glossop Line (Source northernrailway.co.uk)

3.24 The Figure below shows the location of the rail stations around the site



Figure 4 - Location of Rail Stations Around the Site

3.25 Cycle Access

3.26 An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed development site. The analysis is illustrated in the Figure below.

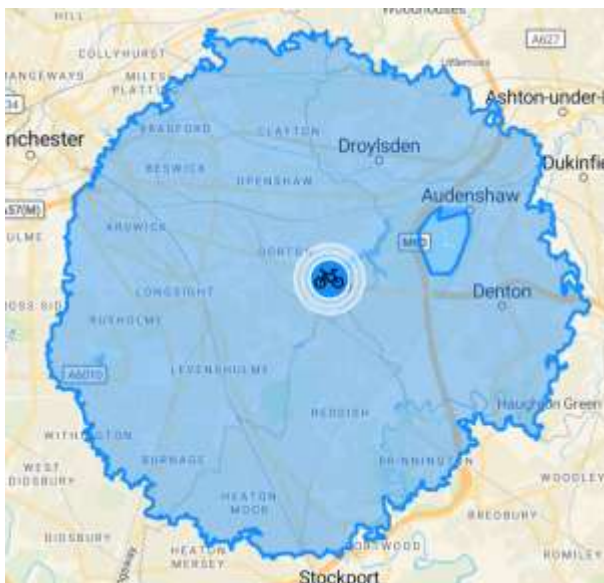


Figure 5 - Cycle Access to the Development Site (www.app.traveltimeplatform.com)

3.27 In the Access to Services section, found later in this report, many amenities can be accessed within a short cycle journey.

3.28 The map in the Figure below shows the cycling infrastructure around the site. The streets either side of Hyde Road have a speed limit of 20 mph and there are many traffic free cycling routes in the area including the National Cycle Route (NCR) 60 which runs from South Manchester in Reddish to North Manchester near North Manchester General Hospital, orbiting East Manchester. A key part of the route includes the Fallowfield Loop, a largely traffic-free route between Chorlton-cum-Hardy and Fairfield. The route is fully signposted. The NCR 60/Fallowfield Loop can be accessed 300 metres southwest of the site off Ryderbrow Road taking around 4 minutes to cycle.

- 3.29 The Figure below shows the cycle and walking infrastructure around the site including the roads with 20 mph speed limit and the NCR 60 Fallowfield Loop.



Figure 6 - Cycle Map Around the Site

- 3.30 Walking Access

- 3.31 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in the Figure below.



Figure 7 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

- 3.32 The roads either side of Hyde Road are subject to a speed limit of 20 mph and there are many signalled controlled crossings along Hyde Road including one 100 metres to the west of the site. The roads around the site have footpaths and streetlighting. The Figure 6 map in the cycling section in this report shows these 20 mph speed limit roads, the signalled controlled crossings and the many traffic free walking routes. There are long sections of guard rail along Hyde Road along the site frontage and to the east of the site to encourage crossing at signalled controlled crossings.

- 3.33 The DfT National Travel Survey of 2020 confirms that 82% of all trips less than a mile (1.6km) are carried out on foot.
- 3.34 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on desirable, acceptable and preferred maximum walking distances. The 'preferred maximum' distances are shown below in Table 3.

Table 3 - CIHT Walking Distances

Purpose	Suggested Preferred Maximum Walk
Town Centre	800m
Commuting / School	2000m
Elsewhere	1200m

- 3.35 Manual for Streets in 4.4.1 discusses walkable neighbourhoods :
 'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.'
- 3.36 The Table below summarises this guidance.

Table 4 - MfS Walking Distances

Walk	Distance
Comfortable Walk	800m
Preferred Maximum Walk	2000m

- 3.37 A Report by WYG ' Accessibility – How Far Do People Walk and Cycle' indicated the following 85th percentile walking distances in the Table below.

Table 5 - Recommended Walking Distances

Purpose	85th Percentile Walk Distances
All Journeys	1950m
Commuting	2100m
Shopping	1600m
Education	3200/4800m
Personal	1600m
Overall Recommended Preferred Maximum	1950m

- 3.38 [Access to Services](#)

- 3.39 There is a range of facilities, services and amenities located close to the site and are accessible by walking and cycling trips, including for shopping, leisure, education and medical care. Some of these are set out in the table below.

Table 6 - Walking and Cycling Distance to Services

Facility or Service	Approximate Walking Distance in Metres	Approximate Walking Distance in Minutes	Approximate Cycling Distance in Minutes
Bus Stops – Hyde Rd, Cross Lane, Wellington Street, Garratt Way	Between 120 and 1000	Between 2 and 14	Between 1 and 4
Rail Stations Ryder Brow, Belle Vue, Gorton	Between 950 and 1400	Between 13 and 19	Between 3 and 6
Gorton Medical Centre	1000	14	5
Barbers	20	1	1
Hairdressers	55	1	1
Take Away/ Restaurant	38	1	1
Convenience Store Hyde Road	20	1	1
Convenience Store Hyde Road	90	1	1
Post Office and Convenience Store Wellington Street	900	12	3
Convenience Store and ATM Cross Street	750	10	3
Public House Hyde Road	350	5	1
Gym	550	8	3
Nursery in Debdale Park	800	11	2
Debdale Park including Outdoor Centre, Park, Bowling and Social Club and Skate Park	500	7	2
Take Away	450	6	2
Gorton Market (Open Monday-Saturday)	800	11	3
Asda Superstore including ATM	550	8	2
Pharmacy Gorton Road	700	9	2
Tesco Express including ATM, Pharmacy, Opticians	850	11	3
Gorton Hub Job Centre	1000	13	3
Abbey Hey Primary School	850	12	4
St James Primary School	1000	13	3
Oasis Academy Primary School	650	9	4
Kings Dental Centre	850	12	3
Sunny Brow Park	850	13	4
The Oasis Community Centre	550	8	1
Abbey Hey Football Club	600	8	2

- 3.40 The analysis in this report demonstrates that there are a high number and wide variety of services and facilities well within the 2Km walking distance of the site that various studies suggest as a maximum walking distance.

3.41 Road Safety Record

- 3.42 The Crashmap database has been interrogated to assess the road safety record for Hyde Road in the vicinity of the site and the surrounding road network. The output from the accident interrogation and the area analysed is shown in Figure 8 below.

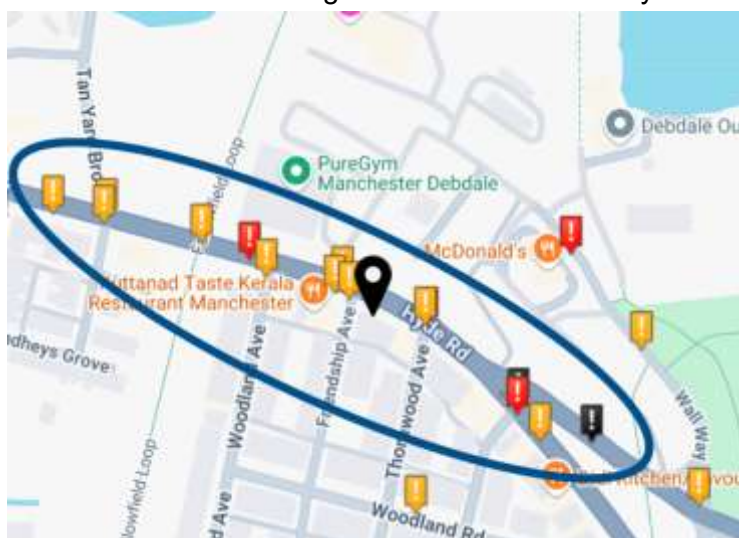


Figure 8 - Road Safety Record near the Proposed Development Site ([CrashMap](#))

- 3.43 There have been injury accidents along Hyde Road including at the junctions of Friendship Avenue and Thornwood Avenue. The details of these accidents are included in the table below.

Table 7 - Accident Record

Location	Date	Severity of Incident	Vehicles Involved	Casualties Involved
Hyde Rd West of Tan Yard Brow	08/05/2021	Slight	2	1
Hyde Rd/Tan Yard Brow	22/01/2029	Slight	2	2
Hyde Rd/Tan Yard Brow	28/05/2020	Slight	5	1
Hyde Rd/Fallowfield Loop Footbridge	13/06/2023	Slight	3 including motorcycle	1 including motorcycle casualty
Hyde Rd Between Woodland Ave/Fairfield Loop Footbridge	30/04/2023	Serious	5	1 child casualty
Hyde Rd/Woodland Ave	08/02/2023	Slight	3	1
Hyde Rd Between Woodland Ave and Friendship Ave	12/08/2022	Slight	3	2
Hyde Rd Between Woodland Ave and Friendship Ave	16/04/2021	Slight	3	1
Hyde Rd/Friendship Ave	09/03/2022	Slight	2	2 including child casualty
Hyde Rd/Thornwood Ave	27/08/2021	Slight	2	1 including goods vehicle
Hyde Rd/Thornwood Ave	29/11/2020	Serious	2	1
Hyde Rd/Abbeywood Ave	17/04/2021	Serious	1	1 including pedestrian casualty
Hyde Rd/Abbeywood Ave	12/07/2022	Fatal	2	3

Hyde Rd East of Abbeywood Ave, South Carriageway	21/08/2021	Slight	2	2
Hyde Rd East of Abbeywood Ave, North Carriageway	21/06/2021	Fatal	1	1 including pedestrian casualty

3.44 In February 2021 there was a slight injury accident record in Woodland Road involving 2 vehicles. The accident record suggests that the collision occurred when one of the vehicles was travelling along the road and the other vehicle started to move off.

3.45 [Summary](#)

3.46 The road safety record has been investigated near the site and the local residential streets demonstrated a good road safety record. The local environment is conducive to encouraging journeys by bus, train, on foot and by cycling. Access to the development by public transport, walking and cycling has been determined to be excellent.

4.0 **Transport Policy Context**

4.1 [National Policy](#)

4.2 [National Planning Policy Framework \(NPPF\) \(2024\)](#)

4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

4.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.

