

Manchester Fort, Unit 2

Transport Statement

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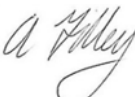
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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Nuveen to provide transport and highways advice in relation to a planning application for the redevelopment of the unoccupied Unit 2 – formerly occupied by Mothercare – to deliver a new home furnishing (non-food retail) store at Manchester Fort Shopping Park ('The Shopping Park'), in the Cheetham Hill area of Manchester.
- 1.1.2 The Shopping Park is currently made up of circa 36 units and includes a total floor space of 325,000sqft, with primary vehicular access provided via the A665 Cheetham Hill Road.
- 1.1.3 There are a number of unused units currently within the Park, principally the former Mothercare unit (c.20,000 sq ft gross), which has been vacant for four years since early 2020. Adjoining this, Sports Direct has recently vacated its unit, influenced by its presence across Cheetham Hill Road within the Cheetham Hill Retail Park.
- 1.1.4 The existing mezzanine floor of Unit 2 would be extended by 551 sqm. It is also proposed to increase the floor area of the ancillary café located within the unit from 108 sqm to 150 sqm. The increase to the café is captured within the 551 sqm uplift.
- 1.1.5 The existing and proposed site layouts are provided in **Appendix A**.

1.2 Context for Manchester Fort

- 1.2.1 Following its original establishment as a bulky goods shopping destination, investment and continued evolution has seen the Shopping Park become one of the largest and most successful retail parks of its kind. As owners of the Park, Nuveen is looking to continue its long-term investment and is committed to ensuring that the Park plays its part in the continued regeneration, revitalisation and growth of North Manchester.
- 1.2.2 The Manchester Fort Shopping Park Development Framework ('The Framework') seeks to establish a long-term vision for the Shopping Park and provides clarity to help advance significant investment and planning decisions. The Framework seeks to position the Park as an integrated retail and leisure destination of choice, achieved through an enhanced offer, redevelopment of the northern section of the Shopping Park, improved public realm and the creation of a new gateway into the Park, offering improved connectivity.
- 1.2.3 Nuveen has examined the future potential of the Park and has sought to identify an approach to proactively address the challenges faced and grasp opportunities associated with offering a more diverse and varied experience for the communities of North Manchester, which are planned to expand

in the coming years. The introduction of the proposed home furnishing store store is therefore well aligned with the wider vision for Manchester Fort.

- 1.2.4 Curtins have previously produced a detailed Highway Feasibility Study in support of the Development Framework to redevelop the wider Shopping Park. As part of the Feasibility Study, Curtins engaged with MCC and Transport for Greater Manchester (TfGM) regarding the vision for Manchester Fort. This process provided a useful base for the production this TS.

1.3 National Policy

- 1.3.1 Paragraph 115 of the National Planning Policy Framework (2023) 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.”

- 1.3.1 In addition to the NPPF, National Planning Practice Guidance (NPPG) clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements, provides potential benefits of the documents, and re-iterates the circumstances in which either document would usually be required.

- 1.3.2 The NPPG has been considered in the production of this TS.

- 1.3.1 As demonstrated throughout this report, there are no identified existing highway safety issues, and there will be a negligible uplift in vehicular trips generated during the network peak hours.

- 1.3.2 This TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPF and NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

1.4 Purpose of the Report

- 1.4.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council (MCC) as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.5 Scope of the Report

- 1.5.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.5.2 On this basis, the TS contains the following:

- Details of the existing use and the development proposals, together with a proposed site layout plan;
- A review of highway safety within the vicinity of the site for the most recent five years;
- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
- Details of proposed parking arrangements and justification for the provision;
- Details of future vehicular trips and commentary on any highway impacts; and
- A review of the relevant local and national transport planning policy.

1.6 Structure of the Report

- 1.6.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.6.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.
- 1.6.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
- 1.6.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.6.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.6.6 **Section 6** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site proposed for redevelopment is the former Mothercare unit within the Manchester Fort Shopping Park in the Cheetham Hill area of Manchester, approximately 2.5km north of the city centre. As previously discussed, the shopping park is currently made up of circa 36 units and includes a total floor space of 325,000sqft. The primary vehicular access into the site is via the A665 Cheetham Hill Road. A separate servicing/delivery access is provided to the rear of the park via North Street and Rayburn Way.
- 2.1.2 Manchester Fort itself is bound by a McDonald's fast-food restaurant and vegetated land to the north, to the east by servicing/ delivery yards for the existing retail units, to the south by car parking areas for the shopping park and to the west by the A665 Cheetham Hill Road. The site location is shown below on **Figure 2.1**:

