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PH Property Holdings Ltd

Equitable Building, Manchester City Centre

Transport Statement

December 2024

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Equitable Building, Manchester City Centre

Transport Statement

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PROJECT NO:
328257

DATE:
December 2024

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
1	241216 328257 TS v1.2 - Non-Roof Extension Application.docx	RW	18 December 2024	Final	MA	ME

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1.0	19 September 2024	ME	Draft for project team review
1.1	24 October 2024	ME	Final version for submission
1.2	16 December 2024	ME	Updates based on revised layout
1.3	18 December 2024	ME	Updates to NPPF

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APPENDICES

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APPENDIX A Proposed Development Site Layout Drawings

APPENDIX B Full TRICS Outputs

1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by PH Property Holdings Ltd (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a proposed development at the Equitable Building in Manchester City Centre.

1.1.2 The proposed development will comprise a change of use on the second and third floors to provide 12no. apartment units, as well as c.620 sqm of refurbished retail floor space on the first floor.

1.1.3 The indicative site boundary is shown in Figure 1.1.

Figure 1.1 : Indicative Site Boundary (source : Jeffrey Bell Architects)

1.2 Methodology

1.2.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, *'Transport Evidence Bases in Plan Making and Decision Taking'* (2014), which supersedes the Department for Transport's (DfT) *'Guidance on Transport Assessment'* (2007). However, although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.

1.2.2 A Framework Travel Plan (FTP) is also being produced to accompany the planning application, with the purpose of promoting and encouraging travel by sustainable modes to and from the site.

1.2.3 A site visit was undertaken on Thursday 19th September 2024.

1.3 Report Structure

1.3.1 Following this introductory chapter, the TS has been structured as follows:

- Chapter 2 describes the site location and local highway network;
- Chapter 3 outlines the development proposals, vehicular access, servicing and parking;
- Chapter 4 details accessibility by non-car modes, including public transport, cycle and on foot;
- Chapter 5 details the expected vehicle trip generation; and
- Chapter 6 summarises and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location

2.1.1 The site is located in Manchester City Centre, as shown in Figure 2.1, immediately adjacent to the St Ann's Square district. The Equitable Building is bound by St Ann Street to the south, Barton Square to the west and St Anns Square to the east.

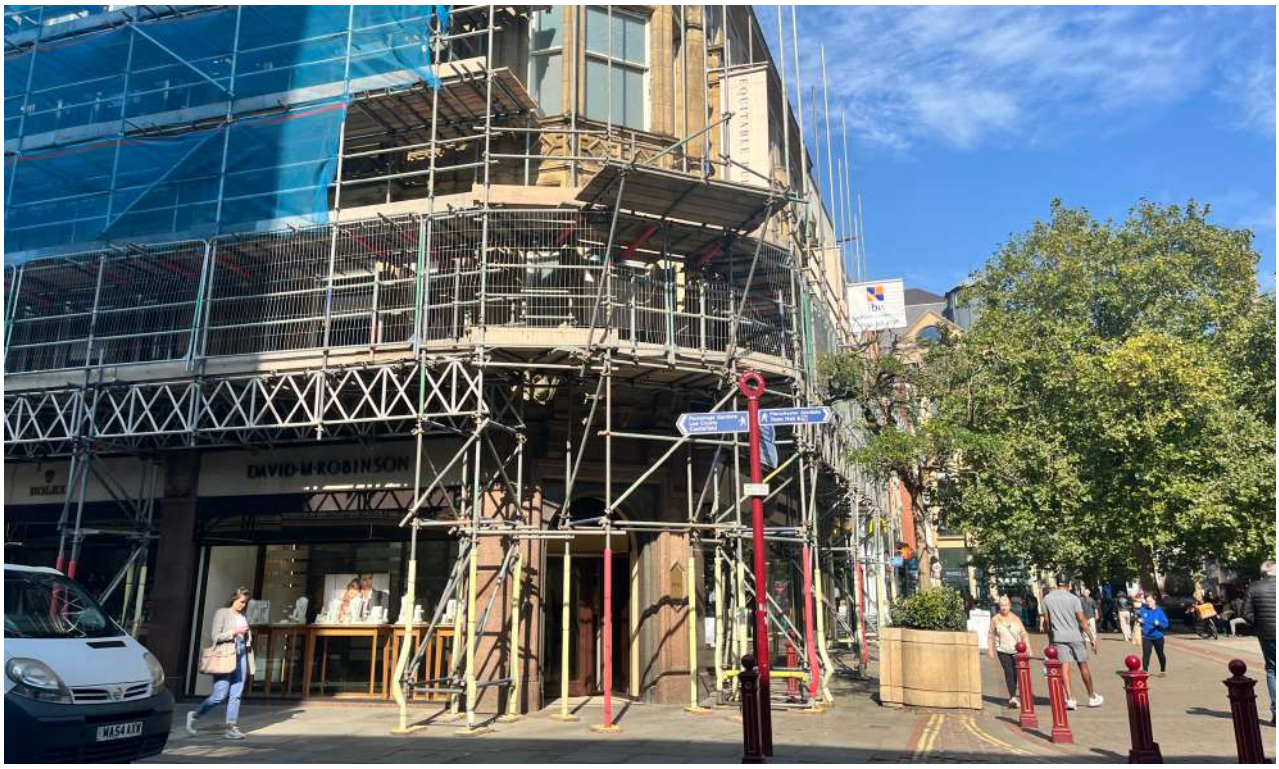
Figure 2.1 : Strategic Site Location

2.1.2 The Equitable Building currently consists of several retail units; they are primarily watch / jewellery stores, including David M. Robinson and Ernest Jones.

2.1.3 The Equitable Building is shown in Photograph 2.1 and Photograph 2.2.

Photograph 2.1 : Equitable Building

Photograph 2.2 : Equitable Building



2.2 Local Highway Network

2.2.1 Figure 2.2 shows the location of the site in the context of the local highway network.

Figure 2.2 : Local Highway Network

St Ann Street

2.2.2 St Ann Street runs in a broadly east-to-west alignment along the southern boundary of the site between Cross Street to the east and Deansgate to the west.

2.2.3 St Ann Street is a one-way street that is part of a Pedestrian Zone. Eastbound movements are permitted only for blue-badge holders and loading vehicles from Monday to Saturday. No Waiting is permitted at any time.

2.2.4 The existing conditions along St Ann Street are summarised in Table 2.1 and shown in Photograph 2.3 to Photograph 2.5.

Table 2.1 : St Ann Street – Existing Conditions

Road Classification	Unclassified	Footway Width	c.3.0m
Road Type	One-way carriageway (eastbound only)	Pedestrian Facilities	Part of Pedestrian Zone
Speed Limit	30 mph	Cycle Facilities	No
Carriageway Width	c.5.7 - 7.1m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

Photograph 2.3 : St Ann Street – Eastbound (Loading and Disabled Bays)

Photograph 2.4 : St Ann Street – Access from Deansgate

Photograph 2.5 : St Ann Street – Eastbound from Deansgate

2.2.5 As shown above, disabled parking spaces are available on the southern side of the carriageway, and loading bays are able on the northern side. Some Saint Ann's Church permit holder spaces are also available on the southern side of the carriageway.