4.5 **Paragraph 112.** If setting local parking standards for residential and non-residential development, policies should take into account:

- (a) the accessibility of the development;
- (b) the type, mix and use of development;
- (c) the availability of and opportunities for public transport;
- (d) local car ownership levels; and
- (e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

4.6 **Paragraph 113.** Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with [chapter 11](#) of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

4.7 [Considering development proposals](#)

4.8 **Paragraph 115.** In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- (a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - (b) safe and suitable access to the site can be achieved for all users;
 - (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code [48](#); and
 - (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 4.9 **Paragraph 116.** Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 4.10 **Paragraph 117.** Within this context, applications for development should:
- (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - (d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 4.11 [Local Policy](#)
- 4.12 [Manchester City Council Core Strategy](#)
- Policy T 1 Sustainable Transport
- 4.13 To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -
- Improve choice by developing alternatives to the car.
 - Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
 - Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
 - Improve pedestrian routes and the pedestrian environment.

- Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.
- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 1. pedestrians and disabled people
 2. cyclists, public transport,
 3. commercial access,
 4. general off-peak traffic,
 5. general peak time traffic.

Policy T 2 Accessible areas of opportunity and need

4.14 The Council will actively manage the pattern of development to ensure that new development: -

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including: -
 - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
 - Links within East Manchester to employment locations, Central Park and Eastlands in particular.
 - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
 - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
 - Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.
- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS

is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

- District Centres
- Areas not within the City Centre or District Centres

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

4.15 Appendix B of the Core Strategy : Parking Standards indicates '*Maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case by case basis.*'
and encouraging more active travel is important to improving children's health.

4.16 [Guide to Development in Manchester \(2007\)](#)

4.17 This document sets out the requirements for development within Manchester including the planning guidelines.

4.18 [Assessment of the Proposed Conversion from Public House to Residential Apartments Scheme Against Existing Policy](#)

4.19 The transport policies set out above follow a common theme for promoting access to development by sustainable transport.

4.20 Accessibility to the proposed development site has been examined in this Transport Statement and it concluded that access to services by sustainable transport is considered excellent. Car parking for the development is considered to be adequate and appropriate for the development and should not present any network operational issues on the highway network.

4.21 The proposed development scheme is considered to be compliant with the aspirations of existing transport policies and is supportive in helping achieve their objectives.

5.0 Development Proposals

5.1 The proposed application is to convert an existing public house use into 5 residential apartments, consisting of 2 one-bedroom apartments and 3 two-bedroom apartments at the former Friendship Tavern public house located at 786-788 Hyde Road, Gorton, Manchester, M18 7JD. The proposal is to create the following :

- Basement - 1 No 1 Bedroom apartments, Cycle storage area
- Ground Floor - 1 No 1 Bedroom apartment, 1 No 2 Bedroom apartment, Bin storage area, Garden area
- First Floor - 2 No 2 Bedroom apartments

- 5.2 The main pedestrian access to the site is off Hyde Road and it is proposed this access would remain the main entrance. The proposed site layout for the proposed development is shown in **Appendix B**.
- 5.3 [Vehicular Access](#)
- 5.4 There is no car parking proposed for the development, any car drop offs or pickups would happen on the roads to the east, south and west of the site.
- 5.5 [Parking Strategy](#)
- 5.6 The proposed development site is well connected by sustainable transport as demonstrated in previous sections of this report. No parking is proposed for the site. The roads around the site to the east, south and west can offer on street parking as and when needed. A parking survey was carried out on the 24/07/2025 between 05.15pm and 07.15pm, when it was anticipated most residents would be home and their cars parked up, and there was plenty of car park capacity available on the roads within 200 metres of the site including along Friendship Avenue the road closest to the site.
- 5.7 [Car Parking](#)
- 5.8 The Council's parking standards in the Core Strategy does not contain a standard for C3 residential development. The adopted policy 'Guide to Development in Manchester' in Section 6 advises *'This section provides more detailed guidance on how the need for car parking can be accommodated in the context of ensuring that priority is still given to the non car user.'*
- 5.9 In 6.5 and 6.6 of the Guide, it states :
'Successful streets that are capable of accommodating the parked car can help to create a more urban feel, and promote activity and interest. However, care must be taken to ensure that designs do not encourage parking on the pavement. We will look to promote innovative solutions such as "homezones" where the needs of non car users are prioritised.
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'
- 5.10 In 6.9 it states 'Finally, parking is not just for cars. Sufficient, well located and secure cycle parking is essential to encourage people to cycle.'
- 5.11 The development proposes 2 No 1 Bedroom apartments and 3 No 2 Bedroom apartments but does not provide any off-street parking. The former public house did not provide any off-street parking. The adopted Guide on Development discusses parking guidelines and suggests that on-street parking could be used.
- 5.12 The public house, when assessed against the Council's parking standards in the Core Strategy would require 1 space for every 5sq.m of floor area. This is the standard for a

restaurant and it has been used to assess the potential parking needed for a public house. The internal floor of the public house is 82sq.m which would indicate a maximum parking standard of 16 spaces. There is also living accommodation in the public house. The analysis in this Transport Statement shows that the parking requirements for the 5 No residential apartments would have a lower parking requirement and lower parking demand than the public house.

5.13 [Parking Survey](#)

5.14 A parking survey has been undertaken in the local streets around the site. Extent of the survey included only a distance of 200 metres from the site. The survey was undertaken on a weekday evening to assess the parking demands in those streets within the survey zone and assess whether there was any spare capacity within those streets. The survey results and analysis are contained in **Appendix C**. Measurements were taken to assess the amount of parking that could be accommodated within each street. The disabled parking spaces marked out on-street were discounted from the available capacity although all vehicles were counted in each street including those within the disabled parking spaces. This will provide a robust analysis of the parking capacity used in each street and in the survey area overall. The survey showed there to be 50% of on-street parking spaces utilised. Within the survey zone there are 195 on-street parking spaces so at the busiest period in the survey there would still be approximately 95 spaces on-street available to park in.

5.15 From the accident analysis discussed in Section 3 of this report, there was one slight accident record in Woodland Road and this would not suggest that on-street parking is having an adverse impact on the road safety record.

5.16 [Parking Accumulation](#)

5.17 Parking accumulation analysis has been undertaken using the trip rates and traffic generation throughout a weekday for the private apartments and this demonstrates that the proposed development for 5 apartments would have a negligible parking demand. The parking accumulation shown in the analysis should be capable of being accommodated in the local streets and it should have a negligible impact on the available parking capacity. **Appendix D** contains the parking accumulation analysis.

5.18 [Census Data analysis](#)

5.19 Census data has been analysed on the method of travel to work from the place of residence in the super output area covering the development site at the former Friendship Tavern public house located at 786-788 Hyde Road, Gorton, Manchester, M18 7JD. The data shows that 37.6% of people used sustainable travel methods. This data demonstrates the excellent levels of accessibility to the development site by sustainable transport modes which was further confirmed with the assessment of bus and rail facilities accessible to the site as explained in Section 3 of this report. **Appendix E** contains the Census Travel to Work Data. The Census analysis confirmed when considering Manchester as a whole 32% travel using sustainable transport. This shows that in the area around the site there is a higher propensity to use sustainable travel when compared to Manchester as a whole.

- 5.20 Census data has been analysed to assess the car availability within the super output area for the development site. The analysis showed that 41.7% of households within the area of the former Friendship Tavern public house located at 786-788 Hyde Road, Gorton, Manchester, M18 7JD do not have access to a car. Across Manchester as a whole 39% of households do not have access to a vehicle.
- 5.21 Further analysis has been undertaken on car availability and the accommodation type. The analysis shows that flats and apartments have lower levels of car availability than houses. The analysis identified average car availability in apartments in the area around the site (Manchester 021) of 1.31 compared to a higher level of 1.59 for those living in houses. Manchester as a whole has higher levels still – 1.42 for those living in apartments and 1.69 for those living in houses.
- 5.22 [Electric Vehicle Charging Space](#)
- 5.23 If needed by residents or their visitors, the closest electric vehicle charging (EVC) points are available on the McDonalds car park opposite the site and the adjoining car park. It is located a car trip of approximately 350 metres from the site taking around 3 minutes to drive and, using safe crossing points, 6 minutes to walk.
- 5.24 [Cycle Parking](#)
- 5.25 The SPD3 requires cycle parking to be provided. The scheme proposals include a secure cycle store in the Basement for 8 cycles.

6.0 Trip Rates and Traffic Generation

- 6.1 [Trip Generation Methodology \(TRICS Database\)](#)
- 6.2 The Trip Rate Information Computer System, known more commonly as the TRICS database, is a database that contains travel survey information to a range of development types and sizes. The database is nationally recognised and widely used as a tool to estimate the future traffic generation of new development by utilising the database to forecast traffic based on a range of factors including size of development, location, parking, etc.
- 6.3 The TRICS database, version 7.11.4, has been interrogated to examine the sites in the database that could be used to forecast the traffic generation of the proposed development and the former Friendship Tavern public house located at 786-788 Hyde Road, Gorton, Manchester, M18 7JD. Categories used in the traffic generation analysis are as follows :
- 06-C Pub-Restaurant
 - 03-C Private Flats
- 6.4 The Tables below provide the forecast traffic generation for the proposed development and the existing public house during the weekday using the TRICS category described above.

Public House Use

- 6.5 The Table below shows the traffic generation of the existing public house use during the morning and evening peak periods.

Table 8 - Traffic Generation for Existing Public House

	Trip Rates						Traffic Generation					
	AM Peak (8.00-9.00)			PM Peak (17.00-18.00)			AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
Area	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
82	0.000	0.000	0.000	0.553	0.138	0.691	0	0	0	0	0	1
Total Traffic Generation							0	0	0	0	0	1

Private Flats

- 6.6 The Table below shows the traffic generation of the proposed private flats during the morning and evening peak periods.