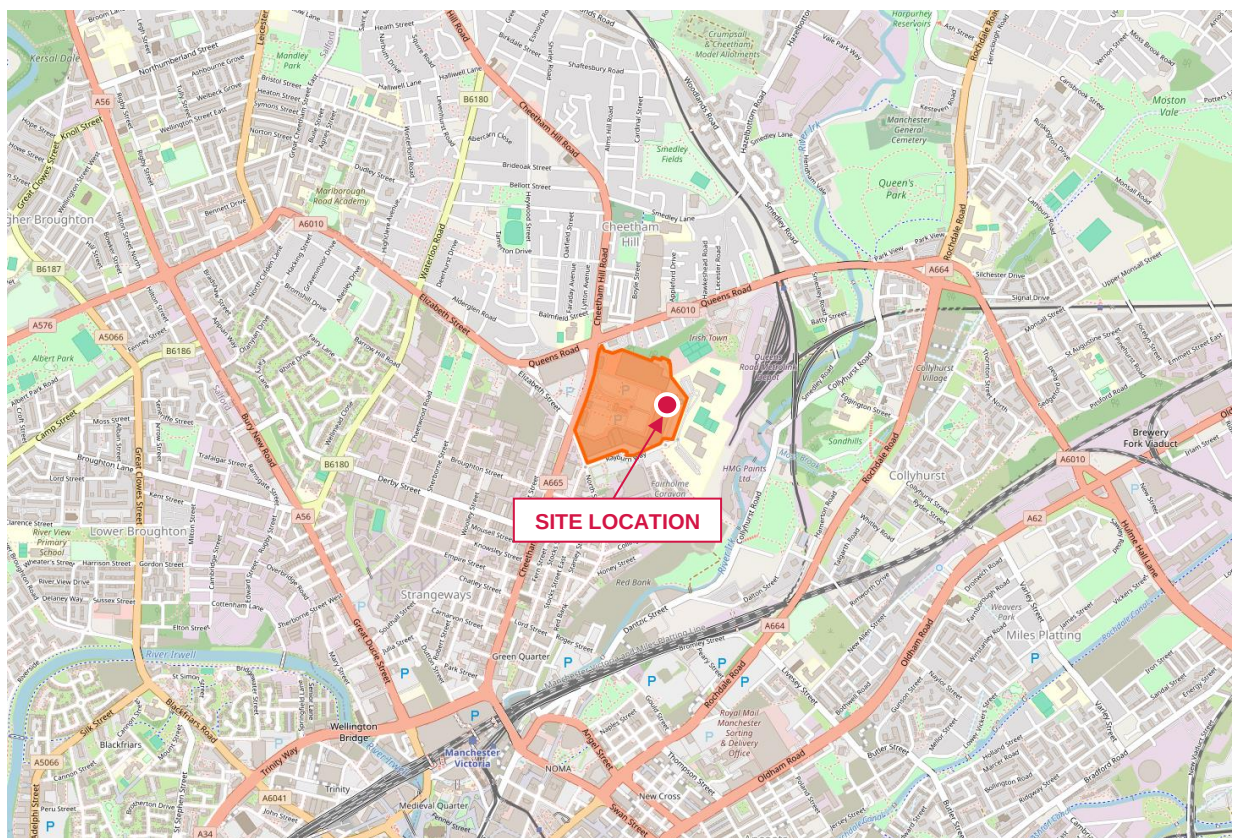


Figure 2.1 – Site Location

(Source: OpenStreetMap, 2024)

2.2 Existing Use and Access

- 2.2.1 The unit which is subject of this Transport Statement is not currently occupied.

- 2.2.2 The large Mothercare store offered general merchandise for children up to eight years of age. The Mothercare store had typical opening hours of 9am – 8pm during weekdays, with slightly reduced hours during weekends.

2.3 Existing Access

Vehicular Access

- 2.3.1 Vehicular access to the site is gained from the local highway network via the A665 Cheetham Hill Road and takes the form of a 3-arm signal-controlled junction.
- 2.3.2 Servicing access for the units at Manchester Fort is achieved via Rayburn Way, located to the south east of site, accessible from the signalised junction between North Street and Cheetham Hill Road. The use of Rayburn Way ensures that large service vehicles avoid the customer access junction and the wider car parking areas.

Pedestrian and Cycle Access

- 2.3.3 Pedestrian and cycle access to the site is also available from the existing vehicular access point along the A665. There is also further pedestrian/cycle only entrances from Cheetham Hill Road, one of which is located by Halfords in the vicinity of the site, with a further located approximately 70m south of the signal junction arrangement.
- 2.3.4 Pedestrian routes through the car park are currently served by zebra crossing where they cross the internal carriageways/ aisles.

Parking Arrangements

- 2.3.5 The individual occupiers do not currently have any allocated parking associated with their unit. Currently at Manchester Fort there are a total of 1,145 parking bays which are shared between the surrounding retail uses. This is typical for a retail park where there will be a significant amount of linked/shared vehicle trips.

2.4 Surrounding Highway Network

A665 Cheetham Hill Road

- 2.4.1 The A665 Cheetham Hill Road extends north and south from a signalised junction with the site access road, extending for approximately 3km in total, towards Manchester City Centre in the south and Cheetham Hill in the north, serving many residential areas within northern Manchester. Further afield the A665 connects to the A56, as well as the M60 motorway via a grade separated signalised junction.
- 2.4.2 Past the development, the highway comprises a two-lane carriageway approximately 18-20m in total width. There are on-carriageway cycle lanes present, which become off-carriageway along the western

side when passing directly opposite the site access junction. There is street lighting and good footway provisions on both sides of the carriageway, which measure approximately 3m in width.

2.4.3 In addition to the site access arrangement, Cheetham Hill Road forms a number of further signal junction arrangements in close proximity to the development, namely with the A6010 Queens Road to the north and Elizabeth Street/ North Street to the south. At the signal junction arrangements there are pedestrian crossing facilities which include refuge islands, dropped kerbs, tactile paving, advance stop cycle lines and pedestrian guard rails.

2.4.4 There are No Waiting at Any Time (NWAAT) parking restrictions in place on both sides of the road, which is subject to a 30mph speed limit.