Barton Square

2.2.6 Barton Square runs in a broadly north-to-south alignment along the western boundary of the site. It is predominately used for service access to the adjacent buildings off Deansgate, with bin storage along its length.

2.2.7 Barton Square is also a one-way street that is part of a Pedestrian Zone. Northbound movements are permitted only for permit holders, and for loading between 06:00 and 10:30. No Waiting is permitted at any time.

2.2.8 The existing conditions along Barton Square are summarised in Table 2.2 and shown in Photograph 2.6.

Table 2.2 : Barton Square – Existing Conditions

Road Classification	Unclassified	Footway Width	c.1.5m
Road Type	One-way carriageway (northbound only)	Pedestrian Facilities	Part of Pedestrian Zone
Speed Limit	30 mph	Cycle Facilities	No
Carriageway Width	c.4.0m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

Photograph 2.6 : Access to Barton Square

2.2.9 Droppable bollards are in place at the southern end of Barton Square, near St Ann Street, to restrict vehicle movements.

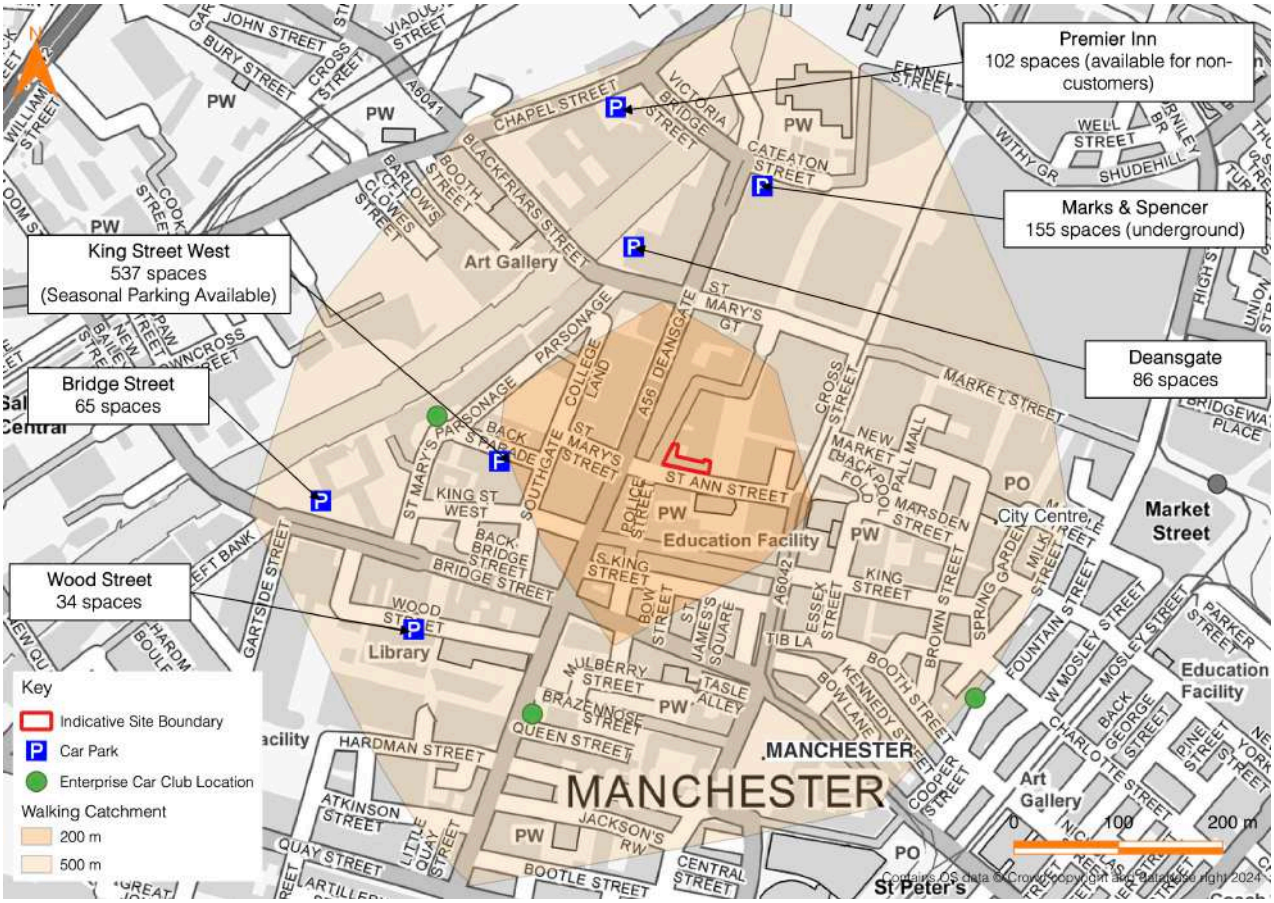
2.2.10 Double yellow lines are in place along both sides of entire carriageway to restrict on-street parking.

2.3 Existing Car Parks and Car Club Locations

2.3.1 Various public car parks are available within a short walking distance from the site and throughout Manchester City Centre. Figure 2.3 provides a map of public car parks available within 500m (c.6-minute walk) of the Equitable Building.

2.3.2 As also shown in Figure 2.3, there are various Enterprise Car Club locations within the vicinity of the site. These could be utilised by future residents at the Equitable Building.

Figure 2.3 : Car Park Map



2.3.3 MCC also provide seasonal car parking tickets (3 months, 6 months or 12 months) in some City Centre car parks, including at King Street West car park within c.180m of the Equitable building to the west.