Table 9 - Traffic Generation for the Private Flats

		Trip Rates						Traffic Generation					
		AM Peak (8.00-9.00)			PM Peak (17.00-18.00)			AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
Type	Unit	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Flats	5	0.035	0.105	0.140	0.154	0.077	0.231	0	1	1	1	0	1
Total Traffic Generation								0	1	1	1	0	1

- 6.7 The output from the TRICS database analysis is provided in **Appendix F**.
- 6.8 The Table below shows the net traffic generation (the difference between the existing public house use and the proposed residential use).

Table 10 - Net Traffic Generation

		Traffic Generation								
		AM Peak (8.00-9.00)			PM Peak (17.00-18.00)			Daily		
Type	Unit	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Flats	5	0	1	1	1	0	1	5	5	10
Pub	82	0	0	0	0	0	-1	-10	-10	-19
Total Traffic Generation		0	1	1	0	0	1	-5	-5	-9

- 6.9 The Table above demonstrates that the proposed residential development has a lower daily weekday traffic generating potential than the existing public house use. The proposed residential development is estimated to generate 9 less traffic trips than the public house development during the weekday. The residential development is forecast to produce a reduction in weekday traffic levels of 48%. The public house also has living accommodation (4 bedrooms) and this has not been considered in the net traffic generation.

7.0 Traffic Impact

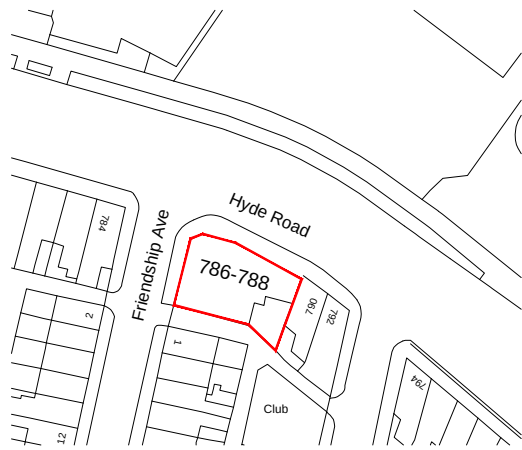
- 7.1 The traffic generation analysis for the proposed residential development at former Friendship Tavern public house located at 786-788 Hyde Road, Gorton, Manchester, M18 7JD is forecast to generate very low levels of traffic and when compared to the existing approved use is forecast to generate 48% less traffic than the public house use. The proposed residential use should deliver a highway benefit by having a lower traffic generating potential than the existing public house.
- 7.2 The public house would have required parking according to the parking standards in the City Council's Core Strategy but does not provide any. The analysis in this Transport Statement suggests that the parking provision for a public house would be higher than for 5 apartments of the same overall area as the public house.

8.0 Summary and Conclusions

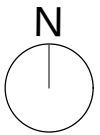
- 8.1 This Transport Statement has been produced to support a Change of Use application to convert an existing public house use into 5 residential apartments, consisting of 2 one-bedroom apartments and 3 two-bedroom apartments at the former Friendship Tavern public house located at 786-788 Hyde Road, Gorton, Manchester, M18 7JD. The building currently has an approved public house use. The existing pedestrian access location will be retained.
- 8.2 The proposed residential use is forecast to generate 48% less traffic than the current approved public house use and this reduction in traffic should produce a highway benefit to the wider highway network.
- 8.3 No parking provision for the residential development is considered to be appropriate for the size and scale of the scheme in this location. The proposed apartments are considered to not have the potential to result in any highway safety or highway operational issues even if there is any car parking on the surrounding roads. The parking survey identified there to be considerable amounts of spare capacity. Furthermore the accident record does not indicate that on-street parking is having an adverse effect on the highway safety record in the local streets around the site. The site proposal would seem to be consistent with the narrative on parking guidelines in the City Council's Guide for Development 2007 which does suggest that on-street parking could be permitted. The residential apartments has been shown to have a lower parking demand and requirement than the public house so the residential apartments should produce a benefit by having the potential for lower parking demands in the adjacent streets.
- 8.4 The Transport Statement has illustrated that the existing local road network has exhibited a good road safety record in the recent five-year period. The proposed residential development is not considered to have the potential to create an adverse impact on the road safety of the local road network.

- 8.5 The proposed residential development will be in a sustainable location that enables public transport services to be accessed within a short walk and the local infrastructure is conducive to walking and cycling journeys.
- 8.6 The analysis of parking demand, car ownership levels and the method of travel to work for people living in the area demonstrates that a proposed residential development with the provision of no off-street parking spaces will not produce a detrimental impact on highway safety or the operation of the highway network.
- 8.7 The development is considered sustainable in transport terms. Therefore, it is hoped that the City Council would agree that there should be no grounds for highway and transport objections to the proposed application.

Appendix A



01 Location Plan
Scale 1:1250 @ A3



Element Key



SCALE BAR 1:200



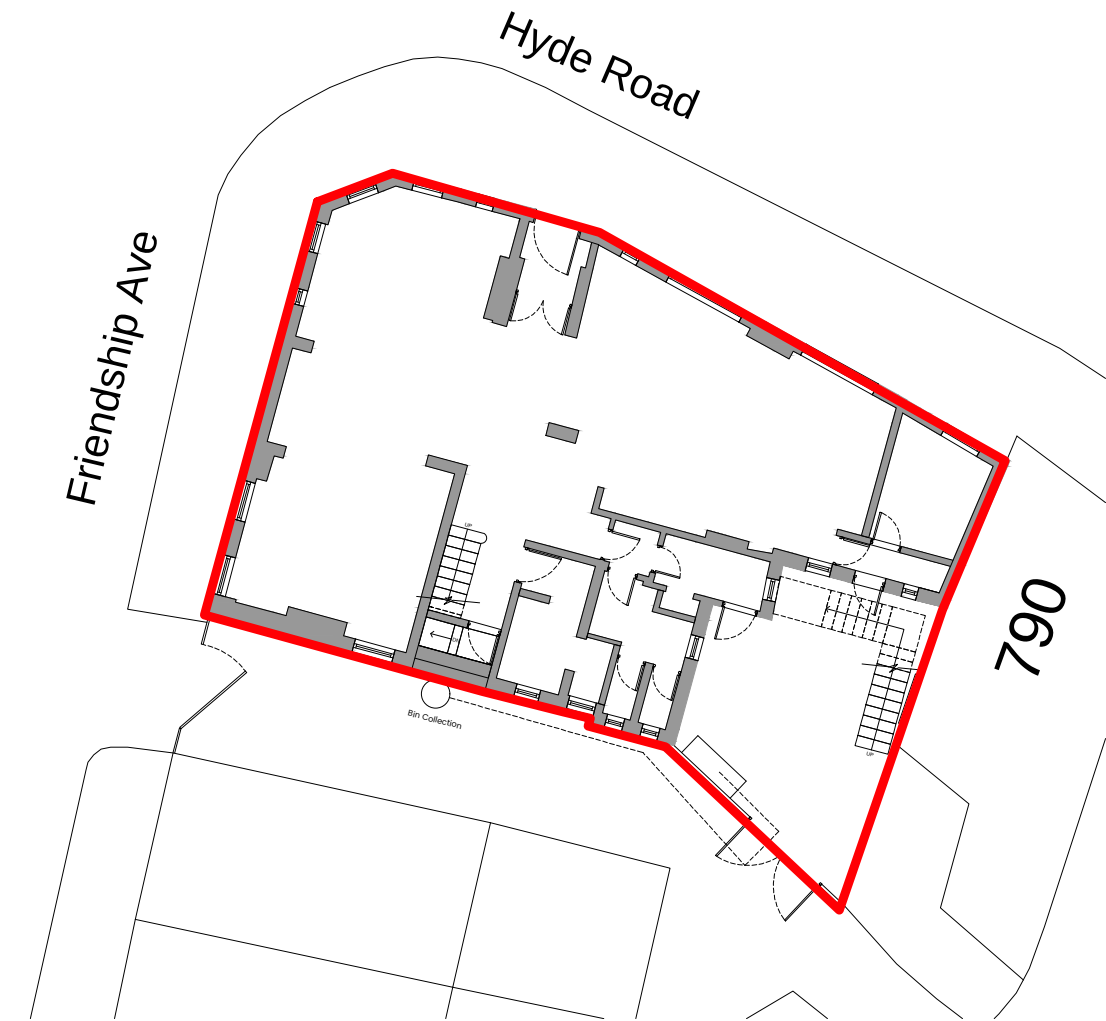
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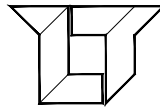


02 Existing Site Plan
Scale 1:200 @ A3



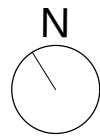
03 Proposed Site Plan
Scale 1:200 @ A3

Rev	Description	Date	Dr by	App by
-	First Issue	07.07.25	TA	MS



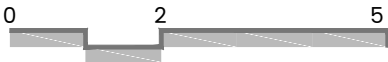
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client name		
Mr Riaz		
project		
786-788 Hyde Rd, Gorton, M18 7JD		
drawing		
Location Plan and Existing and Proposed Site Plan		
project number		scale
25101		1/1250 1/200 @ A3
drawing number	rev	issue status
PL_001	-	Planning
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Element Key