A6010 Queens Road/ Elizabeth Street

2.4.5 From the signal junction with the A665 Cheetham Hill Road, the A6010 extends as Queens Road in an eastbound direction (for approximately 2km) and in westbound direction as Elizabeth Street (for approximately 850m). In the vicinity of the signal junction with Cheetham Hill Road, the A6010 is a single carriageway road, with typical widths of 8m on Queens Road and 6m on Elizabeth Street.

2.4.6 There is street lighting and good footway provision on both sides of the carriageway, which measure approximately 3m in width. There are several pedestrian crossing facilities along the A6010. For example, at the signalised junction with Cheetham Hill Road and the pedestrian refuse island in the vicinity of the junction with Elizabeth Street.

2.4.7 Near the site there are NWAAT parking restrictions in place on both sides of the road, which is subject to a 30mph speed limit.

Elizabeth Street

2.4.8 From its signal junction with the A665 Cheetham Hill Road, Elizabeth Street extends in a north westerly direction for 280m before terminating at the priority junction with the A6010. Approximately halfway along its length, Elizabeth Street provides access to a Cheetham Hill Retail Park which currently comprises a Matalan, Currys PC World and B&M Bargains, amongst others.

2.4.9 There is street lighting and good footway provision on both sides of Elizabeth Street, which measure approximately 2m in width. At the priority junction with the retail park there is a pedestrian refuse island along with dropped kerbs and tactile paving to assist pedestrian wishing to cross.

2.4.10 There are NWAAT parking restrictions in place along the northern side of the road, which is subject to a 30mph speed limit.

Surrounding Pedestrian Connections

- 2.4.11 The surrounding roads have footways available for pedestrian use, and the carriageways are well-lit and observed to be in good condition. Furthermore, formal crossings are available around the site which provide a safe environment for pedestrians. There is already a high pedestrian footfall in the area, due to its proximity to residential areas, Manchester City Centre and existing retail parks. It is therefore considered that staff and visitors could walk to/from the site, or other city destinations, as they do currently from the existing retail park.

Surrounding Cycle Connections

- 2.4.12 In summary, there are multiple cycle facilities around the development site which are of a high standard. These include on-road cycle routes and segregated cycle lanes, as well as off-road pedestrian-cycle shared paths. Furthermore, the surrounding roads are limited to 30mph, and the topography of the area is relatively flat, which is also conducive for cycling. It is therefore considered that due to the aforementioned factors, prospective visitors and staff could travel to and from the development by bicycle.

2.5 Highway Safety

- 2.5.1 Collision data for the highway network adjacent to the site has been obtained from the TfGM reported road incidents database for the most recent 60 months (5 years; up to 31st December 2023). The search area included:
- The A665 Cheetham Hill Road, for a distance of approximately 350m north and south of the site access junction, including the signal junction arrangements with the A6010 Queen Road and with North Street in between; and,
 - The entirety of Elizabeth Street to the south (between the A665 and A6010).
- 2.5.2 The details of the search are contained in **Figure 2.2** and a breakdown of the information is contained in **Table 2.1**:

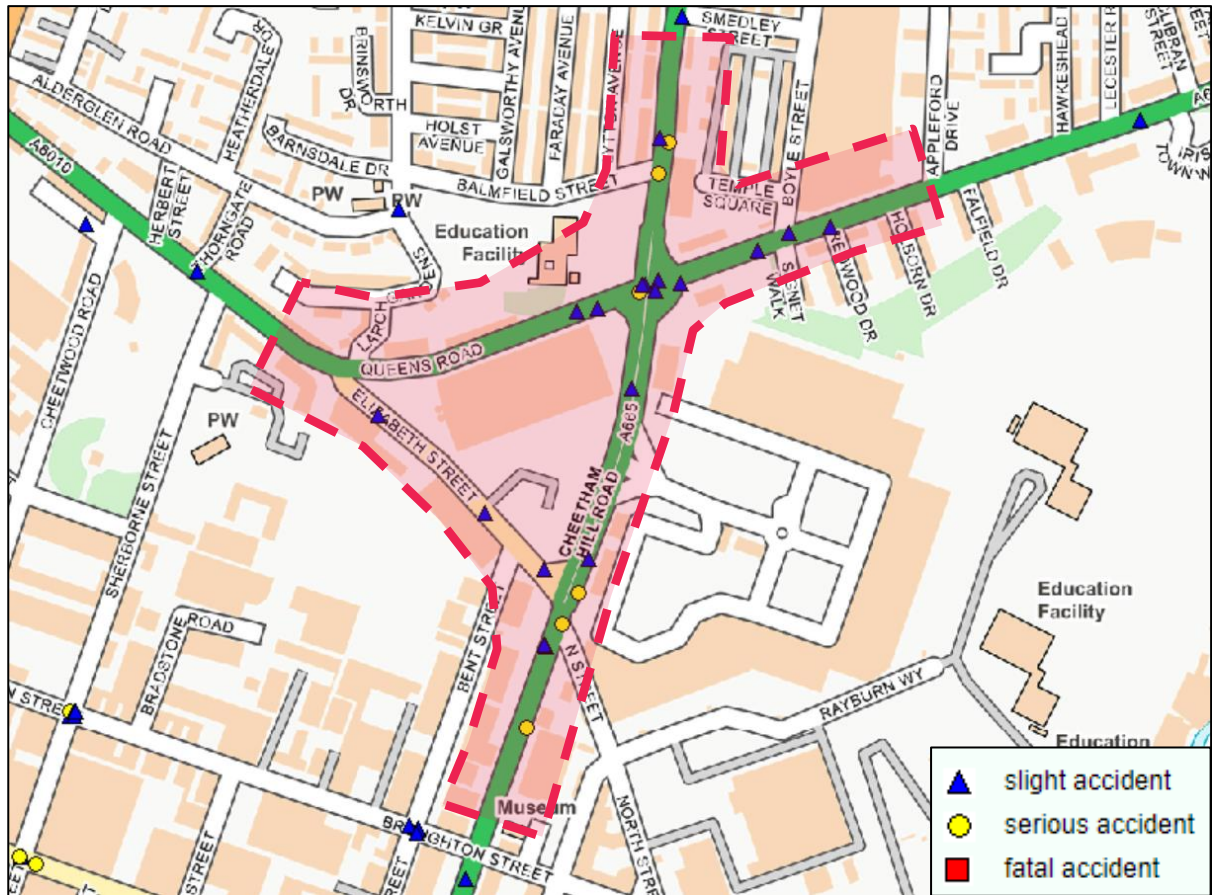


Figure 2.2 – Area Assessed for Collision Data (5 years)
(Source: TfGM, 2024)

2.5.3 Collision data for the highway network adjacent to the site has been obtained from the TfGM reported road incidents database for the latest 60 months (i.e. five years). The details of the search are contained in **Figure 2.3** and a breakdown of the information is contained in **Table 2.1**:

Junction/Link	Slight	Serious	Fatal	Totals
A665 Cheetham Hill Road / Site Access	1	0	0	1
A665 Cheetham Hill Road / A6010 Queens Road	7	1	0	8
A665 Cheetham Hill Road / North Street / Elizabeth Street	3	2	0	5
A665 Cheetham Hill Road (outside of the above)	1	3	0	4
A6010 Queens Road (outside of the above)	3	0	0	3
Elizabeth Street (outside of the above)	2	0	0	2
Total	17	6	0	23

Table 2.1 – Collision Data Summary

2.5.4 There has been a total of 23 collisions in the latest five-year period available, 17 of which were 'slight' severity incidents and 6 of which were 'serious' severity incidents.

- 2.5.5 In general, the overall frequency of accidents reported in the busy urban area local to the site is considered to be low over the five-year assessment period.
- 2.5.6 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Proposed Development

- 3.1.1 The existing mezzanine floor of Unit 2 equates to 1,123 sqm (12,088 sq ft) and is proposed to be extended to 1,674 sqm (18,019 sq ft), equating to an increase of 551 sqm (5,931 sq ft).
- 3.1.2 The proposed increase also includes the extension to the café located within the unit from 108 sqm (1,162 sq ft) to 150 sqm (1,615 sq ft).
- 3.1.3 **Table 3.1** below displays the existing and proposed gross floor areas (in square metres) of Unit 2:

Floor	Existing	Proposed	Change
Ground Floor	1872	1872	0
First Floor (Mezzanine)	1123	1674	+551
Total	2995	3546	+551

Table 3.1 – Existing and Proposed Gross Floor Areas

3.2 Vehicular Access

- 3.2.1 Vehicular access to the proposed store will be taken as existing, i.e. directly from the signal-controlled junction arrangement with the A665 Cheetham Hill Road and via the site access road.
- 3.2.2 At the end of the site access road there is a roundabout arrangement that provides drivers with flexible options to enter directly into either side of the Shopping Park. The parking configuration ensures ample parking spaces either side of the site access road and allows for an efficient search pattern for available parking bays.

3.3 Servicing and Refuse Collection

- 3.3.1 The servicing access for the proposed store will be as per several of the existing units at Manchester Fort and achieved via Rayburn Way. Rayburn Way is located to the south of site, accessible from the signalised junction between North Street and Cheetham Hill Road. The use of Rayburn Way ensures that large service vehicles avoid the customer access junction and the wider car parking areas.

3.4 Parking

Council Parking Standards

- 3.4.1 Car and cycle parking for the development would be provided generally in accordance with the MCC Parking Standards, provided in the Manchester Core Strategy (2012 to 2027), adopted in 2012. Parking standards relevant to the land use of the proposed development are reproduced in **Table 3.1** below.

Land Use	All Cars (Areas not within City Centre or District Centre)	Disabled Cars		Cycle
		(Up to 200 in total)	(Over 200 in total)	
Non-Food Retail	1 space per 20 sqm	3 bays or 6% of total, whichever is greater	4 bays plus 4% of total, whichever is greater	1 space per 200 sqm, minimum 2 spaces
Total Proposed Development (3546sqm)	177 spaces	11 spaces	–	18 spaces

Table 3.2 – MCC Parking Standards

Proposed Car Parking

- 3.4.2 As discussed previously, as is standard for a retail park, parking is not allocated to specific units at Manchester Fort.
- 3.4.3 It is considered that changes to the existing car park, including a change in capacity, are not necessary.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

- 4.2.1 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, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled *‘Providing for Journeys on Foot’* (2000) suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

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

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.2 To assist in summarising the accessibility of the site by foot, walking catchments of 400m (5 minutes), 800m (10 minutes) and 1,200m (15 minutes) which are termed ‘Desirable’, ‘Acceptable’ and the ‘Preferred Maximum’ by the CIHT for ‘Elsewhere’ trips have been considered.
- 4.2.3 There are several key destinations within the vicinity of the site that prospective users could travel to and from on foot which suggests a strong potential for the proposed redevelopment.
- 4.2.4 The surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. The adjacent signalised junctions all have pedestrian crossing facilities complete with refuge islands, dropped kerbs, tactile paving, and pedestrian guard rails. There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist as a result, including those discussed previously in **Section 2**.

