



Transport Assessment

Stocktons Site, Manchester

Liquid Business (Manchester) Limited

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Basis of Report

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1.0 Introduction

Background

- 1.1 SLR has been appointed by Liquid Business (Manchester) Limited to provide a Transport Assessment to support a planning application to obtain:
- ‘Full planning permission for the demolition of existing buildings and erection of 2no. new buildings providing up to 758 apartments (Use Class C3), Class E floorspace (comprising flexible office accommodation (Use Class Eg(i)) and Class Ea and b) and associated hard and soft landscaping (including works within the public highway), formation of vehicle accesses and servicing access together with associated works’*
- 1.2 The proposed mixed-use development on a site currently occupied by the Stocktons furniture shop located off Great Ancoats Street in Manchester. The site is located within the jurisdiction of Manchester City Council (MCC) towards the eastern edge of the city centre, adjacent to New Islington and south of the former Central Retail Park (which is located on the opposite side of Great Ancoats Street).
- 1.3 Apart from the 758 residential units and 4,019sqm of office floorspace, amenity spaces for residents and office staff will be available on site, as well as high-quality landscaping and pedestrianised areas at ground floor level, enhancing site permeability.
- 1.4 A new, one-way, servicing road, with an access point off Store Street and an egress point on Ducie Street will be built. New pedestrian access points to site will also be available.
- 1.5 The site forms part of the larger regeneration masterplan along with the Presbar Diecast site to the south west, as part of the East Village Central regeneration, where additional residential units and office floorspace is identified as part of redevelopment in the future as endorsed by MCC’s Development Framework (DF) for East Village Central in November 2022. The DF forms an addendum to the Manchester Piccadilly Strategic Regeneration Framework (SRF).

Structure of the Report

- 1.6 This Transport Assessment (TA) has been prepared in accordance with guidance provided by the Department for Transport’s (DfT) ‘Guidance for Transport Assessment’ (2014) document and has been prepared to inform Planning and Highways Officers at MCC of all current traffic and transportation matters associated with the application.
- 1.7 Following this introductory chapter, the report provides the following information:
- **Section 2: Policy Context**– outlines the national and local policy relevant to the proposed development;
 - **Section 3: Baseline Conditions** – discusses the existing site and the local highway network (including pictures and measurements obtained in a site visit) and reviews the available accident data in the vicinity of the site;
 - **Section 4: Accessibility by Sustainable Modes of Travel** – describes the accessibility of the site by all modes of sustainable transport;



- **Section 5: Proposed Development** – sets out the development proposals, access and servicing strategy, parking proposals and how the new and improved amenities would be delivered;
- **Section 6: Transport Impact Assessment** – outlines the vehicular trip generation of the proposed scheme and the consented land use, and the impact of the site redevelopment on the site access junction operation; and
- **Section 7: Summary and Conclusions** – summarises the findings of the TA and provides the report conclusions.

1.8 In addition to the above, SLR has also prepared a Framework Travel Plan (FTP) and Waste Management Strategy submitted as part of the planning application under separate covers. This Transport Assessment should be read alongside both these supporting documents



2.0 Policy Context

Overview

- 2.1 This section of the report provides an outline of national and local policy applicable to the development site. It is important that the TA is in accordance with such guidance and that the principles of development are consistent with national and local policies.

National Planning Policy

National Planning Policy Framework

- 2.1 The latest National Planning Policy Framework (NPPF) was published in December 2024 by the Ministry of Housing, Communities and Local Government, replacing the previous versions published in 2012, 2018, 2019 and 2023. The NPPF sets out the government's planning policies for England and how these are expected to be applied.
- 2.2 Paragraph 111 states that planning policies and development should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 2.3 Paragraph 115 states that proposals must ensure that safe and suitable access for all users and modes of transport is provided. Additionally, paragraphs 117 specify that designs for access and site layouts should prioritise pedestrians, cyclists and public transport users so that travel by these modes is encouraged through design, whilst also supporting decarbonisation through transport.
- 2.4 The impact of transport as a result of the proposals is referenced in paragraph 116. Paragraph 116 is the most significant policy point relating to transport and states that “...*development should only be prevented or refused on highway 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*”.
- 2.5 Paragraph 118 references the need to provide detailed Transport Assessments and Travel Plans to mitigate the impacts of the proposals in line with the broader transport goals of the NPPF, such as sustainability or better design to reduce decarbonisation.
- 2.6 Overall, the NPPF requires all development to ensure that the site is accessible by all modes of transport (particularly sustainable transport modes), with suitable access and layout design for these modes included within the proposals. Additionally, the NPPF sets out that impacts of transport of the proposals should be mitigated.
- 2.7 Finally, the NPPF notes that all developments that will generate significant amounts of movement should be required to provide a Travel Plan. Accordingly, a FTP has been prepared in support of this application, which will form the basis of a long-term management strategy for the site, delivering sustainable transport objectives.



Manchester Local Planning Policy

- 2.8 Relevant transport planning policy and guidance at the local level is contained within the Manchester Local Plan, consisting of the Core Strategy and the Places for Everyone Joint Development Plan. Other documents as the Guide to Development in Manchester SPD, the Planning Guidance, the Greater Manchester Transport Strategy and the Manchester Piccadilly Strategic Regeneration Framework have also been reviewed for this section.

Manchester Core Strategy

- 2.9 The Core Strategy forms the key document in Manchester Local Plan and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city. Policy SP1 sets out the spatial principles that will guide development to 2027. One of these principles is as follows:

“New development will maximise the potential of the City’s transport infrastructure, in particular promoting walking, cycling and the use of public transport.”

- 2.10 In addition, the policy goes on to state that developments in all parts of the city should *‘improve access to jobs, services and education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision’*.

- 2.11 This is reinforced through policy DM 1 of the Core Strategy, which concerns development management. This states that all developments should have regard to specific issues including the access to new development by sustainable transport modes and vehicular access and car parking.

- 2.12 Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:

- a) *“Improve choice by developing alternatives to the private car.*
- b) *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 - i) *Pedestrians and disabled people*
 - ii) *Cyclists, public transport,*
 - iii) *Commercial access,*
 - iv) *General off-peak traffic,*
 - v) *General peak time traffic.”*

- 2.13 The development proposals are in line with these policy objectives, ensuring that the site will be accessible to all users by a range of different transport modes.

- 2.14 Policy T2 states that the Council will actively manage the pattern of development to ensure that new development:

- a) *“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; and*



- b) *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.”*

City Centre Transport Strategy

- 2.15 A report was presented to the MCC Executive in October 2019 that set out proposals for a revised City Centre Transport Strategy (CCTS), aligned to the Greater Manchester Transport Strategy 2040.
- 2.16 The new strategy is considered necessary to take account of the predicted growth of the city centre, changes in the policy context since the previous strategy in 2010, and the outcomes of the City Centre Transport Strategy Conversation that took place in 2018.
- 2.17 It will set out ambitious targets for the city centre in the wider context of the GMSF, emerging Local Plan, Climate Change Policy and Clean Air proposals, including the ambition to be a zero-carbon city by 2038 at the latest. The focus is upon significant shifts to sustainable transport modes, which will require enhancements to the walking and cycling networks, providing additional Metrolink capacity in the city centre and increasing electric vehicle charging points. Additionally, the ambition is for a shift in car parking spaces over time from the centre to the periphery.

Places for Everyone Joint Development Plan

- 2.18 This document was adopted in March 2024, with amendments incorporated in October 2024, and forms part of the adopted development local plan for nine authorities of Greater Manchester, setting out a long-term plan for jobs, new homes, and sustainable growth.
- 2.19 This is a Strategic Plan, and the Core Growth Area of the plan looks to, *‘provide conditions to boost the role of Greater Manchester as a Global City...the growth potential of the Core Growth Area will continue through higher density development, building in opportunity areas’*.
- 2.20 The relevant Policy Objectives are as follows:
- **Objective 3:** Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester;
 - **Objective 4:** Maximise the potential arising from our national and internal assets;
 - **Objective 5:** Reduce inequalities and improve prosperity;
 - **Objective 6:** Promote the sustainable movement of people, goods and information; and
 - **Objective 7:** Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.
- 2.21 The ‘Connected Places’ chapter is related to transport matters, stating that *“one of the Greater Manchester Strategy’s ten priorities is to deliver an integrated network with world-class connectivity that keeps Greater Manchester moving and that drives prosperity whilst protecting the environment, improving air quality and transitioning to a zero carbon future.”*



2.22 The relevant transport-related policies applicable to the proposed development are as follows:

- **Policy JP-C1: An Integrated Network**, which aims to ensure that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the pedestrian-cycle-services-personal motorised vehicles hierarchy;
- **Policy JP-C2: Digital Connectivity**, stating that new development to have full fibre to premises connections to allow
- **Policy JP-C4: The Strategic Road Network**, aiming to ensure that a co-ordinated approach to the planning and delivery of potential interventions on the SRN and at interfaces with the local street network, as Local Plans, site Masterplans and planning applications come forward in accordance with local and national guidances;
- **Policy JP-C5: Streets for All Streets**, all developments need to be designed following the Greater Manchester's integrated approach to taking decisions about all streets in, helping to balance the complex demands of everyone who uses, lives and works alongside our streets;
- **Policy JP-C6: Walking and Cycling**, aiming to deliver a higher proportion of journeys made by walking and cycling through the provision of direct and attractive routes, permeable and active neighbourhoods and high-quality and high-capacity pedestrian and cycle facilities.
- **Policy JP-C8: Transport Requirements of New Development**, which lists what is expected to be provided at new developments, including:
 - i) Connectivity and Permeability, prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', with new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and helping to deliver high quality, attractive, liveable and sustainable environments;
 - ii) Design, by reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;
 - iii) Parking Infrastructure, incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing showers, changing facilities and lockers.
 - iv) Access and Servicing, by providing designated pick-up/drop-off points for taxis and deliveries and servicing vehicles; and
 - v) Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess



impacts and determine the most appropriate mitigation on the SRN and local transport network.

Guide to Development in Manchester SPD & Planning Guidance

- 2.23 This document brings together the development principles that will apply to new developments in Manchester. Paragraph 2.22 of the document states that:

‘In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport.’

Greater Manchester Transport Strategy 2040

- 2.24 Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester’s transport system in support of long-term needs and aspirations.

- 2.25 The vision is for Greater Manchester to have “*World class connections that support long-term, sustainable economic growth and access to opportunity for all*”. The Transport Vision aims are as follows:

- a) Supporting Sustainable Economic growth;
- b) Protecting Our Environment;
- c) Improving Quality of Life for All; and
- d) Developing an Innovative City Region.

- 2.26 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester’s transport networks and minimise the negative impacts of traffic on communities.

- 2.27 The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the site is accessible by a variety of sustainable transport modes in order to deliver a quality development that enhances the environment.

- 2.28 The site is situated within the Manchester Piccadilly Strategic Regeneration Framework (March 2018), establishing the vision and guidance principles of the area, which will evolve through the 30-year lifespan of the SRF.

Manchester Piccadilly Strategic Regeneration Framework (March 2018)

- 2.29 The site is situated within the Manchester Piccadilly Strategic Regeneration Framework (March 2018), a document that establishes the vision and guidance principles of the area, which will evolve through the 30-year lifespan of the SRF.

- 2.30 The site is within the ‘East Village Neighbourhood’, with the aspiration for this area to be developed into a mixed-use area. Apartments, townhouses, smaller office floor plates, retail,



cafes and bars would be contained in a series of squares, some public and some private, linked by bridges, lanes and portals, each of them with their own individual identity.

- 2.31 A key element of the SRF for this area is to improve the permeability and connectivity between New Islington and the city centre, adding to the importance of the site's proposals.
- 2.32 One the sustainability themes of the SRF is 'Mobility and Movement', stating that the access to public transport systems must be ensured, active travel is promoted, and low carbon private vehicles are encouraged.

Summary

- 2.33 The following chapters of this Transport Assessment and the accompanying FTP will demonstrate that the development proposals follow relevant national and local planning policy guidelines.
- 2.34 The characteristics of the proposed development, with no car parking spaces, new secure cycle parking facilities and occupying a sustainable location, and services provided within the buildings (gym, spa, breakout / coworking space, café) will help prospective residents and visitors to make smarter choices in the way they travel can reduce the congestion, carbon emissions, pollution and noise within Manchester, helping the city and the wider region to achieve their environmental targets.

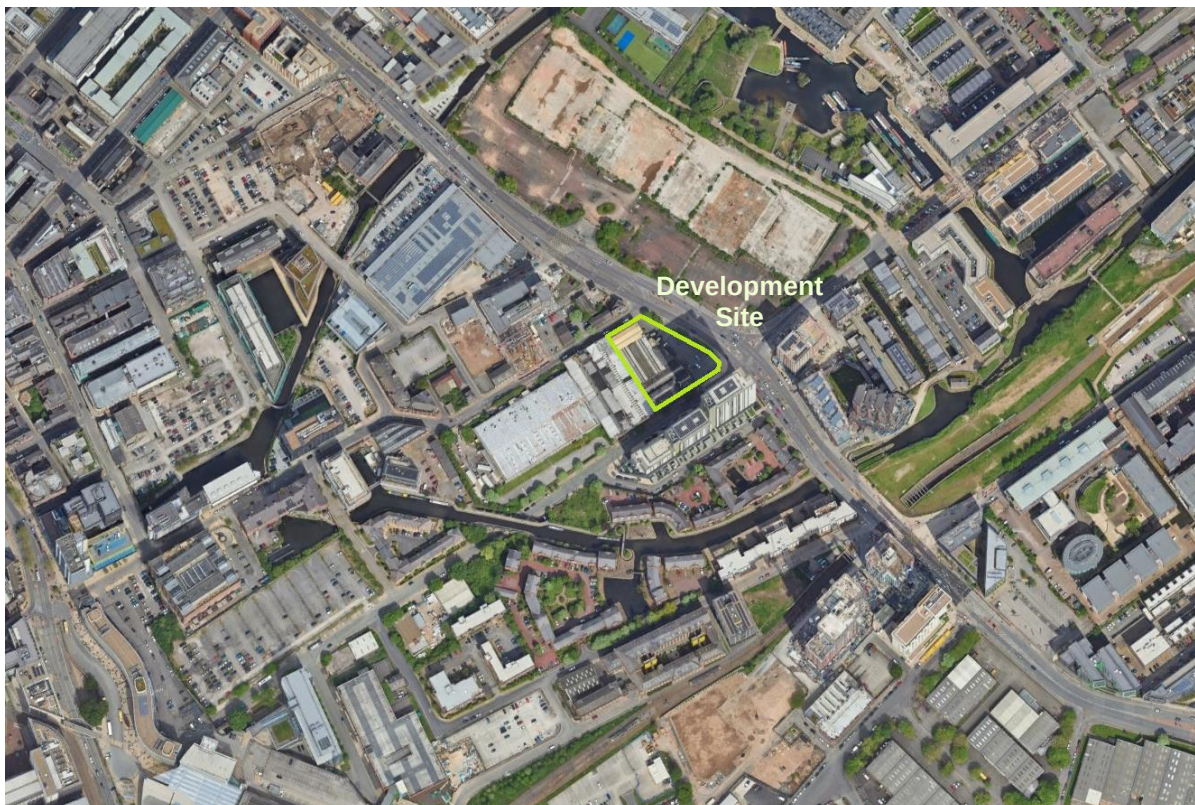


3.0 Baseline Conditions

Site Location

- 3.1 The site is located within the jurisdiction of MCC towards the eastern edge of the city centre, adjacent to New Islington and south of the former Central Retail Park (located on the opposite side of Great Ancoats Street).
- 3.2 The site is currently occupied by luxury furniture and home accessory retailer Stocktons, along with off-street car parking restricted to customers only at the store frontage.
- 3.3 An former industrial premises borders the site to the west (Presbar Diecast) which is currently operating as a leisure venue. Ducie Street borders the site to the north, with A665 Great Ancoats Street bounding the site to the east and Store Street bounding the site to the south.
- 3.4 As previously discussed, the site is situated within the 'East Village Neighbourhood' of the Manchester Piccadilly Strategic Regeneration Framework area. The aspiration for the East Village Neighbourhood is to be developed into a mixed-use area contained in a series of squares, some public and some private, linked by bridges, lanes and portals, each of them with their own individual identity. Permeability and connectivity between New Islington and the city centre, are key, adding to the importance of the site's proposals.
- 3.5 **Figure A** below shows an aerial image of the site and the surrounding highway and transport network.

Figure A: Site Location (Source: GoogleEarth)



Existing Development

- 3.6 The site has currently four access points off the public highway.
- 3.7 Three of them lead to a surface parking area on the eastern half of the site. The main one is off Great Ancoats Street, while secondary ones can be found on Ducie Street and Store Street, with the one of the latter being significantly narrower than the other two. These accesses are used by vehicles and pedestrians and none of them is gated, although the one off Ducie Street has manually retractable bollards that could be user to block vehicular access.
- 3.8 The main store customer entrance can be accessed from the car park, while there is another entrance for servicing vehicles, which will undertake loading and unloading externally or inside the building.
- 3.9 A secondary access point from the public highway is on Store Street, leading directly to the building on site.
- 3.10 Fire exit points from the building are provided on Store Street and Ducie Street.
- 3.11 The perimeter of the site is not fenced although a line of trees can be found along the Great Ancoats Street side, providing a sense of ‘barrier’ between the site and the aforementioned road.
- 3.12 The car park on site has 40 spaces, with two of them being reserved for disabled users (which are adjacent to the main building entrance). Signs are displayed making motorists aware that the parking bays are for customers only (or other authorised users).
- 3.13 **Figure B** shows the accesses to the car park off Great Ancoats Street and Ducie Street.

Figure B: Car Park Access Points off Great Ancoats Street (left), Store Street (centre) and Ducie Street (right)



Local Highway Network

A665 Great Ancoats Street

- 3.14 Great Ancoats Street (see **Figure C**) is part of the A665 – Ring Road corridor, which a key highway in the south eastern area of Manchester. It acts as a collector of multiple key corridors towards different destinations, as well as local / minor roads.



- 3.15 Great Ancoats Street is a dual carriageway road with a speed limit of 30mph. Two lanes per direction are available, although additional left or right-turn lanes can be found around most of the junctions, as it is the case for the Old Mill Street / Store Street and Ducie Street junctions.

Figure C: Great Ancoats Street



- 3.16 Parking is not permitted on any side of the road as enforced by double yellow lines.
- 3.17 Great Ancoats Street has seen significant environmental improvements with additional trees and pavement upgrades (see **Figure D**).

Figure D: Great Ancoats Street New Facilities



- 3.18 Street lighting is provided on this road, while footways can be found on both sides of the road, with around 2 to 3.5 metres in width around in front of the development site and around the junctions with Old Mill Street / Store Street and Ducie Street. Shared-use between cyclists and pedestrians is permitted around the Old Mill Street / Store Street junction as indicated by pavement marking and signage.
- 3.19 Dropped kerbs and tactile paving can be found at junctions with other roads and also at the site access junction.
- 3.20 Signal-controlled crossing points are available around the junction with Old Mill Street / Store Street, with additional crossings at other key junctions and around the Urban Exchange retail park.

Ducie Street

- 3.21 Both the building and the car park on site can be accessed from Ducie Street (see **Figure E**). This road connects Great Ancoats Street with the site and with A6 Piccadilly (city centre) to the west.

Figure E: Ducie Road



- 3.22 It is a single carriageway road, subject to a 20mph speed limit. It is for one-way traffic (westbound) between Great Ancoats Street and Peak Street, while to the west of the latter it is for two-way traffic. The road carriageway reaches a width of 6.5m around the development site.
- 3.23 Parking is generally not permitted along the northern side of the road as enforced by double yellow lines (except on the section between the junctions with Jutland Street and Dale Street (pay-and-display bays)). On the southern side of the road, pay-and-display bays can be found between the junctions with Great Ancoats Street and Pigeon Street, while a single



yellow line is observable from the latter to Aqueduct Street and double yellow lines are present along the westernmost section of the road.

- 3.24 Junctions with minor roads take the form of give way priority junctions.
- 3.25 The road is covered by a system of street lighting. There are footways along both sides of the road, with 2 metres in width.
- 3.26 Dropped kerbs can be found around junctions, with tactile paving being also provided around the Great Ancoats Street junction.

Store Street

- 3.27 Store Street links the site with Great Ancoats Street to the east and the A6 London Road (city centre) to the west.
- 3.28 It is a single carriageway (with 7.5 metres in width), two-way road, subject to a 20mph speed limit. (see **Figure F**).

Figure F: Store Street



- 3.29 Between the junctions with Milbank Street and Great Ancoats Street, parking is not permitted on any side of the carriageway as enforced by double yellow lines. The only exception is in front of the development site, on the southern side, where a loading only lay-by with capacity for three cars can be found. To the west of Milbank Street, pay-and-display bays and electric vehicle charging points can be observed on both sides of the road.
- 3.30 There is a pinch point below the Store Street Aqueduct that contributes to reduce vehicular speeds on this road, as the space below it only allows traffic in a single direction, with traffic driving in the opposite direction having to stop and give way.



- 3.31 Cycle lanes are marked over the general traffic lanes to make motorists aware that this road is part of a cycle route (NCR 66 as it will be detailed later on this report). An advance cycle stop box can be found before the junction with Great Ancoats Street.
- 3.32 In addition to the signalised crossing around the junction with Great Ancoats Street, there is a similar facility 50m to the west of it. There is also an informal crossing point around the junction with Milbank Street.
- 3.33 2.5 to 3.5m-wide footways can be found along both sides of the carriageway. Trees can be found on some sections of the road, while in front of the development site, on the southern side, wide planting areas (also with trees) could be observed. Street lighting is provided, as well as dropped kerbs and tactile around junctions with other roads and signalised and unsignalised crossings.