- Site Boundary
- Existing



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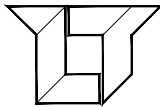
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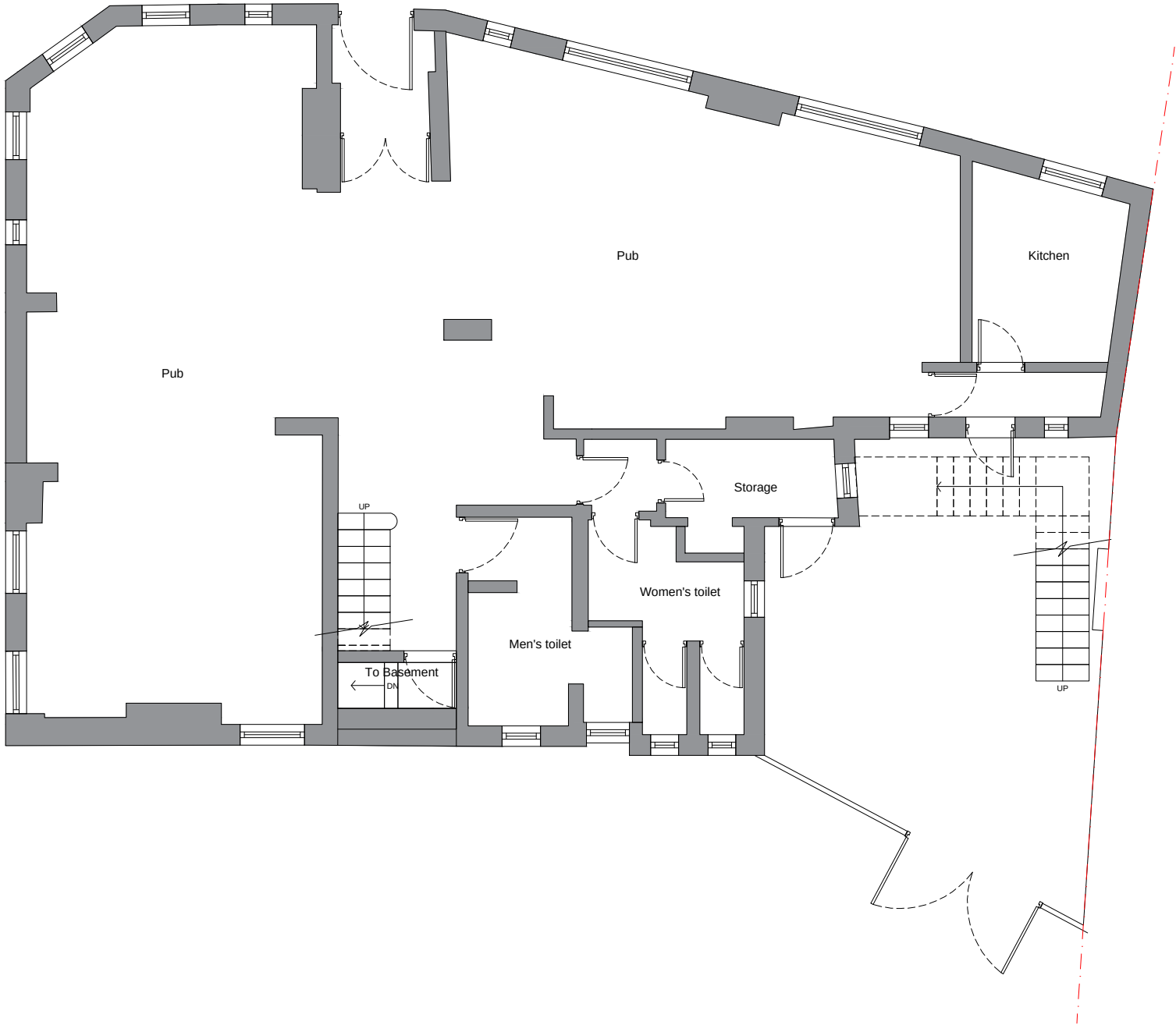
-	First Issue	07.07.25	TA	MK
Rev	Description	Date	Dr by	App by



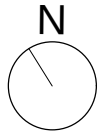
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client name Mr Riaz		
project 786-788 Hyde Rd, Gorton, M18 7JD		
drawing Existing Ground Floor Plan		
project number 25101	scale 1/100 @ A3	
drawing number PL_002	rev -	issue status Planning
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01 Existing Ground Floor Plan
Scale 1:100 @ A3



Element Key

Site Boundary

Existing



SCALE BAR 1:100

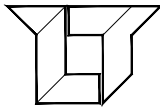
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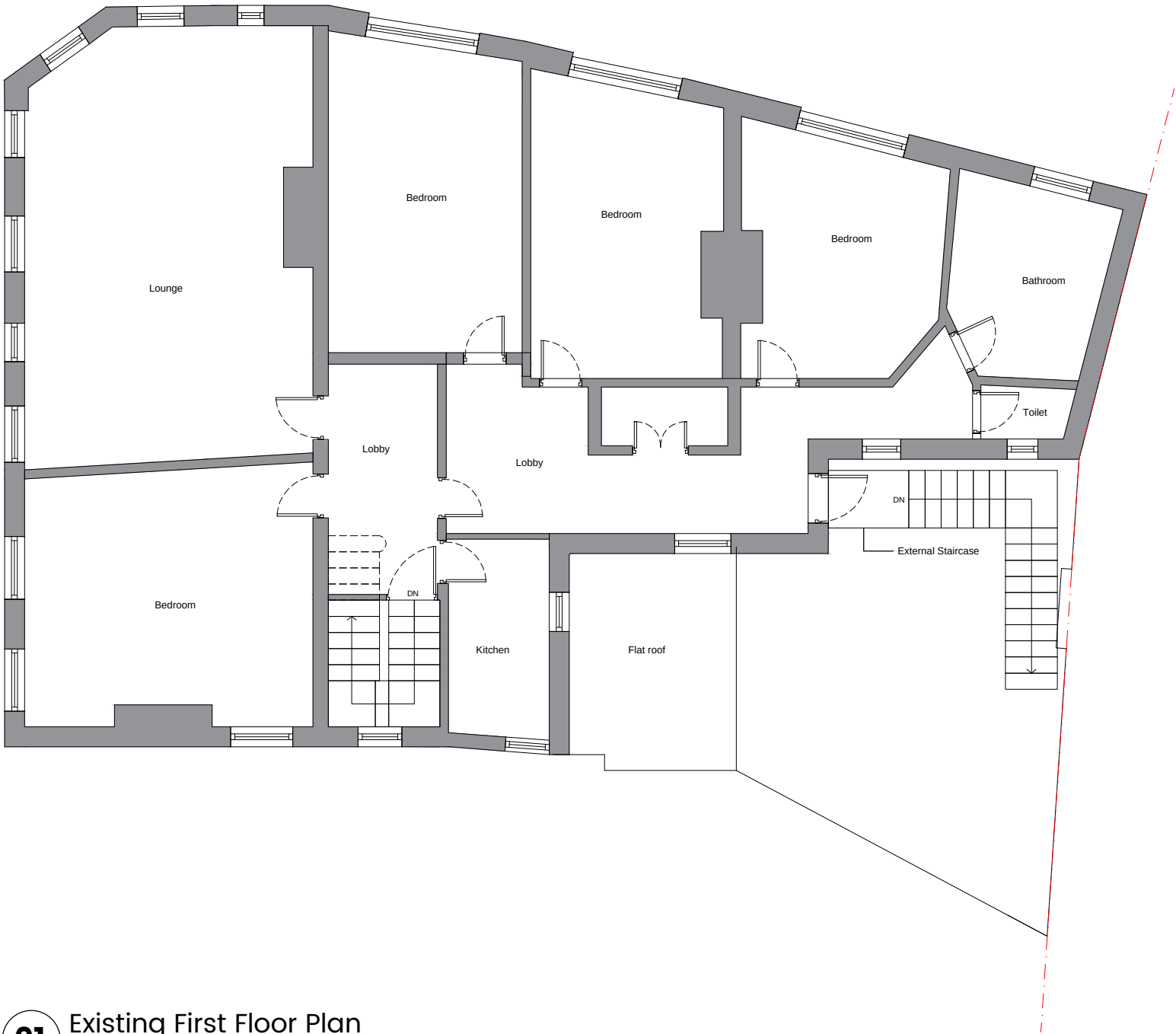
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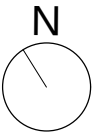


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client name Mr Riaz		
project 786-788 Hyde Rd, Gorton, M18 7JD		
drawing Existing Ground Floor Plan		
project number 25101	scale 1/100 @ A3	
drawing number PL_003	rev -	issue status Planning
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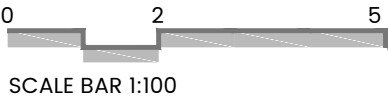


01 Existing First Floor Plan
Scale 1:100 @ A3



Element Key

Existing



General Notes:

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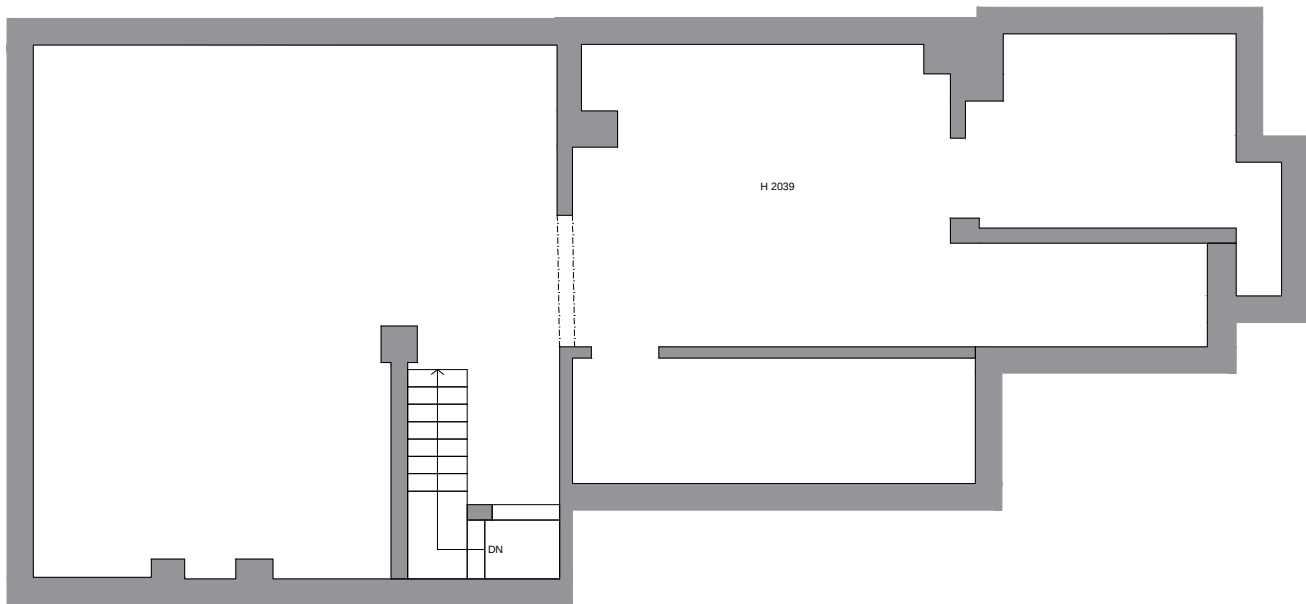
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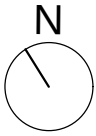
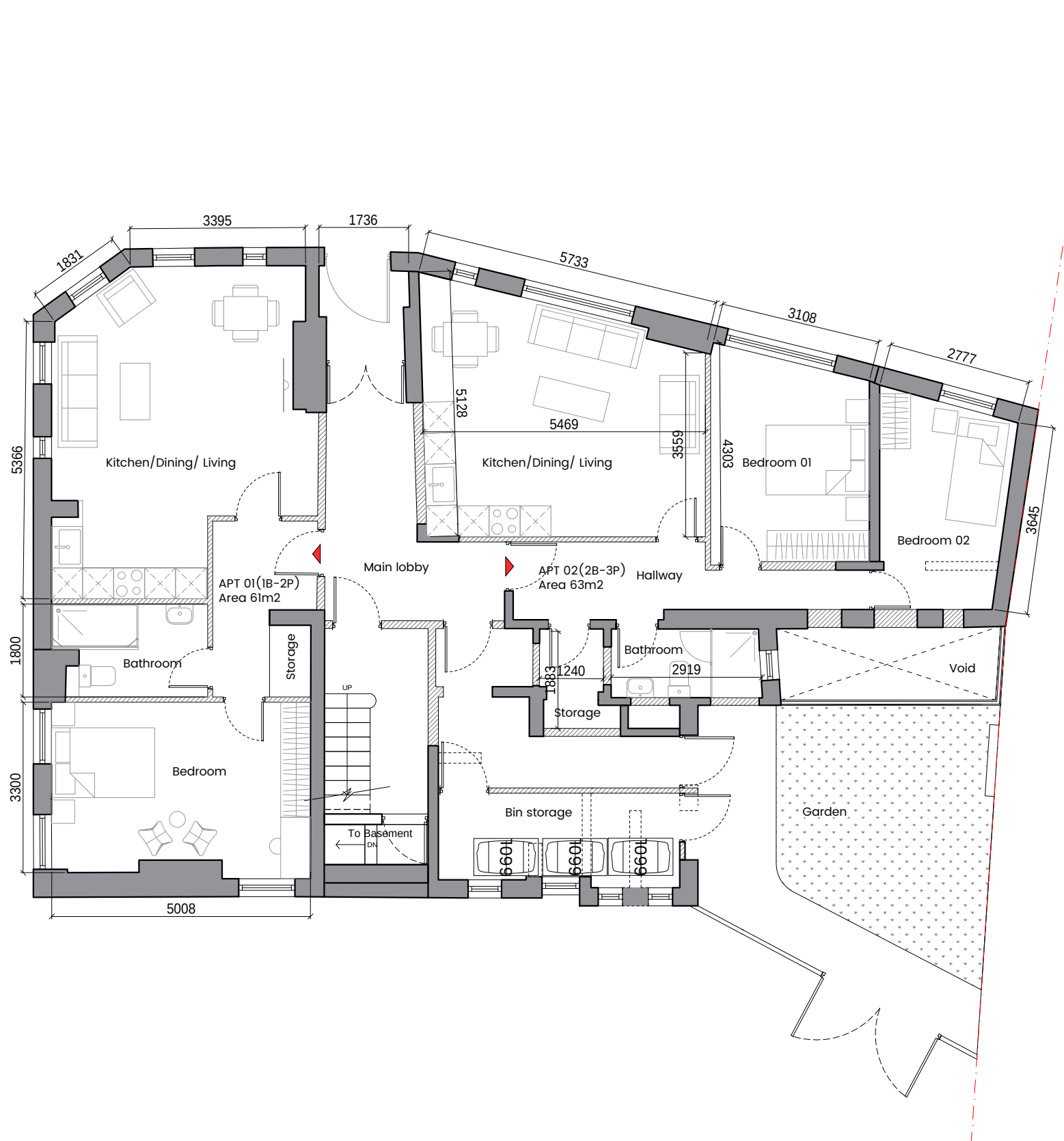
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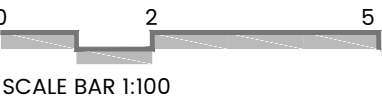
01 Existing Basement Plan
Scale 1:100 @ A3

client name Mr Riaz		
project 786-788 Hyde Rd, Gorton, M18 7JD		
drawing Exisiting Basement Plan		
project number 25101		scale 1/100 @ A3
drawing number PL_004	rev -	issue status Planning
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Appendix B



- Element Key
- Site Boundary
 - Existing
 - Demolish
 - Proposed



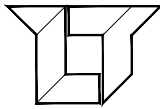
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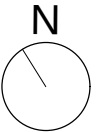


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client name		
Mr Riaz		
project		
786-788 Hyde Rd, Gorton, M18 7JD		
drawing		
Proposed Ground Floor Plan		
project number		scale
25101		1/100 @ A3
drawing number	rev	issue status
PL_005	-	Planning
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01 Proposed Ground Floor Plan
Scale 1:100 @ A3



Element Key

- Existing
- Demolish
- Proposed



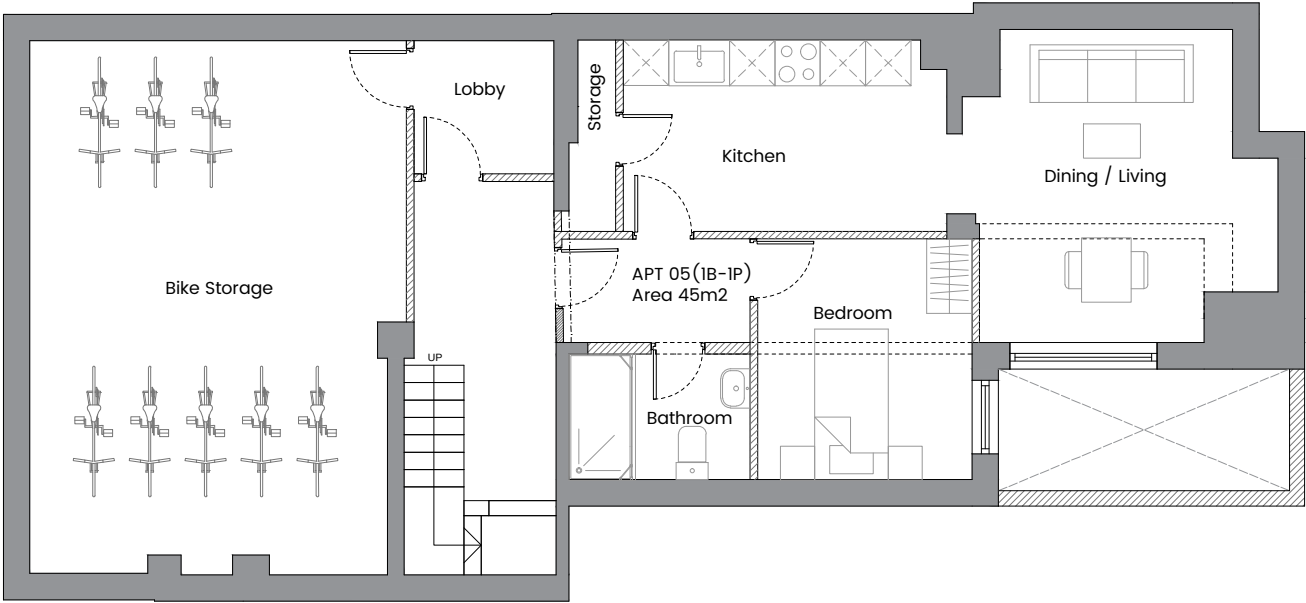
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General Notes:

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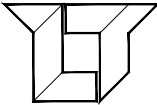
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01

Proposed Basement Plan
Scale 1:100 @ A3

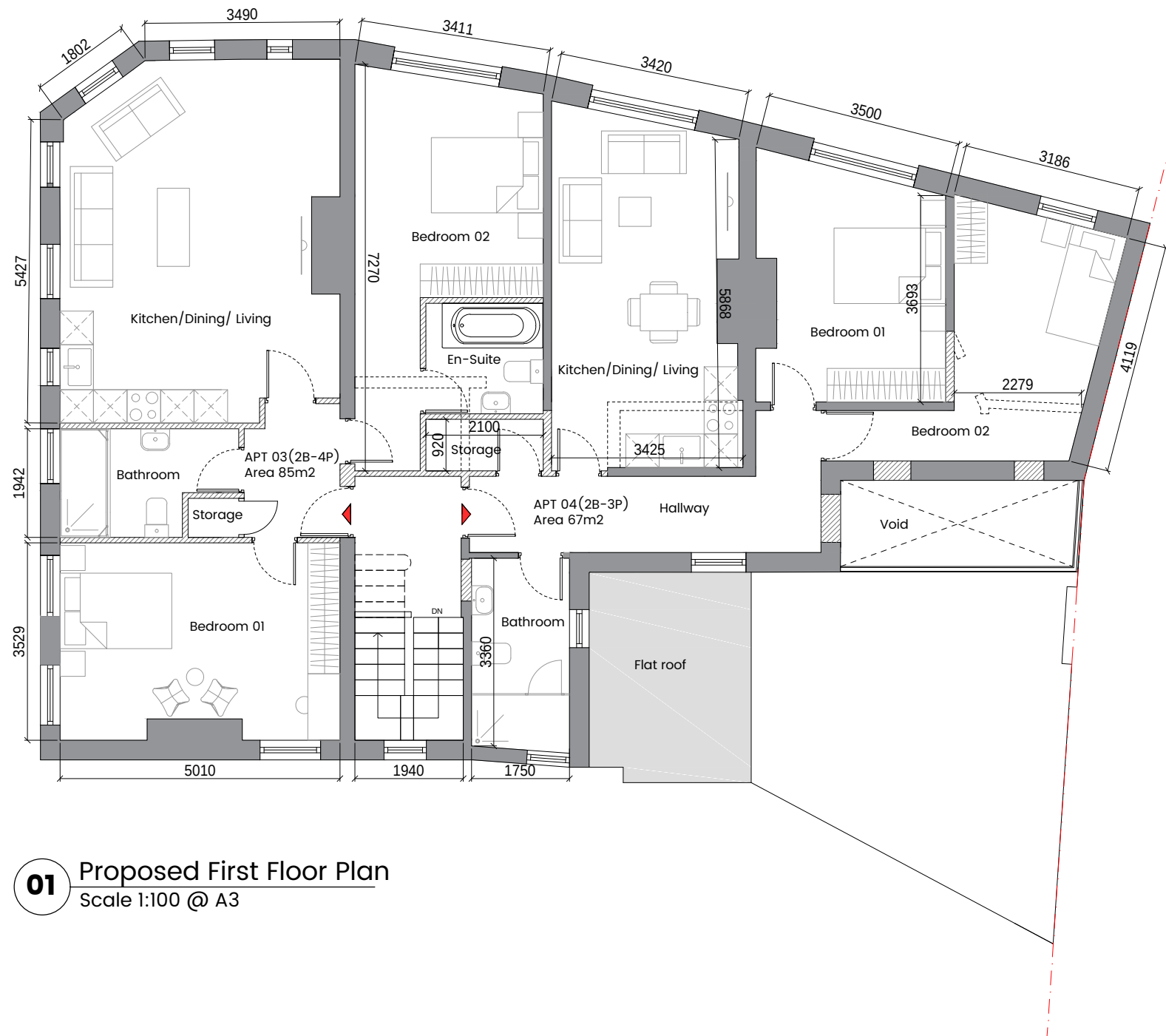
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Rev	Description	Date	Dr by	App by