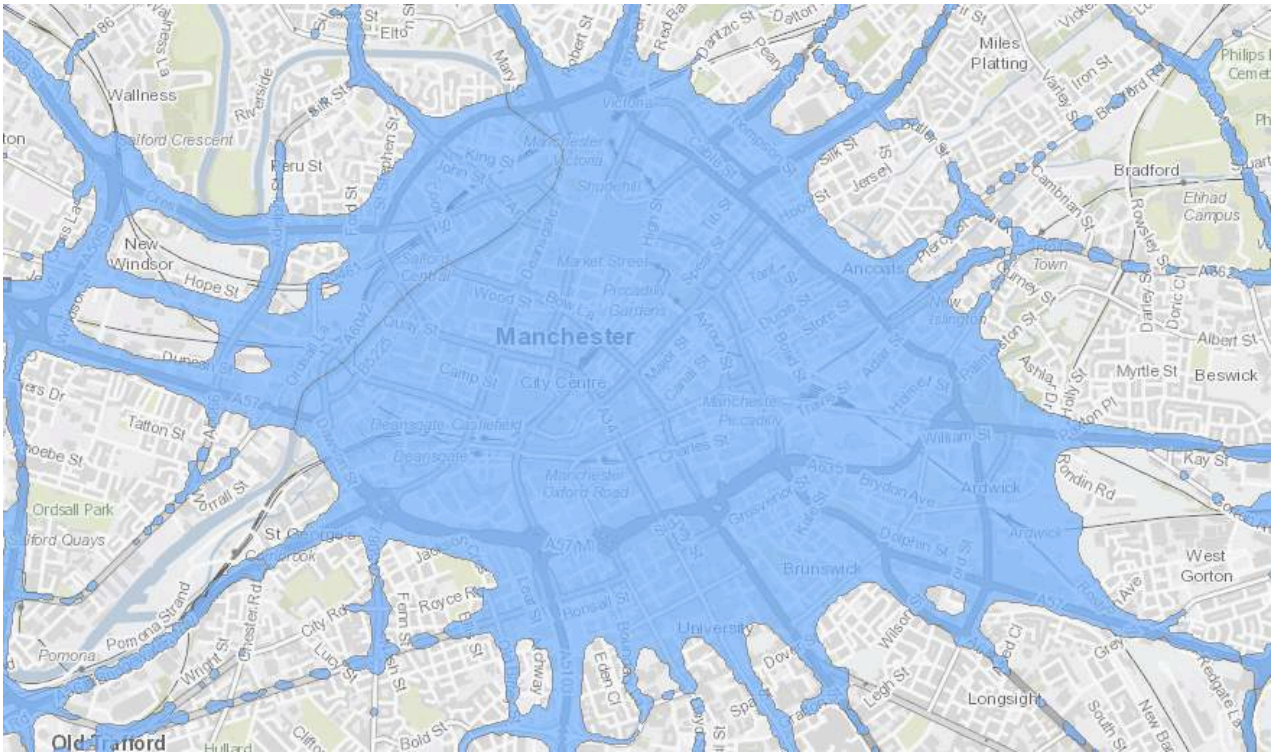
2.4 Public Rights of Way

2.4.1 There are no Public Rights of Way (PRoWs) within or along the site boundary.

2.5 Air Quality

2.5.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the site is located within an Air Quality Management Area (AQMA) that covers Manchester City Centre as shown in Figure 2.4.

Figure 2.4 : Air Quality Management Area Map (source : DEFRA)



3. Development Proposals

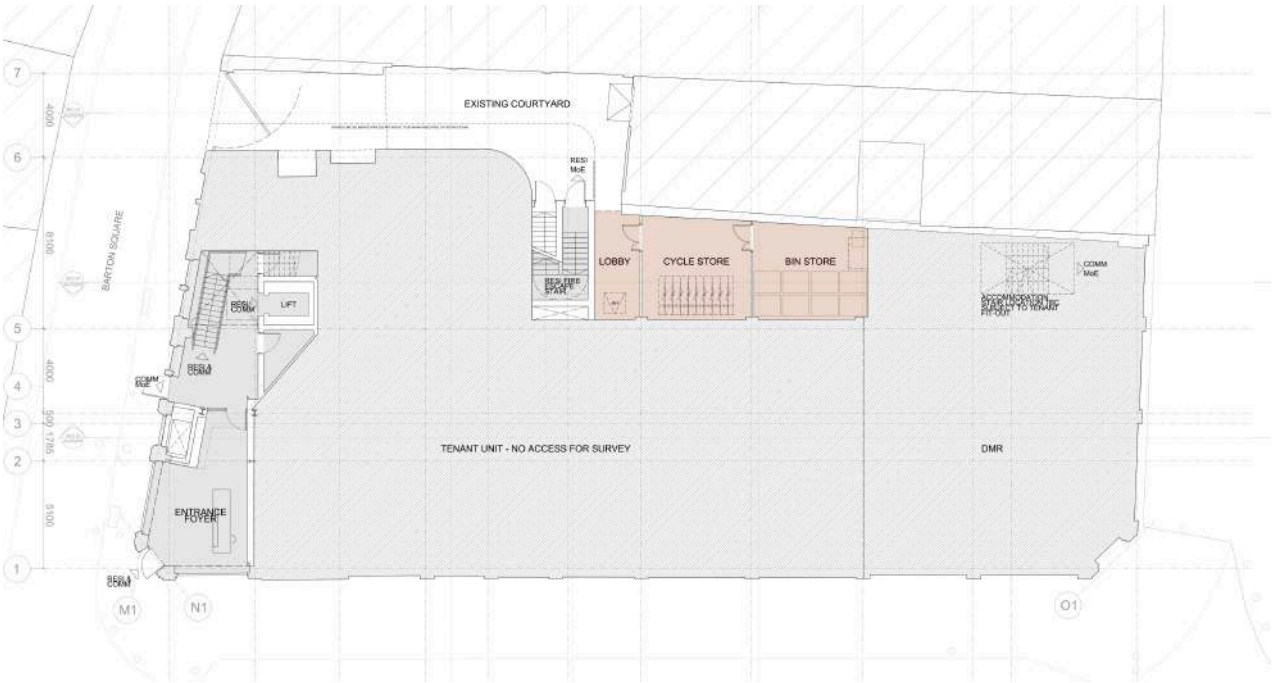
3.1 Proposed Use

3.1.1 The proposed development at the Equitable Building will result in a total of 12no. additional residential units (including 4no. 1-beds, 6no. 2-beds and 2no. 3-beds) and c.620 sqm of refurbished retail floor space on the first floor. The proposals involve the following:

- A c.620 sqm expansion of David M. Robinson to the first floor, involving a refurbishment of the first floor.
- Change of use of second and third floors from retail to 12no. residential apartments.
- Associated entrance foyer, plant, bin store and cycle store.

3.1.2 The proposed ground floor layout is shown in Figure 3.1, and attached in Appendix A.

Figure 3.1 : Proposed Ground Floor Layout (source : Jeffrey Bell Architects)



3.2 Servicing and Delivery Arrangements

3.2.1 As existing, the main pedestrian access to the retail uses will be taken from St Ann Street. Pedestrian access to the apartment units will be taken from an entrance on the corner of St Ann Street / Barton Square, as well as via the existing courtyard from Barton Square.

3.2.2 Access to the cycle storage, bin store and service area will be provided via the existing courtyard to the rear of the building off Barton Square.

3.3 Parking Provision

Retail Parking

3.3.1 No car parking spaces are proposed for the retail space, as per the existing arrangement.

3.3.2 Manchester City Council (MCC) summarise their non-residential parking standards in Appendix B of their 'Core Strategy Development Plan Document', which forms part of Manchester's Local Development Framework, adopted in July 2012. These standards do not apply to developments in the City Centre and will therefore *'be considered on a case-by-case basis'.*

3.3.3 It is expected that visitors to the retail spaces within the Equitable Building will form part of a wider journey into Manchester City Centre, and therefore the number of new vehicle trips are expected to be low.

3.3.4 Of the new trips generated, many are expected to be undertaken via sustainable modes, including by rail or via the Metrolink network, which both have connections within a short walk of the site (further detail provided in Chapter 4).

3.3.5 Any increases in car parking demand are therefore expected to be minimal and will be accommodated within the existing City Centre parking provision, as outlined in Section 2.3.

Residential Parking

3.3.6 No car parking spaces are proposed for the residential units.

3.3.7 MCC summarise their residential parking standards in Appendix B of their 'Core Strategy Development Plan Document', which forms part of Manchester's Local Development Framework, adopted in July 2012.