Old Mill Street

- 3.34 This road links the area with the A6010 to the east, which is another key highway corridor in Greater Manchester
- 3.35 It has been included in this assessment as it is part of the NCR66 and therefore can be used by cyclists to travel to multiple destinations to the east.
- 3.36 It is subject to a 20mph speed limit. It has a variable configuration across its length, with its western section (between Great Ancoats Street and the access to the former Central Retail Park site) having a single carriageway with two lanes available for westbound traffic and a single one for eastbound traffic (see **Figure G**). Meanwhile, the central section (between the former Central Retail Park access and Weybridge Road) having separate lanes for each direction of traffic with a central space with parking spaces and seating facilities, and its eastern section having a single carriageway again with a lane per direction, although with a raised table around the junction with Carruthers Street.

Figure G: Old Mill Street

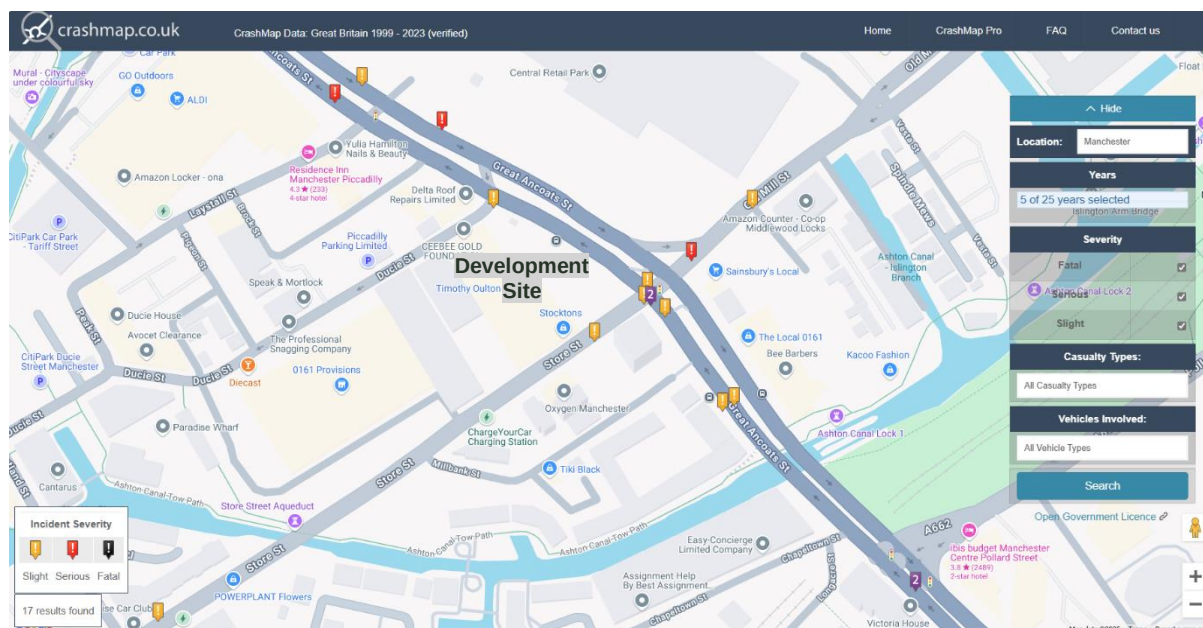


- 3.37 Parking is not permitted on any side of the road as enforced by double yellow lines on the eastern and western sections, while vehicles can park on the bays on the central space of the central section as stated by signage.
- 3.38 Street lighting is provided. Footways are present along both sides of the road, with around 3m in width on the western section and up to 8m on the central section, which also have some pedestrian space on the central area between the traffic lanes.
- 3.39 In addition to the signalised crossing prior to the junction with Great Ancoats Street, there is a uncontrolled staggered crossing point to the east of the junction with the former Central Retail Park access and a zebra crossing around the New Islington Marina Prom. Dropped kerbs and tactile paving can be found at most of the junctions and crossing points.

Road Safety Analysis

- 3.40 A review of collision records for the local highway network has been undertaken using data available on the CrashMap website. CrashMap uses data collected by the police for collisions occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.41 The CrashMap analysis has been undertaken for the most recent five-year period, between 2019 and 2023. 17 collisions have been recorded in the area immediately surrounding the development site (on the Greater Ancoats Street section between Laystall Street and Pollard Street, the Ducie Road and Store Street sections between Great Ancoats Street and Jutland Street and the Old Mill Street section between Great Ancoats Street and the New Islington Marina) as shown in **Figure H**.

Figure H: Collision Search Area (Source: CrashMap)



- 3.42 Cars were involved in 16 collisions, bicycles in five, a goods vehicle in another two and a motorcycle in one.



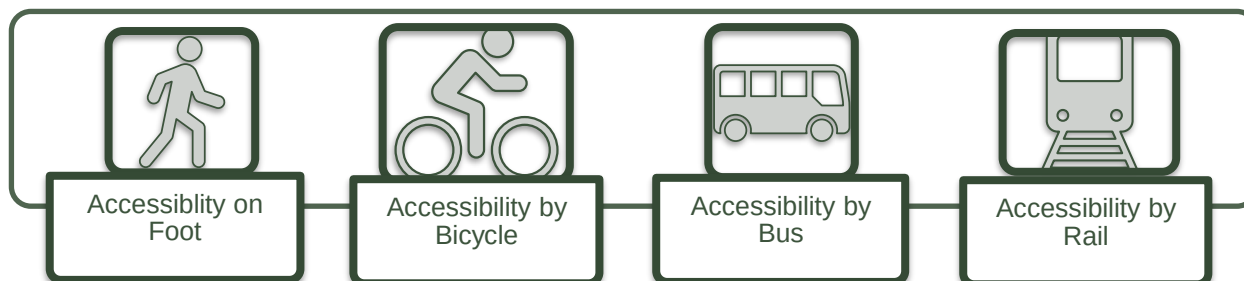
- 3.43 In relation to casualties, 12 were car occupants, five were cyclists, two were pedestrians and another one was a motorcyclist. 14 collisions resulted in slightly injured casualties and the remaining three resulted in seriously injured casualties. No fatal accidents were recorded in the study area.
- 3.44 In relation to the location of the collisions:
- Six of them took place around the Great Ancoats Street / Old Mill Street / Store Street junction;
 - Five on Great Ancoats Street not at junctions;
 - Another one at the Great Ancoats Street / Ducie Street junction;
 - Two at the Great Ancoats Street / Pollar Street junction;
 - Two on Store Street, not at junctions; and
 - The remaining collision was recorded on Old Mill Street around the Lockgate Mews junction.
- 3.45 If assessing the collisions immediately around the development site, it can be seen that a collision was recorded at the Great Ancoats Street / Ducie Street junction, where a goods vehicle and a bicycle were involved, with the cyclist being slightly injured.
- 3.46 The six collisions recorded on the Great Ancoats Street / Old Mill Street / Store Street junction had:
- A car and a motorcycle involved, with the rider of the latter getting serious injuries;
 - Another one had a car and a bicycle involved, with the cyclist being slightly injured;
 - Two of them had two cars involved, resulting in one and two vehicle occupants getting slight injuries respectively;
 - An incident involved a car and a goods vehicle, with one of the vehicle occupants being slightly injured; and
 - The remaining collision had three cars involved, with three of the vehicle occupants getting slight injuries.
- 3.47 Finally, the collisions recorded on Store Street involved two cars, with one of the vehicle occupants getting slight injuries.
- 3.48 The variety of roads users involved and the level of collisions recorded on the Great Ancoats Street / Old Mill Street / Store Street and the other junctions is comparable with other similar infrastructure in the same highway corridor.
- 3.49 It can be seen from the review of the personal injury collisions that there are no identifiable trends which would give rise to any highway safety concerns.



4.0 Accessibility By Sustainable Modes of Transport

Introduction

- 4.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.



Pedestrian Accessibility

- 4.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.
- 4.3 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table A**.

Table A: CIHT Suggested Acceptable Walking Distances

CIHT Classification	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 4.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 001** in **Appendix A** shows distances of 500 metres, 1,000 metres and 2,000 metres from the centre of the site, which are identified as 'Desirable', 'Acceptable' and the 'Preferred Maximum' distances by the CIHT for commuting trips. Catchments have been measured from the centre of the site.
- 4.5 The 500-metre catchment incorporates the surrounding area to the site, including Cotton Field Park to the north, the Old Mill Street section between the junctions with Great Ancoats Street and Weybridge Road to the north east, New Islington Metrolink stop to the east, almost the entire length of Store Street and Ducie Street to the west (and the surrounding minor roads) and the Great Ancoats Street section between the junctions with Advent way to the south east and Newton Street to the north west. The catchment incorporates:



- The closest bus stops to site on Great Ancoats Street (20m and 160m away);
- Supermarket (Sainsbury's) at the Great Ancoats Street / Old Mill Street junction (100m away);
- An off-licence (The Local 0161) on Great Ancoats Street (140m away);
- A retail park (Urban Exchange, including Aldi, M&S Outlet and Go Outdoors) on Great Ancoats Street (access to units between 250m and 300m away from the site);
- Bars and restaurants on Laystall Street (Modern Indian Dinning Bar, 160m away) and on Store Street (Diecast, 190m away);
- Two GPs (New Islington Medical Practice and Urban Village Medical Practice) and a pharmacy (K's Chemist) on Old Mill Street (260m away); and
- A Metrolink stop (New Islington, 500m away).

4.6 Meanwhile the 1-kilometre walking catchment encompass further residential and commercial areas in all directions, as Ancoats to the north, Every Street to the east, Piccadilly to the south west and the Northern Quarter to the north west. The following services can be found in this area:

- Manchester Piccadilly rail and Metrolink station (650m away);
- The bus stops on Piccadilly and Station Approach (650m to 750m away) which provide access to the free bus services as part of the Bee Network;
- Religious buildings (various locations); and
- Additional bars and restaurants in Ancoats, Piccadilly, Canal Street and the Northern Quarter.

4.7 Finally, the 2-kilometre catchment includes Miles Platting to the north, Bradford and Beswick to the east, Ardwick to the south east, Brunswick and part of the Universities' Campuses to the south, Deansgate to the south west, the city centre to the east and Victoria and Strangeways to the north east. Multiple additional services can be found in this area.

4.8 The local infrastructure is considered adequate for pedestrians as the following are provided on:

- Great Ancoats Street has ample footways on both sides and signalised crossing points with dropped kerbs and tactile paving is available around the junction with Old Mill Street and Store Street;
- Store Street and Old Mill Street have a 20mph speed limit and also ample footways on both sides, as well as signal-controlled and informal crossings, all of them provided with dropped kerbs and tactile paving;
- Routes to the city centre and key transport nodes are also of a good quality, with the aforementioned facilities for pedestrians being provided along them; and
- Comprehensive street lighting is also provided on the surrounding highway network to assist with pedestrian connectivity during hours of darkness.

4.9 The site is therefore concluded to be highly accessible on foot, with convenient access to a wide range of services, amenities and residential areas.



Cycle Accessibility

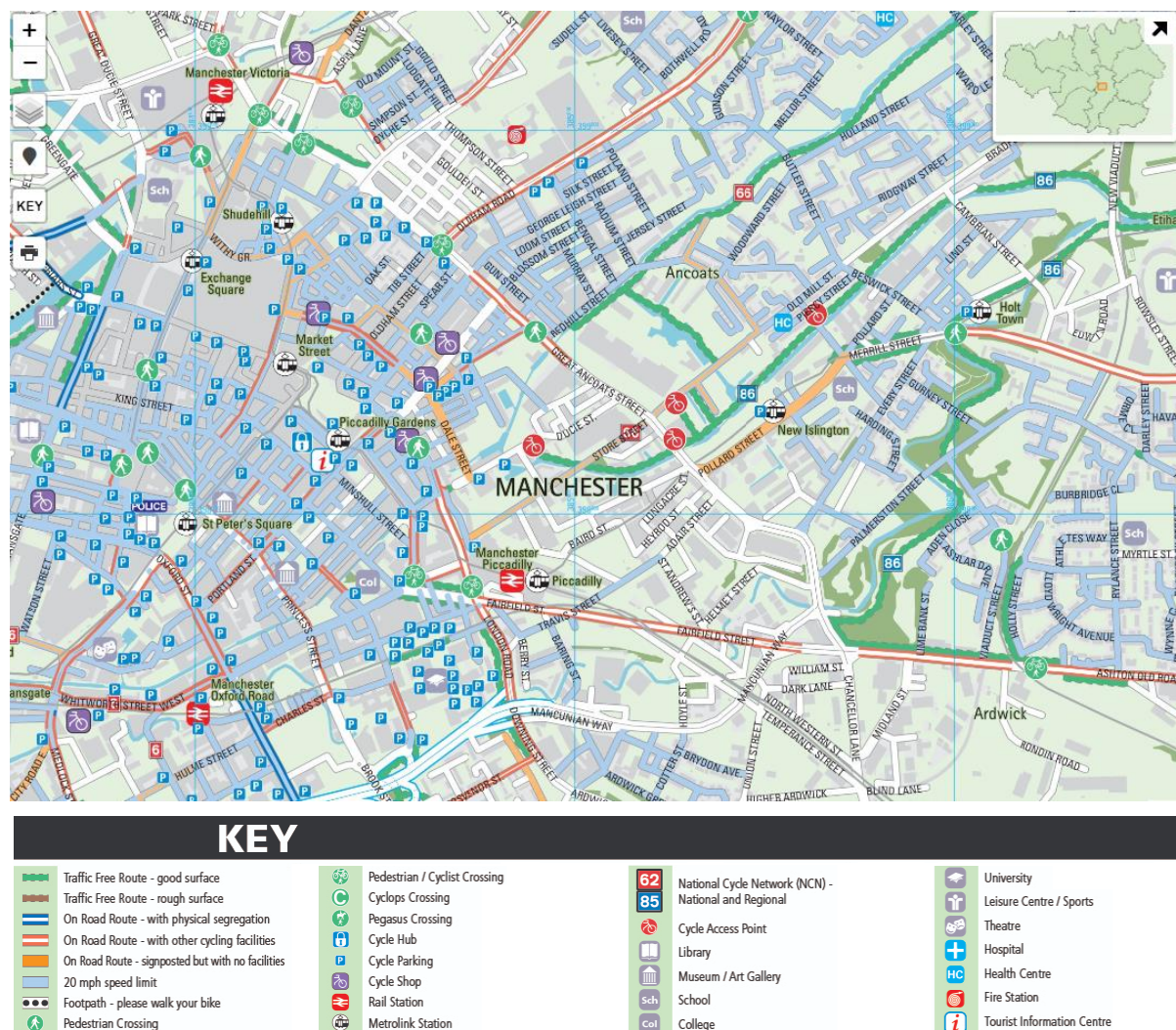
- 4.10 Cycling is a popular mode of transport and is an effective mode for short trips.
- 4.11 The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 4.12 A 5-kilometre cycle catchment from the site is shown in **Plan 002** in **Appendix A**. This demonstrates that the 5-kilometre catchment reaches Hapurhey to the north, Newton Heath to the north east, Clayton and Openshaw to the east, Gorton and Longsight to the south east, Rusholme to the south, Old Trafford to the south west, Ordsall and Pendleton to the west and Higher Broughton to the north west.
- 4.13 Access to local facilities, the city centre, the Universities' Campuses¹, other high quality employment areas as Sister Manchester (1km away), The Oxford Road Corridor (2km away), Manchester Science Park (at 2.7km), Manchester Royal Infirmary (at 3.1km), Salford Innovation Zone (5km away), and key rail and bus stations is therefore possible within the 5km cycle zone.
- 4.14 To travel to and from the site, cyclists have multiple routes available, including:
- Pedestrian-cycle shared surfaces and signalised crossings around the Great Ancoats Street / Old Mill Street / Stone Street junction;
 - On-road, signalised cycle routes on Store Street and Old Mill Street, which are part of National Cycle Route 66, leading to the Rochdale Canal Towpath (which is traffic free and links this area of the city with Failsworth and Mills Hill to the north east) and with the city centre to the west. Cycle lanes are marked on the centre of the general traffic lanes on Stone Street (see **Figure K**);
 - On-road cycle lanes are available on Great Ancoats Street around the junction with Redhill Street. From there, cyclists can take Oldham Road, which also has similar facilities;
 - The Ashton Canal Towpath, which is traffic free, and the on-road signalised cycle route on Pollard Street leading to the path along the River Medlock connect the area with The Etihad Campus, Clayton Vale and Droylsden to the east as part of the Regional Route 86;
 - Once in the city centre, on-road cycle lanes are available on Piccadilly, London Road, Fairfield Street or Portland Street, while Dale Street is also marked as a cycle route, with on-road cycle lanes being available on its westernmost section; and
 - Multiple minor roads in the city centre, Northern Quarter and Ancoats are also 20mph hence they are safe for cycle users.

¹ Manchester Metropolitan University (at 2km), The University of Manchester (with faculties and other buildings being at 2km to 3.5km away from the site), Arden University (2.2km away), Edge Hill University (at 1.5km), a number of Colleges within the city centre or around its boundaries, up to 3km away, including Manchester Central College, The Manchester College (various campuses), International Business College, Abbey College Manchester, Manchester International College or Manchester Independent College.



4.15 An extract of the area from the Greater Manchester Cycle Map is illustrated in **Figure I**.

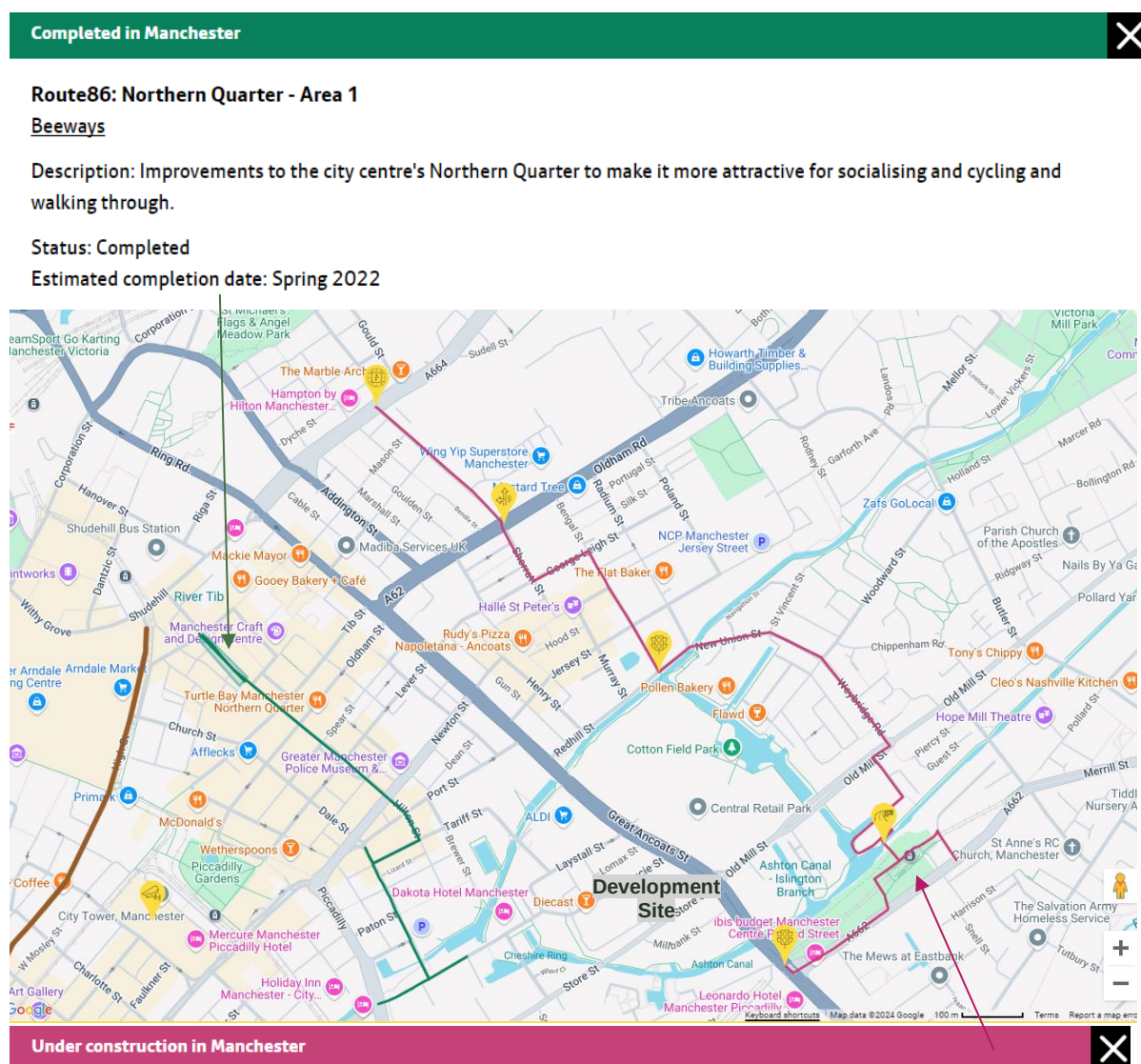
Figure I: Greater Manchester Cycle Map Extract



- 4.16 Improvements to the city centre's Northern Quarter to make it more attractive for socialising and cycling and walking through were completed in 2022.
- 4.17 Furthermore, there is a scheme under construction (Northern and Eastern Gateway Beeways, to be completed in 2025), consisting of a new cycling and walking route through through Ancoats, parallel to Great Ancoats Street enabling a new urban village North of the Irwell and providing a walking and cycling route through the Ancoats area.
- 4.18 Full extension of the aforementioned schemes can be seen in the extract of the TfGM 'Schemes Near Me' Plan (**Figure J**), which includes all proposed pedestrian and cycle routes' projects already completed, under construction and planned in Great Manchester.