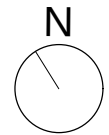
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client name		
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project		
786-788 Hyde Rd, Gorton, M18 7JD		
drawing		
Proposed Basement Plan		
project number		scale
25101		1/100 @ A3
drawing number	rev	issue status
PL_007	-	Planning
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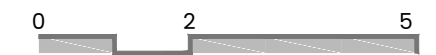


01 Proposed First Floor Plan
Scale 1:100 @ A3



Element Key

- Site Boundary
- Existing
- Demolish
- Proposed



SCALE BAR 1:100

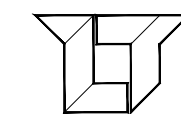
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client name Mr Riaz		
project 786-788 Hyde Rd, Gorton, M18 7JD		
drawing Proposed First Floor Plan		
project number 25101		scale 1/100 @ A3
drawing number PL_006	rev -	issue status Planning
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Appendix C

PARKING RESULTS AND ANALYSIS**786-788 HYDE ROAD GORTON****WEDNESDAY 23RD JULY 2025 17:15-19:15****ON-STREET PARKING SURVEY WITHIN 200 METRES OF 786-788 HYDE ROAD, GORTON****VEHICLES OBSERVED DURING THE SURVEY PERIOD**

Ref	Road	Time							
		17:15 - 17:30	17:30 - 17:45	17:45 - 18:00	18:00 - 18:15	18:15 - 18:30	18:30 - 18:45	18:45 - 19:00	19:00 - 19:15
1	Woodland Avenue West Side	12	12	12	10	10	10	12	12
2	Woodland Avenue East Side	6	11	9	8	8	8	8	8
3	Woodland Avenue West Side	3	2	2	3	3	3	3	3
4	Woodland Avenue East Side	3	4	6	7	7	7	7	7
5	Woodland Road N	3	3	3	3	3	3	3	3
6	Woodland Road S	1	2	1	1	1	1	0	2
7	Friendship Avenue W	7	6	8	9	8	7	8	7
8	Friendship Avenue E	4	5	7	7	7	7	7	6
9	Friendship Avenue W	9	7	4	5	6	6	7	7
10	Friendship Avenue E	6	8	5	6	6	6	7	7
11	Thornwood Avenue W	5	5	7	5	5	6	7	7
12	Thornwood Avenue W	7	8	7	7	7	7	7	6
13	Woodland Road N	0	0	0	0	0	0	1	1
14	Woodland Road S	2	2	2	2	2	2	2	2
15	Thornwood Avenue W	5	4	4	4	5	4	4	4
16	Thornwood Avenue W	4	4	4	4	3	3	3	3
17	Woodland Road N	1	1	1	1	2	2	2	1
18	Woodland Road S	1	1	1	1	1	2	2	1
19	Abbeywood Avenue W	5	5	5	7	5	4	4	6
20	Abbeywood Avenue W	6	6	6	6	6	5	4	4
	Total	90	96	94	96	95	93	98	97

PARKING SPACES WITHIN EACH STREET

[illegible]

PARKING RESULTS AND ANALYSIS**786-788 HYDE ROAD GORTON****WEDNESDAY 23RD JULY 2025 17:15-19:15****ON-STREET PARKING SURVEY WITHIN 200 METRES OF 786-788 HYDE ROAD, GORTON****PARKING CAPACITY USED DURING SURVEY PERIODS**

Ref	Road	Time							
		17:15 - 17:30	17:30 - 17:45	17:45 - 18:00	18:00 - 18:15	18:15 - 18:30	18:30 - 18:45	18:45 - 19:00	19:00 - 19:15
1	Woodland Avenue West Side	83%	83%	83%	69%	69%	69%	83%	83%
2	Woodland Avenue East Side	41%	76%	62%	55%	55%	55%	55%	55%
3	Woodland Avenue West Side	30%	20%	20%	30%	30%	30%	30%	30%
4	Woodland Avenue East Side	30%	40%	60%	70%	70%	70%	70%	70%
5	Woodland Road N	55%	55%	55%	55%	55%	55%	55%	55%
6	Woodland Road S	18%	37%	18%	18%	18%	18%	0%	37%
7	Friendship Avenue W	77%	66%	88%	99%	88%	77%	88%	77%
8	Friendship Avenue E	44%	55%	77%	77%	77%	77%	77%	66%
9	Friendship Avenue W	58%	45%	26%	32%	38%	38%	45%	45%
10	Friendship Avenue E	38%	51%	32%	38%	38%	38%	45%	45%
11	Thornwood Avenue W	36%	36%	51%	36%	36%	43%	51%	51%
12	Thornwood Avenue W	66%	76%	66%	66%	66%	66%	66%	57%
13	Woodland Road N	0%	0%	0%	0%	0%	0%	20%	20%
14	Woodland Road S	41%	41%	41%	41%	41%	41%	41%	41%
15	Thornwood Avenue W	48%	39%	39%	39%	48%	39%	39%	39%
16	Thornwood Avenue W	39%	39%	39%	39%	29%	29%	29%	29%
17	Woodland Road N	18%	18%	18%	18%	37%	37%	37%	18%
18	Woodland Road S	18%	18%	18%	18%	18%	37%	37%	18%
19	Abbeywood Avenue W	48%	48%	48%	68%	48%	39%	39%	58%
20	Abbeywood Avenue W	67%	67%	67%	67%	67%	56%	45%	45%
	Total	46%	49%	48%	49%	49%	48%	50%	50%

Appendix D

786-788 Hyde Road Gorton Proposed Apartments
Residential Parking Accumulation Using Trip Rates

Time	IN	OUT	TOTAL	Accumulation
				0
07:00-8:00	0	1	1	0
8:00-9:00	0	1	1	-1
9:00-10:00	0	1	1	-1
10:00-11:00	0	1	1	-1
11:00-12:00	0	0	1	-1
12:00-13:00	0	0	1	-1
13:00-14:00	0	1	1	-1
14:00-15:00	0	0	1	-1
15:00-16:00	0	0	1	-1
16:00-17:00	1	0	1	-1
17:00-18:00	1	0	1	0
18:00-19:00	0	0	1	0

Appendix E

TS045 - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 22 July 2025]

population All households
units Households
date 2021

Number of cars or vans	msoa2021:E02001065 : Manchester 021		lacu2023:Manchester	
	number	%	number	%
Total: All households	3,843	100.0	214,732	100.0
No cars or vans in household	1,601	41.7	83,770	39.0
1 car or van in household	1,631	42.4	92,267	43.0
2 cars or vans in household	489	12.7	31,611	14.7
3 or more cars or vans in house	122	3.2	7,084	3.3

TS061 - Method used to travel to work

ONS Crown Copyright Reserved [from Nomis on 22 July 2025]

population All usual residents aged 16 years and over in employment the week before the census
units Persons
date 2021

Method of travel to workplace	msoa2021:E02001065 : Manchester 021		lacu2023:Manchester		Sustainable Travel			
	msoa2021:E02001065 : Manchester 021		lacu2023:Manchester		msoa2021:E02001065 : Manchester 021		lacu2023:Manchester	
	number	%	number	%	number	%	number	%
Total: All usual residents aged 16 years and over in employment the week before the census	3,777	100.0	234,283	100.0	1415	37.6	74954	32
Work mainly at or from home	691	18.3	73,964	31.6				
Underground, metro, light rail, tram	8	0.2	6,152	2.6	8	0.2	6,152.0	2.6
Train	44	1.2	2,848	1.2	44	1.2	2,848.0	1.2
Bus, minibus or coach	733	19.4	23,669	10.1	733	19.4	23,669.0	10.1
Taxi	55	1.5	3,654	1.6	55	1.5	3,654.0	1.6
Motorcycle, scooter or moped	6	0.2	462	0.2	6	0.2	462.0	0.2
Driving a car or van	1,597	42.3	82,379	35.2				
Passenger in a car or van	177	4.7	8,217	3.5	177	4.7	8,217.0	3.5
Bicycle	110	2.9	7,305	3.1	110	2.9	7,305.0	3.1
On foot	282	7.5	22,647	9.7	282	7.5	22,647.0	9.7
Other method of travel to work	74	2.0	2,986	1.3				

