

**VAUGHAN STREET INDUSTRIAL ESTATE, MANCHESTER –
PROPOSED CHANGE OF USE TO PADEL COURTS**

TRANSPORT STATEMENT





**VAUGHAN STREET INDUSTRIAL ESTATE, MANCHESTER – PROPOSED CHANGE OF
USE TO PADEL COURTS**

TRANSPORT STATEMENT

DOCUMENT CONTROL

Project No	Revisions / Status	Description	Issue	Checked	Approved	Date
673-25-1	First Draft		1	JP	MP	8.10.2025
673-25-1	Final		1	JP	MP	9.10.2025



Table of Contents

1.0	Introduction and Background	4
2.0	Site Location and Description	4
3.0	Existing Characteristics	5
4.0	Policy and Guidance	6
5.0	Site Accessibility	9
6.0	Proposals	12
7.0	Trip Generation	16
8.0	Summary and Conclusions	18

List of Tables

Table 1 - Parking Standard for Leisure Facilities	14
Table 2 - Traffic Generation Existing Use	17
Table 3 - Traffic Generation Padel Courts	17
Table 4 - Net Traffic Generation	17

List of Figures

Figure 1 - Site Location	4
Figure 2 - Road Safety Record (www.crashmap.co.uk)	5
Figure 3 - Site Accessibility (GM Mapping Tool)	9
Figure 4 - Map of Bus Service Route 219 and 205 (TfGM)	10
Figure 5 - Cycle Access to the Site (www.app.traveltimeplatform.com)	11
Figure 6 - Cycle Map (TfGM)	11
Figure 7 - Map illustrating the location of National Cycle Network Route 60	11
Figure 8 - Walking Access to the Site (www.app.traveltimeplatform.com)	12
Figure 9 - Proposed Site Layout	13

Appendices

Appendix A	Existing Site Layout
Appendix B	Proposed Site Layout
Appendix C	Parking Accumulation Analysis
Appendix D	Census Data
Appendix E	Cycle Parking
Appendix F	TRICS Outputs

VAUGHAN STREET INDUSTRIAL ESTATE, MANCHESTER – PROPOSED CHANGE OF USE TO PADEL COURTS

TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement (TS) has been produced to support a planning application for the change of use from warehouse to padel courts in an existing building located on the Vaughan Street Industrial Estate, Manchester. The proposed development is located in Unit 10 of the Vaughan Street Industrial Estate. An adjacent building, Unit 9, did gain consent for 11 No Padel Courts on 11th April 2025 (application 141847/FO/2025 refers).
- 1.2 The development in Unit 10 will comprise :
- The creation of 6 No Padel Courts within the existing building with associated car parking.
- 1.3 A planning application for Unit 10 has been submitted to the Council and the Highways Officer has requested information be provided on trip generation, parking demand and cycle storage to enable an assessment of the proposed development to be made.

2.0 Site Location and Description

- 2.1 The proposed site is Unit 10 on the Vaughan Street Industrial Estate. Unit 10 is currently vacant but does have an employment use. Vaughan Street Industrial Estate is located on the west side on Vaughan Street, West Gorton, Manchester. The floor area of the existing development is approximately 2100sq.m. An existing site location plan is provided in **Appendix A**.
- 2.2 The site location is shown in the Figure below.

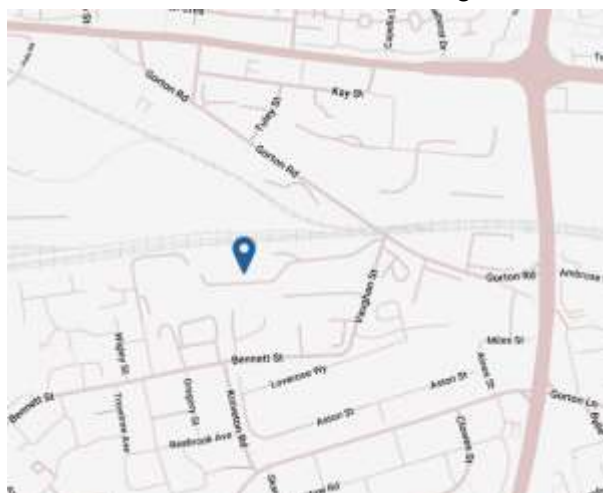


Figure 1 - Site Location

3.0 Existing Characteristics

3.1 Existing Highway Layout

3.2 Vaughan Street runs along the east boundary of the Vaughan Street Industrial Estate with further Industrial units and Ashburys rail station beyond. The industrial estate entrance is at the northern end of Vaughan Street immediately after the junction with Gorton Road.

3.3 A railway line, train care facility and a car breaker and car mechanics site are located to the north of the industrial estate with Gorton Road beyond. Gorton Road runs northwest to southeast across the northern boundary of the industrial estate and connects to the A6010 to the southeast and the A635 to the northwest.

3.4 Industrial units are located on the south boundary of the site with Bennett Street and more industrial units then residential dwellings beyond.

3.5 Industrial units are located on the west boundary of the site with Matthews Street and more industrial units then residential dwellings beyond.

3.6 Road Safety Record

3.7 The crashmap database (www.crashmap.co.uk) has been interrogated to assess the road safety record for Vaughan Street and the adjacent road network, in the vicinity of the proposed site. The analysis did not highlight any accidents having occurred on Vaughan Street. The analysis did reveal a slight injury accident on Bennett Street involving 2 vehicles and 1 casualty on the 28/11/2023 and a slight injury accident on Gorton Road involving 2 vehicles and 2 casualties occurred on 16/12/2023. None of the injury accidents involved child, pedestrian or cycle casualties. The Figure below shows the injury accident record for the local area.

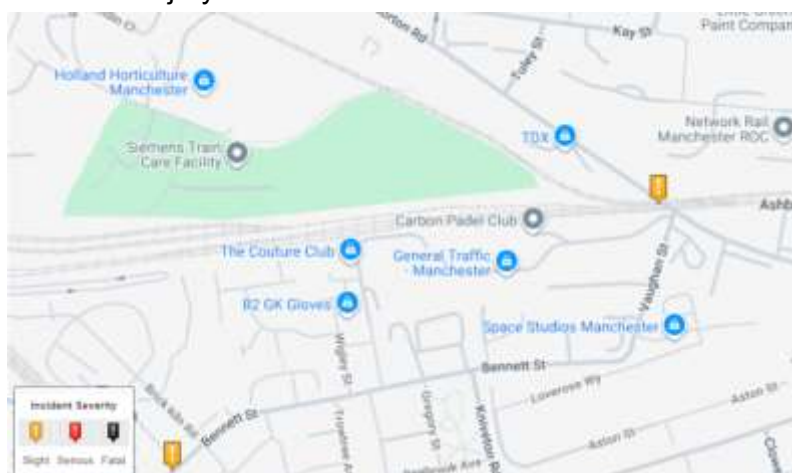


Figure 2 - Road Safety Record (www.crashmap.co.uk)

3.8 Whilst it is regrettable when there are injury accidents in the road network, the recent accident history suggests that the proposed site should not result in any worsening of the road safety record. The road safety record for the location should not represent a material concern in the context of the proposed development.

4.0 Policy and Guidance

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

4.1 Policy T 1 Sustainable Transport

4.2 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).
- Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.

4.3 Policy T2 Accessible areas of opportunity and need

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.

4.4 TfGM Transport Strategy 2040

Developing A Comprehensive Walking and Cycling Network

Policy 23: We will work with partners to improve walking and cycling facilities across Greater Manchester, including through the development of a strategic walking and cycling network (the 'Bee Network'), wayfinding and cycle parking, and supporting

‘Streets for All’ design guidance to ensure consistently high quality standards across the network.

4.5 Manual for Streets

4.6 Manual for Streets 1 and Manual for Streets 2 provides guidance on a range of highway and transport topics and it focuses on the lightly trafficked residential streets including the geometry and layout of those streets. The principles within it can be applied to other situations such as high streets and lightly trafficked lanes in rural areas.

4.7 Design Manual for Roads and Bridges

4.8 This provides a suite of guidance for application generally on high speed roads managed by Highways England. The principles and approaches though are applied by some local highway authorities on some of its road network.

5.0 Site Accessibility

5.1 Accessibility analysis has been undertaken using the GM mapping tool [GM Open Data Infrastructure Map | MappingGM](#). The analysis shows that the site in Vaughan Street is located in an area that exhibits fairly high levels of transport accessibility.



Figure 3 - Site Accessibility (GM Mapping Tool)

5.2 Public Transport

5.3 The site is served by public transport. Bus services and rail services can be accessed within a short walk of the Vaughan Street industrial estate.

5.4 Bus service 219 operates along Ashton Old Road in the vicinity of the site. The bus stops for the outbound and inbound services are a walk of approximately 550 metres northwest of the site, a walk of around 8 minutes.

5.5 Bus service 205 operates along Kniveton Road and Bennett Street in the vicinity of the site. The bus stops for the outbound and inbound services are a walk of approximately

550 metres and 600 metres respectively southwest of the site, a walk of around 7 or 8 minutes.