Figure J: Greater Manchester 'Schemes Near Me' Map Extract



- 4.19 Additionally, there is a cycle sharing system operating in Greater Manchester (operated by Beryl) which allows users to rent bicycles (and electric bicycles) for their trips within the city, as there are tens of docking stations available, including one in close proximity to the site on Old Mill Street (adjacent to the junction with Great Ancoats Street, with 10 docks available as shown in **Figure K**) and another one further away on Store Street (around the junction with Sparkle Street, with 6 docks available).
- 4.20 Therefore, cycling has therefore a clear potential to substitute for most of the short car trips, particularly those under 5km and to form part of a longer journey by public transport.



Figure K: Cycle Hire Station on Old Mill Street (left) and Cycle Facilities around the Great Ancoats Street / Store Street / Old Mill Street Junction



Accessibility by Bus

- 4.21 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400 metres from a new development. This equates to a 5-minute walk.
- 4.22 The site benefits from access to seven bus stops within this catchment area, with five of the, being on Great Ancoats Street and two of them being on Pollard Street, with the same services stopping at them. Therefore, only the two closest stops to site will be used by their future residents, staff and visitors.
- 4.23 The closest northwest-bound stop is in front of the site, called Ducie Street, and is provided with an indicative flagpole, a shelter with seating opportunities, a bin, an information board and raised kerbs to help passengers to board and alight the buses. Meanwhile, the closest southeast-bound stop is Old Mill Street (Stop B), which is 160m to the east of the site and is provided with an indicative flagpole, an information board and raised kerbs.
- 4.24 **Figure L** overleaf shows the features of the aforementioned bus stops.
- 4.25 A summary of the bus services and their frequencies from these stops is outlined in **Table B** which demonstrates that three bus services stop close to the site which provide frequent connections to Manchester city centre (including the Chorlton Street Coach Station, where further regional and national coach services can be taken).
- 4.26 Furthermore, there are additional stops further away from the 400m catchment on Piccadilly and Station Approach which are around 650m to 800m to the south west of the site where multiple bus services can be taken. Residents' may walk to these stops for other specific destinations not covered by routes 216, 230 and 231, as bus services 192, 201, 201N, 202, 203, 205, 219, 220, 221 and 1 and 2 Free Buses.



Figure L: Closest Bus Stops to Site on Great Ancoats Street



Table B: Bus Services from Local Stops

No.	Destination	Frequency per Hour					
		Monday – Friday				Sat	Sun
		AM Peak	Daytime	PM Peak	Evening		
216	Piccadilly Gardens > Droylsden Metrolink > Ashton-under-Lyne Interchange > Stalybridge Armentieres Square	7 to 12 min	12 min	7 to 12 min	15 min	15 min	15 min
230	Piccadilly Gardens > Sportcity Velopark Metrolink > Droylsden Cemetery Rd Metrolink > Littlemoss Road > Ashton-under-Lyne Interchange	30 min	30 min	30 min	30 min	30 min	1 h
231	Piccadilly Gardens > Sportcity Velopark Metrolink > Littlemoss Road > Tameside General Hospital > Ashton-under-Lyne Interchange	30 min	30 min	30 min	30 min	30 min	1 h



Accessibility by Rail

- 4.27 Manchester Piccadilly is in close proximity to the site, approximately 750m away to the southwest of it, with journey times of 2 to 3 minutes by bicycle and 11 to 12 minutes on foot.
- 4.28 These stations are key nodes on the national rail network (DfT Category A, 'National Hub'), offering services to national destinations including London, Birmingham, Nottingham, Glasgow, Edinburgh, Cardiff, Bristol, Exeter, Plymouth, Southampton or Bournemouth, regional services to destinations in the north of England as Leeds, Liverpool, Sheffield, Newcastle or York and local services within Greater Manchester.
- 4.29 This station has various facilities including a ticket office, ticket machines, waiting and seating areas, cycle parking, toilets, step-free access to all platforms and multiple retail units.
- 4.30 It is therefore possible to travel to site by rail from local, regional and national destinations as part of a multi-modal trip.

Accessibility by Tram

- 4.31 The closest Manchester Metrolink tram stops is New Islington, which is approximately 500m away to the east, with journey times of 2 to 3 minutes by bicycle and 8 minutes on foot.
- 4.32 New Islington is on the Blue Line, which links Ashton-under-Lyne and the Etihad Campus to the east with the city centre, MediaCity UK and Eccles to the west.
- 4.33 The Manchester Metrolink operational times are from 6:00 to 23:30 Mondays to Thursdays, from 06:00 to 00:30 on Fridays and Saturdays, and from 07:00 to 22:30 Sundays and bank holidays. The Grey and Orange lines do not operate on Sundays.
- 4.34 A service per direction is available per direction every 12 minutes to both ends of the line (Ashton-under-Lyne to Eccles), with extra services between MediaCityUK and Etihad Campus being available from 7:00 to 20:00 Mondays to Fridays and from 09:00 to 18:30 on Saturdays usually also every 12 minutes. This means that a service per direction is available every 6 minutes in the central section of the line.
- 4.35 Meanwhile, Metrolink trams also stop at Manchester Piccadilly. Yellow, Blue, Purple and Orange lines' services can be taken on this station providing access to employment, leisure and transport interchanges across a large part of Greater Manchester. Yellow and Purple lines also offer additional services from 7:00 to 20:00 Mondays to Fridays and from 09:00 to 18:30 on Saturdays as the Blue line does.
- 4.36 It is therefore possible to travel to site by tram from local and regional destinations as part of a multi-modal trip.

Access for Disabled Users

- 4.37 For disabled users, there is considerable help available both in the physical transport infrastructure as described previously, but also financially with a pass for free travel in Greater Manchester and in the rest of England under the English National Concessionary Travel Scheme.

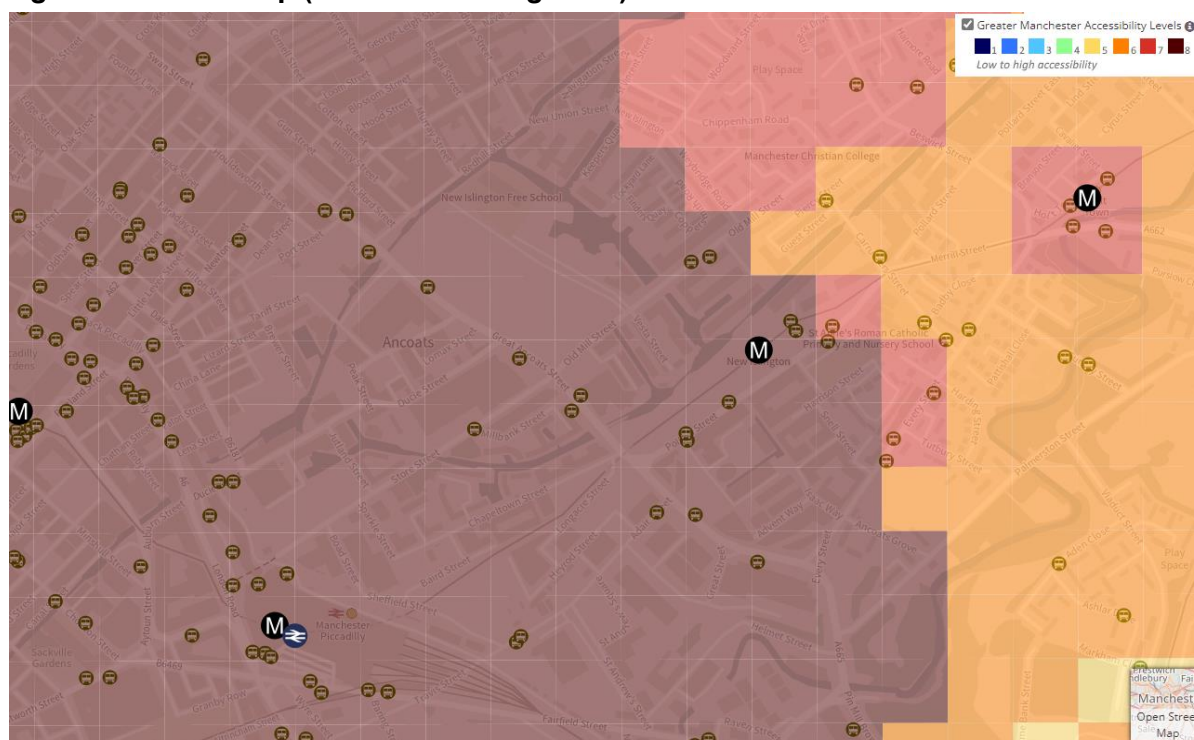


- 4.38 The Travel Pass for Disabled People enable eligible users to travel for free:
- On all Greater Manchester buses, trams and trains from 09:30 to midnight from Monday to Friday and all day at weekends and on public holidays; and
 - On buses in the rest of England from 09:30 to 23:00 from Monday to Friday and all day at weekends and bank holidays.
- 4.39 The Travel Plus Pass for Disabled People holders are entitled to free travel:
- On all Greater Manchester buses, trams and trains at any time; and
 - On buses in the rest of England from 09:30 to 23:00 from Monday to Friday and all day at weekends and bank holidays
- 4.40 As previously discussed, the highway network around the site includes facilities for disabled users, including visually impaired users, as signal-controlled crossing points, dropped kerbs and tactile paving.

Greater Manchester Accessibility Level (GMAL)

- 4.41 Greater Manchester Accessibility Level (GMAL) is a detailed and accurate measure of the accessibility of a site to both the conventional public transport network (bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). The GMAL takes into account walk access time and service availability.
- 4.42 The method is a way of measuring the density of public transport provision at any location within the Greater Manchester region. The levels range from 1 which represents the least accessible sites to 8 which represents the most accessible sites.
- 4.43 **Figure M** provides an extract of the GMAL Map for the area in the vicinity of the site.

Figure M: GMAL Map (Source: GMCA/gov.uk)



- 4.44 **Figure M** shows that the site has a GMAL of 8, which is the maximum score that a site can achieve, indicating that the site is highly accessible from any location in Greater Manchester, with good connections to public transport services as previously discussed. As a result, it would be easy to access the site without needing a car.

Accessibility Conclusions

- 4.45 The National Planning Policy Framework (NPPF) supports a presumption in favour of sustainable development. Within the document, Section 9 – Promoting Sustainable Transport outlines the important role that transport policies have to play in facilitating this. Paragraph 110 indicates that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 4.46 The site is situated within the Great Ancoats area, to the east of the city centre and Manchester Piccadilly station, an area which is currently under a deep redevelopment process, with an increasing number of residential buildings, supermarkets, restaurants, bars or offices. The Universities’ campuses, healthcare facilities and other key employment sites are within acceptable walking or cycling distance of the development. The existing pedestrian infrastructure is of a high standard, with many traffic signal-controlled crossing facilities and the availability of dedicated cycle infrastructure at short distance from the site.
- 4.47 It has been demonstrated that the site is served by a number of frequent bus routes, while the main bus and rail stations in central Manchester can be accessed by bus services or by bicycles, connecting the site to areas all over the region and the country quickly and frequently.
- 4.48 It can be concluded that the proposed development is in a highly sustainable location.



5.0 Development Proposals

Proposed Development Summary

- 5.1 The redevelopment proposals are for the demolition of the existing furniture shop premises and the construction of two blocks (Blocks A and B), with the tallest element to mark the main junction while acting as a masterplan landmark in composition.
- 5.2 A summary of the proposed land uses and quantum of development on each plot is included below:
- Block A
 - 49 storeys, plus a ground floor and three basement floors;
 - A total of 52,749sqm GIA;
 - 558 dwellings, including 35.1% of studios and one-bedroom flats, 63.1% of two-bedroom flats and 1.8% of three-bedroom flats; and
 - Residential amenities will be distributed on the ground floor and floors 20 and 33.
 - Block B
 - 24 storeys, plus a ground floor and two basement floors;
 - A total of 22,135sqm GIA;
 - Office uses across four floors (from the ground floor to floor 3), with an area of 3,039sqm;
 - 200 dwellings across 21 floors, of which 34% will be studios and one-bedroom flats and 67% two-bedroom flats; and
 - Residential amenities will be available on floor 4.
- 5.3 As discussed, high quality, shared amenity spaces for the use of residents and office staff members will be provided on each block. These will include, in Block A, a reception, lounge, café/bakery, co-working area and podcast/meeting rooms on the ground floor, a gym with spa facilities on floor 20 and a lounge area and games room/bar on floor 33. Meanwhile, Block B will have a reception and a coffee bar on the ground floor and a gym, an exercise studio, a lobby/juice bar and an external landscape terrace on floor 4.
- 5.4 **Table C** overleaf includes a summary of the number of each type of flats on site, comprising from studios to three-bedroom flats, as well as the available areas for other land uses (offices and amenities).

Table C: Total Number of Flats per Type and Other Land Uses Floorspace

Land Use	Block A	Block B	Total
Studios	96	35	132
One-bedroom Flat	100	31	130
Two-bedroom Flat	352	134	486



Three-bedroom Flat	10	0	10
<i>Total Flats</i>	<i>558</i>	<i>200</i>	<i>758</i>
Office Space	0sqm	4,019sqm	4,019sqm
Amenities	2,399sqm	555sqm	2,954sqm

- 5.5 All existing car parking spaces on site will be removed and no car parking spaces are proposed.
- 5.6 Meanwhile, 838 long-stay cycle parking spaces will be provided. They will be provided on the basement floors of both blocks, covered and secured, in order to promote the use of this transport mode and due to the car-free nature of the development.
- 5.7 Public realm around the blocks will be of a high-quality, with landscaped areas and seating facilities. The site layout will enhance permeability with the adjacent streets and with future development to the west as part of the East Village DF.
- 5.8 The proposed site layout plans are attached as **Appendix B** at the rear of this report.

Access and Servicing

Access Points and Internal Road Layout

- 5.9 A new, one-way servicing road will be available along the western edge of the site, and to the west of the proposed two blocks. Therefore, authorised private cars (for pick-ups and drop-offs), taxis, refuse lorries and other servicing vehicles will access the site from Store Street and egress via Ducie Street.
- 5.10 Pedestrians will have multiple access points to site, including ramped or at-level access points from Great Ancoats Street and via the aforementioned servicing road (off Store Street and Ducie Street) and staircases and an accessible route from Store Street.
- 5.11 Block A main entrance, leading to reception, will be at the eastern façade, off Great Ancoats Street. The café entrance will be on the northern side of the building, off the site internal landscaped area. A ramp leading to the first basement will be available off the southwestern corner of the building, connecting the site servicing road with the bin and cycle stores.
- 5.12 With regards to Block B, the main entrance into the office is via Great Ancoats Street within the new public space and is supplemented by a secondary entrance situated along the service road that doubles as a cycle and service entrance. The residential entrance is located on the corner of Ducie Street and the service road. The entrance is marked by a canopy. Residents enter a double height lobby before ascending to their apartments. Both uses are segregated from one another. Separate cores, fire escapes and facilities.
- 5.13 The area between both buildings will comprise a landscaped square with trees, planting and seating facilities together with pedestrian routes linking both buildings and connecting into the wider area.



Access Control and Servicing

- 5.14 With regards to pedestrian-access control, both blocks will be fob-accessible to the main entrance door and to the lift and lobbies. Bin and cycle stores are also expected to be fob-accessed.
- 5.15 In relation to the typical vehicular deliveries for the residential element of the development will include groceries, post/courier and online / bulky item deliveries, while for the office element deliveries will include office supplies, post/courier, consumables, occasional IT supplies and office furniture.
- 5.16 The aforementioned new, one-way servicing road will be available along the western edge of the site, and to the west of the proposed two blocks. Therefore, authorised private cars (for pick-ups and drop-offs), taxis, refuse lorries and other servicing vehicles will access the site from Store Street and egress via Ducie Store.
- 5.17 The relevant Manual for Street-compliant visibility splay to the right for vehicles egressing onto Ducie Street (which is for westbound traffic only and with a speed limit of 20mph) is shown in **Drawing VN232865-D100 in Appendix C**.
- 5.18 Vehicles will be able to stop in front of each building to perform any required deliveries, refuse collection or passenger pick-up/drop-off duties.
- 5.19 A vehicle tracking exercise of a refuse lorry has been undertaken to demonstrate the safety and suitability of the proposed access and servicing and parking arrangements. This is shown in **Drawing VN232865-TR100 in Appendix C**. Both block's receptions will centralise some of the site services. Vehicular access will also be managed from reception. Both buildings will also have a parcel delivery room adjacent to reception.
- 5.20 Access permits for residents' private cars (for pick-ups and drop-offs) will be available, with these users having to book them in advance online or at reception to obtain this permit. Servicing vehicles' users would also notify their arrival to the site management in advance.
- 5.21 Resident management staff will be in charge of on-site marshalling and direction of the servicing or any required pick-ups and drop offs. They will also monitor that no unauthorised parking is taking place on site.
- 5.22 Bin stores will be provided on the first basement in Block A and second basement in Block B. The Block A basement will have an external access from a ramp from the access road and therefore bins will be wheeled to a collection point off the servicing road. Meanwhile for Block B bins will need to be transported by lift to the ground floor and then wheeled to a collection point off the servicing road.
- 5.23 The waste storage requirements have been calculated using the MCC Waste Storage and Collection Guidance for New Developments (2023), which recommends 104 litres per bedspace (55 litres per room for general waste, 22 litres for pulpable recycling, 22 litres for comingled recycling and 5 litres food waste per bedspace). This is based on a collection once every two weeks.



- 5.24 To calculate the waste proportions for the office space in Block B, national guidance BS5906:2005 has been applied. A rate of 50 litres per staff per week has been applied, again based on collection every two weeks.
- 5.25 The developer has confirmed that refuse collection will be undertaken once every two weeks.
- 5.26 Additional details can be found within the Waste Management Strategy that has also been prepared by SLR as part of this planning application.

Proposed Parking Provision

- 5.27 The MCC Manchester Core Strategy 2012 to 2027 does not include car or cycle parking standards for developments within the city centre, as it is the case, with each application being assessed individually.

Regular Car Parking

- 5.28 As previously discussed, the 40 car parking spaces will be removed from site, while no spaces are proposed to be provided for the new residential units and office floorspace.
- 5.29 As it will be discussed in the next chapter of this TA, it is expected that the majority of trips to and from are (and will still be) made by modes other than the private car. The site is located within the city centre, in an accessible location for walking, cycling and public transport use. Therefore, providing no car parking spaces at this location is considered acceptable.
- 5.30 Should any parking be required by visitors or residents there is also on-street (pay-and-display) and off-street (surface and multi-storey) car parking opportunities in close proximity to the site, including Store Street, Ducie Street and Laystall Street.

Cycle Parking

- 5.31 The MCC Manchester Core Strategy 2012 to 2027 does not include car or cycle parking standards for residential developments. For office uses, a minimum of one space per 200sqm is required.
- 5.32 Due to the absence of local residential cycle parking standards and the car-free nature of the development, cycle spaces have been allocated to 100% of the apartment number, plus the required spaces for the office use.
- 5.33 Cycle parking facilities have been divided into three categories in order to provide useful amenity to residents with different needs.
- Cycle Parking Spaces: single tier racks with 45-degree parking position;
 - Storage Lockers: double-stacked with a wheeled ladder access for upper-level lockers, large enough to accommodate a bicycle if needed; and
 - Folding Bike Lockers: triple-stacked lockers for folding bikes, with the upper-level ones also accessible through the aforementioned wheeled ladders.
- 5.34 For Block A (residential use), a total of 566 cycle spaces will be available:



- On basement level 01, 281 cycle parking spaces;
- On basement level 02, 82 storage lockers and 138 folding bike lockers; and
- On basement level 03, 65 storage lockers.

5.35 Meanwhile, Block B, a total of 272 cycle spaces will be available:

- For the office use, 55 cycle parking spaces on basement level 01;
- For the apartments' users, 116 cycle parking spaces 50 storage lockers and 51 folding bike lockers on basement level 02.

5.36 As previously discussed, the first basement of Block A can be accessed through a ramp around the southwestern corner of the building, from the servicing road or via the internal lifts, while the second and third basements on that block will be accessed via internal lifts.

5.37 Block B office and residential cycle parking will be accessible externally via a lift from the service road. The lift will have an access control to bring the users to the correct floor.

5.38 Furthermore, male and female changing rooms with showers and lockers, as well as a drying room will be provided on the first basement of Block B for office users.

Travel Plan

5.39 To support and encourage staff to travel by sustainable means, a Full Travel Plan will be adopted. As the end users are yet to be known, a Framework Travel Plan has been prepared to accompany this planning application, which will evolve into future Full Travel Plans for the residential and commercial elements of the development.

Off-Site Works and Funding Active Travel Measures

5.40 The creation of the new vehicular access points will have an impact on the on-street parking bays and crossing facilities on Ducie Street and Store Street respectively.

5.41 As shown in **Drawing VN232865-D101** in **Appendix D**, the egress will require three bays on Ducie Street to be relocated. They are proposed to be relocated around the Store Street / Millbank Street junction or adding an additional bay on Ducie Street closer to the junction with Great Ancoats Street. It is also suggested to move the existing bays to the east of the proposed access point slightly to the east. No loss of on-street parking will result.

5.42 Similarly, the existing pedestrian crossing on Store Street would be only 16m away from the proposed access point on this road, and therefore MCC could consider relocating it to the bellmouth of the junction with Great Ancoats Street, where there is already an informal, uncontrolled crossing point.

5.43 It is proposed by the applicant that a Section 278 agreement is reached for the above works.



6.0 Highways Impact Assessment

Introduction

- 6.1 This chapter considers the impact of the development on the local highway network within the vicinity of the site.
- 6.2 For this purpose, a survey has been undertaken on a weekday in September 2024 around the Stocktons store to obtain the number of vehicles currently accessing the store.
- 6.3 Then, in order to calculate the vehicular trip generation of the proposed residential and office uses, their associated trip rates have been obtained and then applied to the proposed number of dwellings and office floorspace respectively.
- 6.4 Then, to get a true reflection of the impact of the scheme, the proposed development trip figures have been compared to the trips generated by the existing use on site.
- 6.5 Furthermore, the potential number of trips by sustainable transport modes that could be generated by the proposed apartments and office space has also been calculated.