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 22 July 2025]

population	All households
units	Households
date	2021
area type	2021 super output areas - middle layer
area name	E02001065 : Manchester 021
accommodation type	Total

Number of cars or vans	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household
		0	1	2
Total	3,845	1	1,720	2,124
No cars or vans in household	1,601	0	1,029	572
1 car or van in household	1,632	0	661	971
2 or more cars or vans in household	612	1	30	581

No of Cars as % of Category				Average No of Cars
0%	45%	55%	100%	1.55
0%	64%	36%	100%	0.00
0%	41%	59%	100%	1.59
0%	5%	95%	100%	1.95

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 22 July 2025]

population	All households
units	Households
date	2021
area type	2021 super output areas - middle layer
area name	E02001065 : Manchester 021
accommodation type	Whole house or bungalow

Number of cars or vans	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household
		0	1	2
Total	3,319	1	1,357	1,961
No cars or vans in household	1,255	0	760	495
1 car or van in household	1,470	0	572	898
2 or more cars or vans in household	594	1	25	568

No of Cars as % of Category				Average No of Cars
0%	41%	59%	100%	1.59
0%	61%	39%	100%	0.00
0%	39%	61%	100%	1.61
0%	4%	96%	100%	1.95

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 22 July 2025]

population	All households
units	Households
date	2021
area type	2021 super output areas - middle layer
area name	E02001065 : Manchester 021
accommodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure

Number of cars or vans	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household					
		0	1	2					
Total	526	0	363	163					
No cars or vans in household	346	0	269	77					
1 car or van in household	162	0	89	73					
2 or more cars or vans in household	18	0	5	13					

No of Cars as % of Category				Average No of Cars
0%	69%	31%	100%	1.31
0%	78%	22%	100%	0.00
0%	55%	45%	100%	1.45
0%	28%	72%	100%	1.72

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 22 July 2025]

population	All households
units	Households
date	2021
area type	local authorities: county / unitary (as of April 2023)
area name	Manchester
accommodation type	Total

Number of cars or vans	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household					
		0	1	2					
Total	214,733	84	86,591	128,058					
No cars or vans in household	83,770	59	50,005	33,706					
1 car or van in household	92,268	24	34,837	57,407					
2 or more cars or vans in household	38,695	1	1,749	36,945					

No of Cars as % of Category				Average No of Cars
0%	40%	60%	100%	1.60
0%	60%	40%	100%	0.00
0%	38%	62%	100%	1.62
0%	5%	95%	100%	1.95

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 22 July 2025]

population	All households
units	Households
date	2021
area type	local authorities: county / unitary (as of April 2023)
area name	Manchester
accommodation type	Whole house or bungalow

Number of cars or vans	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household
		0	1	2
Total	140,151	38	43,595	96,518
No cars or vans in household	41,558	19	21,733	19,806
1 car or van in household	64,526	18	20,648	43,860
2 or more cars or vans in household	34,067	1	1,214	32,852

No of Cars as % of Category				Average No of Cars
0%	31%	69%	100%	1.69
0%	52%	48%	100%	0.00
0%	32%	68%	100%	1.68
0%	4%	96%	100%	1.96

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 22 July 2025]

population	All households
units	Households
date	2021
area type	local authorities: county / unitary (as of April 2023)
area name	Manchester
accommodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure

Number of cars or vans	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household
		0	1	2
Total	74,582	46	42,996	31,540
No cars or vans in household	42,212	40	28,272	13,900
1 car or van in household	27,742	6	14,189	13,547
2 or more cars or vans in household	4,628	0	535	4,093

No of Cars as % of Category				Average No of Cars
0%	58%	42%	100%	1.42
0%	67%	33%	100%	0.00
0%	51%	49%	100%	1.49
0%	12%	88%	100%	1.88

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Appendix F

Calculation Reference: AUDIT-756701-250729-0749

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 175 to 348 (units: sqm)
 Range Selected by User: 175 to 350 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 16/10/23

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

Selected survey days:

Monday 1 days
 Tuesday 2 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

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

Out of Town 1
 High Street 1
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 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	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-06-C-02	PUB/RESTAURANT	CAMBRIDGESHIRE
	HIGH STREET		
	CAMBRIDGE		
	CHESTERTON		
	Suburban Area (PPS6 Out of Centre)		
	High Street		
	Total Gross floor area:	348 sqm	
	Survey date: TUESDAY	20/06/23	Survey Type: MANUAL
2	DS-06-C-01	PUB/RESTAURANT	DERBYSHIRE
	CHATSWORTH ROAD		
	CHESTERFIELD		
	BRAMPTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	275 sqm	
	Survey date: MONDAY	16/10/23	Survey Type: MANUAL
3	WM-06-C-02	PUB/RESTAURANT	WEST MIDLANDS
	PENNWOOD LANE		
	WOLVERHAMPTON		
	PENN COMMON		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	200 sqm	
	Survey date: TUESDAY	22/11/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	200	0.000	1	200	0.000	1	200	0.000
11:00 - 12:00	2	274	0.730	2	274	0.547	2	274	1.277
12:00 - 13:00	2	274	1.642	2	274	0.547	2	274	2.189
13:00 - 14:00	2	274	1.642	2	274	2.007	2	274	3.649
14:00 - 15:00	2	274	0.730	2	274	1.277	2	274	2.007
15:00 - 16:00	3	241	0.138	3	241	0.000	3	241	0.138
16:00 - 17:00	3	241	0.277	3	241	0.138	3	241	0.415
17:00 - 18:00	3	241	0.553	3	241	0.138	3	241	0.691
18:00 - 19:00	3	241	2.075	3	241	0.415	3	241	2.490
19:00 - 20:00	3	241	1.936	3	241	1.383	3	241	3.319
20:00 - 21:00	3	241	0.830	3	241	1.245	3	241	2.075
21:00 - 22:00	3	241	0.968	3	241	1.798	3	241	2.766
22:00 - 23:00	3	241	0.277	3	241	1.936	3	241	2.213
23:00 - 24:00	3	241	0.000	3	241	0.277	3	241	0.277
Total Rates:			11.798			11.708			23.506

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

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

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Parameter summary

Trip rate parameter range selected:	175 - 348 (units: sqm)
Survey date range:	01/01/16 - 16/10/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	200	0.000	1	200	0.000	1	200	0.000
11:00 - 12:00	2	274	0.365	2	274	0.365	2	274	0.730
12:00 - 13:00	2	274	0.000	2	274	0.000	2	274	0.000
13:00 - 14:00	2	274	0.000	2	274	0.000	2	274	0.000
14:00 - 15:00	2	274	0.000	2	274	0.000	2	274	0.000
15:00 - 16:00	3	241	0.000	3	241	0.000	3	241	0.000
16:00 - 17:00	3	241	0.000	3	241	0.000	3	241	0.000
17:00 - 18:00	3	241	0.000	3	241	0.000	3	241	0.000
18:00 - 19:00	3	241	0.000	3	241	0.000	3	241	0.000
19:00 - 20:00	3	241	0.000	3	241	0.000	3	241	0.000
20:00 - 21:00	3	241	0.000	3	241	0.000	3	241	0.000
21:00 - 22:00	3	241	0.000	3	241	0.000	3	241	0.000
22:00 - 23:00	3	241	0.000	3	241	0.000	3	241	0.000
23:00 - 24:00	3	241	0.000	3	241	0.000	3	241	0.000
Total Rates:			0.365			0.365			0.730

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	200	0.000	1	200	0.000	1	200	0.000
11:00 - 12:00	2	274	0.000	2	274	0.000	2	274	0.000
12:00 - 13:00	2	274	0.000	2	274	0.000	2	274	0.000
13:00 - 14:00	2	274	0.000	2	274	0.000	2	274	0.000
14:00 - 15:00	2	274	0.000	2	274	0.000	2	274	0.000
15:00 - 16:00	3	241	0.000	3	241	0.000	3	241	0.000
16:00 - 17:00	3	241	0.000	3	241	0.000	3	241	0.000
17:00 - 18:00	3	241	0.000	3	241	0.000	3	241	0.000
18:00 - 19:00	3	241	0.000	3	241	0.000	3	241	0.000
19:00 - 20:00	3	241	0.000	3	241	0.000	3	241	0.000
20:00 - 21:00	3	241	0.000	3	241	0.000	3	241	0.000
21:00 - 22:00	3	241	0.138	3	241	0.000	3	241	0.138
22:00 - 23:00	3	241	0.000	3	241	0.138	3	241	0.138
23:00 - 24:00	3	241	0.000	3	241	0.000	3	241	0.000
Total Rates:			0.138			0.138			0.276

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	200	0.000	1	200	0.000	1	200	0.000
11:00 - 12:00	2	274	0.182	2	274	0.000	2	274	0.182
12:00 - 13:00	2	274	1.642	2	274	0.547	2	274	2.189
13:00 - 14:00	2	274	1.277	2	274	1.642	2	274	2.919
14:00 - 15:00	2	274	0.730	2	274	1.277	2	274	2.007
15:00 - 16:00	3	241	0.138	3	241	0.000	3	241	0.138
16:00 - 17:00	3	241	0.277	3	241	0.138	3	241	0.415
17:00 - 18:00	3	241	0.553	3	241	0.138	3	241	0.691
18:00 - 19:00	3	241	2.075	3	241	0.415	3	241	2.490
19:00 - 20:00	3	241	1.798	3	241	1.383	3	241	3.181
20:00 - 21:00	3	241	0.830	3	241	1.107	3	241	1.937
21:00 - 22:00	3	241	0.830	3	241	1.798	3	241	2.628
22:00 - 23:00	3	241	0.277	3	241	1.798	3	241	2.075
23:00 - 24:00	3	241	0.000	3	241	0.277	3	241	0.277
Total Rates:			10.609			10.520			21.129