3.3.8 For residential developments within the City Centre, *'Developments will be required to provide where possible, an appropriate level of car parking within the constraints of site specific circumstances and other requirements'.*

3.3.9 Car-free residential developments in City Centres are common; as outlined in in Chapter 4, the site is accessible by a range of sustainable modes and is within a short walking distance of numerous amenities, including food outlets, convenience stores and cafes.

3.3.10 The apartments will be advertised as car-free; however, any residents who wish to bring a car can utilise the local parking options, as outlined in Section 2.3.

3.3.11 In addition, reduced on-site car parking can be justified on the basis of *'secure cycle parking in excess of 50% provision relative to apartment numbers'.* 75% (9no. spaces) cycle parking will be provided in a secure cycle store on the ground floor of the building.

4. Sustainable Accessibility and Active Travel

4.1 Introduction

4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.

4.1.2 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.

4.1.3 Paragraph 110 states 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. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making."*

4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'*, are shown in Table 4.1.

Table 4.1 : CIHT Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

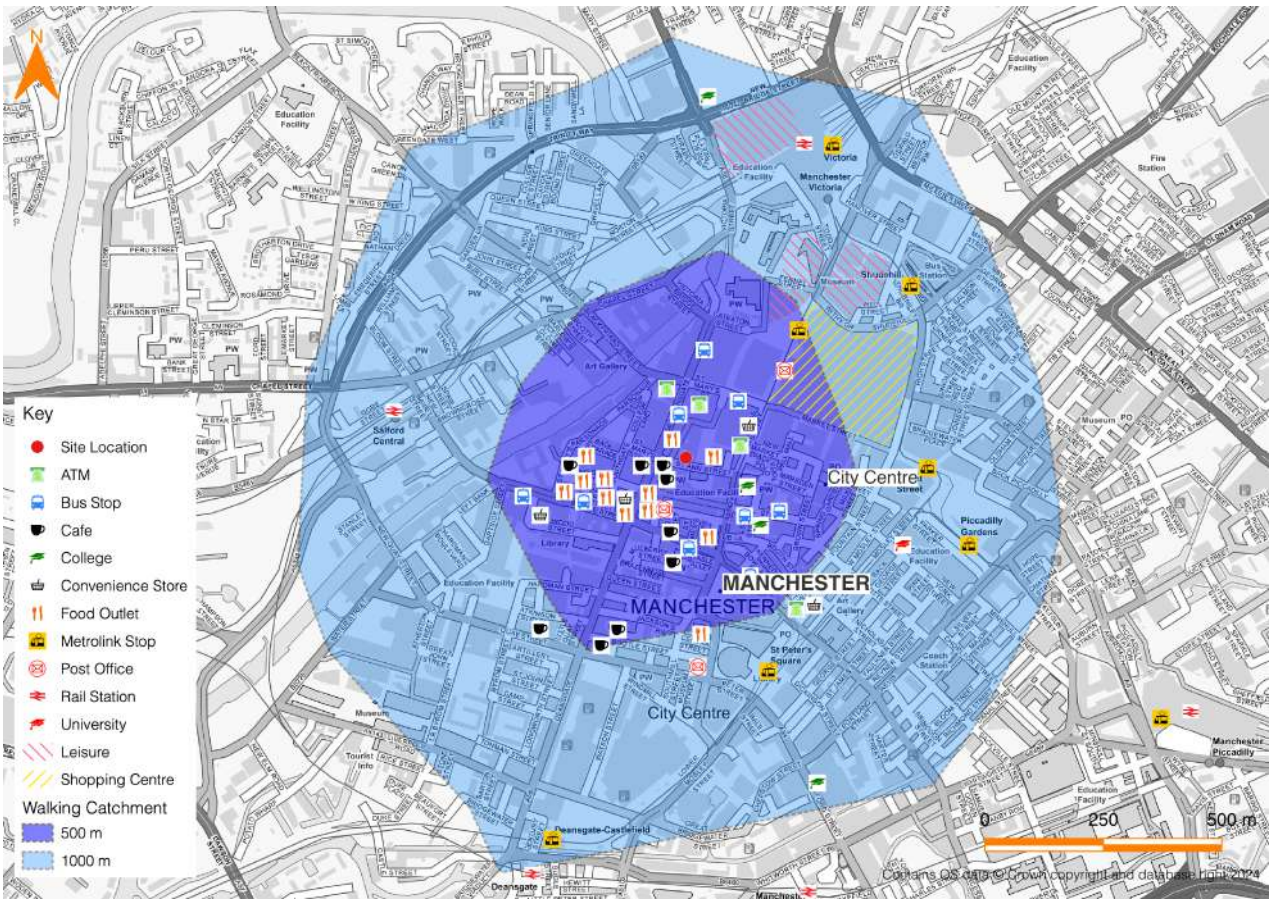
4.2.2 The CIHT guidelines shown in Table 4.1 suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.2.4 As described previously, a network of existing footways is in place on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.

4.2.5 Figure 4.1 presents the local amenities and 500m and 1,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area with Local Amenities



4.2.6 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Pret A Manger Cafe	25m	<1 minute
McDonald's Restaurant	80m	1 minute
Southbound Bus Stop on Deansgate	140m	2 minutes
Westbound Bus Stop on John Dalton Street	220m	3 minutes
Eastbound Bus Stop on Bridge Street	300m	4 minutes
Westbound Bus Stop on Bridge Street	450m	5 minutes
Exchange Square Metrolink Stop	450m	5 minutes
Salford Central Rail Station	700m	8 minutes

4.2.7 As shown in Figure 4.1, various bus stops are available on the local highway network within a 500m walking catchment, including the closest bus stop to the site on Deansgate within c.140m (2-minute walk).

4.2.8 Other public transport connections are available within the walking catchment. This includes the Exchange Square Metrolink stop, which is the closest Metrolink stop to the site, within c.450m (5-minute walk). Salford Central Railway Station is accessible to the west of the site within c.700m (8-minute walk).

4.2.9 The site's city centre location means the site is well situated in terms of access to amenities. A 500m walking catchment provides access to a wide range of shops, food outlets and cafes, including a McDonald's restaurant and a Pret A Manger café which are both adjacent to the Equitable Building.

4.2.10 As described previously, the local highway network benefits from an extensive network of footways, including dropped kerbs and tactile paving and the site is well situated in terms of accessibility to local bus services and local amenities. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