- 4.2.5 The site is situated within a short walk of the large residential areas found within the Cheetham Hill and Cheetham Wood areas of north Manchester, the majority of which can be reached in approximately a 10/15-minute walk. Within the wider 1,200m distance, the large industrial areas within Strangeways can also be reached.
- 4.2.6 Slightly beyond the 1,200m walking catchment Manchester Victoria Station can be reached, as well as city centre attractions including the National Football Museum, the Manchester Arena, the Northern Quarter with its popular bars and restaurants and Manchester Cathedral. There is also a large element of flat accommodation throughout the wider city centre.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which, depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 National Travel Survey statistics demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively. This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC, 2021) and LTN1/20.
- 4.3.3 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered.
- 4.3.4 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5 miles / 8km in approximately 25 minutes.
- 4.3.5 The 8km catchment encompasses all of Manchester City Centre including all existing residential accommodation, major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The outlying areas of Salford, Prestwich, Middleton are also accessible.
- 4.3.6 Existing cycle infrastructure on Cheetham Hill Road allows for good cycling access into The Shopping Park. In the immediate vicinity of the site, there are on road cycle lanes and advance stop cycle lines at the nearby signal junctions. North of the site, Cheetham Hill Road is a designated on-road cycle route and provides useful connections to nearby residential areas.
- 4.3.7 The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:

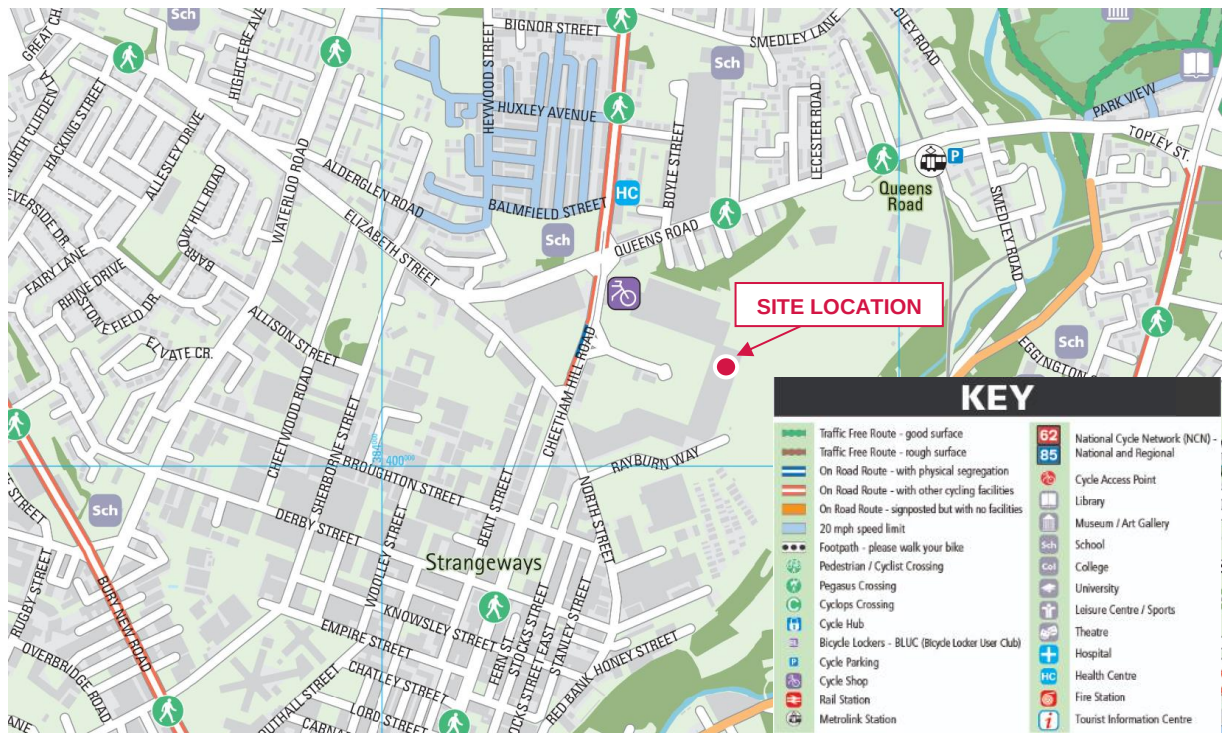


Figure 4.1 – Local Cycle Network
(Source: TfGM)

- 4.3.8 Manchester Fort can be reached from within a few kilometres of National Cycle Network (NCN) Routes 6, 60 and 66. Route 66 runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull. Route 60 runs between northern and eastern Manchester, connecting with part of the Fallowfield Loopline to the south.
- 4.3.9 As shown on **Figure 4.1**, Cheetham Hill Road – which provides a useful north-south connection to the nearby residential areas – itself is an ‘on road route – with other cycling facilities’ – a short section of which, opposite the entrance to the main Manchester Fort car park, is a segregated cycle lane for c. 60m. Other roads are ‘signposted’ as cycle routes (orange roads on the plan), for example Woodlands Road and Collyhurst Road.
- 4.3.10 Furthermore, the Shopping Park currently provides secure cycle parking spaces to encourage cycling.
- 4.3.11 The site is therefore ideally placed to take advantage of the cycle connections around Manchester, and it is considered that cycling is a realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

- 4.4.1 Within half an hour, the site can be reached from all of Manchester and Salford city centres by public transport, much of North Manchester, some of the Oxford Road corridor and East Manchester, and a small area of Bury district.