Proposed Development Trip Generation

Existing Use Vehicular Trip Generation

- 6.6 **Table D** shows the number of vehicular trips accessing and egressing the site during the September 2024 weekday survey. It can be seen that the existing site vehicular trip generation is modest.

Table D: Existing Stocktons Store Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicular Trips	7	2	9	2	9	11

Proposed Vehicular Trip Generation

- 6.7 To determine the trip generation associated with the proposed uses on site for the traditional morning and evening peak hours (08:00 to 09:00 and 17:00 to 18:00 respectively), the TRICS (7.11.4) database has been used. This is an industry-standard software tool which comprises a vast database of traffic surveys of existing developments, across the UK and the Republic of Ireland, sub categorised into particular land uses such as retail, residential or office developments.
- 6.8 Vehicular trip forecasts have been derived using the average trip rates from other similar developments ('privately-owned flats' and 'office' uses in TRICS) in town centres in the United Kingdom, with three residential and five office sites being available on TRICS.



- 6.9 As the proposed development will be car-free, only vehicular trips for LGVs, OGVs and taxis have been obtained, as a residual number of private vehicles will travel to or around the development site.
- 6.10 The full TRICS outputs are presented in **Appendix E**.
- 6.11 As previously discussed, to determine the true impact of the development, the existing vehicular trips associated to the Stocktons store will be netted off the expected vehicular trip generation of the proposed dwellings and office floorspaces on site.
- 6.12 **Table E** below shows the number of trips that could be generated by the site after the proposed change of use, as well as the true traffic impact of the development.

Table E: Proposed Residential and Office Trip Generation and Comparison with Existing

Time Period >	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Type of Trip	Arrivals	Departures	Total	Arrivals	Departures	Total
Private Flats LGV, OGV and Taxi Trip Rates per Flat	0.010	0.008	0.018	0.006	0.006	0.012
Private Flats LGV, OGV and Taxi Trips	8	6	14	5	5	10
Office LGV, OGV and Taxi Trip Rates per 100sqm	0.036	0.023	0.059	0.015	0.022	0.037
Office LGV, OGV and Taxi Trips	1	1	2	1	1	2
Proposed Uses Combined LGV, OGV and Taxi Trips	9	7	16	6	6	12
True Traffic Impact of the Proposals	+2	+5	+7	+4	-3	+1

- 6.13 **Table D** shows that the proposed new uses are forecasted to generate 16 vehicular trips during the AM peak hour and 12 during the PM peak hour.
- 6.14 If compared with the existing Stocktons store, the proposals will generate an extra 7 vehicular trips in the AM peak hour and an additional trip in the PM peak hour.
- 6.15 The proposals for the change of use of the site will not increase peak hour traffic flows more than 30 two-way vehicle trips at any case, and therefore it has been considered that detailed traffic capacity modelling of the junctions around the site is not required.



Proposed Sustainable Transport Modes Trip Generation

- 6.16 The potential number of trips by sustainable transport modes generated by the proposed apartments and office space has been estimated based on pedestrian, bicycle and public transport users' rates from the same sample of sites in TRICS that were used for calculating the vehicular rates.
- 6.17 **Table F** shows the number of trips expected to be generated by the site with its proposed new uses.

Table F: Proposed Trip Generation for Sustainable Transport Modes

Time Period >	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
Type of Trip	Arrivals	Departures	Total	Arrivals	Departures	Total
Private Flats Pedestrian Trip Rates per Flat	0.035	0.14	0.175	0.075	0.058	0.133
Private Flats Pedestrian Trips	27	106	133	57	44	101
Office Pedestrian Trip Rates per 100sqm	0.302	0.128	0.43	0.057	0.203	0.26
Office Pedestrian Trips	12	5	17	2	8	10
Total Pedestrian Trips	39	111	150	59	52	111
Private Flats Bicycle Trip Rates per Flat	0.000	0.005	0.005	0.003	0.003	0.006
Private Flats Bicycle Trips	0	4	4	2	2	4
Office Bicycle Trip Rates per 100sqm	0.146	0.001	0.147	0.001	0.135	0.136
Office Bicycle Trips	6	0	6	0	5	5
Total Bicycle Trips	6	4	10	2	7	9
Private Flats Public Transport Trip Rates per Flat	0.022	0.285	0.307	0.12	0.028	0.148
Private Flats Public Transport Trips	17	216	233	91	21	112
Office Public Transport Trip Rates per 100sqm	1.499	0.045	1.544	0.061	1.502	1.563
Office Public Transport Trips	60	2	62	2	60	62
Total Public Transport Trips	77	218	295	93	82	174

- 6.18 The proposed new uses are forecasted to generate 150 pedestrian, 10 bicycle and 295 public transport trips during the AM peak hour and 111 pedestrian, 9 bicycle and 174 public transport trips during the PM peak hour.

Conclusion

- 6.19 The proposed new uses on site are expected to generate a marginally higher number of trips during the morning peak hour, with no change during the evening peak hour.



- 6.20 The development has no parking facilities on site and any car trips associated with it are expected to park in nearby on-street bays for short stays / evenings or in public car parks for longer stays.
- 6.21 In conclusion, the traffic impact of the development will be negligible as traffic in the area will be marginally higher during the morning peak hour and seeing no change during the evening peak hour. The surrounding highway network will still operate as currently, with no further safety issues arising.
- 6.22 The small increase during the morning peak hour is not material and therefore could not be considered to cause “unacceptable impact” to the surrounding highway network as stated by NPPF. Therefore, this impact should not prevent the application to be granted.
- 6.23 The National Planning Policy Framework states that *“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 would be severe.”*



7.0 Summary and Conclusion

Summary

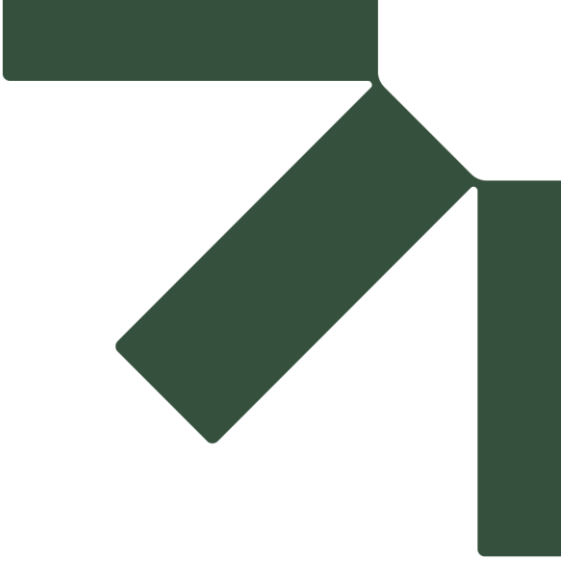
- 7.1 SLR has been appointed by Liquid Business (Manchester) Limited to provide a Transport Assessment for an outline planning application for a mixed-use residential and office development with associated parking and landscape on a site currently occupied by the Stocktons furniture shop located off Great Ancoats Street in Manchester.
- 7.2 The site is located within the jurisdiction of Manchester City Council on the eastern boundary of the City Centre, adjacent to New Islington and south of the Central Retail Park. It is currently occupied by luxury furniture and home accessory retailer Stocktons, along with off-street car parking restricted to customers only at the store frontage.
- 7.3 Footways are ample on all roads around the site, with Great Ancoats Street and Store Street having seen significant environmental improvements with additional trees and pavement upgrades. A wide range of amenities can also be found at walkable distance from the site. In addition, on-road and off-road cycle routes are available around the site, which is also close to a number of bus and tram stops as well as Manchester Piccadilly station. Therefore, the development site is well placed to accord with NPPF and Manchester City Council planning policy objectives and is an appropriate location for the proposed use.
- 7.4 The collision record on the surrounding highway network does not show any identifiable trends which would give rise to any highway safety concerns.
- 7.5 The site will provide 758 residential units and 4,019sqm of office floorspace, as well as amenity spaces for residents and office staff and high-quality landscaping and pedestrianised areas at ground floor level, enhancing site permeability.
- 7.6 A new, one-way servicing road will be available along the western edge of the site, and to the east of the proposed two blocks. Therefore, authorised private cars (for pick-ups and drop-offs), taxis, refuse lorries and other servicing vehicles will access the site from Store Street and egress via Ducie Store.
- 7.7 The creation of the new vehicular access points on site will have an impact on the on-street parking bays on Ducie Street. It is suggested to relocate them on the local area. The signalised crossing on Store Street would be around 16m to the east of the proposed site entry access point and therefore it may need to be relocated too.
- 7.8 It is proposed to remove 40 surface car parking bays on site and not provide any car parking space within the development site. However, 838 long-stay cycle parking spaces will be provided on the basement floors of both blocks, covered and secured, in order to promote the use of this transport mode and due to the car-free nature of the development.
- 7.9 If compared with the existing Stocktons store, the proposals will generate an extra 7 vehicular trips in the AM peak hour and an additional trip in the PM peak hour. This impact will be negligible, and the surrounding highway network will still operate as currently, with no further safety issues arising.



Conclusions

- 7.10 The National Planning Policy Framework states that *“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 would be severe.”*
- 7.11 This report has demonstrated that the development site is in a sustainable location and would not have a severe impact upon either the operation or safety of the local highway network. It will be a car-free development and provides an appropriate level of cycle parking. The development can be safely serviced.
- 7.12 Therefore, it is considered there are no reasons why the planning application should be refused on highway or transportation grounds.





Appendix A Site Accessibility Plans

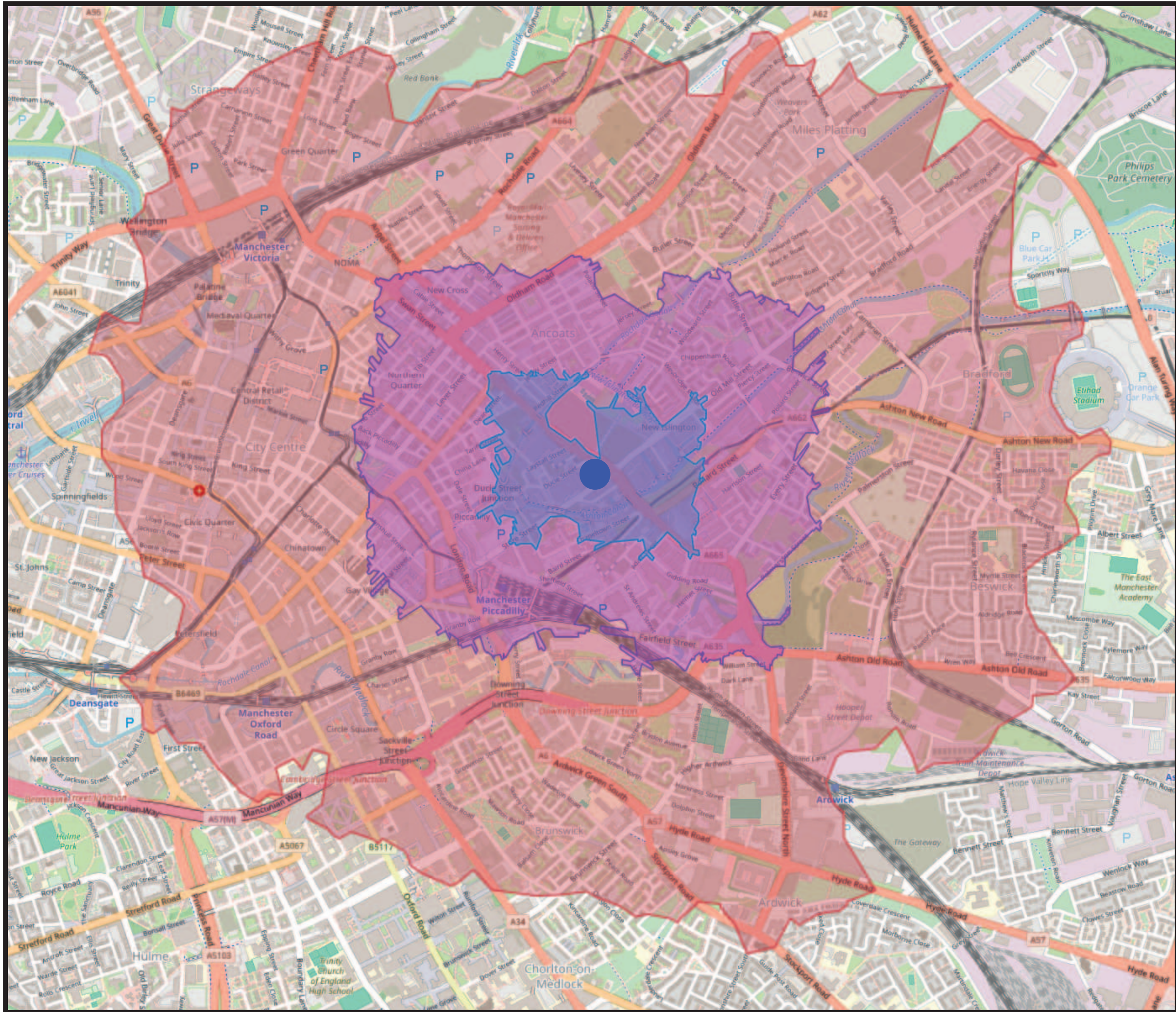
Transport Assessment

Stocktons Site, Manchester

Liquid Business (Manchester) Limited

SLR Project No.: VN232865

12 March 2025



- KEY:
- 500m Catchment Area
 - 1km Catchment Area
 - 2km Catchment Area
 - Site Location

Base Map Source:
OpenStreetMap

PROJECT:

Cityside, Stocktons Site,
Manchester

DRAWING TITLE:

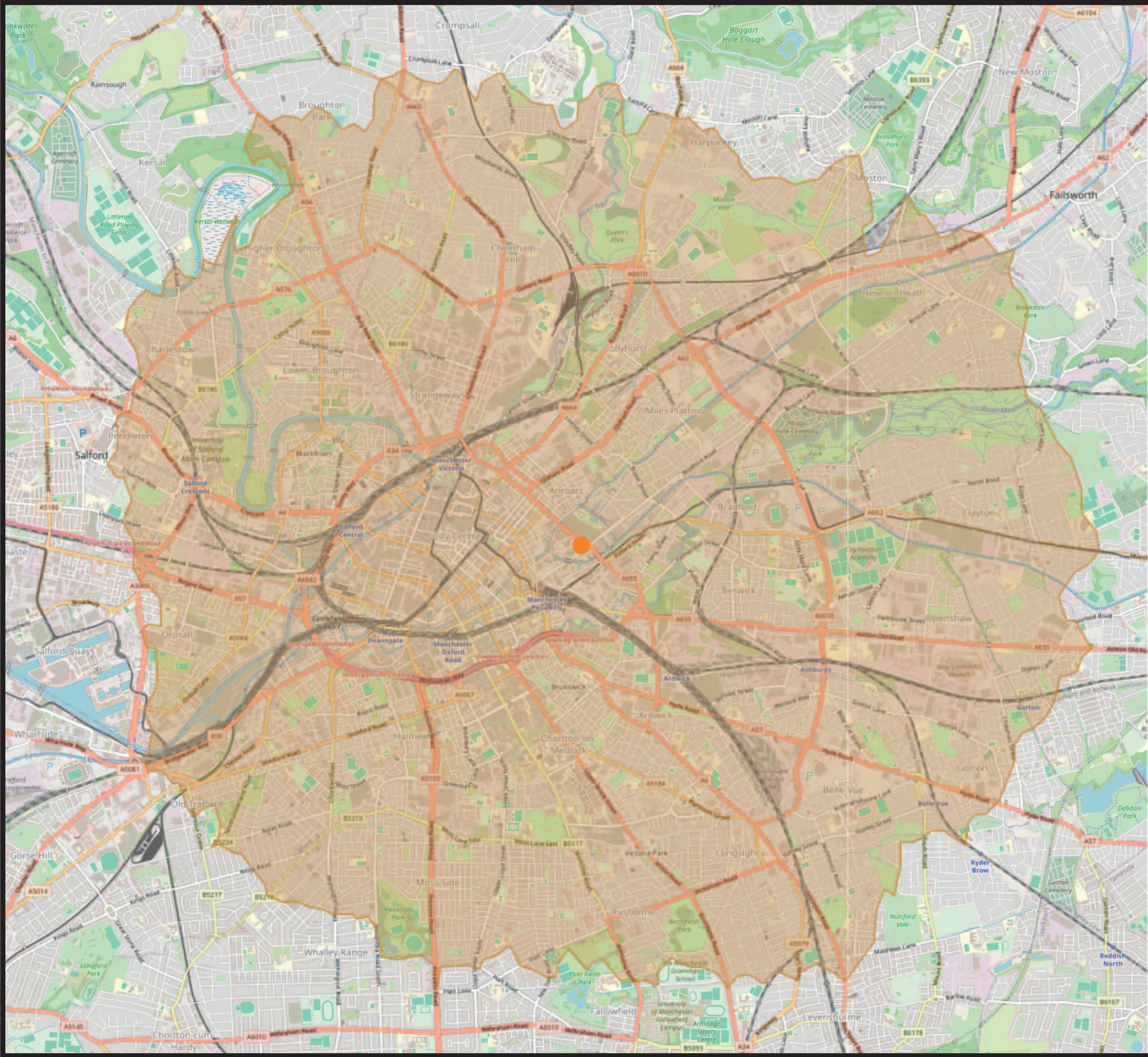
Pedestrian
Catchment
Plan



Trading as SLR Consulting Ltd
35 Dale St, Manchester M1 2HF
t +44 3300 886631

DRAWING NUMBER:

VN232865_001



KEY:

- 5km Catchment Area
- Site Location

Base Map Source:
OpenStreetMap

PROJECT:

Cityside, Stocktons Site,
Manchester

DRAWING TITLE:

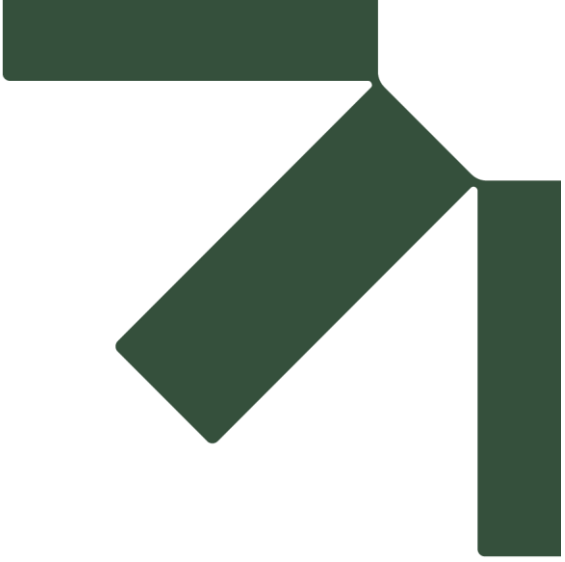
Cycle
Catchment
Plan

SLR

Trading as SLR Consulting Ltd
35 Dale St, Manchester M1 2HF
t: +44 3300 886631

DRAWING NUMBER:

VN232865_002



Appendix B Proposed Site Layout Plans

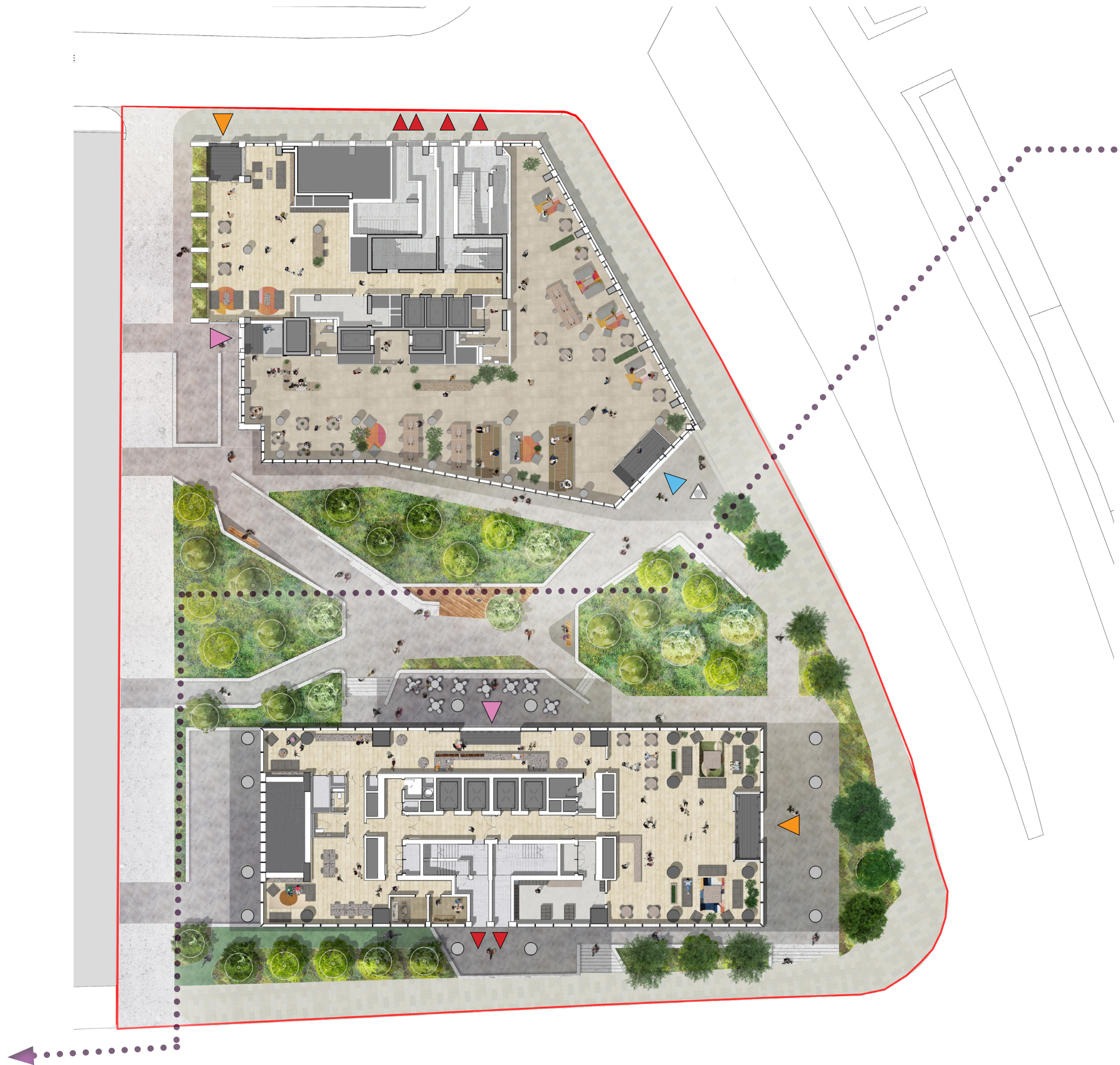
Transport Assessment

Stocktons Site, Manchester

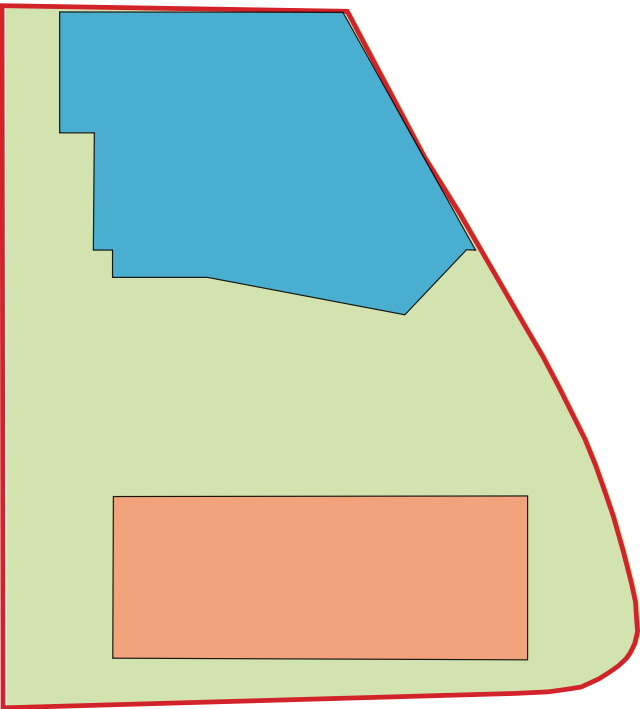
Liquid Business (Manchester) Limited

SLR Project No.: VN232865

12 March 2025



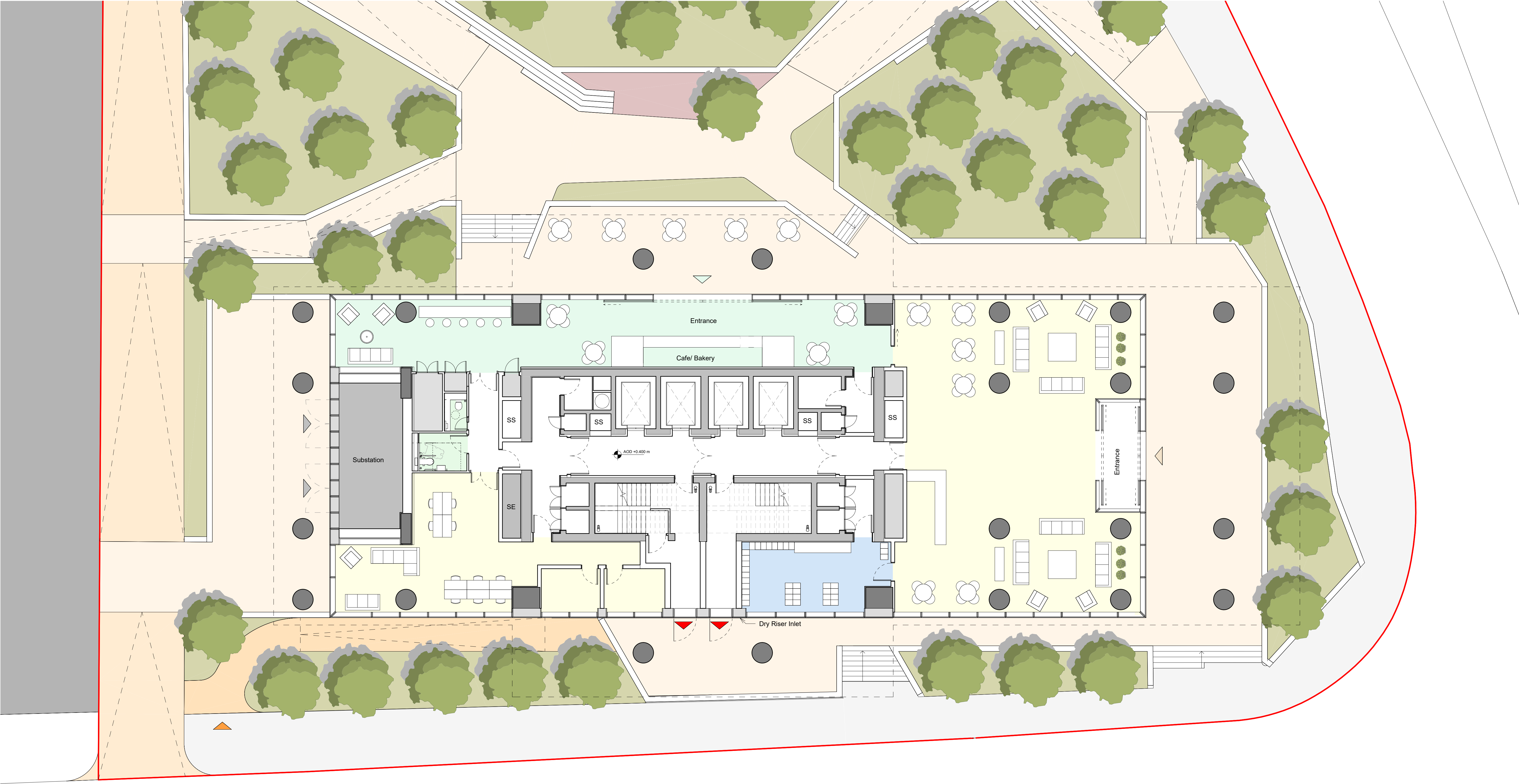
Ground floor plan of proposed development



LAND USE SUMMARY

-  **Building A**
19% site area
-  **Building B**
26% site area
-  **Public Realm**
55% site area
-  Residential Entrance
-  Office Entrance
-  Cafe/Bakery Entrance
-  Fire Escape
-  Culvert Diversion





STORE STREET

This drawing is copyright.
Do not scale off dimensions.

All dimensions to be checked
on site by contractor.

Contractor to report any
dimensional discrepancies,
errors or omissions prior to
commencing on site.

SCALE 1:100

0 2m 4m 6m 10m

Studio	Amenity	Fire Escape
One Bed Apartment	Plant	Residential Entrance
Two Bed Apartment	Office	Office Entrance
Three Bed Apartment	Cafe	Cafe Entrance
		BOH Entrance
		Cycle Entrance

NORTH

Rev	Date	Description
P01	2024-12-20	Planning Submission

Project Title
Stocktons Site

Status
PLANNING

Drawing Title
Building A
General Arrangement - Proposed
Level 00 Floor Plan

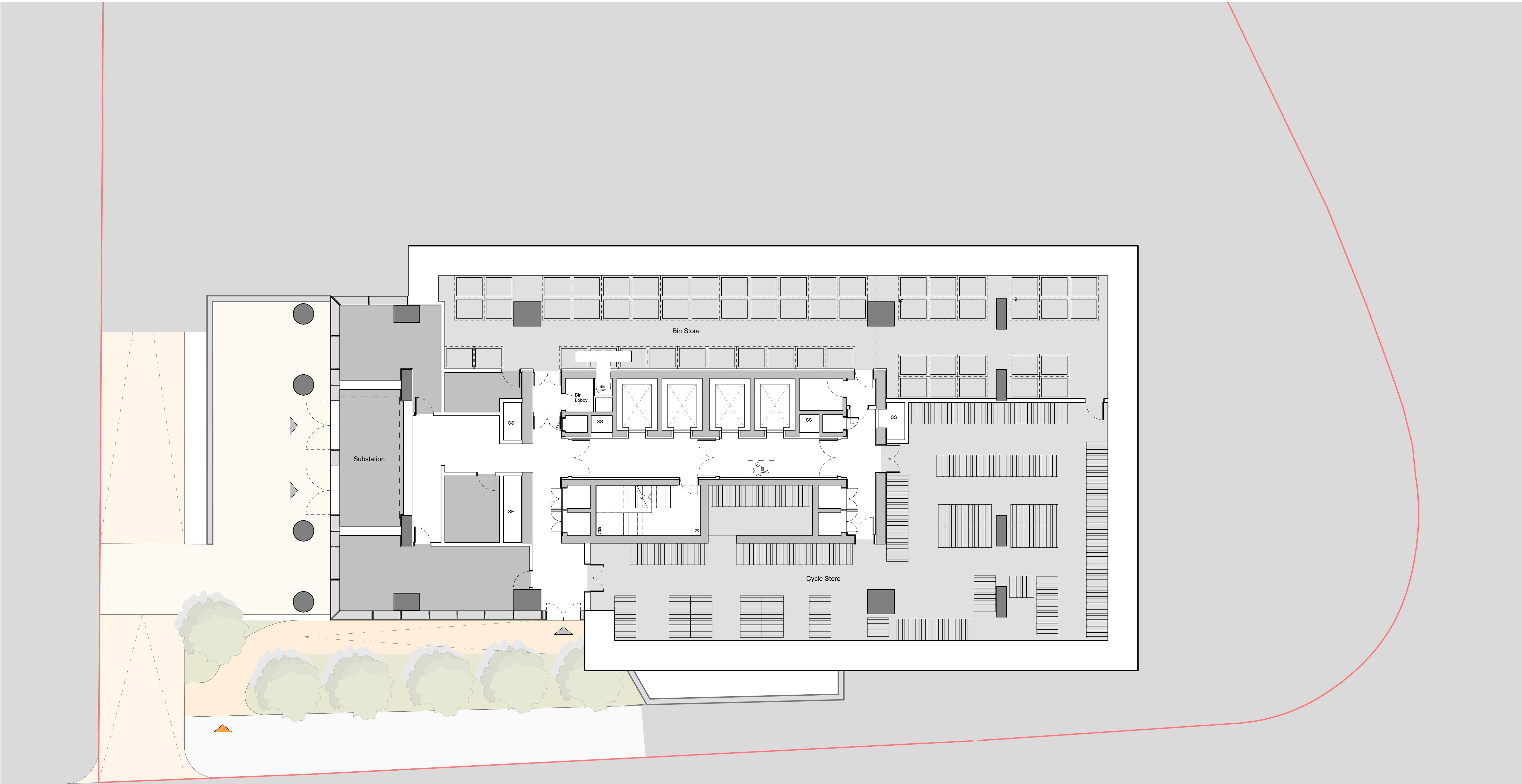
Project No 10359	Scale 1 : 100@ A1
10359-SHP-Z1-A-B5D9-G200-PL-00-001	Revision P01

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SCALE 1:100

0 2m 4m 6m 10m

Studio	Amenity	Fire Escape
One Bed Apartment	Plant	Residential Entrance
Two Bed Apartment	Office	Office Entrance
Three Bed Apartment	Cafe	Cafe Entrance
		BOH Entrance
		Cycle Entrance

NORTH

Rev	Date	Description
P01	2024-12-20	Planning Submission

Project Title
Stocktons Site

Status
PLANNING

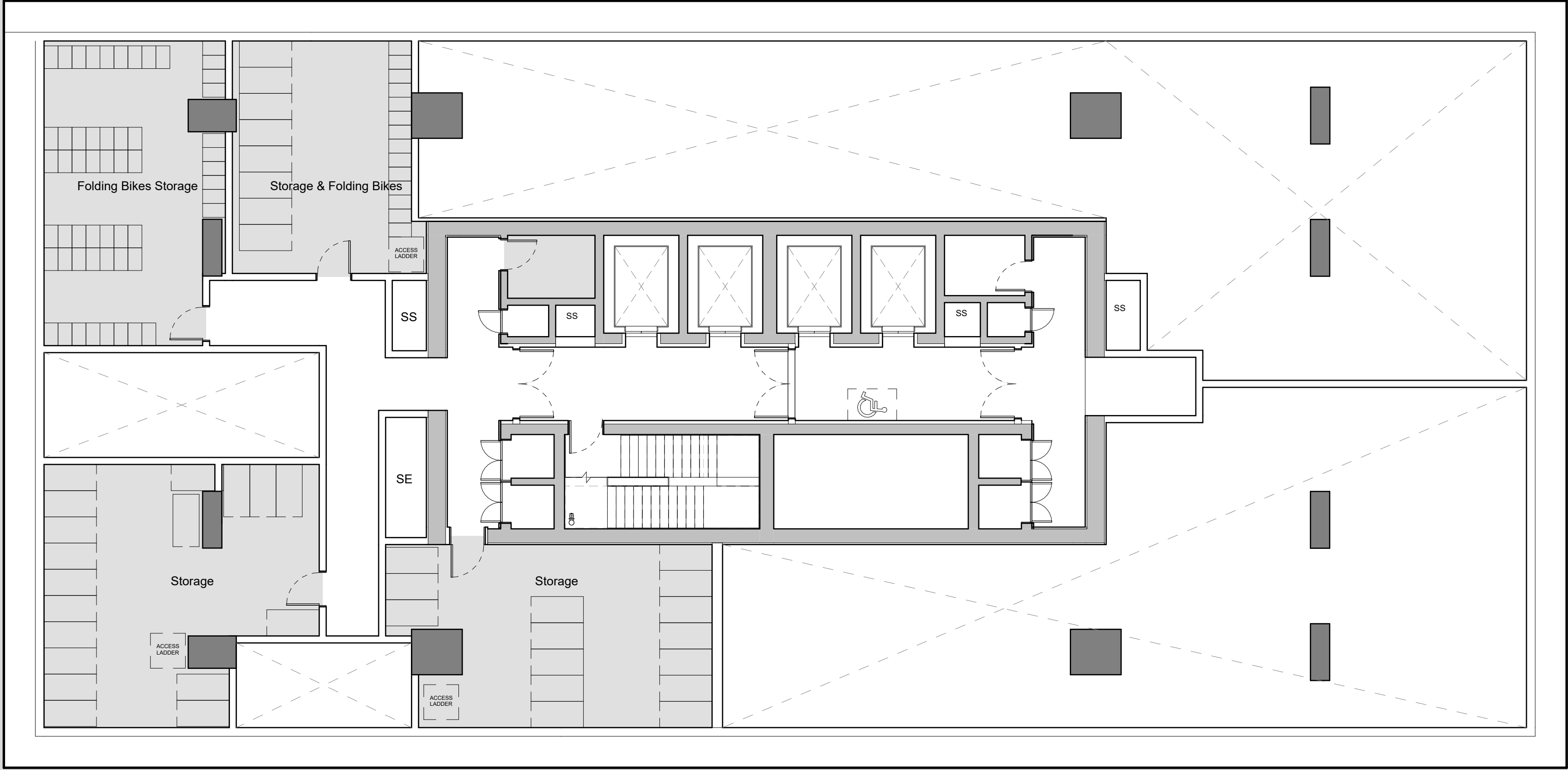
Drawing Title
**Building A
General Arrangement - Proposed
Level B1 Floor Plan**

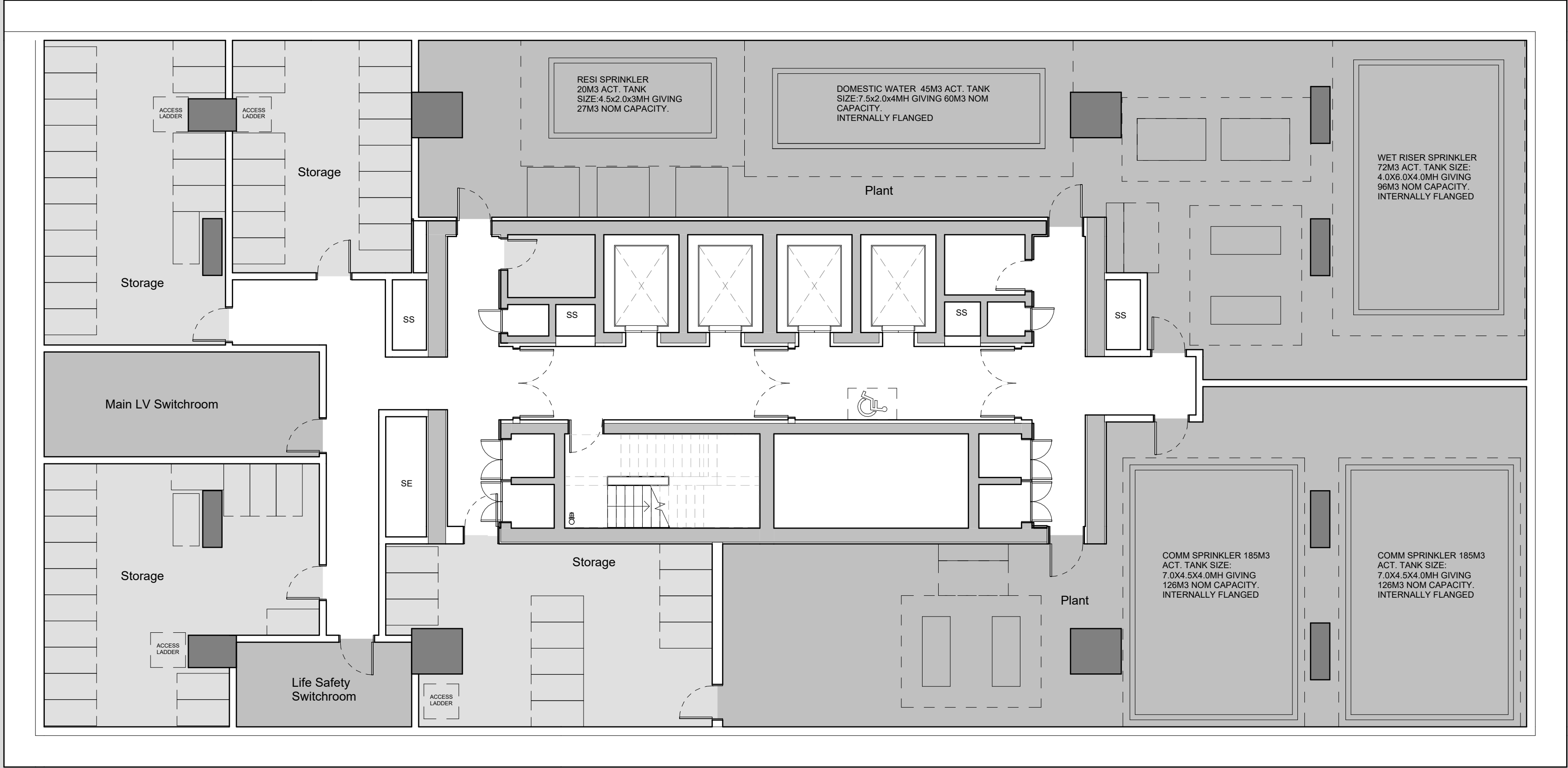
Project No 10359	Scale 1 : 100@ A1
10359-SHP-Z1-A-B5D9-G200-PL-B1-001 P01	

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SCALE 1:100

Studio	Amenity	Fire Escape
One Bed Apartment	Plant	Residential Entrance
Two Bed Apartment	Office	Office Entrance
Three Bed Apartment	Cafe	Cafe Entrance
		BOH Entrance
		Cycle Entrance