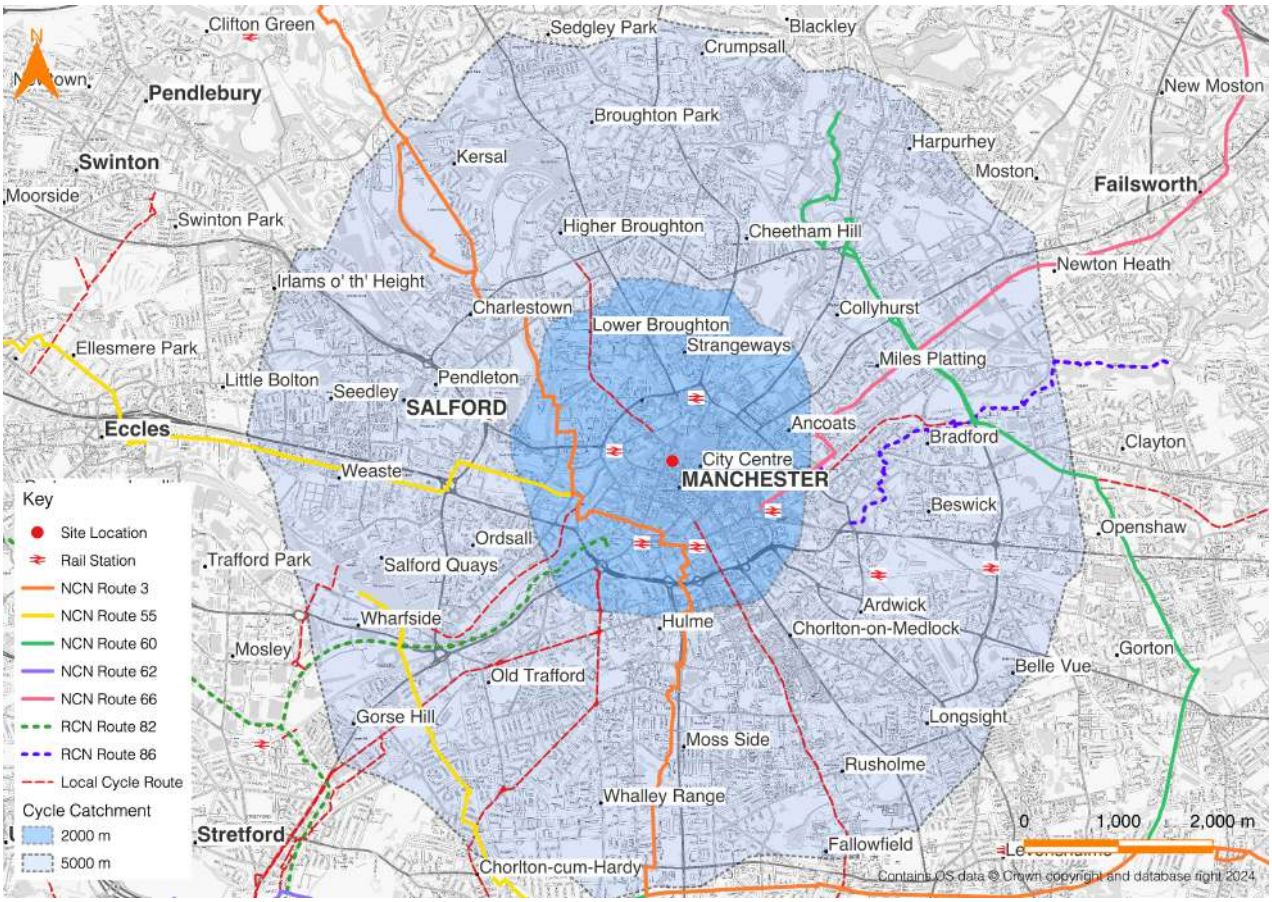
4.3 Cycle Accessibility

4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.

4.3.3 Figure 4.2 indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan



4.3.4 As shown in Figure 4.2, the suburbs of Ancoats, Lower Broughton and Strangeways are available within a 2km cycle catchment, as well as various railway stations in Manchester City Centre including Victoria, Piccadilly and Deansgate. A number of suburban areas, as well as Salford City Centre are located within a 5km cycle catchment of the site.

4.3.5 A network of local cycle routes and facilities are available in the vicinity of the site as shown in Figure 4.3.

Figure 4.3 : Local Cycle Map (source : TfGM)

4.3.6 As shown in Figure 4.3, 20 mph speed limits are in place in the vicinity of the site, which provides a safer cycling environment. There are also several cycle parking locations in the vicinity of the site that could be used by existing and future retail visitors.

4.3.7 A section of Deansgate directly to the west of the site also provide on-road segregated cycle routes on both sides of the carriageway.

4.3.8 Considering the close proximity of local cycle routes and accessibility to local areas, cycling could be a reasonable method of travel for residents or visitors, particularly as an alternative to private car trips or for trips around the city centre.

4.4 Public Transport Services

Local Bus Services

4.4.1 Several bus stops are available on the local highway network within a short walk from the site. The closest bus stop to the site is located on Deansgate within a c.140m (2-minute walk).

4.4.2 Additional services are also available on John Dalton Street within c.220m (3-minute walk), as well as from Bridge Street within c.450m (5-minute walk).

4.4.3 Table 4.3 provides a summary of routes and times of local bus services accessible from these bus stops.

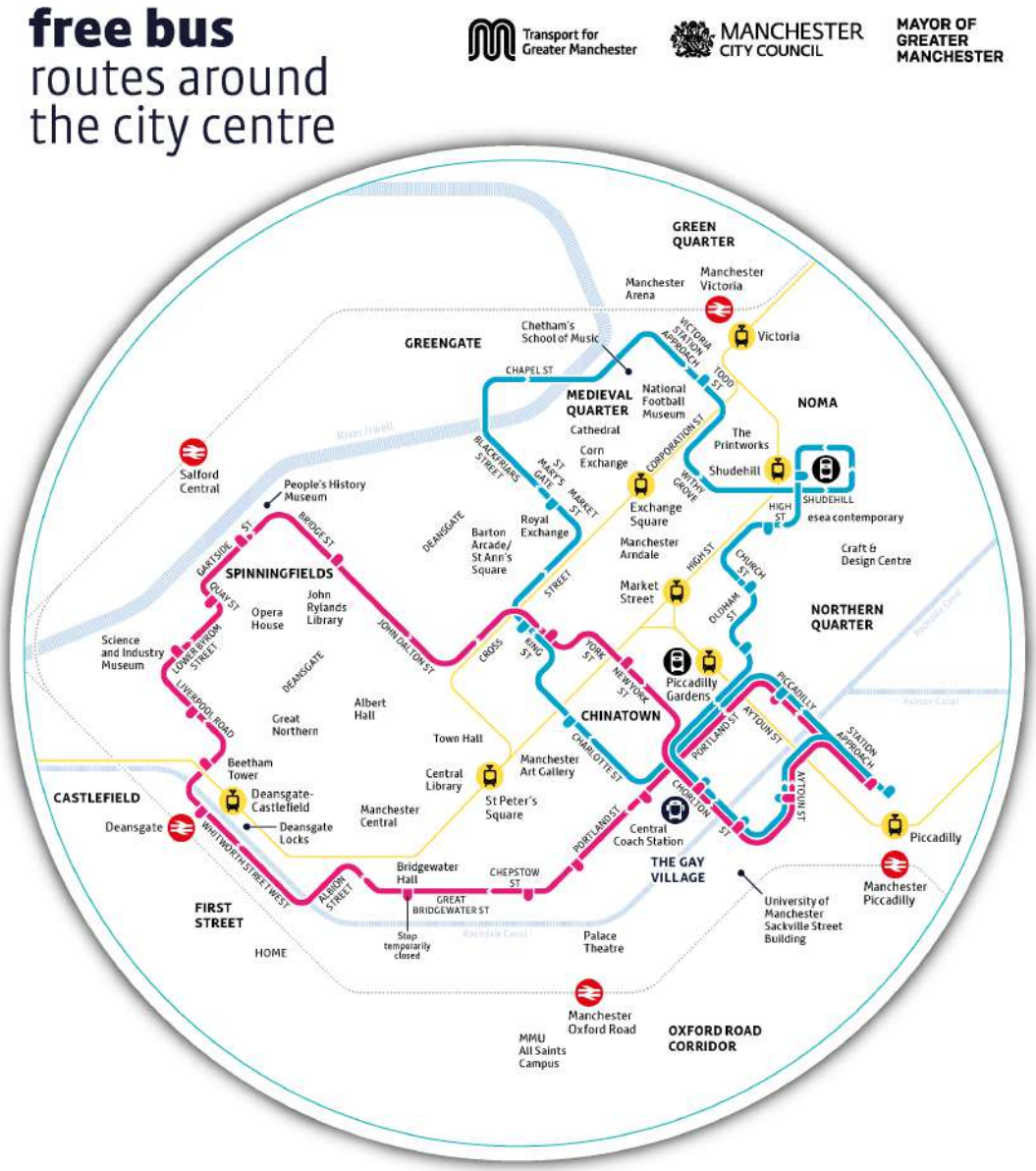
Table 4.3 : Local Bus Services – Deansgate, Dalton Street and Bridge Street