- 5.6 Bus service 219 offers frequent connections to the surrounding areas of Stalybridge, Ashton-Under-Lyne and Manchester City Centre. There are frequent services per hour during the day including during the am and pm peak times and at weekends servicing the site during its proposed hours of operation.
- 5.7 Bus service 205 offers frequent connections to the surrounding areas of Dane Bank and Manchester City Centre. There are frequent services per hour during the day including during the am and pm peak times and at weekends servicing the site during its proposed hours of operation.
- 5.8 Bus service 219 and 205 offer frequent and regular services and can be accessed within 600 metres of the site and are well within the 800 metre 'acceptable' distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).
- 5.9 Other less frequent services are also available from the bus stops on Ashton Old Road including the 221, 719, 725, 739 and 220 service.



Figure 4 - Map of Bus Service Route 219 and 205 (TfGM)

- 5.10 **Rail Access**
- 5.11 The nearest rail station to the site is Ashburys rail station, it is located a walk of approximately 400 metres east of the Vaughan Street industrial estate, a walk of around 6 minutes. There are frequent services during the am and pm peak periods and during the rest of the day. Rail stations with direct connections from Ashburys rail station include Manchester Piccadilly, New Mills Central, Rose Hill Maple and Hadfield.
- 5.12 **Cycle Access**
- 5.13 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed development. The analysis is illustrated in the Figure below.

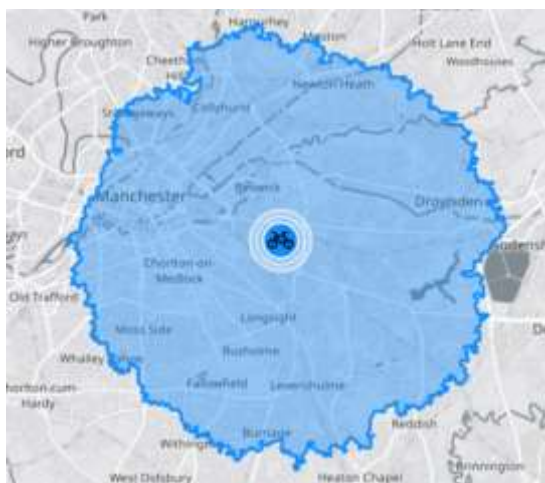


Figure 5 - Cycle Access to the Site (www.app.traveltimeplatform.com)

- 5.14 A map of the local routes is shown in the Figure below. The map below indicates the local cycle routes in the vicinity of the proposed development.

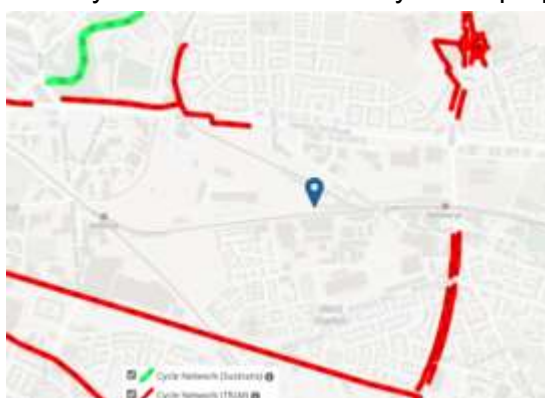


Figure 6 - Cycle Map (TfGM)

- 5.15 The figure below illustrates that cycle route 60 of the National Cycle Network can be accessed approximately 1.9 km northwest of the site, a cycle journey of approximately 8 minutes and runs between north and east Manchester.



Figure 7 - Map illustrating the location of National Cycle Network Route 60

- 5.16 Walking Access

- 5.17 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered

Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

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



Figure 8 - Walking Access to the Site (www.app.traveltimeplatform.com)

- 5.19 There are footways and streetlighting along Vaughan Street and the roads surrounding the site including Bennett Street, Gorton Road, Ashton Old Road, Kniveton Road and Matthews Street. There are pedestrian crossing facilities on Ashton Old Road, Gorton Road and Bennett Street. There are traffic calming road humps on Bennett Street.
- 5.20 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. As described above, the nearest bus stops are located on Ashton Old Road, Bennett Street and Kniveton Road and are positioned within 600 metres of the proposed site. The walking distances to access bus services are short, taking approximately 7 or 8 minutes and the site is considered to be well located for bus services.

6.0 Proposals

- 6.1 The proposed change of use development is for the creation of 6 No Padel Courts within Unit 10, the existing building, located on the Vaughan Street Industrial Estate, Manchester.
- 6.2 The change of use scheme will consist of :
- 4 Double Courts; and
 - 2 Single Courts.

6.3 The figure below shows the proposed site layout. **Appendix B** contains the proposed site layout drawing. The development is proposed in Unit 10 shown in the Figure below.

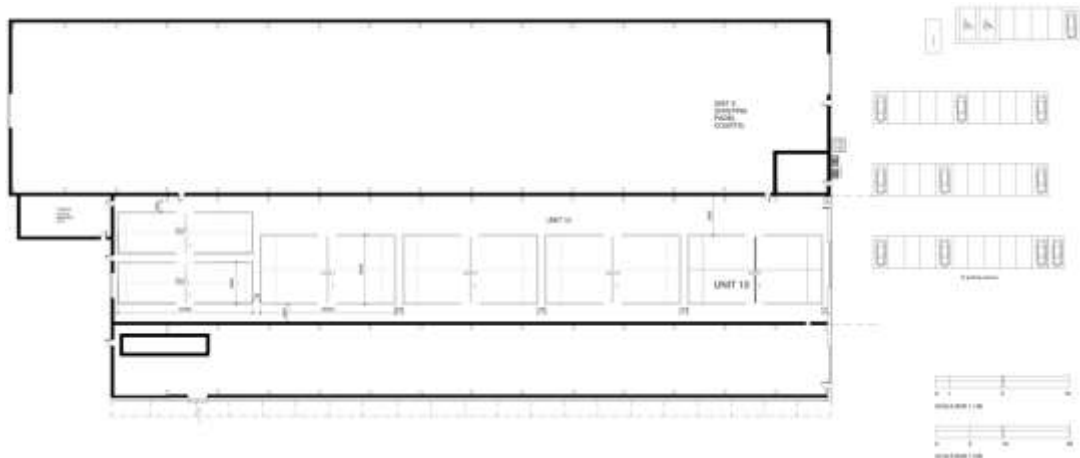


Figure 9 - Proposed Site Layout

6.4 Operational Management

6.5 The Padel Court facility will not have any new staff but will utilise the staff from approved scheme at Unit 9 as it is all part of the same managing organisation. The Padel Courts in Unit 9 have been implemented and the users of the courts in Unit 10 will be able to use the facilities within Unit 9 such as changing facilities, toilets and a snack bar.

6.6 Padel Court sessions will need to be booked in advance. The Padel Court sessions will be staggered to manage the demand as follows :

- 50% of courts will start on the hour;
- 50% of the courts will start at 30 minutes past the hour.

6.7 Courts can be booked for 60 minutes or 90 minutes.

6.8 The Unit 10 building is proposed to be open from 0600 – 2400 7 days per week.

6.9 Unit 9 has one full time staff member that is present and this is supplemented with an additional staff member at busier times (6pm-10pm weekday evenings). Cleaner staff undertake cleaning duties early in the morning and depart the building by 7am.

6.10 Site Access

6.11 Vehicular access to Unit 10 (the change of use site) will be via the existing access and there are no changes proposed other than to create additional car parking spaces. The access currently is used by articulated vehicles so access by car to access the Padel Court sessions should not create any issues.

6.12 Visibility Splays

6.13 There are good levels of visibility from the site access onto Vaughan Street and at Vaughan Street at Gorton Road. An injury accident has been recorded on Gorton Road but this was noted to be not near a junction. There is nothing in the injury accident records to suggest that either of these two junctions are influencing the road safety record.

6.14 Servicing

6.15 Unit 10 has been served by articulated vehicles. If the Padel Courts change of use application is approved then access by articulated vehicles to Unit 10 will no longer be required which will provide a highway benefit. Servicing to the Padel Court development should be ad hoc in nature and should be accomplished by small vans.

6.16 Parking

6.17 The parking provision will be considered against Appendix B of the Core Strategy. Appendix B has the following parking standard for leisure facilities.

Table 1 - Parking Standard for Leisure Facilities

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:		
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
D2: Assembly and Leisure					
Cinemas, Theatres and Conference Facilities	1 space per 8 seats	1 space per 5 seats	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats minimum of 2 spaces
Other Leisure Facilities	1 space per 25sqm	1 space per 22sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 140 sqm minimum of 2 spaces

6.18 The above parking standard at 1 space per 22m² would equate to 95 spaces (with Unit 10 being 2100sq.m of floor area). However the Padel Courts could only ever accommodate a maximum of 20 on court at any one time so the provision of 95 or so spaces would seem counter intuitive to a site that is located in an accessible area by sustainable transport.

6.19 The car parking provision for the 6 No Padel Courts is 15 car parking spaces and this is additional to the 28 car parking spaces approved under application 141847/FO/2025 for 11 No Padel Courts.

6.20 Manchester City Council' Core Strategy in para 11.17 comments on car parking standards as follows :

'The Council recognises that parking is an essential facility for many developments, but will ensure that the level of parking complements its commitment to sustainable

transport, through reducing emissions and congestion. The car parking standards in appendix are maximums and the cycle and disabled car parking are minimums however the Council will consider whether there are any circumstances, related either to the site or the operation of the development, which warrant an alternative level of parking. This assessment should consider issues including the accessibility of the location and the potential for nearby uses to share facilities. The guidance on parking standards does not apply to the City Centre. This is the most accessible location in Greater Manchester, but it is also one which accommodates a complex variety of development. Whilst the appropriate level of parking is always likely to be lower than in other parts of the City, the range of circumstances across City Centre sites means that each case may be different and standards specific to the City Centre are not appropriate.'