NORTH

Rev	Date	Description
P01	2024-12-20	Planning Submission

Project Title
Stocktons Site

Status
PLANNING

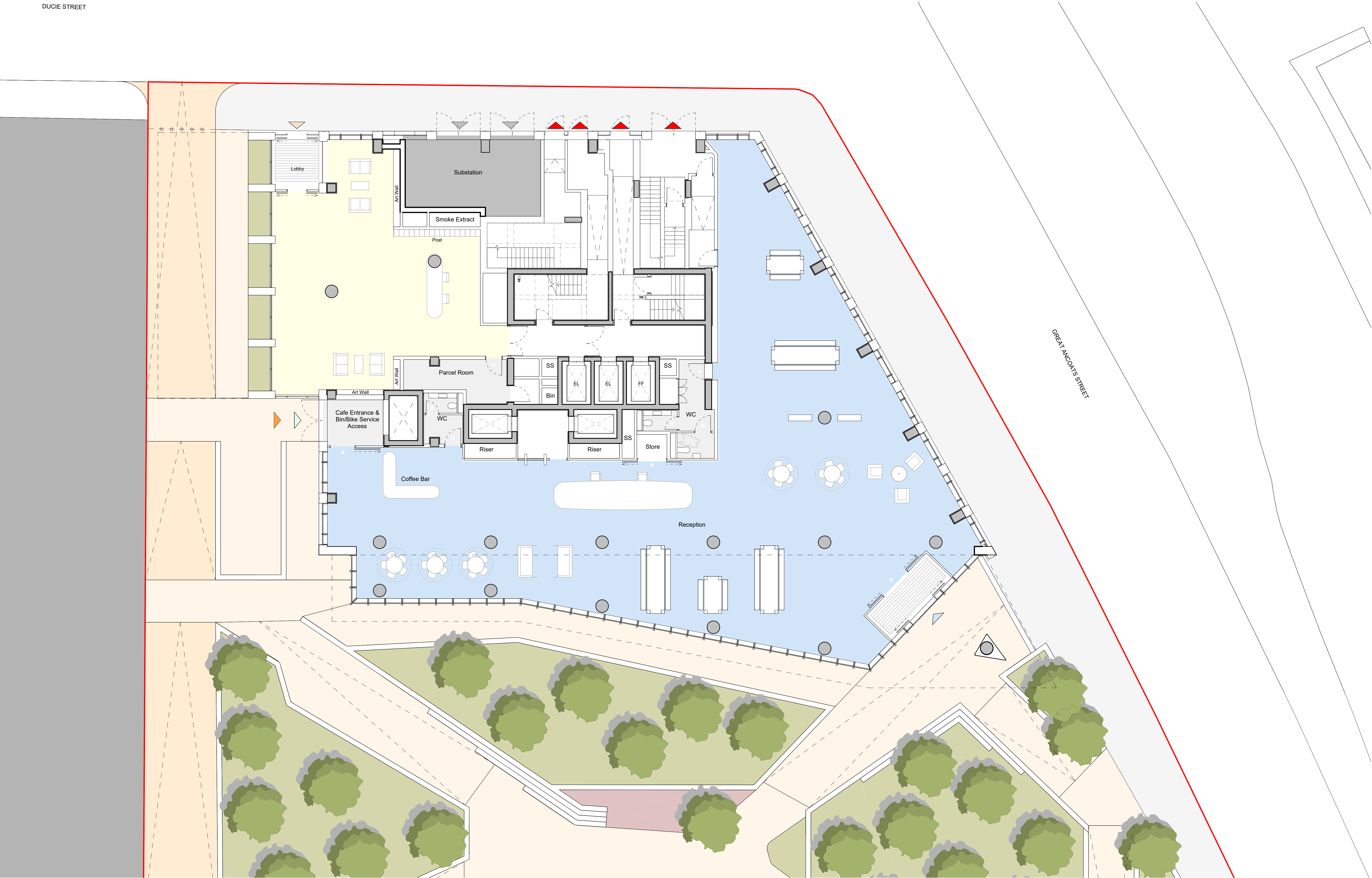
Drawing Title
**Building A
General Arrangement - Proposed
Level B3 Floor Plan**

Project No 10359	Scale 1 : 100 @ A1
Revision 10359-SHP-Z1-A-B5D9-G200-PL-B3-001 P01	

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Rev	Date	Description
P01	2024-12-20	Planning Submission

Project Title
Stocktons Site

Status
PLANNING

Drawing Title
**Building B
General Arrangement - Proposed
Level 00 Floor Plan**

Project No 10359	Scale 1 : 100@ A1
10359-SHP-Z2-A-B5D9-G200-PL-00-001	

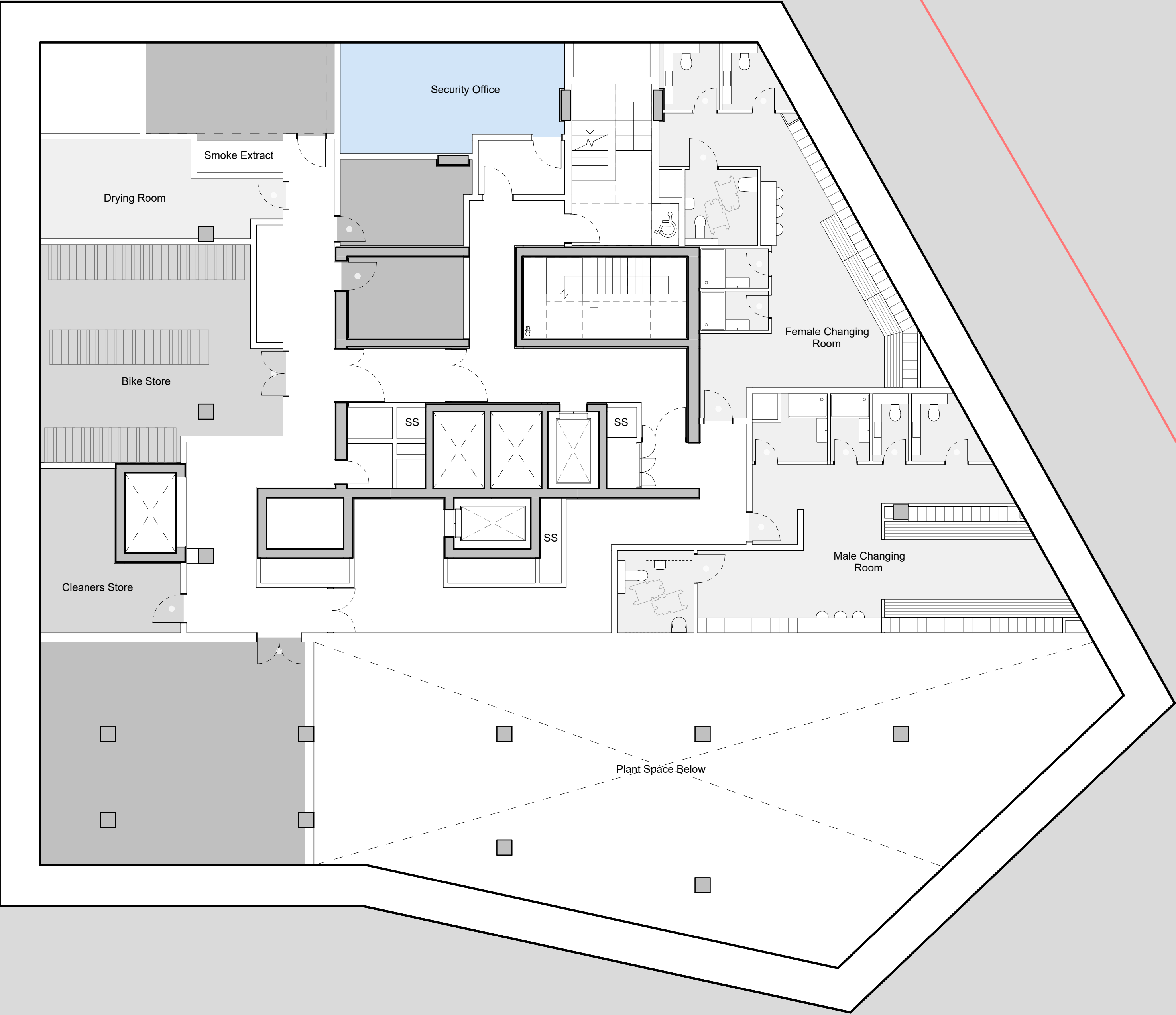
Revision
P01

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SCALE 1:100

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Rev	Date	Description
P01	2024-12-20	Planning Submission

Project Title
Stocktons Site

Status
PLANNING

Drawing Title
Building B
General Arrangement - Proposed
Level B1 Floor Plan

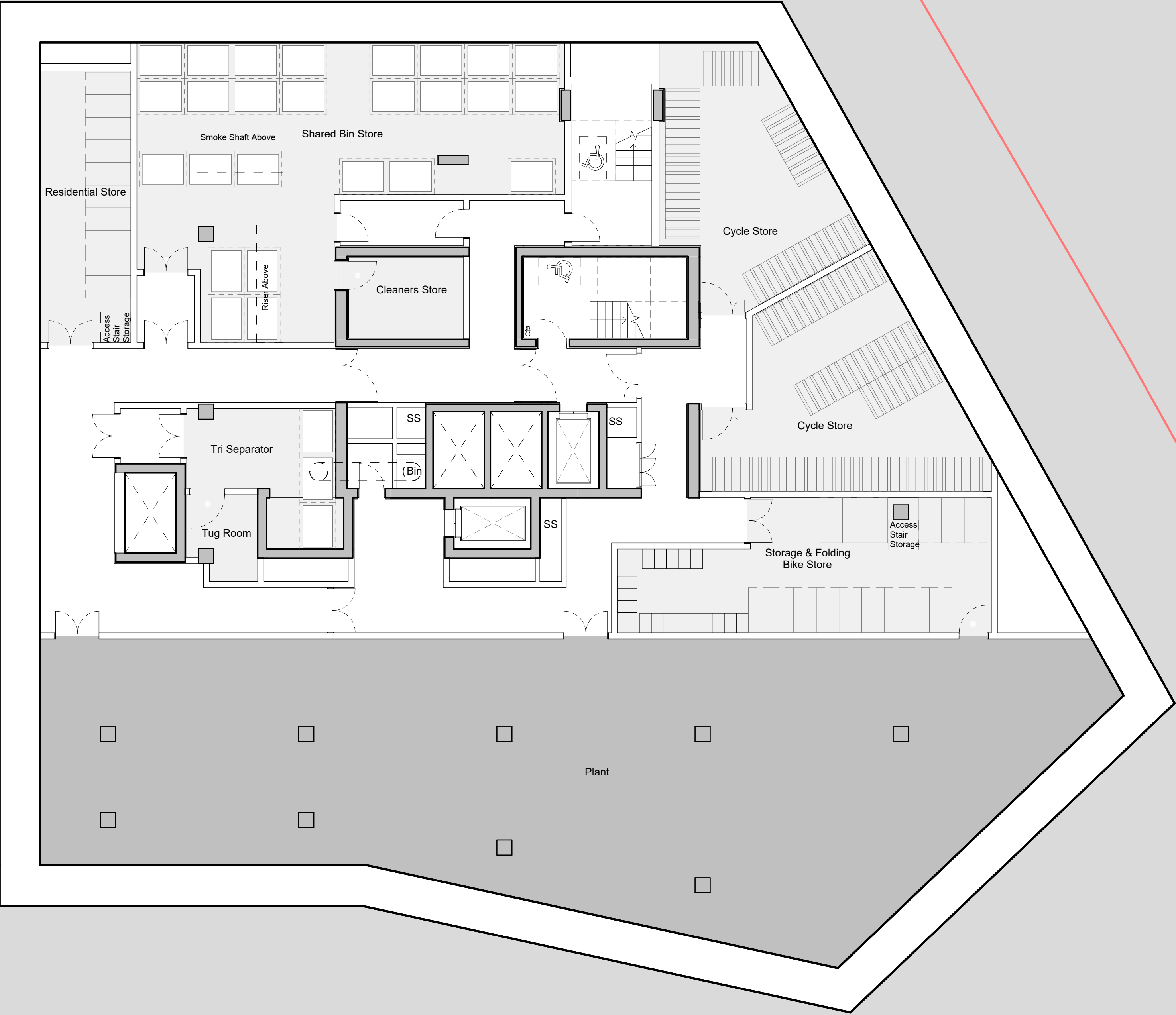
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10359-SHP-Z2-A-B5D9-G200-PL-B1-001	Revision P01

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SCALE 1:100

NORTH

Rev	Date	Description
P01	2024-12-20	Planning Submission

Project Title
Stocktons Site

Status
PLANNING

Drawing Title
Building B
General Arrangement - Proposed
Level B2 Floor Plan

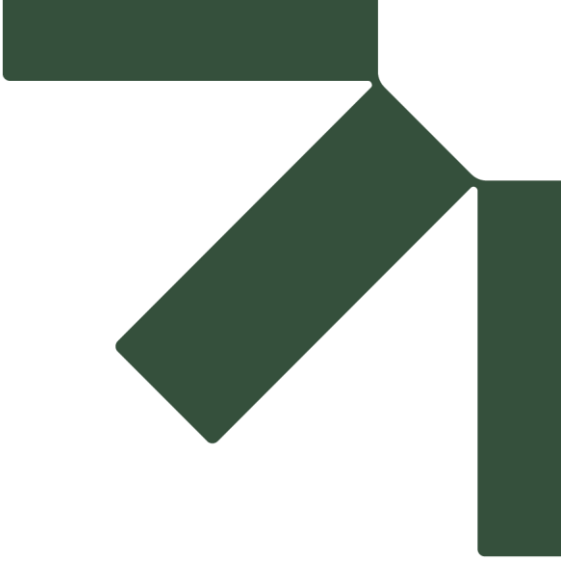
Project No 10359	Scale 1 : 100@ A1
10359-SHP-Z2-A-B5D9-G200-PL-B2-001	Revision P01

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Appendix C Visibility Splay and Vehicle Tracking Drawings

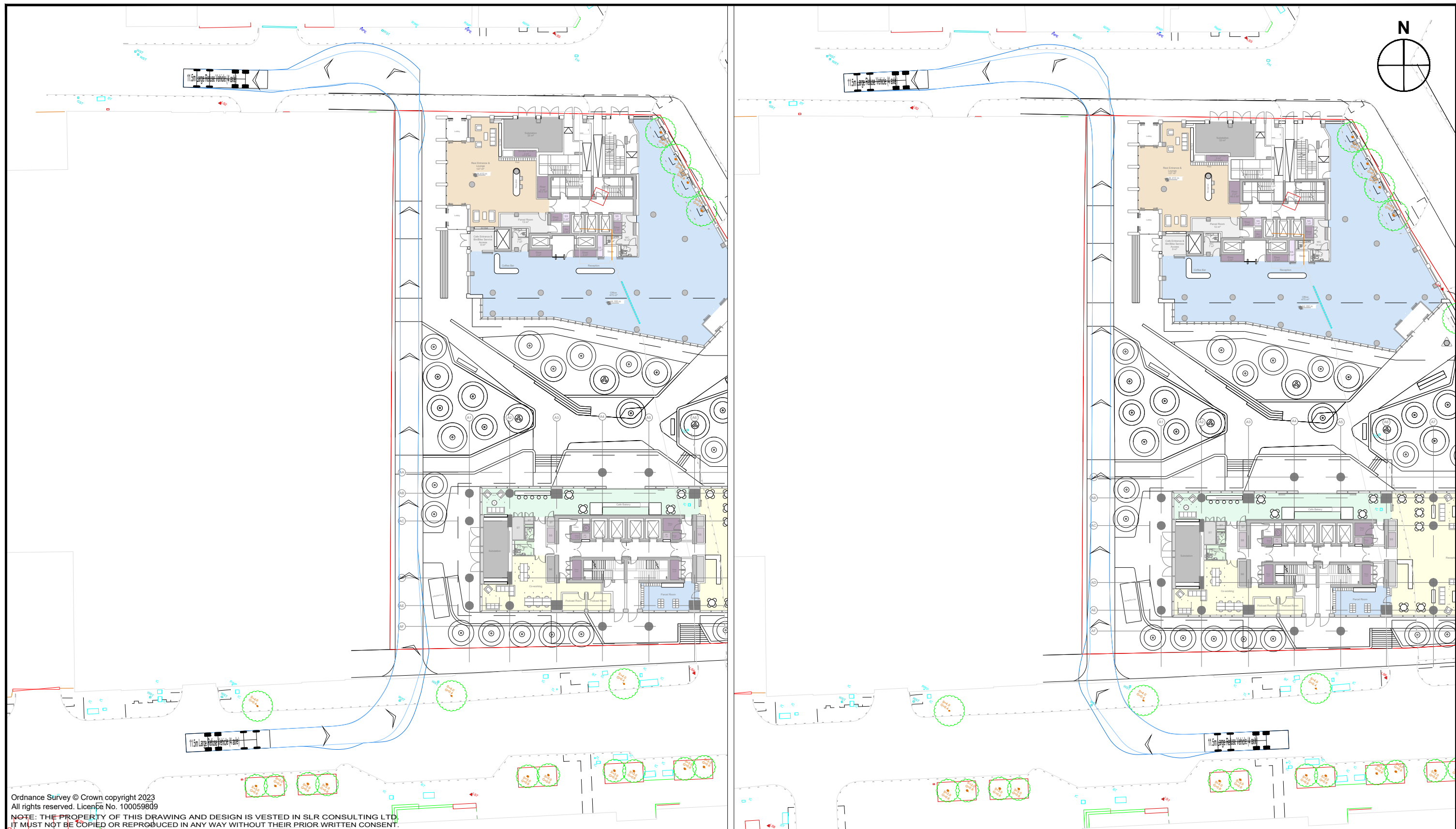
Transport Assessment

Stocktons Site, Manchester

Liquid Business (Manchester) Limited

SLR Project No.: VN232865

12 March 2025



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	SLR-XREF10359-SHP-Z1-A-G200-PL-00-001_DRAFT_20241011 & SLR-XREF10359-SHP-Z2-A-G200-PL-00-001_DRAFT_20241018	YF	EG	28.10.24

Notes:

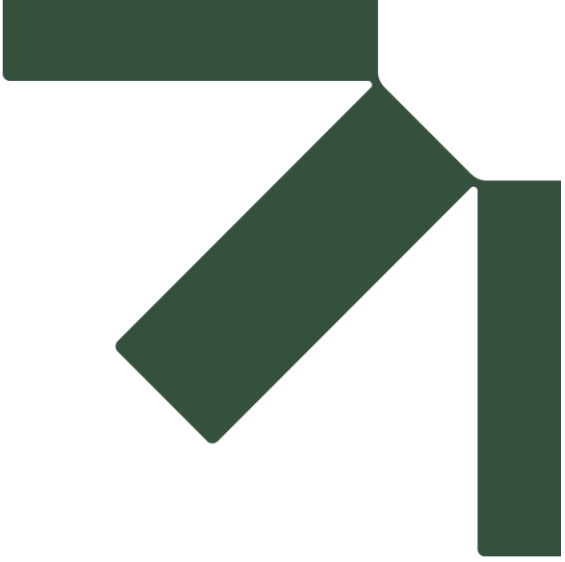
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- White lining is indicative only.

11.5m Large Refuse Vehicle (4 axle)

Overall Length	11.500m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

INFORMATION ONLY

Stocktons Site, Manchester		Cityside	
Swept Path Analysis : Large Refuse			
DRAWN: YF	CHECKED: EG	DATE: 28.10.24	SCALES: 1:500 at A3
DRAWING NUMBER: VN232865-TR100			REVISION: A