Service No.	Available From	Route	Approx. Two-Way Frequency (buses / hour)				
			AM	Off-Peak	PM	Sat	Sun
1 Free Bus	Bridge Street	Manchester City Centre – Spinningfields Circular	6	6	6	6	6
8	Deansgate Bridge Street	Shudehill - Bolton	4	5	5	5	3
35	John Dalton Street Bridge Street	Piccadilly Gardens - Leigh	2	2	2	2	2
36	John Dalton Street Bridge Street	Piccadilly Gardens - Bolton	5	5	5	4	3
37	John Dalton Street Bridge Street	Piccadilly Gardens - Bolton	5	5	5	4	3
38	John Dalton Street Bridge Street	Piccadilly Gardens – Logistics North	5	4	4	4	2
50 / 51	John Dalton Street Bridge Street	MediaCityUK – East Didsbury	6	5	5	5	4
67 / 67A	Deansgate	Shudehill - Cadishead	4	4	4	4	2
100	Deansgate	Shudehill - Warrington	4	4	4	4	4
V1 / V2 / V4	John Dalton Street Bridge Street	Manchester Royal Infirmary - Leigh	10	8	4	4	4
X39	Bridge Street	Piccadilly Gardens – Farnworth	1	No Service	No Service	No Service	No Service

4.4.4 As shown in Table 4.3, a wide range of regular bus services are available from the local highway network, providing direct services around the City Centre, as well as across Greater Manchester to designations such as Bolton, Leigh, Salford and East Didsbury.

4.4.5 This included the no.1 Free Bus which runs up to every 10 minutes around the city centre, as shown in Figure 4.4.

Figure 4.4 : No.1 Free Bus Manchester City Centre – Route Map (source : TfGM)



4.4.6 The frequency and proximity of local bus services presents them as a convenient and realistic method of travel for future residents for leisure, commuting or accessing local amenities, as well as for those visiting the retail space.

Rail Services

4.4.7 The closest rail station to the site is Salford Central Railway Station c.700m (8-minute walk) to the west of the site. It is therefore accessible within the walking catchment.

4.4.8 A summary of the direct rail services from Salford Central are summarised in Table 4.4.

Table 4.4 : Direct Rail Services – Salford Central Station

Destination	Approx. Frequency	Approx. Journey Time
Manchester Victoria *(origin: Rochdale)*	1 service / hour	3 minutes
Manchester Victoria *(origin: Wigan Wallgate)*	1 service / hour	3 minutes
Manchester Victoria *(origin: Clitheroe)*	1 service / hour	3 minutes
Manchester Victoria *(origin: Headbolt Lane)*	1 service / hour	3 minutes
Southport *via Bolton and Wigan Wallgate*	1 service / hour	1 hour 15 minutes
Rochdale *via Manchester Victoria (origin: Blackburn)*	1 service / hour	25 minutes
Rochdale *via Manchester Victoria (origin: Wigan Wallgate)*	1 service / hour	20 minutes
Rochdale *via Manchester Victoria (origin: Clitheroe)*	1 service / hour	25 minutes
Rochdale *via Manchester Victoria (origin: Headbolt Lane)*	1 service / hour	20 minutes
Headbolt Lane *via Wigan Wallgate*	1 service / hour	1 hour 10 minutes
Stalybridge *via Manchester*	1 service / hour	20 minutes
Clitheroe *via Bolton and Blackburn*	1 service / hour	1 hour 15 minutes
Wigan Wallgate *via Walkden*	1 service / hour	40 minutes

4.4.9 As shown in Table 4.4, there are a range of frequent (hourly) rail services available from Salford Central providing direct rail access to destinations across Greater Manchester, including Rochdale, Wigan and Stalybridge, as well as further afield. These services also provide access to local stations along each respective route, including to Manchester Victoria.

4.4.10 This demonstrates the site's accessibility by rail, particularly as an alternative to private car trips for commuting or leisure, or as part of a multi-modal journey.

Metrolink Services

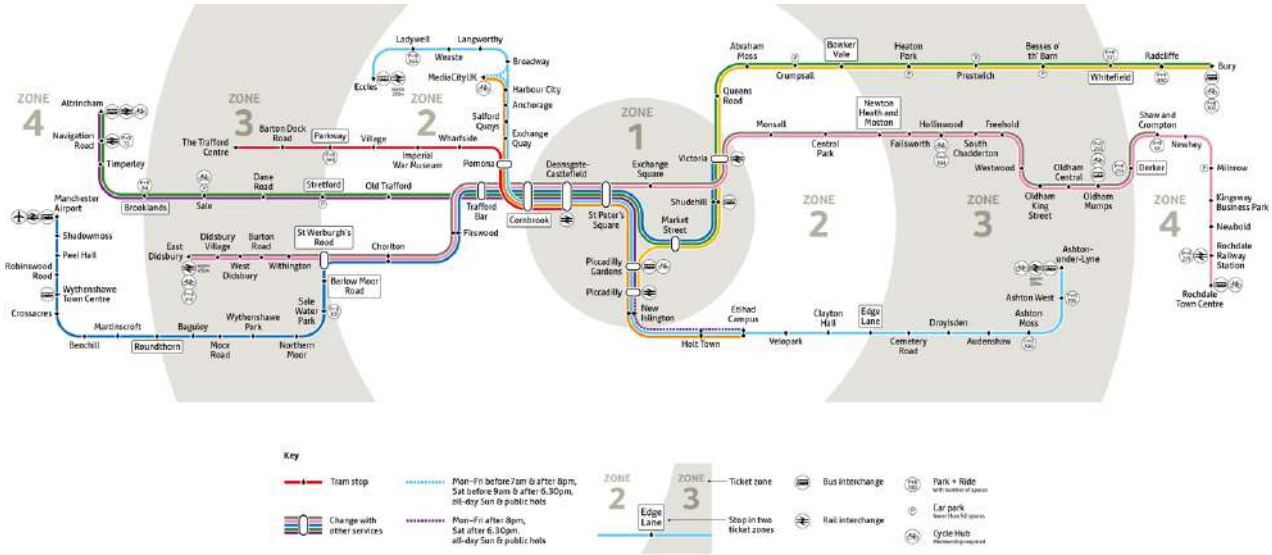
4.4.11 The nearest Metrolink Stop located at Exchange Square, c.450m north the site.