- 6.21 The application for 11 Padel Courts, application 141847/FO/2025, analysis was undertaken to assess whether the proposed parking for that application would be sufficient. Since that application for 11 No Padel Courts was approved with the provision of 28 car parking spaces using parking accumulation and supplemented with Census analysis, then the same methods have been adopted within this Transport Statement for the 6 No Padel Courts. Analysis has been to determine whether the proposed car parking would be sufficient and be compliant with Policy T2 which indicates '*Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B*'.

6.22 TRICS Parking Accumulation Analysis

- 6.23 Parking accumulation has been undertaken using trip rates, accepted for the planning application for 11 No Padel Courts in Unit 9 (planning application 141847/FO/2025 refers) discussed further in Section 7, to assess whether the proposed level of parking would be sufficient to meet the parking demands of the proposed Padel Courts. The analysis confirms that the proposed level of car parking for Unit 10 would be sufficient to meet the demands associated with the 6 No Padel Courts. The analysis also considered the approved development in Unit 9 for 11 No Padel Courts with 28 approved car parking spaces. The parking accumulation across the approved development and the proposed development confirms that the total of 43 car parking spaces would be sufficient to meet the parking demands for Units 9 and Unit 10 (a total of 17 Padel Courts). **Appendix C** contains the parking accumulation analysis.

6.24 Census Analysis

- 6.25 Census 2021 analysis has been undertaken using worksheet TS061 Travel to Work. This analysis used the super output containing the industrial estate and the analysis showed that 45.5% of people in the area travel to work by sustainable methods and 29.5% travel to work in a car or van. This analysis also supports the accessibility analysis contained in Section 5 which showed that the site is in a location that exhibits fairly high levels of accessibility. These analyses would suggest that there would be a

strong tendency to access the Padel Courts by non-car modes. Census Analysis is contained in **Appendix D**.

6.26 Other Parking Approvals

6.27 Planning application 141847/FO/2025 approved 11 No Padel Courts, which provided 28 car parking spaces. The maximum player capacity of the 11 approved Padel Courts would be 44, a parking ratio of 3.2 car parking spaces per 5 players.

6.28 The Census analysis described above did show that 45.5% people travel by sustainable methods and whilst this relates to travel for work purposes it does demonstrate the propensity for travel by sustainable travel generally. Further analysis of Census worksheet RM076 shows that with households that have access to one or more cars there is still 32% of people that travel to work using sustainable transport.

6.29 As the Padel Courts are used by groups of 2 players or 4 players on single courts and double courts respectively then there should be a strong likelihood that people travelling by car will car share.

6.30 These analyses suggest that the proposed level of parking with 15 spaces would be sufficient to meet the demands of the 6 No Padel Court development.

6.31 Mobility Car Parking Spaces

6.32 The Council's parking standards has a minimum parking standard for mobility car parking spaces of 6% of the parking provision or a minimum of 3 spaces. The scheme will provide the minimum requirement of 3 No mobility car parking spaces which is considered to comply with the Council's parking standards.

6.33 Cycle Parking

6.34 The scheme proposes to provide cycle storage as per the cycle parking approved under condition 5 of application 141847/FO/2025. The scheme proposes to provide one cycle storage shelter. The layout of the cycle shelter is shown in **Appendix E**.

7.0 Trip Generation

7.1 The trip rates from the application 141847/FO/2025 at the adjacent building, Unit 9, Vaughan Industrial Estate, which were accepted by the Council have been used in the traffic generation analysis for the application for 6 No Padel Courts at Unit 10. The following trip rate categories have been used in the analysis :

- 02-C Industrial Unit for the existing use
- 07-G Tennis for the proposed Padel Courts

7.2 **Appendix F** contains the outputs from the TRICS database.

7.3 Traffic Generation

- 7.4 Traffic generation analysis has been undertaken using the trip rates derived from the TRICS database and accepted by the Council in the approval for 11 No Padel Courts in the adjacent building, Unit 9. The traffic generation for the existing use and proposed use are shown in the tables below. The net traffic generation is also set out in a Table below.

Table 2 - Traffic Generation Existing Use

	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
2100	0.469	0.097	0.566	0.083	0.308	0.391	10	2	12	2	6	8
Total Traffic Generation							10	2	12	2	6	8

- 7.5 The traffic generation for the Padel Courts is shown in the Table below.

Table 3 - Traffic Generation Padel Courts

	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)		
No	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
6	0.722	0.000	0.722	1.667	1.111	2.778	4	0	4	10	7	17
Total Traffic Generation							4	0	4	10	7	17

- 7.6 The net traffic generation is shown in the Table below.

Table 4 - Net Traffic Generation

Traffic Generation					
AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
IN	OUT	TOTAL	IN	OUT	TOTAL
-6	-2	-8	8	0	8

- 7.7 The net traffic generation shows there will be a reduction in traffic in the morning peak period when assessed against the approved employment use for Unit 10. In the evening peak period the net traffic generation analysis shows there will be a slight increase generated by the proposed Padel Courts when compared against the existing employment use. However, this increase in net traffic in the evening peak period will be low and will not have a significant impact on the highway network.

7.8 Traffic Generation Methodology

- 7.9 The traffic generation for the proposed change of use scheme for Padel Courts could have a range of trip types :

- new trips

- passby trips
- diverted trips

7.10 However for the purpose of providing a robust analysis all the traffic generation is considered as new trips.

7.11 The forecast traffic generation for the 6 No Padel Courts, even without considering the existing traffic that would be generated by the employment use, shows traffic levels well below the threshold of 30 new two-way traffic trips that would require further investigation so no further assessment of the highway network capacity is considered to be required.

8.0 Summary and Conclusions

8.1 This Transport Statement has been prepared to support a planning application for a change of use from existing industrial use to proposed Padel Courts at the existing unit 10 on the Vaughan Street Industrial Estate, Manchester.

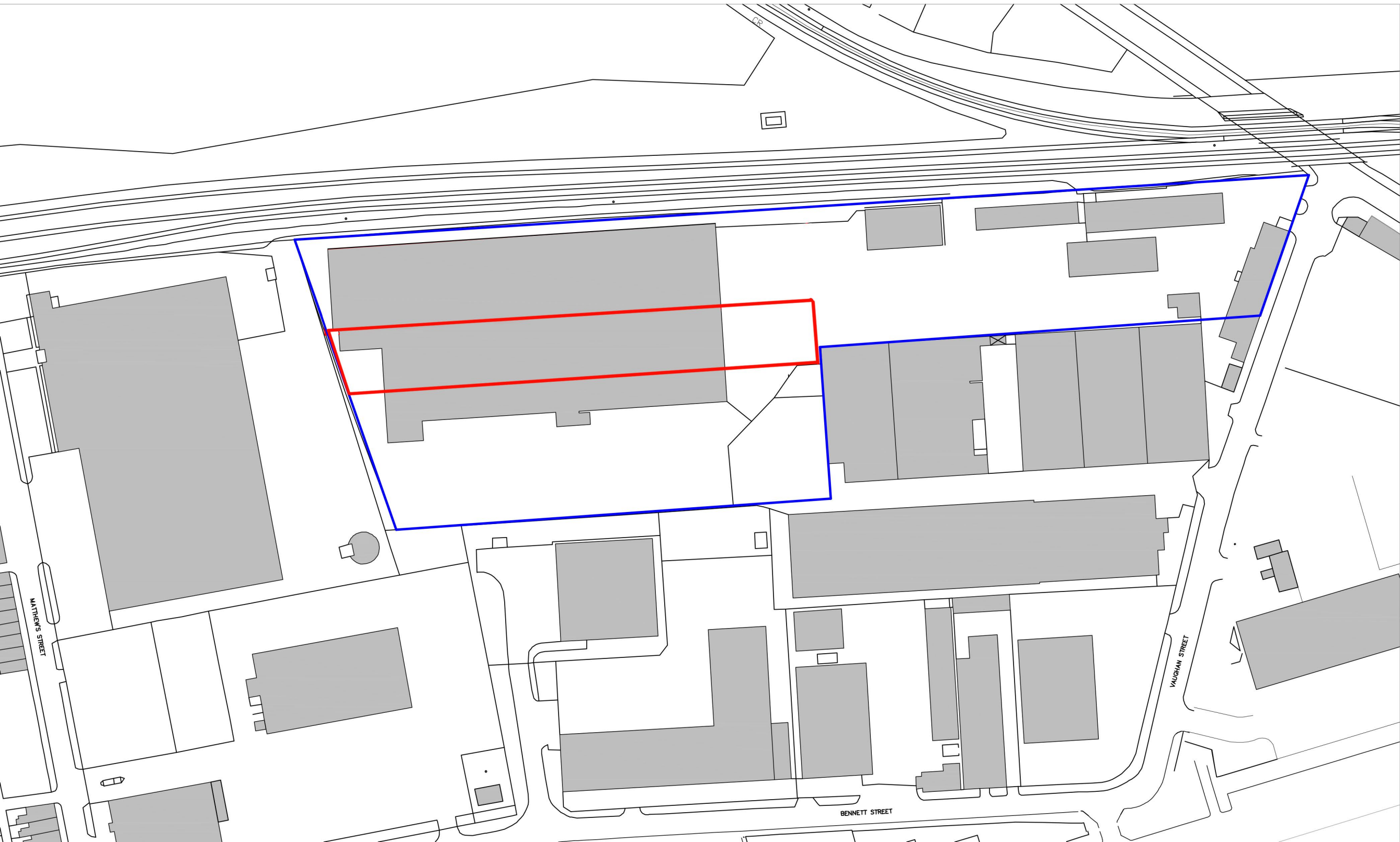
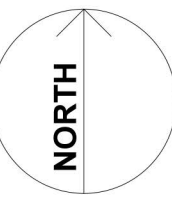
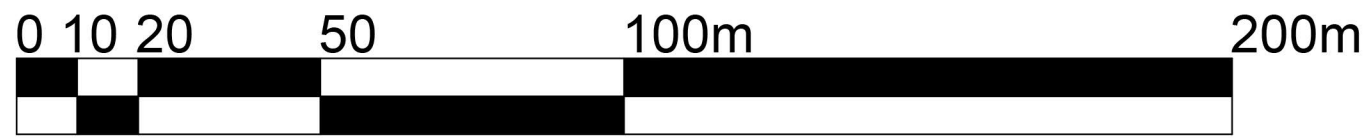
8.2 The Transport Statement has undertaken a review of the road safety record and acknowledged that there are some injury accidents in the area but the road safety record should not be a material concern for the proposed development.