Appendix D Off-Site Works Plan

Transport Assessment

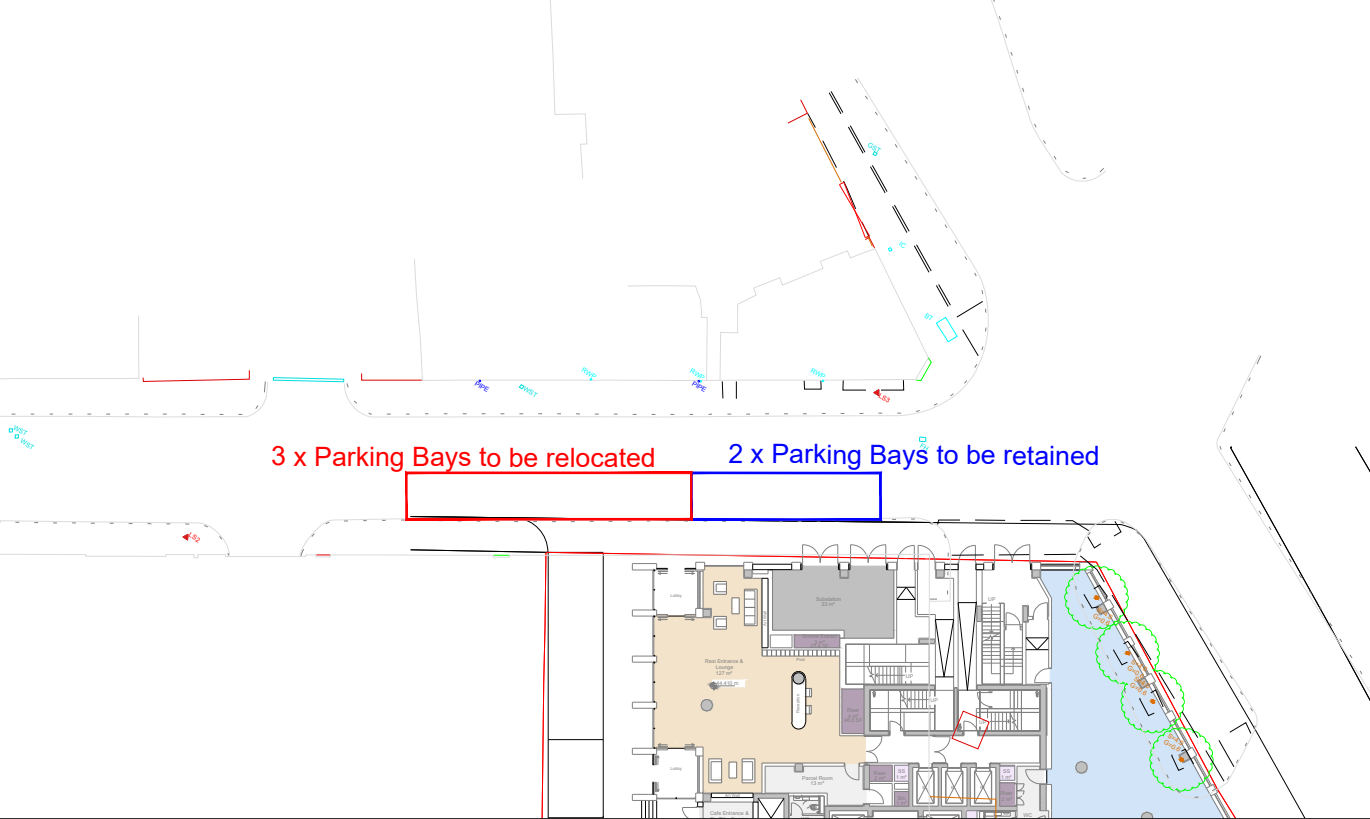
Stocktons Site, Manchester

Liquid Business (Manchester) Limited

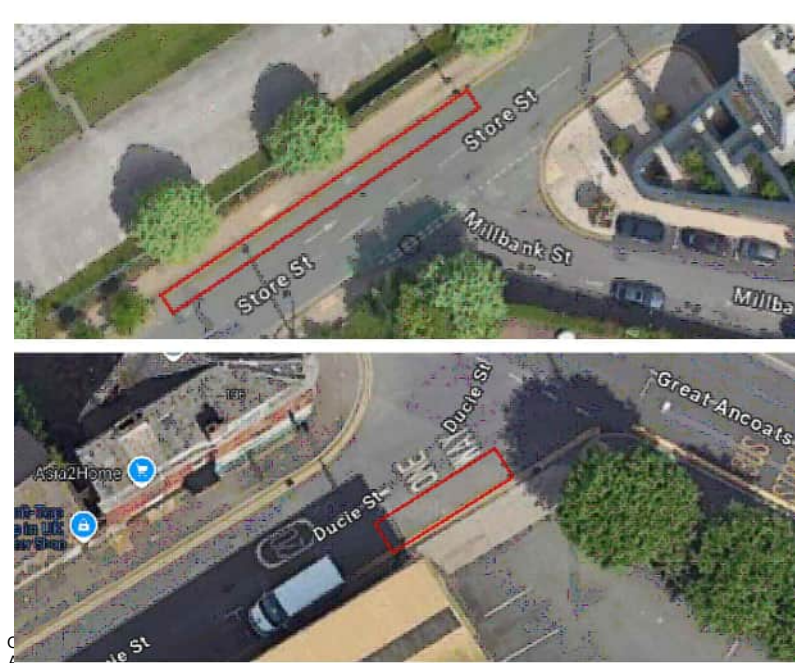
SLR Project No.: VN232865

12 March 2025

SPACES TO BE LOST / RETAINED ON DUCIE STREET



POTENTIAL ALTERNATE LOCATION FOR BAYS TO BE RELOCATED / PROVIDED ON-STREET

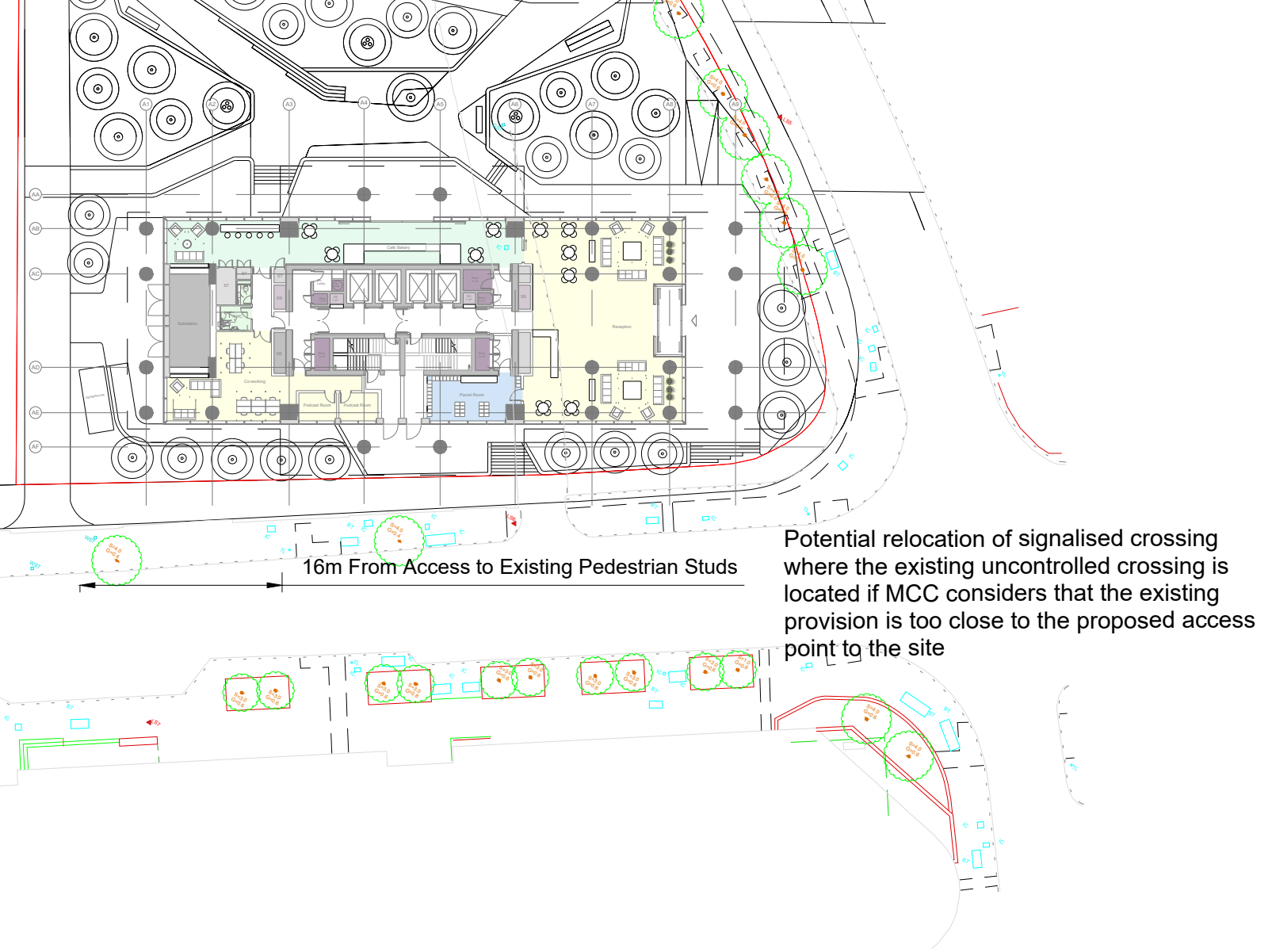


5 Spaces Available on Store Street

Potentially 1 Extra Space Available on Ducie Street

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PEDESTRIAN CROSSING ASSESSMENT



REV.	DETAILS	DRAWN	CHECKED	DATE
A	SLR-XREF10359-SHP-Z1-A-G200-PL-00-001_DRAFT_20241011 & SLR-XREF10359-SHP-Z2-A-G200-PL-00-001_DRAFT_20241018	YF	EG	28.10.24

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

2. White lining is indicative only.

INFORMATION ONLY

Stocktons Site, Manchester

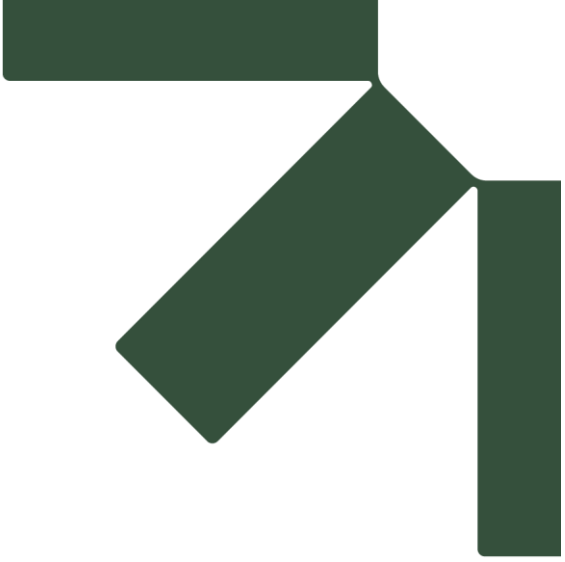
Bays to be Lost on Ducie Street / Pedestrian Crossing Assessment

DRAWN: EG	CHECKED: EG	DATE: 20.11.24	SCALES: 1:500 at A3
-----------	-------------	----------------	---------------------

Cityside

SLR

DRAWING NUMBER: VN232865-D101	REVISION:
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Appendix E TRICS Datasheets

Transport Assessment

Stocktons Site, Manchester

Liquid Business (Manchester) Limited

SLR Project No.: VN232865

12 March 2025

Calculation Reference: AUDIT-529502-240902-0917

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BM BROMLEY	1 days
	HM HAMMERSMITH AND FULHAM	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 46 to 194 (units:)
 Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 16/11/23

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 1 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

Town 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:

Built-Up Zone 3

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 3 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	2 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	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:

Yes	1 days
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	1 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BM-03-C-01 RINGER'S ROAD BROMLEY	BLOCKS OF FLATS	BROMLEY
	Town Centre Built-Up Zone Total No of Dwellings:	160	
	Survey date: MONDAY	12/11/18	Survey Type: MANUAL
2	HM-03-C-02 GLENTHORNE ROAD HAMMERSMITH	BLOCKS OF FLATS	HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total No of Dwellings:	194	
	Survey date: TUESDAY	30/04/19	Survey Type: MANUAL
3	NG-03-C-03 CANAL STREET NOTTINGHAM	BLOCK OF FLATS	NOTTINGHAM
	Town Centre Built-Up Zone Total No of Dwellings:	46	
	Survey date: MONDAY	02/10/23	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.79

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.030	3	133	0.063	3	133	0.092
08:00 - 09:00	3	133	0.022	3	133	0.065	3	133	0.087
09:00 - 10:00	3	133	0.045	3	133	0.035	3	133	0.080
10:00 - 11:00	3	133	0.035	3	133	0.025	3	133	0.060
11:00 - 12:00	3	133	0.020	3	133	0.040	3	133	0.060
12:00 - 13:00	3	133	0.022	3	133	0.040	3	133	0.062
13:00 - 14:00	3	133	0.020	3	133	0.035	3	133	0.055
14:00 - 15:00	3	133	0.020	3	133	0.015	3	133	0.035
15:00 - 16:00	3	133	0.050	3	133	0.035	3	133	0.085
16:00 - 17:00	3	133	0.037	3	133	0.020	3	133	0.057
17:00 - 18:00	3	133	0.045	3	133	0.018	3	133	0.063
18:00 - 19:00	3	133	0.058	3	133	0.052	3	133	0.110
19:00 - 20:00	2	177	0.048	2	177	0.040	2	177	0.088
20:00 - 21:00	2	177	0.020	2	177	0.017	2	177	0.037
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.472			0.499			0.971

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

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

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Parameter summary

Trip rate parameter range selected:	46 - 194 (units:)
Survey date date range:	01/01/16 - 16/11/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.007	3	133	0.007	3	133	0.014
08:00 - 09:00	3	133	0.000	3	133	0.000	3	133	0.000
09:00 - 10:00	3	133	0.005	3	133	0.007	3	133	0.012
10:00 - 11:00	3	133	0.007	3	133	0.007	3	133	0.014
11:00 - 12:00	3	133	0.000	3	133	0.000	3	133	0.000
12:00 - 13:00	3	133	0.000	3	133	0.000	3	133	0.000
13:00 - 14:00	3	133	0.003	3	133	0.003	3	133	0.006
14:00 - 15:00	3	133	0.000	3	133	0.000	3	133	0.000
15:00 - 16:00	3	133	0.003	3	133	0.003	3	133	0.006
16:00 - 17:00	3	133	0.000	3	133	0.000	3	133	0.000
17:00 - 18:00	3	133	0.003	3	133	0.003	3	133	0.006
18:00 - 19:00	3	133	0.003	3	133	0.003	3	133	0.006
19:00 - 20:00	2	177	0.006	2	177	0.006	2	177	0.012
20:00 - 21:00	2	177	0.003	2	177	0.000	2	177	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.039			0.079

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.000	3	133	0.000	3	133	0.000
08:00 - 09:00	3	133	0.003	3	133	0.003	3	133	0.006
09:00 - 10:00	3	133	0.005	3	133	0.005	3	133	0.010
10:00 - 11:00	3	133	0.003	3	133	0.003	3	133	0.006
11:00 - 12:00	3	133	0.003	3	133	0.003	3	133	0.006
12:00 - 13:00	3	133	0.000	3	133	0.000	3	133	0.000
13:00 - 14:00	3	133	0.000	3	133	0.000	3	133	0.000
14:00 - 15:00	3	133	0.000	3	133	0.000	3	133	0.000
15:00 - 16:00	3	133	0.000	3	133	0.000	3	133	0.000
16:00 - 17:00	3	133	0.000	3	133	0.000	3	133	0.000
17:00 - 18:00	3	133	0.000	3	133	0.000	3	133	0.000
18:00 - 19:00	3	133	0.000	3	133	0.000	3	133	0.000
19:00 - 20:00	2	177	0.000	2	177	0.000	2	177	0.000
20:00 - 21:00	2	177	0.000	2	177	0.000	2	177	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.000	3	133	0.000	3	133	0.000
08:00 - 09:00	3	133	0.000	3	133	0.003	3	133	0.003
09:00 - 10:00	3	133	0.000	3	133	0.003	3	133	0.003
10:00 - 11:00	3	133	0.000	3	133	0.000	3	133	0.000
11:00 - 12:00	3	133	0.000	3	133	0.005	3	133	0.005
12:00 - 13:00	3	133	0.000	3	133	0.007	3	133	0.007
13:00 - 14:00	3	133	0.000	3	133	0.003	3	133	0.003
14:00 - 15:00	3	133	0.000	3	133	0.000	3	133	0.000
15:00 - 16:00	3	133	0.000	3	133	0.003	3	133	0.003
16:00 - 17:00	3	133	0.000	3	133	0.003	3	133	0.003
17:00 - 18:00	3	133	0.000	3	133	0.000	3	133	0.000
18:00 - 19:00	3	133	0.000	3	133	0.000	3	133	0.000
19:00 - 20:00	2	177	0.000	2	177	0.000	2	177	0.000
20:00 - 21:00	2	177	0.000	2	177	0.000	2	177	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.027			0.027

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.000	3	133	0.000	3	133	0.000
08:00 - 09:00	3	133	0.000	3	133	0.005	3	133	0.005
09:00 - 10:00	3	133	0.000	3	133	0.000	3	133	0.000
10:00 - 11:00	3	133	0.003	3	133	0.007	3	133	0.010
11:00 - 12:00	3	133	0.000	3	133	0.000	3	133	0.000
12:00 - 13:00	3	133	0.000	3	133	0.000	3	133	0.000
13:00 - 14:00	3	133	0.000	3	133	0.003	3	133	0.003
14:00 - 15:00	3	133	0.005	3	133	0.003	3	133	0.008
15:00 - 16:00	3	133	0.000	3	133	0.000	3	133	0.000
16:00 - 17:00	3	133	0.005	3	133	0.000	3	133	0.005
17:00 - 18:00	3	133	0.003	3	133	0.003	3	133	0.006
18:00 - 19:00	3	133	0.000	3	133	0.000	3	133	0.000
19:00 - 20:00	2	177	0.006	2	177	0.000	2	177	0.006
20:00 - 21:00	2	177	0.003	2	177	0.003	2	177	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.024			0.049

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.033	3	133	0.075	3	133	0.108
08:00 - 09:00	3	133	0.025	3	133	0.085	3	133	0.110
09:00 - 10:00	3	133	0.045	3	133	0.037	3	133	0.082
10:00 - 11:00	3	133	0.048	3	133	0.035	3	133	0.083
11:00 - 12:00	3	133	0.020	3	133	0.040	3	133	0.060
12:00 - 13:00	3	133	0.022	3	133	0.033	3	133	0.055
13:00 - 14:00	3	133	0.020	3	133	0.043	3	133	0.063
14:00 - 15:00	3	133	0.020	3	133	0.015	3	133	0.035
15:00 - 16:00	3	133	0.060	3	133	0.037	3	133	0.097
16:00 - 17:00	3	133	0.048	3	133	0.018	3	133	0.066
17:00 - 18:00	3	133	0.055	3	133	0.022	3	133	0.077
18:00 - 19:00	3	133	0.075	3	133	0.058	3	133	0.133
19:00 - 20:00	2	177	0.054	2	177	0.048	2	177	0.102
20:00 - 21:00	2	177	0.020	2	177	0.014	2	177	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.545			0.560			1.105

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.010	3	133	0.050	3	133	0.060
08:00 - 09:00	3	133	0.035	3	133	0.140	3	133	0.175
09:00 - 10:00	3	133	0.022	3	133	0.063	3	133	0.084
10:00 - 11:00	3	133	0.035	3	133	0.050	3	133	0.085
11:00 - 12:00	3	133	0.052	3	133	0.040	3	133	0.092
12:00 - 13:00	3	133	0.035	3	133	0.025	3	133	0.060
13:00 - 14:00	3	133	0.050	3	133	0.048	3	133	0.098
14:00 - 15:00	3	133	0.050	3	133	0.063	3	133	0.112
15:00 - 16:00	3	133	0.075	3	133	0.068	3	133	0.143
16:00 - 17:00	3	133	0.102	3	133	0.050	3	133	0.152
17:00 - 18:00	3	133	0.075	3	133	0.058	3	133	0.133
18:00 - 19:00	3	133	0.135	3	133	0.087	3	133	0.222
19:00 - 20:00	2	177	0.088	2	177	0.051	2	177	0.139
20:00 - 21:00	2	177	0.068	2	177	0.059	2	177	0.127
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.832			0.850			1.682

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.000	3	133	0.048	3	133	0.048
08:00 - 09:00	3	133	0.010	3	133	0.058	3	133	0.068
09:00 - 10:00	3	133	0.003	3	133	0.033	3	133	0.036
10:00 - 11:00	3	133	0.003	3	133	0.025	3	133	0.028
11:00 - 12:00	3	133	0.000	3	133	0.010	3	133	0.010
12:00 - 13:00	3	133	0.013	3	133	0.007	3	133	0.020
13:00 - 14:00	3	133	0.010	3	133	0.007	3	133	0.017
14:00 - 15:00	3	133	0.007	3	133	0.003	3	133	0.010
15:00 - 16:00	3	133	0.015	3	133	0.010	3	133	0.025
16:00 - 17:00	3	133	0.030	3	133	0.003	3	133	0.033
17:00 - 18:00	3	133	0.040	3	133	0.010	3	133	0.050
18:00 - 19:00	3	133	0.058	3	133	0.007	3	133	0.065
19:00 - 20:00	2	177	0.028	2	177	0.008	2	177	0.036
20:00 - 21:00	2	177	0.003	2	177	0.011	2	177	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.220			0.240			0.460

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.013	3	133	0.220	3	133	0.233
08:00 - 09:00	3	133	0.013	3	133	0.228	3	133	0.241
09:00 - 10:00	3	133	0.018	3	133	0.048	3	133	0.066
10:00 - 11:00	3	133	0.025	3	133	0.025	3	133	0.050
11:00 - 12:00	3	133	0.015	3	133	0.033	3	133	0.048
12:00 - 13:00	3	133	0.028	3	133	0.030	3	133	0.058
13:00 - 14:00	3	133	0.025	3	133	0.028	3	133	0.053
14:00 - 15:00	3	133	0.025	3	133	0.018	3	133	0.043
15:00 - 16:00	3	133	0.015	3	133	0.015	3	133	0.030
16:00 - 17:00	3	133	0.018	3	133	0.035	3	133	0.053
17:00 - 18:00	3	133	0.080	3	133	0.018	3	133	0.098
18:00 - 19:00	3	133	0.170	3	133	0.020	3	133	0.190
19:00 - 20:00	2	177	0.147	2	177	0.006	2	177	0.153
20:00 - 21:00	2	177	0.059	2	177	0.003	2	177	0.062
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.651			0.727			1.378

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.013	3	133	0.268	3	133	0.281
08:00 - 09:00	3	133	0.022	3	133	0.285	3	133	0.307
09:00 - 10:00	3	133	0.020	3	133	0.080	3	133	0.100
10:00 - 11:00	3	133	0.028	3	133	0.050	3	133	0.078
11:00 - 12:00	3	133	0.015	3	133	0.043	3	133	0.058
12:00 - 13:00	3	133	0.040	3	133	0.037	3	133	0.077
13:00 - 14:00	3	133	0.035	3	133	0.035	3	133	0.070
14:00 - 15:00	3	133	0.033	3	133	0.020	3	133	0.053
15:00 - 16:00	3	133	0.030	3	133	0.025	3	133	0.055
16:00 - 17:00	3	133	0.048	3	133	0.037	3	133	0.085
17:00 - 18:00	3	133	0.120	3	133	0.028	3	133	0.148
18:00 - 19:00	3	133	0.228	3	133	0.028	3	133	0.256
19:00 - 20:00	2	177	0.175	2	177	0.014	2	177	0.189
20:00 - 21:00	2	177	0.062	2	177	0.014	2	177	0.076
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.869			0.964			1.833

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 4.79

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.055	3	133	0.393	3	133	0.448
08:00 - 09:00	3	133	0.083	3	133	0.515	3	133	0.598
09:00 - 10:00	3	133	0.087	3	133	0.180	3	133	0.267
10:00 - 11:00	3	133	0.113	3	133	0.142	3	133	0.255
11:00 - 12:00	3	133	0.087	3	133	0.122	3	133	0.209
12:00 - 13:00	3	133	0.098	3	133	0.095	3	133	0.193
13:00 - 14:00	3	133	0.105	3	133	0.128	3	133	0.233
14:00 - 15:00	3	133	0.107	3	133	0.100	3	133	0.207
15:00 - 16:00	3	133	0.165	3	133	0.130	3	133	0.295
16:00 - 17:00	3	133	0.203	3	133	0.105	3	133	0.308
17:00 - 18:00	3	133	0.253	3	133	0.110	3	133	0.363
18:00 - 19:00	3	133	0.438	3	133	0.172	3	133	0.610
19:00 - 20:00	2	177	0.322	2	177	0.113	2	177	0.435
20:00 - 21:00	2	177	0.153	2	177	0.090	2	177	0.243
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.269			2.395			4.664