4.4.12 The regular Metrolink services which operate here are:

- Grey Line (Shaw and Crompton – East Didsbury); and
- Pink Line (Rochdale – East Didsbury);

4.4.13 Figure 4.5 presents the Greater Manchester Metrolink Tram network.

Figure 4.5 : Metrolink Tram Network (source: TfGM)



4.4.14 The trams services available operate on a 12-minute frequency throughout the day. All tram stops have step-free access to all platforms, help points and security camera coverage.

4.5 Promoting Sustainable Travel via Travel Plans

4.5.1 It should be noted that this TA has been produced in parallel with a Framework Travel Plan (FTP), which outlines initial strategies and measures for encouraging residents to travel by sustainable modes, rather than single occupancy car trips.

4.6 Summary

4.6.1 In summary, it has been shown that the site can be accessed via sustainable modes of travel, including walking, cycling and public transport – thereby offering an alternative to single occupancy car trips. This includes the following:

- Existing footways are available on the local highway network providing safe walking routes to local amenities and public transport provision;
- Bus stops are located within a short walking distance from the site and are accessible via dedicated pedestrian routes;
- Access to a network of cycle-friendly routes within the local area, as well as segregated cycle lanes on Deansgate;
- Regular bus services from the local highway network provide access around the City Centre, as well as across Greater Manchester to designations such as Bolton, Leigh, Salford and East Didsbury; and

- Salford Central Railway Station provides frequent and direct rail services to a wide range of destinations across Greater Manchester, including Rochdale, Wigan and Stalybridge, as well as further afield. These services also provide access to local stations along each respective route.

4.6.2 Overall, alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes and public transport services.

4.6.3 The site is therefore compliant with the NPPF in paragraph 115 which states that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location'.*

4.6.4 Furthermore, the proposals accords with paragraph 117 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.*

5. Trip Generation

5.1 TRICS Trip Rates

5.1.1 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for proposed additional retail floor space and residential units.

5.1.2 Vehicles trip rates have been derived from the TRICS database (v7.11.2) using the *Retail – Mixed Shopping Malls'* and '*Residential – Flats Privately Owned'* land use categories. The full TRICS outputs are attached in Appendix B.

5.1.3 TRICS surveys during the COVID-19 lockdowns were removed as it is likely that travel behaviours were affected during this time.

5.1.4 In line with the *'TRICS Good Practice Guide 2021'*, no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.

5.1.5 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation. Therefore, the 'Town Centre and 'Edge of Town Centre' location types have been selected.

5.2 Retail Trip Generation

5.2.1 The proposals will result in a refurbishment c.620 sqm of retail floor space on the first floor. Whilst the lawful use already falls under Use Class E, the inclusion of the refurbished retail space apart of the trip generation provides a robust case.

5.2.2 The TRICS trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in Table 5.1 for the proposed increase in retail space.

Table 5.1 : TRICS Trip Generation (per dwelling) - Vehicles

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate *'Retail – Mixed Shopping Malls'*	0.101	0.018	**0.119**	0.026	0.196	**0.222**
Proposed Increase in Retail Space (620 sqm)	1	0	**1**	0	1	**1**

5.2.3 As shown in Figure 5.1, the proposed additional retail space on the first floor is expected to generate **1** two-way trip during the AM peak hour and **1** two-way trips during the PM peak hour.

5.3 Residential Trip Generation

5.3.1 The development proposals include 13no. residential apartments on the second and third floors.

5.3.2 The TRICS trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in Table 5.2 for the proposed apartments.

Table 5.2 : TRICS Trip Generation (per dwelling) - Vehicles

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate *'Residential – Flats Privately Owned'*	0.022	0.065	**0.087**	0.045	0.018	**0.063**
Proposed Development (12no. dwellings)	0	1	**1**	1	0	**1**

5.3.3 As shown in Figure 5.2, the proposed apartment units are expected to generate **1** two-way trip during the AM peak hour and **1** two-way trips during the PM peak hour.

5.4 Total Trip Generation

5.4.1 The trip expected trip generation resulting from the proposed retail space and the apartment units are shown in Table 5.3.

Table 5.3 : TRICS Trip Generation (per dwelling) - Vehicles

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Proposed Increase in Retail Space (620 sqm)	1	0	**1**	0	1	**1**
Proposed New Apartments (12no. dwellings)	0	1	**1**	1	0	**1**
Total	1	1	**2**	1	1	**2**

5.4.2 As shown in Figure 5.3, as a result of the development proposals, the site is expected to generate **2 additional** two-way trips during the AM peak hour and **2 additional** two-way trips during the PM peak hour.

5.5 Traffic Impact

5.5.1 The trip generation exercise shows that the proposed development will generate approximately 1 additional trip every 30 minutes when averaged over the peak hours as a result of the new residential units.

5.5.2 Based on this expected trip generation, it can be reasonably concluded that the development will have a negligible impact, and certainly not a 'severe' impact, on the local highway network, as stated in paragraph 116 of the National Planning Policy Framework (NPPF) under which development should not be refused on highways grounds.

5.5.3 Additionally, taking into account the lack of parking proposed, commuting patterns of City Centre residents, and the site's excellent level of sustainable accessibility, it is reasonable to assume that sustainable modes will be preferred by future residents and visitors and vehicle trips will be low.

6. Summary and Conclusion

6.1 Summary

6.1.1 Mode Transport Planning has been appointed by PH Property Holdings Ltd to provide transport planning and highways advice in relation to a planning application for a proposed development at the Equitable Building in Manchester City Centre.

6.1.2 The proposed development will comprise a change of use on the second and third floors to provide 12no. apartment units, as well as c.620 sqm of refurbished retail floor space on the first floor.

6.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:

- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling and bus services. These travel options provide a realistic alternative to single occupancy car travel.
- Pedestrian access to the retail uses will be taken from St Ann Street as existing.
- Pedestrian access to the apartment units will be taken from an entrance on the corner of St Ann Street / Barton Square, as well as via the existing courtyard from Barton Square.
- Access to the cycle storage, bin store and service area will be taken via the existing courtyard to the rear of the building off Barton Square.
- On-site car parking provision will not be provided. The development will be marketed to residents as car-free.
- 9no. cycle parking spaces will be provided for the apartment units.
- The proposed development is expected to generate 2 additional two-way trips during the AM peak period and 2 additional two-way trips during the PM peak period.