8.3 The Transport Statement has undertaken a robust analysis of the anticipated traffic generation from the proposed development and it has been concluded that the traffic generation can be accommodated within the highway network capacity. The net traffic generation shows that traffic levels would be less than 30 two-way trips and should therefore not require any junction modelling.

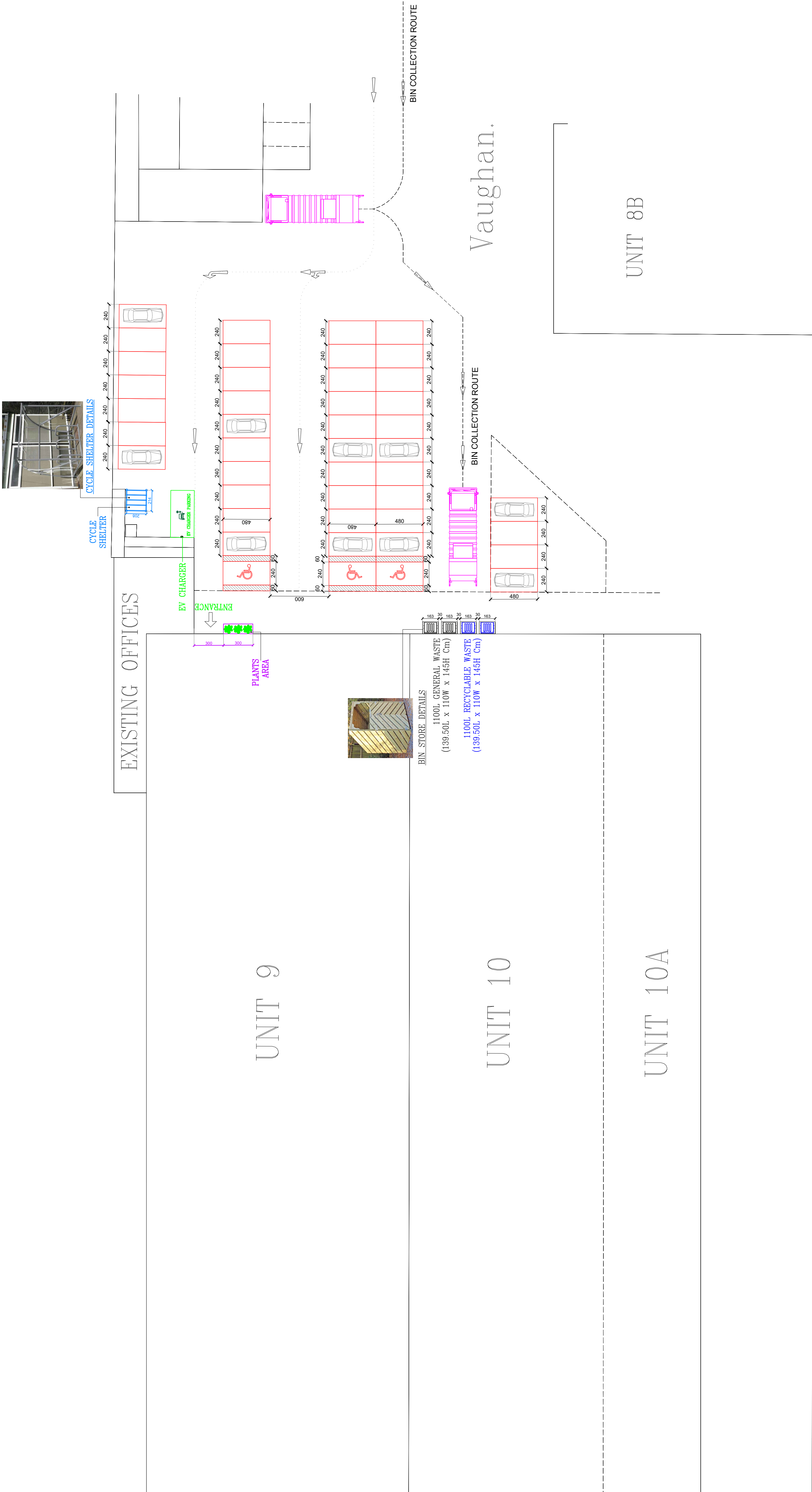
8.4 The scheme now proposes 15 car parking spaces which is considered sufficient to meet the demands from the proposed Padel Courts in Unit 10. An assessment has been undertaken to consider the parking provision for the approved 11 No Padel Court at Unit 9 and the proposed 6 No Padel Courts and the analysis confirms that the combined parking of 43 spaces will be sufficient to meet the parking demands of Units 9 (approved) and Unit 10 (proposed). The existing building is located in an accessible location by sustainable transport and this Transport Statement has shown there is a strong propensity for sustainable travel in the area.

8.5 The Transport Statement demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and, it is therefore hoped that the scheme will be supported for approval by the Highway Authority and TfGM.

Appendix A



Appendix B



Ch.ID	Transmittal Set ID	Mdd by	Chkd by	Date+Time
P-01	P-01	PBS	NB	

P-01 Transmittal Set ID	Suitable for Information Transmittal Set Name	06/01/2025 Issue Date	PBS Modeled By	NB Checked By
----------------------------	--	--------------------------	-------------------	------------------

Safety Health and Environmental Information Box
In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the above. It is assumed that all works on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.
This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Unit 9, Vaughan Street
Industrial Estate, Manchester,
M12 5BT

Contact Company Liverpool Science Park IC 1 13 Mount Pleasant L3 5TF	www.constructivethinking.co.uk t: +44 (0) 151 705 3433 e: btm@constructivethinking.co.uk
Client Apex Padel Clubs Ltd	
Project Padel Courts	
Transmittal Set Name PROPOSED OUT SIDE LAYOUT	
Status - - Issued Suitable for Information- DWG	Paper Size A1
Drawings Existing GF Ground Floor, RF Eaves Level	
Scales 1:200	
File Padel Court - Manchester	
Drawing Number CTS	Revision P-01

Appendix C

Vaughan Street Industrial Estate, Manchester Proposed Change of Use to Padel Courts

Padel Court Parking Accumulation Using Trip Rates

Application for 6 No Padel Courts

Time	IN	OUT	TOTAL	Accumulation	Capacity
					15
05:00-06:00	0	0	0	0	15
06:00-07:00	0	0	0	0	15
07:00-08:00	0	0	0	0	15
08:00-09:00	8	1	9	7	8
09:00-10:00	11	4	15	7	1
10:00-11:00	4	7	11	-3	4
11:00-12:00	4	9	13	-5	9
12:00-13:00	0	4	4	-4	13
13:00-14:00	0	2	2	-2	15
14:00-15:00	1	0	1	1	14
15:00-16:00	1	1	1	0	14
16:00-17:00	5	1	5	4	10
17:00-18:00	10	7	17	3	7
18:00-19:00	4	7	11	-3	10
19:00-20:00	1	3	5	-2	12
20:00-21:00	0	5	5	-5	16
21:00-22:00	0	1	1	-1	18

Padel Court Parking Accumulation Using Trip Rates

Approved Application for 11 Padel Courts

IN	OUT	TOTAL	Accumulation	Capacity	Combined Capacity
				28	43
0	0	0	0	28	43
0	0	0	0	28	43
0	0	0	0	28	43
15	2	17	12	16	24
21	7	28	13	2	3
7	12	20	-5	7	11
7	17	24	-10	17	26
0	7	7	-7	24	37
0	4	4	-4	28	43
1	0	1	1	27	41
1	1	2	0	27	41
9	1	10	7	19	30
18	12	31	6	13	20
7	12	20	-5	18	28
2	6	9	-4	22	34
0	9	9	-9	31	47
0	2	2	-2	33	51

Appendix D

TS061 - Method used to travel to work

ONS Crown Copyright Reserved [from Nomis on 22 December 2024]

population

units

date

All usual residents aged 16 years and over in employment the week before the census

Persons

2021

Method of travel to workplace	msoa2021:E02001062 : Manchester 018		lacu2023:Manchester	
	number	%	number	%
Total: All usual residents aged 16 years and over in employment the week before the census	3,485	100.0	234,283	100.0
Work mainly at or from home	817	23.4	73,964	31.6
Underground, metro, light rail, tram	45	1.3	6,152	2.6
Train	57	1.6	2,848	1.2
Bus, minibus or coach	527	15.1	23,669	10.1
Taxi	79	2.3	3,654	1.6
Motorcycle, scooter or moped	8	0.2	462	0.2
Driving a car or van	1,028	29.5	82,379	35.2
Passenger in a car or van	92	2.6	8,217	3.5
Bicycle	104	3.0	7,305	3.1
On foot	675	19.4	22,647	9.7
Other method of travel to work	53	1.5	2,986	1.3

Sustainable Travel			
msoa2021:E02001062 : Manchester 018		lacu2023:Manchester	
number	%	number	%
1,587	45.5	74,954	32.0
45	1.3	6,152	2.6
57	1.6	2,848	1.2
527	15.1	23,669	10.1
79	2.3	3,654	1.6
8	0.2	462	0.2
92	2.6	8,217	3.5
104	3.0	7,305	3.1
675	19.4	22,647	9.7

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.

Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes. Read more about specific quality considerations in our <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021>.

RM076 - Method used to travel to work by car or van availability

ONS Crown Copyright Reserved [from Nomis on 23 December 2024]

population

units

date

area type

area name

All usual residents aged 16 years and over in households in employment the week before the census

Persons

2021

2021 super output areas - middle layer

E02001062 : Manchester 018

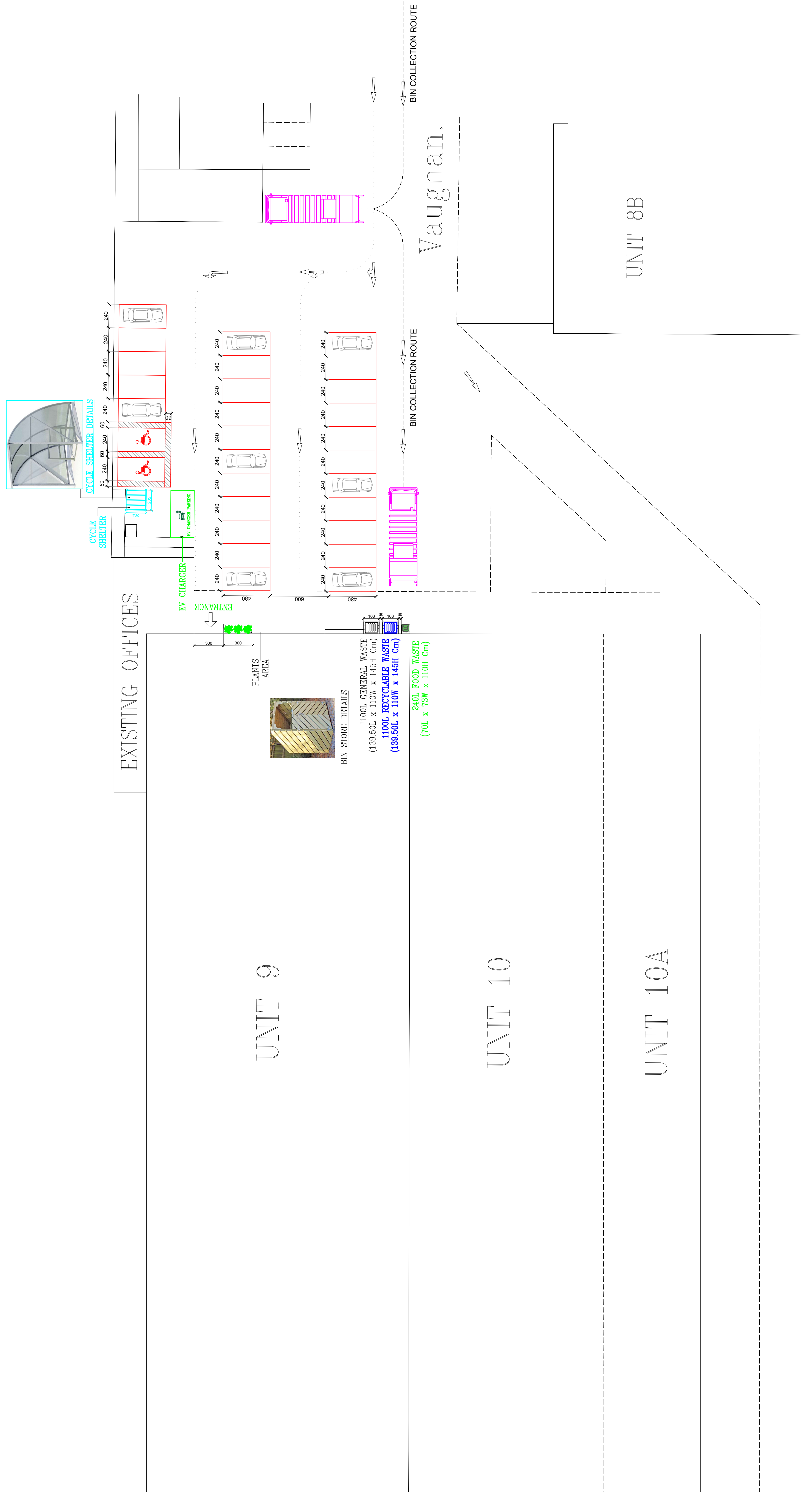
Method of travel to workplace	Total	No cars or vans in household	1 or more cars or vans in household
Total	3,369	1,145	2,224
Work mainly at or from home	767	267	500
Underground, metro, light rail, tram	42	22	20
Train	53	28	25
Bus, minibus or coach	509	304	205
Taxi	76	28	48
Motorcycle, scooter or moped	8	4	4
Driving a car or van	1,024	47	977
Passenger in a car or van	90	24	66
Bicycle	97	54	43
On foot	650	347	303
Other method of travel to work	53	20	33
Not in employment or aged 15 years and under			

%		
Total	No cars or vans in household	1 or more cars or vans in household
100%	100%	100%
23%	23%	22%
1%	2%	1%
2%	2%	1%
15%	27%	9%
2%	2%	2%
0%	0%	0%
30%	4%	44%
3%	2%	3%
3%	5%	2%
19%	30%	14%
2%	2%	1%

Sustainable Travel		
Total	No cars or vans in household	1 or more cars or vans in household
45%	71%	32%
1%	2%	1%
2%	2%	1%
15%	27%	9%
2%	2%	2%
0%	0%	0%
3%	2%	3%
3%	5%	2%
19%	30%	14%

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 E



Ch.ID	Transmittal Set ID	Mdd by	Chkd by	Date+Time
P-01	P-01	PBS	NB	

P-01 Transmittal Set ID	Suitable for Information Transmittal Set Name	06/01/2025 Issue Date	PBS Modeled By	NB Checked By
----------------------------	--	--------------------------	-------------------	------------------

Safety Health and Environmental Information Box

In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the above. It is assumed that all works on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.

This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Unit 9, Vaughan Street
Industrial Estate, Manchester,
M12 5BT

Contact Company Liverpool Science Park IC 1 13 Mount Pleasant L3 5TF	www.constructivethinking.co.uk t: +44 (0) 151 705 3433 e: bim@constructivethinking.co.uk
Client Apex Padel Clubs Ltd	
Project Padel Courts	
Transmittal Set Name PROPOSED OUT SIDE LAYOUT	
Status - - Issued Suitable for Information- DWG	Paper Size A1
Drawings Existing GF Ground Floor, RF Eaves Level	
Scales 1:200	
File Padel Court - Manchester	
Drawing Number CTS	Revision P-01

Appendix F

Calculation Reference: AUDIT-756701-241222-1237

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CU CUMBERLAND	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: 150 to 9216 (units: sqm)
 Range Selected by User: 150 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
 Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

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	2 days
Tuesday	2 days
Wednesday	6 days
Thursday	8 days
Friday	1 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Industrial Zone	14
Development Zone	1
Village	3
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	4 days - Selected
Servicing vehicles Excluded	21 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	19 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®.