- 4.4.2 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.3 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The unit entrance is located in an area with a GMAL rating of 4, as shown below.

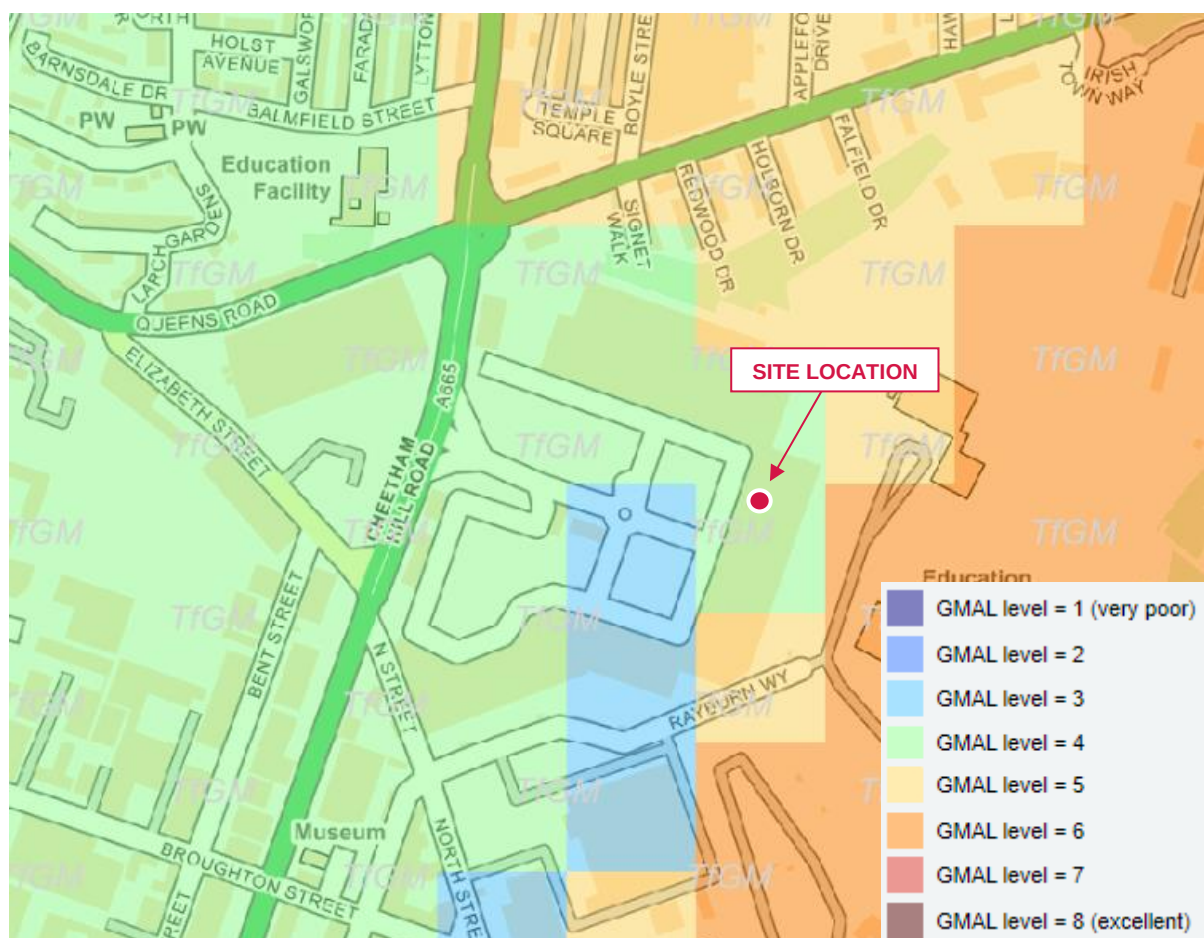


Figure 4.2 – Surrounding GMAL Scores (source: GMTU.gov.uk)

- 4.4.4 The National Model Design Code – Part 2 (DLUHC, 2021) states: “Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance].” These distances are also cited in the CIHT document ‘Planning for Walking’ (2015). This equates to a walking speed of 80m per minute (1.34m/s) – equivalent to the average walking speed of 79m per minute (1.31m/s) in 2019 that can be calculated from the National Travel Survey statistics (Table NTS0303).