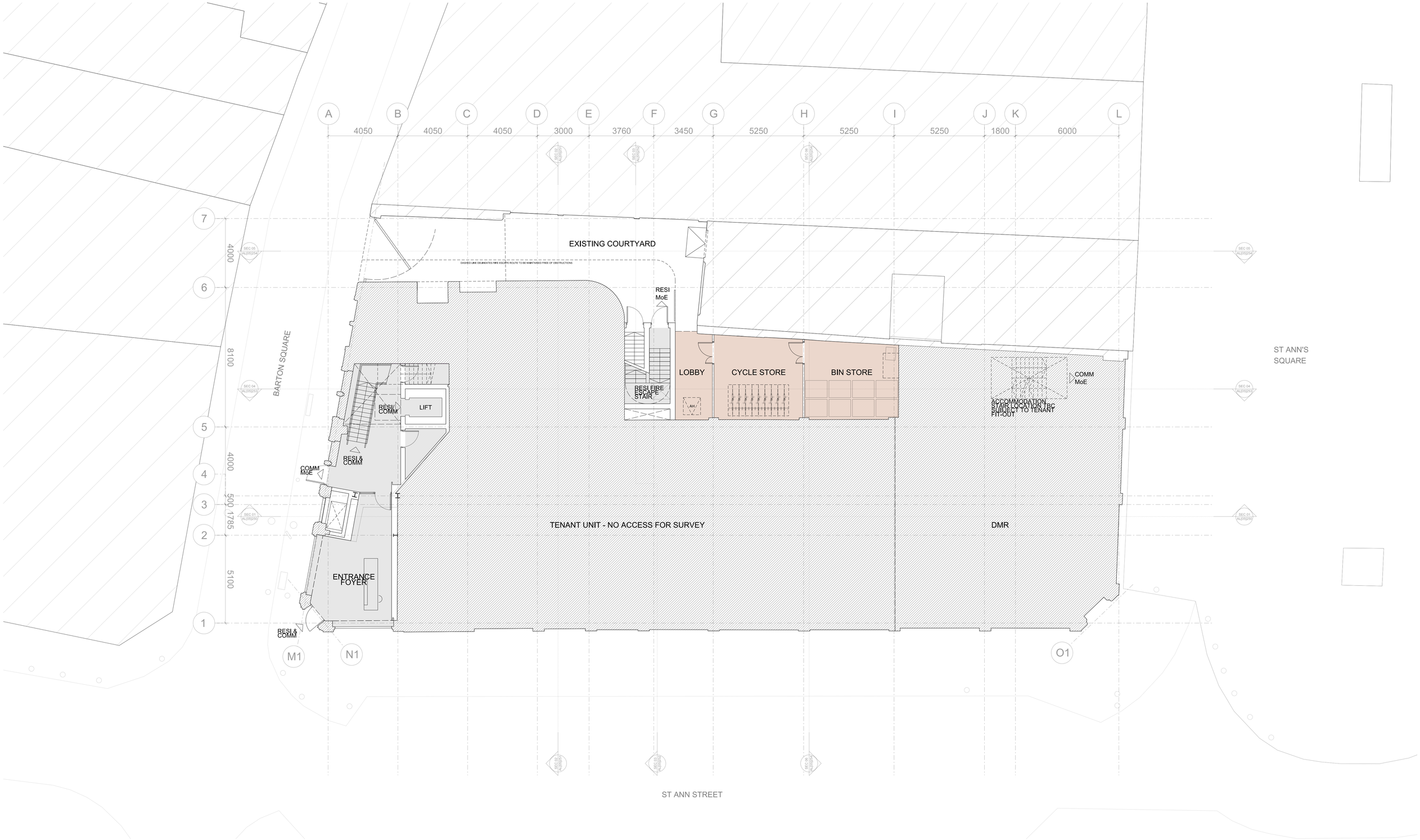
6.2 Conclusion

6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning related reasons that prevent this planning application from being approved.

APPENDICES

APPENDIX A

Proposed Development Site Layout Drawings



KEY
1 BED
2 BED
3 BED
COMMERCIAL
CIRCULATION
BOH / PLANT

NOTES / REVISION

0 1 2 3 4 5 10 15

N

JB+CO ARCHITECTS + DESIGNERS

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e studio@jeffreybellarchitects.co.uk

PROJECT	SCALE	DATE
EQUITABLE BUILDINGS, MANCHESTER	1:100@A1 1:200@A3	NOV 2024

CLIENT	JOB No	DWG No	REV
PH PROPERTY HOLDINGS	1572	AL[05]2120	*

TITLE	ISSUE FOR
PROPOSED PLAN GROUND FLOOR	PLANNING DOCUMENT

© JEFFREY BELL ARCHITECTS
the copy right in this drawing is vested in Jeffrey Bell Architects and no license or assignment of any kind has been, or is, granted to any third party whether by provision of copies or originals of the drawings or otherwise unless otherwise agreed in writing

DO NOT SCALE FROM THIS DRAWING
the contractor shall check and verify all dimensions on site and report any discrepancies in writing to Jeffrey Bell Architects before proceeding with the work

FOR ELECTRONIC DATA ISSUE
electronic data / drawings are issued as 'read only' and should not be interrogated for measurement, all dimensions and levels should be read only from those values stated in text on the drawing

APPENDIX B

Full TRICS Outputs

Calculation Reference: AUDIT-754101-240902-0926

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 undertaking 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Calculation Reference: AUDIT-754101-240919-0927

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : M - MIXED SHOPPING MALLS
TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST		
	LC	LANCASHIRE	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	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:	8410 to 37000 (units: sqm)
Range Selected by User:	482 to 37000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 19/09/24

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

Selected survey days:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1

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

Selected Location Sub Categories:

Development Zone	1
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	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

n/a	2 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 DL-01-M-02 SHOPPING MALL DUBLIN
CUSTOM HOUSE QUAY
DUBLIN
DOCKLANDS
Edge of Town Centre
Development Zone
Total Gross floor area: 8410 sqm
Survey date: THURSDAY 20/05/10 Survey Type: MANUAL

2 LC-01-M-01 SHOPPING CENTRE LANCASHIRE
LUNE STREET
PRESTON

Town Centre
High Street
Total Gross floor area: 37000 sqm
Survey date: WEDNESDAY 09/05/12 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 01 - RETAIL/M - MIXED SHOPPING MALLS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	8410	0.048	1	8410	0.000	1	8410	0.048
08:00 - 09:00	2	22705	0.101	2	22705	0.018	2	22705	0.119
09:00 - 10:00	2	22705	0.262	2	22705	0.040	2	22705	0.302
10:00 - 11:00	2	22705	0.244	2	22705	0.145	2	22705	0.389
11:00 - 12:00	2	22705	0.229	2	22705	0.192	2	22705	0.421
12:00 - 13:00	2	22705	0.251	2	22705	0.220	2	22705	0.471
13:00 - 14:00	2	22705	0.209	2	22705	0.207	2	22705	0.416
14:00 - 15:00	2	22705	0.183	2	22705	0.231	2	22705	0.414
15:00 - 16:00	2	22705	0.132	2	22705	0.244	2	22705	0.376
16:00 - 17:00	2	22705	0.106	2	22705	0.240	2	22705	0.346
17:00 - 18:00	2	22705	0.026	2	22705	0.196	2	22705	0.222
18:00 - 19:00	2	22705	0.000	2	22705	0.026	2	22705	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.791			1.759			3.550

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.

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Parameter summary

Trip rate parameter range selected:	8410 - 37000 (units: sqm)
Survey date date range:	01/01/09 - 19/09/24
Number of weekdays (Monday-Friday):	2
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.

mode

transport planning

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