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.018	3	133	0.050	3	133	0.068
08:00 - 09:00	3	133	0.013	3	133	0.055	3	133	0.068
09:00 - 10:00	3	133	0.025	3	133	0.007	3	133	0.032
10:00 - 11:00	3	133	0.007	3	133	0.010	3	133	0.017
11:00 - 12:00	3	133	0.015	3	133	0.020	3	133	0.035
12:00 - 13:00	3	133	0.010	3	133	0.020	3	133	0.030
13:00 - 14:00	3	133	0.010	3	133	0.020	3	133	0.030
14:00 - 15:00	3	133	0.018	3	133	0.010	3	133	0.028
15:00 - 16:00	3	133	0.033	3	133	0.018	3	133	0.051
16:00 - 17:00	3	133	0.025	3	133	0.003	3	133	0.028
17:00 - 18:00	3	133	0.040	3	133	0.013	3	133	0.053
18:00 - 19:00	3	133	0.048	3	133	0.040	3	133	0.088
19:00 - 20:00	2	177	0.031	2	177	0.023	2	177	0.054
20:00 - 21:00	2	177	0.017	2	177	0.017	2	177	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.310			0.306			0.616

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.005	3	133	0.005	3	133	0.010
08:00 - 09:00	3	133	0.007	3	133	0.005	3	133	0.012
09:00 - 10:00	3	133	0.010	3	133	0.013	3	133	0.023
10:00 - 11:00	3	133	0.010	3	133	0.003	3	133	0.013
11:00 - 12:00	3	133	0.003	3	133	0.010	3	133	0.013
12:00 - 13:00	3	133	0.013	3	133	0.010	3	133	0.023
13:00 - 14:00	3	133	0.007	3	133	0.010	3	133	0.017
14:00 - 15:00	3	133	0.000	3	133	0.003	3	133	0.003
15:00 - 16:00	3	133	0.013	3	133	0.010	3	133	0.023
16:00 - 17:00	3	133	0.010	3	133	0.013	3	133	0.023
17:00 - 18:00	3	133	0.003	3	133	0.003	3	133	0.006
18:00 - 19:00	3	133	0.003	3	133	0.005	3	133	0.008
19:00 - 20:00	2	177	0.006	2	177	0.006	2	177	0.012
20:00 - 21:00	2	177	0.000	2	177	0.000	2	177	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.096			0.186

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.000	3	133	0.000	3	133	0.000
08:00 - 09:00	3	133	0.000	3	133	0.000	3	133	0.000
09:00 - 10:00	3	133	0.000	3	133	0.000	3	133	0.000
10:00 - 11:00	3	133	0.007	3	133	0.003	3	133	0.010
11:00 - 12:00	3	133	0.000	3	133	0.003	3	133	0.003
12:00 - 13:00	3	133	0.000	3	133	0.003	3	133	0.003
13:00 - 14:00	3	133	0.000	3	133	0.000	3	133	0.000
14:00 - 15:00	3	133	0.003	3	133	0.003	3	133	0.006
15:00 - 16:00	3	133	0.003	3	133	0.003	3	133	0.006
16:00 - 17:00	3	133	0.003	3	133	0.003	3	133	0.006
17:00 - 18:00	3	133	0.000	3	133	0.000	3	133	0.000
18:00 - 19:00	3	133	0.005	3	133	0.005	3	133	0.010
19:00 - 20:00	2	177	0.006	2	177	0.006	2	177	0.012
20:00 - 21:00	2	177	0.000	2	177	0.000	2	177	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.029			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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.007	3	133	0.007	3	133	0.014
08:00 - 09:00	3	133	0.010	3	133	0.007	3	133	0.017
09:00 - 10:00	3	133	0.015	3	133	0.015	3	133	0.030
10:00 - 11:00	3	133	0.015	3	133	0.010	3	133	0.025
11:00 - 12:00	3	133	0.005	3	133	0.013	3	133	0.018
12:00 - 13:00	3	133	0.007	3	133	0.007	3	133	0.014
13:00 - 14:00	3	133	0.010	3	133	0.010	3	133	0.020
14:00 - 15:00	3	133	0.000	3	133	0.000	3	133	0.000
15:00 - 16:00	3	133	0.013	3	133	0.010	3	133	0.023
16:00 - 17:00	3	133	0.013	3	133	0.015	3	133	0.028
17:00 - 18:00	3	133	0.003	3	133	0.003	3	133	0.006
18:00 - 19:00	3	133	0.005	3	133	0.005	3	133	0.010
19:00 - 20:00	2	177	0.006	2	177	0.006	2	177	0.012
20:00 - 21:00	2	177	0.000	2	177	0.000	2	177	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.108			0.217

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-529502-241213-1205

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	2 days
	EN ENFIELD	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	LB LAMBETH	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: 1990 to 26639 (units: sqm)
 Range Selected by User: 178 to 114000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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:

Monday	3 days
Tuesday	3 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	9 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:

Town Centre	9
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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:

Built-Up Zone	8
High Street	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	5 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	9 days
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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:

25,001 to 50,000	4 days
50,001 to 100,000	3 days
100,001 or More	2 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	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:

Yes	2 days
No	7 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	4 days
4 Good	1 days
6a Excellent	1 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	CN-02-A-03 FITZROY STREET FITZROVIA	PLANNING & ENGINEERING	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:	26639 sqm	
	Survey date: WEDNESDAY	06/12/17	Survey Type: MANUAL
2	CN-02-A-04 CHARTERHOUSE STREET FARRINGDON	OFFICE	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:	20129 sqm	
	Survey date: TUESDAY	28/06/22	Survey Type: MANUAL
3	EB-02-A-06 ST ANDREW SQUARE EDINBURGH	REGUS OFFICES	CITY OF EDINBURGH
	Town Centre Built-Up Zone Total Gross floor area:	4500 sqm	
	Survey date: WEDNESDAY	16/03/16	Survey Type: MANUAL
4	EN-02-A-01 GENOTIN ROAD ENFIELD	MICROSOFT OFFICES	ENFIELD
	Town Centre Built-Up Zone Total Gross floor area:	6552 sqm	
	Survey date: TUESDAY	07/06/22	Survey Type: MANUAL
5	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
6	GM-02-A-11 SAINT PETER'S SQUARE MANCHESTER	OFFICES	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	6420 sqm	
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL
7	HM-02-A-01 QUEEN CAROLINE STREET HAMMERSMITH	REGUS OFFICES	HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total Gross floor area:	2036 sqm	
	Survey date: MONDAY	13/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	LB-02-A-02	MUSIC COMPANY	LAMBETH
	STREATHAM HIGH ROAD		
	STREATHAM		
	Town Centre		
	High Street		
	Total Gross floor area:		3054 sqm
	Survey date: TUESDAY		05/11/19
			Survey Type: MANUAL
9	TW-02-A-07	OFFICES	TYNE & WEAR
	MULGRAVE TERRACE		
	GATESHEAD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:		2090 sqm
	Survey date: MONDAY		13/06/16
			Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 11.02

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	8321	0.083	9	8321	0.029	9	8321	0.112
08:00 - 09:00	9	8321	0.208	9	8321	0.048	9	8321	0.256
09:00 - 10:00	9	8321	0.131	9	8321	0.059	9	8321	0.190
10:00 - 11:00	9	8321	0.072	9	8321	0.043	9	8321	0.115
11:00 - 12:00	9	8321	0.040	9	8321	0.043	9	8321	0.083
12:00 - 13:00	9	8321	0.041	9	8321	0.043	9	8321	0.084
13:00 - 14:00	9	8321	0.040	9	8321	0.043	9	8321	0.083
14:00 - 15:00	9	8321	0.031	9	8321	0.053	9	8321	0.084
15:00 - 16:00	9	8321	0.031	9	8321	0.057	9	8321	0.088
16:00 - 17:00	9	8321	0.036	9	8321	0.096	9	8321	0.132
17:00 - 18:00	9	8321	0.028	9	8321	0.128	9	8321	0.156
18:00 - 19:00	9	8321	0.028	9	8321	0.115	9	8321	0.143
19:00 - 20:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:00 - 21:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.779			0.767			1.546

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

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

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Parameter summary

Trip rate parameter range selected:	1990 - 26639 (units: sqm)
Survey date date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL 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 - 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	9	8321	0.004	9	8321	0.004	9	8321	0.008
08:00 - 09:00	9	8321	0.028	9	8321	0.019	9	8321	0.047
09:00 - 10:00	9	8321	0.019	9	8321	0.012	9	8321	0.031
10:00 - 11:00	9	8321	0.004	9	8321	0.003	9	8321	0.007
11:00 - 12:00	9	8321	0.008	9	8321	0.007	9	8321	0.015
12:00 - 13:00	9	8321	0.005	9	8321	0.007	9	8321	0.012
13:00 - 14:00	9	8321	0.008	9	8321	0.007	9	8321	0.015
14:00 - 15:00	9	8321	0.001	9	8321	0.003	9	8321	0.004
15:00 - 16:00	9	8321	0.007	9	8321	0.012	9	8321	0.019
16:00 - 17:00	9	8321	0.011	9	8321	0.016	9	8321	0.027
17:00 - 18:00	9	8321	0.012	9	8321	0.017	9	8321	0.029
18:00 - 19:00	9	8321	0.019	9	8321	0.019	9	8321	0.038
19:00 - 20:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:00 - 21:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.136			0.272

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	8321	0.001	9	8321	0.001	9	8321	0.002
08:00 - 09:00	9	8321	0.001	9	8321	0.001	9	8321	0.002
09:00 - 10:00	9	8321	0.005	9	8321	0.003	9	8321	0.008
10:00 - 11:00	9	8321	0.004	9	8321	0.004	9	8321	0.008
11:00 - 12:00	9	8321	0.001	9	8321	0.004	9	8321	0.005
12:00 - 13:00	9	8321	0.001	9	8321	0.001	9	8321	0.002
13:00 - 14:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
14:00 - 15:00	9	8321	0.003	9	8321	0.003	9	8321	0.006
15:00 - 16:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
16:00 - 17:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
17:00 - 18:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
18:00 - 19:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.017			0.033

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	8321	0.037	9	8321	0.001	9	8321	0.038
08:00 - 09:00	9	8321	0.146	9	8321	0.001	9	8321	0.147
09:00 - 10:00	9	8321	0.109	9	8321	0.008	9	8321	0.117
10:00 - 11:00	9	8321	0.024	9	8321	0.008	9	8321	0.032
11:00 - 12:00	9	8321	0.013	9	8321	0.005	9	8321	0.018
12:00 - 13:00	9	8321	0.013	9	8321	0.017	9	8321	0.030
13:00 - 14:00	9	8321	0.009	9	8321	0.013	9	8321	0.022
14:00 - 15:00	9	8321	0.005	9	8321	0.004	9	8321	0.009
15:00 - 16:00	9	8321	0.007	9	8321	0.016	9	8321	0.023
16:00 - 17:00	9	8321	0.001	9	8321	0.032	9	8321	0.033
17:00 - 18:00	9	8321	0.001	9	8321	0.135	9	8321	0.136
18:00 - 19:00	9	8321	0.001	9	8321	0.120	9	8321	0.121
19:00 - 20:00	1	20129	0.000	1	20129	0.010	1	20129	0.010
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.366			0.370			0.736

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	8321	0.099	9	8321	0.029	9	8321	0.128
08:00 - 09:00	9	8321	0.240	9	8321	0.039	9	8321	0.279
09:00 - 10:00	9	8321	0.147	9	8321	0.055	9	8321	0.202
10:00 - 11:00	9	8321	0.084	9	8321	0.047	9	8321	0.131
11:00 - 12:00	9	8321	0.044	9	8321	0.048	9	8321	0.092
12:00 - 13:00	9	8321	0.045	9	8321	0.044	9	8321	0.089
13:00 - 14:00	9	8321	0.049	9	8321	0.048	9	8321	0.097
14:00 - 15:00	9	8321	0.035	9	8321	0.061	9	8321	0.096
15:00 - 16:00	9	8321	0.032	9	8321	0.064	9	8321	0.096
16:00 - 17:00	9	8321	0.035	9	8321	0.112	9	8321	0.147
17:00 - 18:00	9	8321	0.019	9	8321	0.148	9	8321	0.167
18:00 - 19:00	9	8321	0.016	9	8321	0.127	9	8321	0.143
19:00 - 20:00	1	20129	0.000	1	20129	0.010	1	20129	0.010
20:00 - 21:00	1	20129	0.000	1	20129	0.005	1	20129	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.845			0.837			1.682

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	8321	0.136	9	8321	0.061	9	8321	0.197
08:00 - 09:00	9	8321	0.302	9	8321	0.128	9	8321	0.430
09:00 - 10:00	9	8321	0.300	9	8321	0.191	9	8321	0.491
10:00 - 11:00	9	8321	0.311	9	8321	0.327	9	8321	0.638
11:00 - 12:00	9	8321	0.270	9	8321	0.278	9	8321	0.548
12:00 - 13:00	9	8321	0.399	9	8321	0.638	9	8321	1.037
13:00 - 14:00	9	8321	0.578	9	8321	0.485	9	8321	1.063
14:00 - 15:00	9	8321	0.279	9	8321	0.167	9	8321	0.446
15:00 - 16:00	9	8321	0.109	9	8321	0.143	9	8321	0.252
16:00 - 17:00	9	8321	0.097	9	8321	0.143	9	8321	0.240
17:00 - 18:00	9	8321	0.057	9	8321	0.203	9	8321	0.260
18:00 - 19:00	9	8321	0.017	9	8321	0.158	9	8321	0.175
19:00 - 20:00	1	20129	0.000	1	20129	0.025	1	20129	0.025
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.855			2.947			5.802

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	8321	0.093	9	8321	0.005	9	8321	0.098
08:00 - 09:00	9	8321	0.324	9	8321	0.012	9	8321	0.336
09:00 - 10:00	9	8321	0.287	9	8321	0.024	9	8321	0.311
10:00 - 11:00	9	8321	0.096	9	8321	0.040	9	8321	0.136
11:00 - 12:00	9	8321	0.040	9	8321	0.027	9	8321	0.067
12:00 - 13:00	9	8321	0.055	9	8321	0.083	9	8321	0.138
13:00 - 14:00	9	8321	0.069	9	8321	0.067	9	8321	0.136
14:00 - 15:00	9	8321	0.036	9	8321	0.045	9	8321	0.081
15:00 - 16:00	9	8321	0.024	9	8321	0.069	9	8321	0.093
16:00 - 17:00	9	8321	0.025	9	8321	0.139	9	8321	0.164
17:00 - 18:00	9	8321	0.020	9	8321	0.316	9	8321	0.336
18:00 - 19:00	9	8321	0.005	9	8321	0.164	9	8321	0.169
19:00 - 20:00	1	20129	0.000	1	20129	0.010	1	20129	0.010
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.074			1.001			2.075

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	8321	0.363	9	8321	0.003	9	8321	0.366
08:00 - 09:00	9	8321	1.175	9	8321	0.033	9	8321	1.208
09:00 - 10:00	9	8321	0.931	9	8321	0.060	9	8321	0.991
10:00 - 11:00	9	8321	0.255	9	8321	0.065	9	8321	0.320
11:00 - 12:00	9	8321	0.123	9	8321	0.080	9	8321	0.203
12:00 - 13:00	9	8321	0.107	9	8321	0.172	9	8321	0.279
13:00 - 14:00	9	8321	0.138	9	8321	0.159	9	8321	0.297
14:00 - 15:00	9	8321	0.068	9	8321	0.120	9	8321	0.188
15:00 - 16:00	9	8321	0.065	9	8321	0.236	9	8321	0.301
16:00 - 17:00	9	8321	0.068	9	8321	0.435	9	8321	0.503
17:00 - 18:00	9	8321	0.041	9	8321	1.186	9	8321	1.227
18:00 - 19:00	9	8321	0.027	9	8321	0.678	9	8321	0.705
19:00 - 20:00	1	20129	0.000	1	20129	0.084	1	20129	0.084
20:00 - 21:00	1	20129	0.000	1	20129	0.020	1	20129	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.361			3.331			6.692

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
08:00 - 09:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
09:00 - 10:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
10:00 - 11:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
11:00 - 12:00	9	8321	0.001	9	8321	0.000	9	8321	0.001
12:00 - 13:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
13:00 - 14:00	9	8321	0.001	9	8321	0.000	9	8321	0.001
14:00 - 15:00	9	8321	0.000	9	8321	0.001	9	8321	0.001
15:00 - 16:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
16:00 - 17:00	9	8321	0.000	9	8321	0.001	9	8321	0.001
17:00 - 18:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
18:00 - 19:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	8321	0.457	9	8321	0.008	9	8321	0.465
08:00 - 09:00	9	8321	1.499	9	8321	0.045	9	8321	1.544
09:00 - 10:00	9	8321	1.218	9	8321	0.084	9	8321	1.302
10:00 - 11:00	9	8321	0.351	9	8321	0.105	9	8321	0.456
11:00 - 12:00	9	8321	0.164	9	8321	0.107	9	8321	0.271
12:00 - 13:00	9	8321	0.162	9	8321	0.255	9	8321	0.417
13:00 - 14:00	9	8321	0.208	9	8321	0.226	9	8321	0.434
14:00 - 15:00	9	8321	0.104	9	8321	0.167	9	8321	0.271
15:00 - 16:00	9	8321	0.089	9	8321	0.306	9	8321	0.395
16:00 - 17:00	9	8321	0.093	9	8321	0.575	9	8321	0.668
17:00 - 18:00	9	8321	0.061	9	8321	1.502	9	8321	1.563
18:00 - 19:00	9	8321	0.032	9	8321	0.843	9	8321	0.875
19:00 - 20:00	1	20129	0.000	1	20129	0.094	1	20129	0.094
20:00 - 21:00	1	20129	0.000	1	20129	0.020	1	20129	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.438			4.337			8.775

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 11.02

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	8321	0.729	9	8321	0.100	9	8321	0.829
08:00 - 09:00	9	8321	2.187	9	8321	0.214	9	8321	2.401
09:00 - 10:00	9	8321	1.775	9	8321	0.338	9	8321	2.113
10:00 - 11:00	9	8321	0.770	9	8321	0.487	9	8321	1.257
11:00 - 12:00	9	8321	0.491	9	8321	0.438	9	8321	0.929
12:00 - 13:00	9	8321	0.620	9	8321	0.955	9	8321	1.575
13:00 - 14:00	9	8321	0.845	9	8321	0.772	9	8321	1.617
14:00 - 15:00	9	8321	0.423	9	8321	0.399	9	8321	0.822
15:00 - 16:00	9	8321	0.238	9	8321	0.529	9	8321	0.767
16:00 - 17:00	9	8321	0.227	9	8321	0.863	9	8321	1.090
17:00 - 18:00	9	8321	0.139	9	8321	1.988	9	8321	2.127
18:00 - 19:00	9	8321	0.067	9	8321	1.247	9	8321	1.314
19:00 - 20:00	1	20129	0.000	1	20129	0.139	1	20129	0.139
20:00 - 21:00	1	20129	0.000	1	20129	0.025	1	20129	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.511			8.494			17.005

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	8321	0.067	9	8321	0.019	9	8321	0.086
08:00 - 09:00	9	8321	0.162	9	8321	0.024	9	8321	0.186
09:00 - 10:00	9	8321	0.096	9	8321	0.039	9	8321	0.135
10:00 - 11:00	9	8321	0.052	9	8321	0.021	9	8321	0.073
11:00 - 12:00	9	8321	0.028	9	8321	0.031	9	8321	0.059
12:00 - 13:00	9	8321	0.020	9	8321	0.021	9	8321	0.041
13:00 - 14:00	9	8321	0.027	9	8321	0.032	9	8321	0.059
14:00 - 15:00	9	8321	0.021	9	8321	0.036	9	8321	0.057
15:00 - 16:00	9	8321	0.017	9	8321	0.039	9	8321	0.056
16:00 - 17:00	9	8321	0.017	9	8321	0.072	9	8321	0.089
17:00 - 18:00	9	8321	0.013	9	8321	0.097	9	8321	0.110
18:00 - 19:00	9	8321	0.008	9	8321	0.087	9	8321	0.095
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.528			0.518			1.046

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	8321	0.007	9	8321	0.004	9	8321	0.011
08:00 - 09:00	9	8321	0.007	9	8321	0.003	9	8321	0.010
09:00 - 10:00	9	8321	0.007	9	8321	0.005	9	8321	0.012
10:00 - 11:00	9	8321	0.011	9	8321	0.015	9	8321	0.026
11:00 - 12:00	9	8321	0.003	9	8321	0.001	9	8321	0.004
12:00 - 13:00	9	8321	0.013	9	8321	0.013	9	8321	0.026
13:00 - 14:00	9	8321	0.004	9	8321	0.003	9	8321	0.007
14:00 - 15:00	9	8321	0.004	9	8321	0.008	9	8321	0.012
15:00 - 16:00	9	8321	0.005	9	8321	0.005	9	8321	0.010
16:00 - 17:00	9	8321	0.005	9	8321	0.004	9	8321	0.009
17:00 - 18:00	9	8321	0.003	9	8321	0.005	9	8321	0.008
18:00 - 19:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.066			0.135

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	8321	0.004	9	8321	0.001	9	8321	0.005
08:00 - 09:00	9	8321	0.011	9	8321	0.001	9	8321	0.012
09:00 - 10:00	9	8321	0.004	9	8321	0.000	9	8321	0.004
10:00 - 11:00	9	8321	0.001	9	8321	0.000	9	8321	0.001
11:00 - 12:00	9	8321	0.000	9	8321	0.000	9	8321	0.000
12:00 - 13:00	9	8321	0.001	9	8321	0.000	9	8321	0.001
13:00 - 14:00	9	8321	0.001	9	8321	0.001	9	8321	0.002
14:00 - 15:00	9	8321	0.001	9	8321	0.004	9	8321	0.005
15:00 - 16:00	9	8321	0.001	9	8321	0.001	9	8321	0.002
16:00 - 17:00	9	8321	0.003	9	8321	0.004	9	8321	0.007
17:00 - 18:00	9	8321	0.001	9	8321	0.008	9	8321	0.009
18:00 - 19:00	9	8321	0.001	9	8321	0.009	9	8321	0.010
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.029			0.058

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

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



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