4.4.5 Accessibility by bus and Metrolink are considered further below, with a local public transport network map included in **Figure 4.3** below:

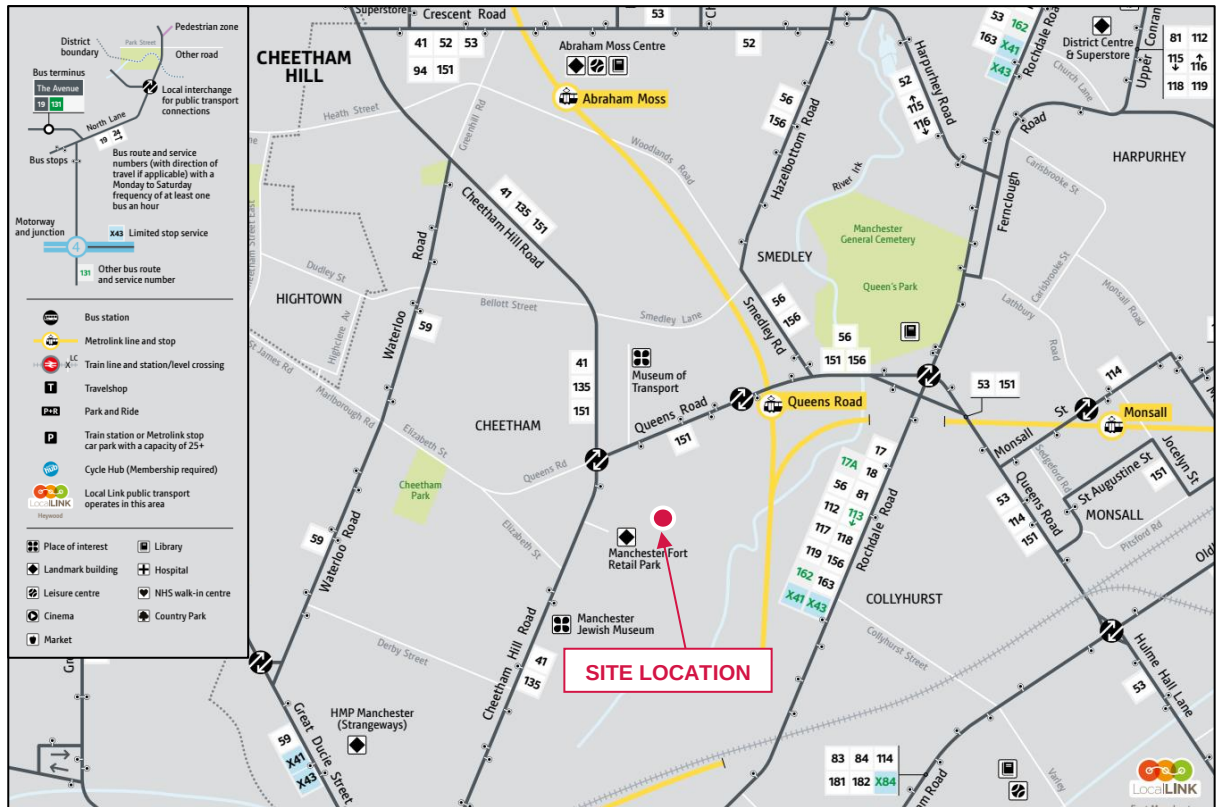


Figure 4.3 – Nearby Public Transport Network
(Source: TfGM)

Bus Accessibility

4.4.6 Further CIHT guidance – from ‘*Buses in Urban Developments*’ (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.7 The southbound Queens Road and northbound Elizabeth Street are served by routes 135 and 41 and are located at circa 280m and 490m walking distances from the centre of the unit frontage, respectively. The mid-point of the two bus stops is 385m – within the 400m distance recommended by the government for all bus stops and the CIHT for ‘single high-frequency routes’.

- 4.4.8 The eastbound Cheetham Hill Road and westbound Go North West Depot are served by route 151 and are located at circa 440m and 510m walking distance from the centre of the unit frontage, respectively.
- 4.4.9 The school bus routes 721 and 733 can also be accessed along Queens Road near the site.
- 4.4.10 The area is well served by very frequent bus services, which connects the proposed development to local areas such as Manchester and Bury, as well as to local residential areas such as Cheetham Hill, Newton Heath and Crumpsall to name a few.
- 4.4.11 It is considered that the site is accessible by bus.

Metrolink (Light Rail) Accessibility

- 4.4.12 Queens Road Metrolink station, which is served by the Green (Bury to Altrincham) and Yellow (Bury to Piccadilly) Lines, is located at a circa 1,000m walking distance from the centre of the unit frontage.
- 4.4.13 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays. Some lines only operate during peak hours, for example the Green Line.
- 4.4.14 The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-schedule>.
- 4.4.15 Users can change at the city centre stops to access the entire Metrolink network, including accessing additional services to Manchester Airport, East Didsbury, The Trafford Centre, Eccles, Rochdale, and Ashton-under-Lyne, as shown in the Metrolink map in **Figure 4.4**.