Filter by Site Operations Breakdown:
 All Surveys Included

Population within 500m Range:
 All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	8 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	6 days
1.1 to 1.5	12 days
1.6 to 2.0	1 days

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

Travel Plan:

No	19 days
----	---------

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

PTAL Rating:

No PTAL Present	19 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
2	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
3	DS-02-C-02	GLASS SPECIALISTS	DERBYSHIRE
	STONEGRAVELS LANE		
	CHESTERFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	530 sqm	
	Survey date: WEDNESDAY	04/10/23	Survey Type: MANUAL
4	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
5	EC-02-C-01	OFFICE FURNITURE	CHESHIRE EAST
	BRUNEL ROAD		
	MACCLESFIELD		
	LYME GREEN BUS. PARK		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	6658 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
6	GS-02-C-03	EXTRUSION DIE MANUFACTURER	GLOUCESTERSHIRE
	HURRICANE ROAD		
	NEAR GLOUCESTER		
	BROCKWORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1565 sqm	
	Survey date: WEDNESDAY	03/05/23	Survey Type: MANUAL
7	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE		
	BASINGSTOKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-02-C-02	GIN DISTILLERY	HAMPSHIRE
	LONDON ROAD		
	LAVERSTOKE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	8000 sqm	
	Survey date: WEDNESDAY	09/05/18	Survey Type: MANUAL
9	KS-02-C-01	COMPUTER MANUFACTURER	KIRKLEES
	INMOOR ROAD		
	NEAR BRADFORD		
	BIRKENSCHAW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1890 sqm	
	Survey date: WEDNESDAY	10/10/18	Survey Type: MANUAL
10	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
11	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
	TOLLGATE ROAD		
	BURSCOUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL
12	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
13	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
14	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	WETHERBY ROAD		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	29/06/23	Survey Type: MANUAL
15	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH
	NEWARK ROAD		
	PETERBOROUGH		
	FENGATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	SM-02-C-01 ROBINS DRIVE BRIDGWATER	WET BLASTING EQUIPMENT	SOMERSET
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2300 sqm Survey date: WEDNESDAY 14/09/22		
	Survey Type: MANUAL		
17	WK-02-C-01 CASTLE MOUND WAY RUGBY	MACHINE ENGINEERING	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 9216 sqm Survey date: WEDNESDAY 10/11/21		
	Survey Type: MANUAL		
18	WM-02-C-04 STOURVALE ROAD STOURBRIDGE LYE	FOUNDRY	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4324 sqm Survey date: TUESDAY 21/11/17		
	Survey Type: MANUAL		
19	WM-02-C-05 ICKNIELD STREET BIRMINGHAM HOCKLEY	INDIAN CATERING	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 256 sqm Survey date: MONDAY 22/11/21		
	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
BO-02-C-01	covid
EC-02-C-02	covid
GS-02-C-02	covid
LC-02-C-05	covid
NN-02-C-01	covid
TV-02-C-02	covid

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	3	3827	0.009	3	3827	0.000	3	3827	0.009
05:30 - 06:00	3	3827	0.070	3	3827	0.000	3	3827	0.070
06:00 - 06:30	3	3827	0.009	3	3827	0.000	3	3827	0.009
06:30 - 07:00	3	3827	0.044	3	3827	0.009	3	3827	0.053
07:00 - 07:30	17	2700	0.198	17	2700	0.026	17	2700	0.224
07:30 - 08:00	17	2700	0.159	17	2700	0.035	17	2700	0.194
08:00 - 08:30	18	2655	0.245	18	2655	0.038	18	2655	0.283
08:30 - 09:00	18	2655	0.224	18	2655	0.059	18	2655	0.283
09:00 - 09:30	19	2529	0.144	19	2529	0.056	19	2529	0.200
09:30 - 10:00	19	2529	0.135	19	2529	0.098	19	2529	0.233
10:00 - 10:30	19	2529	0.112	19	2529	0.067	19	2529	0.179
10:30 - 11:00	19	2529	0.131	19	2529	0.092	19	2529	0.223
11:00 - 11:30	19	2529	0.089	19	2529	0.102	19	2529	0.191
11:30 - 12:00	19	2529	0.083	19	2529	0.069	19	2529	0.152
12:00 - 12:30	19	2529	0.106	19	2529	0.133	19	2529	0.239
12:30 - 13:00	19	2529	0.123	19	2529	0.156	19	2529	0.279
13:00 - 13:30	19	2529	0.106	19	2529	0.179	19	2529	0.285
13:30 - 14:00	19	2529	0.102	19	2529	0.131	19	2529	0.233
14:00 - 14:30	19	2529	0.102	19	2529	0.079	19	2529	0.181
14:30 - 15:00	19	2529	0.089	19	2529	0.104	19	2529	0.193
15:00 - 15:30	19	2529	0.079	19	2529	0.114	19	2529	0.193
15:30 - 16:00	19	2529	0.062	19	2529	0.117	19	2529	0.179
16:00 - 16:30	19	2529	0.071	19	2529	0.208	19	2529	0.279
16:30 - 17:00	19	2529	0.033	19	2529	0.202	19	2529	0.235
17:00 - 17:30	19	2529	0.035	19	2529	0.189	19	2529	0.224
17:30 - 18:00	19	2529	0.048	19	2529	0.119	19	2529	0.167
18:00 - 18:30	18	2640	0.019	18	2640	0.080	18	2640	0.099
18:30 - 19:00	18	2640	0.008	18	2640	0.032	18	2640	0.040
19:00 - 19:30	5	3947	0.000	5	3947	0.005	5	3947	0.005
19:30 - 20:00	5	3947	0.010	5	3947	0.005	5	3947	0.015
20:00 - 20:30	4	4870	0.005	4	4870	0.062	4	4870	0.067
20:30 - 21:00	4	4870	0.000	4	4870	0.010	4	4870	0.010
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		2.650			2.576			5.226	

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

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

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

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

Parameter summary

Trip rate parameter range selected:	150 - 9216 (units: sqm)
Survey date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	3	3827	0.000	3	3827	0.000	3	3827	0.000
05:30 - 06:00	3	3827	0.000	3	3827	0.000	3	3827	0.000
06:00 - 06:30	3	3827	0.000	3	3827	0.000	3	3827	0.000
06:30 - 07:00	3	3827	0.000	3	3827	0.000	3	3827	0.000
07:00 - 07:30	17	2700	0.000	17	2700	0.000	17	2700	0.000
07:30 - 08:00	17	2700	0.000	17	2700	0.000	17	2700	0.000
08:00 - 08:30	18	2655	0.000	18	2655	0.000	18	2655	0.000
08:30 - 09:00	18	2655	0.000	18	2655	0.000	18	2655	0.000
09:00 - 09:30	19	2529	0.002	19	2529	0.002	19	2529	0.004
09:30 - 10:00	19	2529	0.002	19	2529	0.002	19	2529	0.004
10:00 - 10:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
10:30 - 11:00	19	2529	0.002	19	2529	0.002	19	2529	0.004
11:00 - 11:30	19	2529	0.002	19	2529	0.002	19	2529	0.004
11:30 - 12:00	19	2529	0.002	19	2529	0.002	19	2529	0.004
12:00 - 12:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
12:30 - 13:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
13:00 - 13:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
13:30 - 14:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
14:00 - 14:30	19	2529	0.006	19	2529	0.006	19	2529	0.012
14:30 - 15:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
15:00 - 15:30	19	2529	0.010	19	2529	0.010	19	2529	0.020
15:30 - 16:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
16:00 - 16:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
16:30 - 17:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
17:00 - 17:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
17:30 - 18:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
18:00 - 18:30	18	2640	0.000	18	2640	0.000	18	2640	0.000
18:30 - 19:00	18	2640	0.002	18	2640	0.002	18	2640	0.004
19:00 - 19:30	5	3947	0.000	5	3947	0.000	5	3947	0.000
19:30 - 20:00	5	3947	0.000	5	3947	0.000	5	3947	0.000
20:00 - 20:30	4	4870	0.000	4	4870	0.000	4	4870	0.000
20:30 - 21:00	4	4870	0.000	4	4870	0.000	4	4870	0.000
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.028			0.028			0.056

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	3	3827	0.000	3	3827	0.000	3	3827	0.000
05:30 - 06:00	3	3827	0.000	3	3827	0.000	3	3827	0.000
06:00 - 06:30	3	3827	0.000	3	3827	0.000	3	3827	0.000
06:30 - 07:00	3	3827	0.009	3	3827	0.009	3	3827	0.018
07:00 - 07:30	17	2700	0.015	17	2700	0.004	17	2700	0.019
07:30 - 08:00	17	2700	0.011	17	2700	0.017	17	2700	0.028
08:00 - 08:30	18	2655	0.013	18	2655	0.013	18	2655	0.026
08:30 - 09:00	18	2655	0.017	18	2655	0.015	18	2655	0.032
09:00 - 09:30	19	2529	0.012	19	2529	0.010	19	2529	0.022
09:30 - 10:00	19	2529	0.025	19	2529	0.023	19	2529	0.048
10:00 - 10:30	19	2529	0.023	19	2529	0.017	19	2529	0.040
10:30 - 11:00	19	2529	0.019	19	2529	0.017	19	2529	0.036
11:00 - 11:30	19	2529	0.012	19	2529	0.015	19	2529	0.027
11:30 - 12:00	19	2529	0.019	19	2529	0.017	19	2529	0.036
12:00 - 12:30	19	2529	0.029	19	2529	0.031	19	2529	0.060
12:30 - 13:00	19	2529	0.019	19	2529	0.023	19	2529	0.042
13:00 - 13:30	19	2529	0.019	19	2529	0.017	19	2529	0.036
13:30 - 14:00	19	2529	0.015	19	2529	0.015	19	2529	0.030
14:00 - 14:30	19	2529	0.012	19	2529	0.008	19	2529	0.020
14:30 - 15:00	19	2529	0.010	19	2529	0.010	19	2529	0.020
15:00 - 15:30	19	2529	0.010	19	2529	0.015	19	2529	0.025
15:30 - 16:00	19	2529	0.010	19	2529	0.010	19	2529	0.020
16:00 - 16:30	19	2529	0.006	19	2529	0.010	19	2529	0.016
16:30 - 17:00	19	2529	0.000	19	2529	0.004	19	2529	0.004
17:00 - 17:30	19	2529	0.004	19	2529	0.002	19	2529	0.006
17:30 - 18:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
18:00 - 18:30	18	2640	0.000	18	2640	0.002	18	2640	0.002
18:30 - 19:00	18	2640	0.000	18	2640	0.000	18	2640	0.000
19:00 - 19:30	5	3947	0.000	5	3947	0.000	5	3947	0.000
19:30 - 20:00	5	3947	0.005	5	3947	0.000	5	3947	0.005
20:00 - 20:30	4	4870	0.000	4	4870	0.005	4	4870	0.005
20:30 - 21:00	4	4870	0.000	4	4870	0.000	4	4870	0.000
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.314			0.309			0.623