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	200	0.000	1	200	0.000	1	200	0.000
11:00 - 12:00	2	274	0.182	2	274	0.182	2	274	0.364
12:00 - 13:00	2	274	0.000	2	274	0.000	2	274	0.000
13:00 - 14:00	2	274	0.365	2	274	0.365	2	274	0.730
14:00 - 15:00	2	274	0.000	2	274	0.000	2	274	0.000
15:00 - 16:00	3	241	0.000	3	241	0.000	3	241	0.000
16:00 - 17:00	3	241	0.000	3	241	0.000	3	241	0.000
17:00 - 18:00	3	241	0.000	3	241	0.000	3	241	0.000
18:00 - 19:00	3	241	0.000	3	241	0.000	3	241	0.000
19:00 - 20:00	3	241	0.000	3	241	0.000	3	241	0.000
20:00 - 21:00	3	241	0.000	3	241	0.000	3	241	0.000
21:00 - 22:00	3	241	0.138	3	241	0.000	3	241	0.138
22:00 - 23:00	3	241	0.000	3	241	0.138	3	241	0.138
23:00 - 24:00	3	241	0.000	3	241	0.000	3	241	0.000
Total Rates:			0.685			0.685			1.370

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	200	0.000	1	200	0.000	1	200	0.000
11:00 - 12:00	2	274	0.000	2	274	0.000	2	274	0.000
12:00 - 13:00	2	274	0.000	2	274	0.000	2	274	0.000
13:00 - 14:00	2	274	0.000	2	274	0.000	2	274	0.000
14:00 - 15:00	2	274	0.000	2	274	0.000	2	274	0.000
15:00 - 16:00	3	241	0.000	3	241	0.000	3	241	0.000
16:00 - 17:00	3	241	0.000	3	241	0.000	3	241	0.000
17:00 - 18:00	3	241	0.000	3	241	0.000	3	241	0.000
18:00 - 19:00	3	241	0.000	3	241	0.000	3	241	0.000
19:00 - 20:00	3	241	0.138	3	241	0.000	3	241	0.138
20:00 - 21:00	3	241	0.000	3	241	0.138	3	241	0.138
21:00 - 22:00	3	241	0.000	3	241	0.000	3	241	0.000
22:00 - 23:00	3	241	0.000	3	241	0.000	3	241	0.000
23:00 - 24:00	3	241	0.000	3	241	0.000	3	241	0.000
Total Rates:			0.138			0.138			0.276

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

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

Calculation Reference: AUDIT-756701-250729-0744

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	4 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

No	5 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL		
2	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 Survey date: TUESDAY 13/11/18 Survey Type: MANUAL		
3	SH-03-C-01 ABBEY FOREGATE SHREWSBURY	BLOCK OF FLATS	SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 19/06/23 Survey Type: MANUAL		
4	SH-03-C-02 ABBEY FOREGATE SHREWSBURY	BLOCK OF FLATS	SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 12 Survey date: FRIDAY 16/06/23 Survey Type: MANUAL		
5	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON	BLOCKS OF FLATS	TYNE & WEAR
	Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: FRIDAY 15/10/21 Survey Type: MANUAL		

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
LE-03-C-01	covid

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	29	0.028	5	29	0.112	5	29	0.140
08:00 - 09:00	5	29	0.035	5	29	0.105	5	29	0.140
09:00 - 10:00	5	29	0.091	5	29	0.119	5	29	0.210
10:00 - 11:00	5	29	0.084	5	29	0.126	5	29	0.210
11:00 - 12:00	5	29	0.056	5	29	0.098	5	29	0.154
12:00 - 13:00	5	29	0.077	5	29	0.049	5	29	0.126
13:00 - 14:00	5	29	0.084	5	29	0.105	5	29	0.189
14:00 - 15:00	5	29	0.063	5	29	0.070	5	29	0.133
15:00 - 16:00	5	29	0.098	5	29	0.077	5	29	0.175
16:00 - 17:00	5	29	0.133	5	29	0.042	5	29	0.175
17:00 - 18:00	5	29	0.154	5	29	0.077	5	29	0.231
18:00 - 19:00	5	29	0.084	5	29	0.028	5	29	0.112
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.987			1.008			1.995

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

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

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Parameter summary

Trip rate parameter range selected:	9 - 47 (units:)
Survey date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	5	29	0.007	5	29	0.007	5	29	0.014
08:00 - 09:00	5	29	0.007	5	29	0.007	5	29	0.014
09:00 - 10:00	5	29	0.014	5	29	0.014	5	29	0.028
10:00 - 11:00	5	29	0.007	5	29	0.007	5	29	0.014
11:00 - 12:00	5	29	0.000	5	29	0.000	5	29	0.000
12:00 - 13:00	5	29	0.007	5	29	0.007	5	29	0.014
13:00 - 14:00	5	29	0.007	5	29	0.007	5	29	0.014
14:00 - 15:00	5	29	0.007	5	29	0.007	5	29	0.014
15:00 - 16:00	5	29	0.007	5	29	0.007	5	29	0.014
16:00 - 17:00	5	29	0.007	5	29	0.007	5	29	0.014
17:00 - 18:00	5	29	0.000	5	29	0.000	5	29	0.000
18:00 - 19:00	5	29	0.007	5	29	0.007	5	29	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.077			0.154

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	29	0.000	5	29	0.014	5	29	0.014
08:00 - 09:00	5	29	0.000	5	29	0.021	5	29	0.021
09:00 - 10:00	5	29	0.000	5	29	0.014	5	29	0.014
10:00 - 11:00	5	29	0.007	5	29	0.000	5	29	0.007
11:00 - 12:00	5	29	0.007	5	29	0.000	5	29	0.007
12:00 - 13:00	5	29	0.000	5	29	0.007	5	29	0.007
13:00 - 14:00	5	29	0.000	5	29	0.000	5	29	0.000
14:00 - 15:00	5	29	0.007	5	29	0.000	5	29	0.007
15:00 - 16:00	5	29	0.000	5	29	0.000	5	29	0.000
16:00 - 17:00	5	29	0.007	5	29	0.000	5	29	0.007
17:00 - 18:00	5	29	0.028	5	29	0.007	5	29	0.035
18:00 - 19:00	5	29	0.007	5	29	0.007	5	29	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.070			0.133

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 CARS
 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	5	29	0.021	5	29	0.105	5	29	0.126
08:00 - 09:00	5	29	0.014	5	29	0.091	5	29	0.105
09:00 - 10:00	5	29	0.056	5	29	0.084	5	29	0.140
10:00 - 11:00	5	29	0.063	5	29	0.105	5	29	0.168
11:00 - 12:00	5	29	0.056	5	29	0.091	5	29	0.147
12:00 - 13:00	5	29	0.063	5	29	0.042	5	29	0.105
13:00 - 14:00	5	29	0.056	5	29	0.077	5	29	0.133
14:00 - 15:00	5	29	0.056	5	29	0.056	5	29	0.112
15:00 - 16:00	5	29	0.077	5	29	0.056	5	29	0.133
16:00 - 17:00	5	29	0.119	5	29	0.028	5	29	0.147
17:00 - 18:00	5	29	0.147	5	29	0.063	5	29	0.210
18:00 - 19:00	5	29	0.070	5	29	0.014	5	29	0.084
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.798			0.812			1.610

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 LGVS
 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	5	29	0.000	5	29	0.000	5	29	0.000
08:00 - 09:00	5	29	0.014	5	29	0.007	5	29	0.021
09:00 - 10:00	5	29	0.021	5	29	0.021	5	29	0.042
10:00 - 11:00	5	29	0.014	5	29	0.014	5	29	0.028
11:00 - 12:00	5	29	0.000	5	29	0.007	5	29	0.007
12:00 - 13:00	5	29	0.007	5	29	0.000	5	29	0.007
13:00 - 14:00	5	29	0.021	5	29	0.021	5	29	0.042
14:00 - 15:00	5	29	0.000	5	29	0.007	5	29	0.007
15:00 - 16:00	5	29	0.014	5	29	0.014	5	29	0.028
16:00 - 17:00	5	29	0.007	5	29	0.007	5	29	0.014
17:00 - 18:00	5	29	0.007	5	29	0.007	5	29	0.014
18:00 - 19:00	5	29	0.007	5	29	0.007	5	29	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.112			0.112			0.224

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MOTOR CYCLES
 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	5	29	0.000	5	29	0.000	5	29	0.000
08:00 - 09:00	5	29	0.000	5	29	0.000	5	29	0.000
09:00 - 10:00	5	29	0.000	5	29	0.000	5	29	0.000
10:00 - 11:00	5	29	0.000	5	29	0.000	5	29	0.000
11:00 - 12:00	5	29	0.000	5	29	0.000	5	29	0.000
12:00 - 13:00	5	29	0.000	5	29	0.000	5	29	0.000
13:00 - 14:00	5	29	0.000	5	29	0.000	5	29	0.000
14:00 - 15:00	5	29	0.000	5	29	0.000	5	29	0.000
15:00 - 16:00	5	29	0.000	5	29	0.000	5	29	0.000
16:00 - 17:00	5	29	0.000	5	29	0.000	5	29	0.000
17:00 - 18:00	5	29	0.000	5	29	0.007	5	29	0.007
18:00 - 19:00	5	29	0.000	5	29	0.000	5	29	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			0.007			0.007

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	29	0.000	5	29	0.000	5	29	0.000
08:00 - 09:00	5	29	0.014	5	29	0.007	5	29	0.021
09:00 - 10:00	5	29	0.014	5	29	0.021	5	29	0.035
10:00 - 11:00	5	29	0.014	5	29	0.007	5	29	0.021
11:00 - 12:00	5	29	0.000	5	29	0.007	5	29	0.007
12:00 - 13:00	5	29	0.000	5	29	0.000	5	29	0.000
13:00 - 14:00	5	29	0.021	5	29	0.014	5	29	0.035
14:00 - 15:00	5	29	0.000	5	29	0.007	5	29	0.007
15:00 - 16:00	5	29	0.014	5	29	0.014	5	29	0.028
16:00 - 17:00	5	29	0.007	5	29	0.007	5	29	0.014
17:00 - 18:00	5	29	0.014	5	29	0.014	5	29	0.028
18:00 - 19:00	5	29	0.007	5	29	0.007	5	29	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.105			0.210

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.*