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	3	3827	0.000	3	3827	0.000	3	3827	0.000
05:30 - 06:00	3	3827	0.000	3	3827	0.000	3	3827	0.000
06:00 - 06:30	3	3827	0.009	3	3827	0.000	3	3827	0.009
06:30 - 07:00	3	3827	0.009	3	3827	0.000	3	3827	0.009
07:00 - 07:30	17	2700	0.007	17	2700	0.002	17	2700	0.009
07:30 - 08:00	17	2700	0.015	17	2700	0.000	17	2700	0.015
08:00 - 08:30	18	2655	0.002	18	2655	0.000	18	2655	0.002
08:30 - 09:00	18	2655	0.006	18	2655	0.000	18	2655	0.006
09:00 - 09:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
09:30 - 10:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
10:00 - 10:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
10:30 - 11:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
11:00 - 11:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
11:30 - 12:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
12:00 - 12:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
12:30 - 13:00	19	2529	0.000	19	2529	0.002	19	2529	0.002
13:00 - 13:30	19	2529	0.002	19	2529	0.002	19	2529	0.004
13:30 - 14:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
14:00 - 14:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
14:30 - 15:00	19	2529	0.000	19	2529	0.006	19	2529	0.006
15:00 - 15:30	19	2529	0.000	19	2529	0.002	19	2529	0.002
15:30 - 16:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
16:00 - 16:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
16:30 - 17:00	19	2529	0.000	19	2529	0.010	19	2529	0.010
17:00 - 17:30	19	2529	0.000	19	2529	0.012	19	2529	0.012
17:30 - 18:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
18:00 - 18:30	18	2640	0.000	18	2640	0.000	18	2640	0.000
18:30 - 19:00	18	2640	0.000	18	2640	0.000	18	2640	0.000
19:00 - 19:30	5	3947	0.000	5	3947	0.000	5	3947	0.000
19:30 - 20:00	5	3947	0.000	5	3947	0.000	5	3947	0.000
20:00 - 20:30	4	4870	0.000	4	4870	0.000	4	4870	0.000
20:30 - 21:00	4	4870	0.000	4	4870	0.000	4	4870	0.000
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.050			0.036			0.086

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	3	3827	0.009	3	3827	0.000	3	3827	0.009
05:30 - 06:00	3	3827	0.061	3	3827	0.000	3	3827	0.061
06:00 - 06:30	3	3827	0.009	3	3827	0.000	3	3827	0.009
06:30 - 07:00	3	3827	0.026	3	3827	0.000	3	3827	0.026
07:00 - 07:30	17	2700	0.163	17	2700	0.017	17	2700	0.180
07:30 - 08:00	17	2700	0.129	17	2700	0.009	17	2700	0.138
08:00 - 08:30	18	2655	0.190	18	2655	0.006	18	2655	0.196
08:30 - 09:00	18	2655	0.169	18	2655	0.015	18	2655	0.184
09:00 - 09:30	19	2529	0.108	19	2529	0.025	19	2529	0.133
09:30 - 10:00	19	2529	0.073	19	2529	0.046	19	2529	0.119
10:00 - 10:30	19	2529	0.060	19	2529	0.025	19	2529	0.085
10:30 - 11:00	19	2529	0.060	19	2529	0.029	19	2529	0.089
11:00 - 11:30	19	2529	0.050	19	2529	0.052	19	2529	0.102
11:30 - 12:00	19	2529	0.040	19	2529	0.035	19	2529	0.075
12:00 - 12:30	19	2529	0.050	19	2529	0.077	19	2529	0.127
12:30 - 13:00	19	2529	0.058	19	2529	0.092	19	2529	0.150
13:00 - 13:30	19	2529	0.073	19	2529	0.125	19	2529	0.198
13:30 - 14:00	19	2529	0.065	19	2529	0.085	19	2529	0.150
14:00 - 14:30	19	2529	0.048	19	2529	0.040	19	2529	0.088
14:30 - 15:00	19	2529	0.054	19	2529	0.067	19	2529	0.121
15:00 - 15:30	19	2529	0.027	19	2529	0.062	19	2529	0.089
15:30 - 16:00	19	2529	0.029	19	2529	0.073	19	2529	0.102
16:00 - 16:30	19	2529	0.048	19	2529	0.154	19	2529	0.202
16:30 - 17:00	19	2529	0.029	19	2529	0.187	19	2529	0.216
17:00 - 17:30	19	2529	0.025	19	2529	0.171	19	2529	0.196
17:30 - 18:00	19	2529	0.040	19	2529	0.110	19	2529	0.150
18:00 - 18:30	18	2640	0.017	18	2640	0.074	18	2640	0.091
18:30 - 19:00	18	2640	0.004	18	2640	0.023	18	2640	0.027
19:00 - 19:30	5	3947	0.000	5	3947	0.005	5	3947	0.005
19:30 - 20:00	5	3947	0.005	5	3947	0.005	5	3947	0.010
20:00 - 20:30	4	4870	0.000	4	4870	0.051	4	4870	0.051
20:30 - 21:00	4	4870	0.000	4	4870	0.010	4	4870	0.010
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		1.719			1.670			3.389	

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	3	3827	0.000	3	3827	0.000	3	3827	0.000
05:30 - 06:00	3	3827	0.000	3	3827	0.000	3	3827	0.000
06:00 - 06:30	3	3827	0.000	3	3827	0.000	3	3827	0.000
06:30 - 07:00	3	3827	0.009	3	3827	0.000	3	3827	0.009
07:00 - 07:30	17	2700	0.020	17	2700	0.004	17	2700	0.024
07:30 - 08:00	17	2700	0.015	17	2700	0.009	17	2700	0.024
08:00 - 08:30	18	2655	0.038	18	2655	0.019	18	2655	0.057
08:30 - 09:00	18	2655	0.038	18	2655	0.027	18	2655	0.065
09:00 - 09:30	19	2529	0.021	19	2529	0.019	19	2529	0.040
09:30 - 10:00	19	2529	0.033	19	2529	0.027	19	2529	0.060
10:00 - 10:30	19	2529	0.029	19	2529	0.025	19	2529	0.054
10:30 - 11:00	19	2529	0.050	19	2529	0.044	19	2529	0.094
11:00 - 11:30	19	2529	0.025	19	2529	0.033	19	2529	0.058
11:30 - 12:00	19	2529	0.021	19	2529	0.015	19	2529	0.036
12:00 - 12:30	19	2529	0.027	19	2529	0.023	19	2529	0.050
12:30 - 13:00	19	2529	0.044	19	2529	0.040	19	2529	0.084
13:00 - 13:30	19	2529	0.015	19	2529	0.035	19	2529	0.050
13:30 - 14:00	19	2529	0.021	19	2529	0.031	19	2529	0.052
14:00 - 14:30	19	2529	0.035	19	2529	0.025	19	2529	0.060
14:30 - 15:00	19	2529	0.025	19	2529	0.027	19	2529	0.052
15:00 - 15:30	19	2529	0.031	19	2529	0.023	19	2529	0.054
15:30 - 16:00	19	2529	0.023	19	2529	0.033	19	2529	0.056
16:00 - 16:30	19	2529	0.017	19	2529	0.042	19	2529	0.059
16:30 - 17:00	19	2529	0.004	19	2529	0.010	19	2529	0.014
17:00 - 17:30	19	2529	0.006	19	2529	0.012	19	2529	0.018
17:30 - 18:00	19	2529	0.008	19	2529	0.008	19	2529	0.016
18:00 - 18:30	18	2640	0.002	18	2640	0.004	18	2640	0.006
18:30 - 19:00	18	2640	0.002	18	2640	0.004	18	2640	0.006
19:00 - 19:30	5	3947	0.000	5	3947	0.000	5	3947	0.000
19:30 - 20:00	5	3947	0.000	5	3947	0.000	5	3947	0.000
20:00 - 20:30	4	4870	0.005	4	4870	0.005	4	4870	0.010
20:30 - 21:00	4	4870	0.000	4	4870	0.000	4	4870	0.000
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.564			0.544			1.108

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	3	3827	0.000	3	3827	0.000	3	3827	0.000
05:30 - 06:00	3	3827	0.009	3	3827	0.000	3	3827	0.009
06:00 - 06:30	3	3827	0.000	3	3827	0.000	3	3827	0.000
06:30 - 07:00	3	3827	0.000	3	3827	0.000	3	3827	0.000
07:00 - 07:30	17	2700	0.000	17	2700	0.000	17	2700	0.000
07:30 - 08:00	17	2700	0.004	17	2700	0.000	17	2700	0.004
08:00 - 08:30	18	2655	0.004	18	2655	0.000	18	2655	0.004
08:30 - 09:00	18	2655	0.000	18	2655	0.002	18	2655	0.002
09:00 - 09:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
09:30 - 10:00	19	2529	0.002	19	2529	0.000	19	2529	0.002
10:00 - 10:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
10:30 - 11:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
11:00 - 11:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
11:30 - 12:00	19	2529	0.002	19	2529	0.000	19	2529	0.002
12:00 - 12:30	19	2529	0.000	19	2529	0.002	19	2529	0.002
12:30 - 13:00	19	2529	0.002	19	2529	0.002	19	2529	0.004
13:00 - 13:30	19	2529	0.000	19	2529	0.002	19	2529	0.002
13:30 - 14:00	19	2529	0.002	19	2529	0.000	19	2529	0.002
14:00 - 14:30	19	2529	0.000	19	2529	0.000	19	2529	0.000
14:30 - 15:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
15:00 - 15:30	19	2529	0.000	19	2529	0.004	19	2529	0.004
15:30 - 16:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
16:00 - 16:30	19	2529	0.000	19	2529	0.002	19	2529	0.002
16:30 - 17:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
17:00 - 17:30	19	2529	0.000	19	2529	0.004	19	2529	0.004
17:30 - 18:00	19	2529	0.000	19	2529	0.000	19	2529	0.000
18:00 - 18:30	18	2640	0.000	18	2640	0.000	18	2640	0.000
18:30 - 19:00	18	2640	0.000	18	2640	0.002	18	2640	0.002
19:00 - 19:30	5	3947	0.000	5	3947	0.000	5	3947	0.000
19:30 - 20:00	5	3947	0.000	5	3947	0.000	5	3947	0.000
20:00 - 20:30	4	4870	0.000	4	4870	0.000	4	4870	0.000
20:30 - 21:00	4	4870	0.000	4	4870	0.000	4	4870	0.000
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.025			0.020			0.045

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

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

Calculation Reference: AUDIT-756701-241222-1240

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : G - TENNIS CLUBS
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	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: Number of courts
 Actual Range: 4 to 5 (units:)
 Range Selected by User: 4 to 16 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 22/06/22

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:

Friday 1 days
 Saturday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2

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

Selected Location Sub Categories:

Residential Zone 2

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 X days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 2 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

Population within 1 mile:

15,001 to 20,000 2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

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	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LC-07-G-02	TENNIS CLUB	LANCASHIRE
	COUNTY ROAD		
	ORMSKIRK		
	Edge of Town Centre		
	Residential Zone		
	Total Number of courts:	5	
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL
2	NT-07-G-01	TENNIS CLUB	NOTTINGHAMSHIRE
	CHURCH WALK		
	NEAR NOTTINGHAM		
	EASTWOOD		
	Edge of Town Centre		
	Residential Zone		
	Total Number of courts:	4	
	Survey date: SATURDAY	18/06/22	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
CA-07-G-02	covid

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
 TOTAL VEHICLES
 Calculation factor: 1 COURTS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	5	0.000	1	5	0.000	1	5	0.000
08:00 - 09:00	2	5	1.333	2	5	0.222	2	5	1.555
09:00 - 10:00	2	5	1.889	2	5	0.667	2	5	2.556
10:00 - 11:00	2	5	0.667	2	5	1.111	2	5	1.778
11:00 - 12:00	2	5	0.667	2	5	1.556	2	5	2.223
12:00 - 13:00	2	5	0.000	2	5	0.667	2	5	0.667
13:00 - 14:00	2	5	0.000	2	5	0.333	2	5	0.333
14:00 - 15:00	2	5	0.111	2	5	0.000	2	5	0.111
15:00 - 16:00	2	5	0.111	2	5	0.111	2	5	0.222
16:00 - 17:00	2	5	0.778	2	5	0.111	2	5	0.889
17:00 - 18:00	2	5	1.667	2	5	1.111	2	5	2.778
18:00 - 19:00	2	5	0.667	2	5	1.111	2	5	1.778
19:00 - 20:00	2	5	0.222	2	5	0.556	2	5	0.778
20:00 - 21:00	1	5	0.000	1	5	0.800	1	5	0.800
21:00 - 22:00	1	5	0.000	1	5	0.200	1	5	0.200
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.112			8.556			16.668

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

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

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

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

Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

4 - 5 (units:)
 01/01/16 - 22/06/22
 1
 1
 0
 0
 1

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

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
 TAXIS
 Calculation factor: 1 COURTS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	5	0.000	1	5	0.000	1	5	0.000
08:00 - 09:00	2	5	0.000	2	5	0.000	2	5	0.000
09:00 - 10:00	2	5	0.000	2	5	0.000	2	5	0.000
10:00 - 11:00	2	5	0.000	2	5	0.000	2	5	0.000
11:00 - 12:00	2	5	0.000	2	5	0.000	2	5	0.000
12:00 - 13:00	2	5	0.000	2	5	0.000	2	5	0.000
13:00 - 14:00	2	5	0.000	2	5	0.000	2	5	0.000
14:00 - 15:00	2	5	0.000	2	5	0.000	2	5	0.000
15:00 - 16:00	2	5	0.000	2	5	0.000	2	5	0.000
16:00 - 17:00	2	5	0.000	2	5	0.000	2	5	0.000
17:00 - 18:00	2	5	0.111	2	5	0.111	2	5	0.222
18:00 - 19:00	2	5	0.000	2	5	0.000	2	5	0.000
19:00 - 20:00	2	5	0.000	2	5	0.000	2	5	0.000
20:00 - 21:00	1	5	0.000	1	5	0.000	1	5	0.000
21:00 - 22:00	1	5	0.000	1	5	0.000	1	5	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.111			0.222

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 07 - LEISURE/G - TENNIS CLUBS
 CYCLISTS
 Calculation factor: 1 COURTS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	5	0.000	1	5	0.000	1	5	0.000
08:00 - 09:00	2	5	0.000	2	5	0.000	2	5	0.000
09:00 - 10:00	2	5	0.111	2	5	0.000	2	5	0.111
10:00 - 11:00	2	5	0.000	2	5	0.000	2	5	0.000
11:00 - 12:00	2	5	0.000	2	5	0.000	2	5	0.000
12:00 - 13:00	2	5	0.000	2	5	0.111	2	5	0.111
13:00 - 14:00	2	5	0.000	2	5	0.000	2	5	0.000
14:00 - 15:00	2	5	0.000	2	5	0.000	2	5	0.000
15:00 - 16:00	2	5	0.000	2	5	0.000	2	5	0.000
16:00 - 17:00	2	5	0.222	2	5	0.000	2	5	0.222
17:00 - 18:00	2	5	0.111	2	5	0.222	2	5	0.333
18:00 - 19:00	2	5	0.000	2	5	0.111	2	5	0.111
19:00 - 20:00	2	5	0.000	2	5	0.000	2	5	0.000
20:00 - 21:00	1	5	0.000	1	5	0.000	1	5	0.000
21:00 - 22:00	1	5	0.000	1	5	0.000	1	5	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.444			0.444			0.888

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 07 - LEISURE/G - TENNIS CLUBS
 CARS
 Calculation factor: 1 COURTS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	5	0.000	1	5	0.000	1	5	0.000
08:00 - 09:00	2	5	1.333	2	5	0.222	2	5	1.555
09:00 - 10:00	2	5	1.889	2	5	0.667	2	5	2.556
10:00 - 11:00	2	5	0.667	2	5	1.111	2	5	1.778
11:00 - 12:00	2	5	0.556	2	5	1.444	2	5	2.000
12:00 - 13:00	2	5	0.000	2	5	0.667	2	5	0.667
13:00 - 14:00	2	5	0.000	2	5	0.333	2	5	0.333
14:00 - 15:00	2	5	0.111	2	5	0.000	2	5	0.111
15:00 - 16:00	2	5	0.000	2	5	0.000	2	5	0.000
16:00 - 17:00	2	5	0.778	2	5	0.111	2	5	0.889
17:00 - 18:00	2	5	1.556	2	5	1.000	2	5	2.556
18:00 - 19:00	2	5	0.667	2	5	1.111	2	5	1.778
19:00 - 20:00	2	5	0.222	2	5	0.556	2	5	0.778
20:00 - 21:00	1	5	0.000	1	5	0.800	1	5	0.800
21:00 - 22:00	1	5	0.000	1	5	0.200	1	5	0.200
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.779			8.222			16.001

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 07 - LEISURE/G - TENNIS CLUBS
 LGVS
 Calculation factor: 1 COURTS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	5	0.000	1	5	0.000	1	5	0.000
08:00 - 09:00	2	5	0.000	2	5	0.000	2	5	0.000
09:00 - 10:00	2	5	0.000	2	5	0.000	2	5	0.000
10:00 - 11:00	2	5	0.000	2	5	0.000	2	5	0.000
11:00 - 12:00	2	5	0.111	2	5	0.111	2	5	0.222
12:00 - 13:00	2	5	0.000	2	5	0.000	2	5	0.000
13:00 - 14:00	2	5	0.000	2	5	0.000	2	5	0.000
14:00 - 15:00	2	5	0.000	2	5	0.000	2	5	0.000
15:00 - 16:00	2	5	0.111	2	5	0.111	2	5	0.222
16:00 - 17:00	2	5	0.000	2	5	0.000	2	5	0.000
17:00 - 18:00	2	5	0.000	2	5	0.000	2	5	0.000
18:00 - 19:00	2	5	0.000	2	5	0.000	2	5	0.000
19:00 - 20:00	2	5	0.000	2	5	0.000	2	5	0.000
20:00 - 21:00	1	5	0.000	1	5	0.000	1	5	0.000
21:00 - 22:00	1	5	0.000	1	5	0.000	1	5	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.222			0.222			0.444

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.