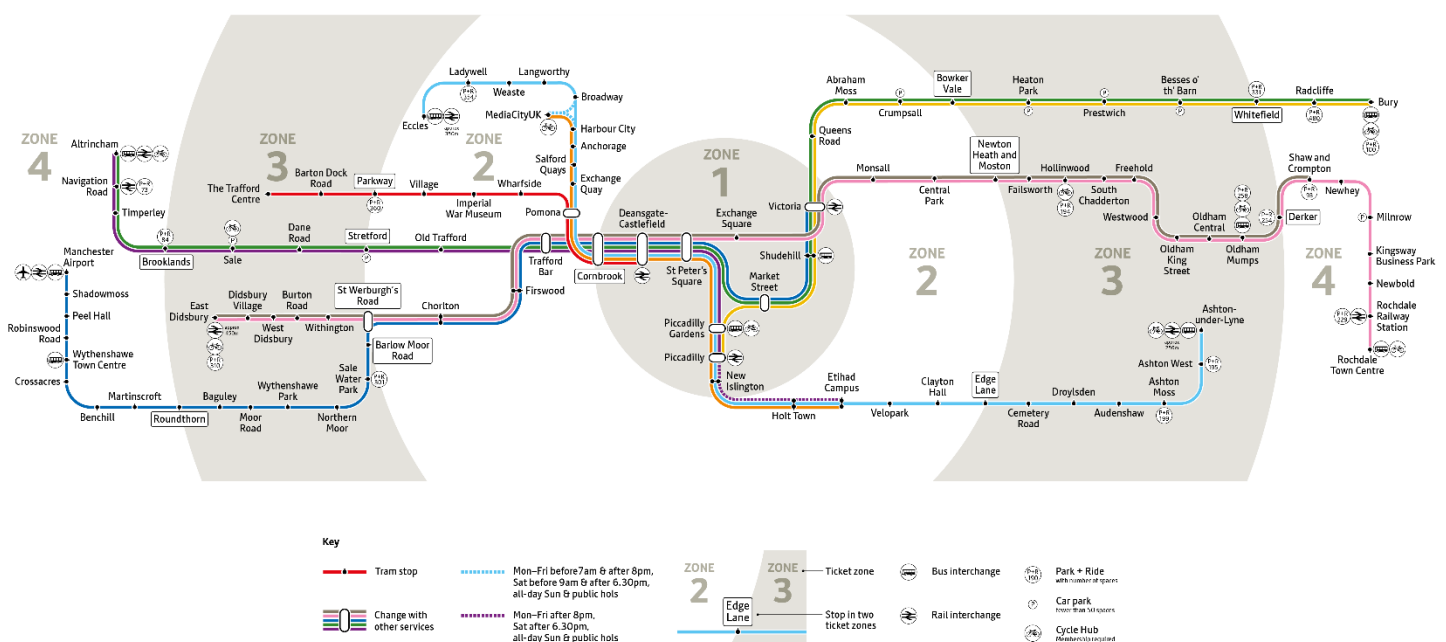


Figure 4.4 – TfGM Metrolink Network Map
(Source: TfGM, 2024)

4.4.16 In summary, it is considered the site is accessible by Metrolink (light rail).

4.5 Accessibility Summary

4.5.1 It is considered the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including retail land uses.

5.2 Baseline Traffic Data

- 5.2.1 Traffic surveys (comprising turning counts and queue length surveys) were undertaken by an independent traffic survey company – Road Data Services – at the A665 Cheetham Hill Road / Manchester Fort signal junction over the following days and time periods:
- Friday 25th November 2022, between 07:00 – 10:00 and 16:00 – 20:00; and
 - Saturday 26th November 2022, between 12:00 – 20:00.
- 5.2.2 The data have been analysed to determine the network peak hours, as follows:
- Friday peak hour: 16:15 – 17:15; and
 - Saturday peak hour: 14:45 – 15:45.
- 3.4.1 This broadly aligns with the Framework which states that *“evidence shows that the vast majority of visits take place between 10 am and 5 pm and very few visits occur or continue beyond 9 pm.”*
- 3.4.2 These data will be used as a basis for assessing the impact of the proposed development traffic on the highway network.
- 5.2.3 The traffic survey data is provided in **Appendix B**, and summarised for the peak hours below:

	Friday Peak			Saturday Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Baseline Flows at Manchester Fort Access	727	786	1513	980	993	1972

Table 5.1 – Baseline Traffic Flows

5.3 Extant Permission Trip Generation

- 5.3.1 Although the unit is currently vacant, it could be reoccupied without the need for planning consent.

5.3.2 The level of trips that could be generated by the extant permitted non-food retail store has been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix C**, applying the following criteria:

- Land Use: Other Individual Non-Food Superstore
- Regions: Great Britain, excluding Greater London;
- Location Type: Edge of Town Centre;
- Surveys Included: 1 for weekday (Pets at Home, Lincoln), 1 for Saturday (Next Outlet, Doncaster).

5.3.3 **Tables 5.2** and **5.3** below summarises the person trip rates and generation. As the peak hours from the surveys do not entirely align with the hours provided by TRICS, trip rates for these hours have been calculated. All trip rates are per 100m² GFA:

TRICS	Person Trip Rates (per 100sqm)		
	Arrive	Depart	Total
Weekday			
16:00-17:00	3.688	1.625	5.313
17:00-18:00	2.250	2.813	5.062
16:15-17:15	2.610	2.516	<u>5.125</u>
Saturday			
14:00-15:00	3.298	3.232	6.53
15:00-16:00	2.177	2.968	5.145
14:45-15:45	2.457	3.034	<u>5.491</u>

Table 5.2 – TRICS Person Trip Rates

	Friday Peak (16:15-17:15)			Saturday Peak (14:45-15:45)		
	Arrive	Depart	Total	Arrive	Depart	Total
Person Trip Generation (2,995sqm)	78	75	153	74	91	164

Table 5.3 – TRICS Person Trip Generation

5.3.4 In order to determine the number of vehicles associated with the person trips shown in **Table 5.4**, the 2011 Census Method of Travel to Work data for the M postcode area – where 86% of visitors to Manchester Fort are from – has been obtained from dataset QS701EW of the 2011 Census (excluding those not in employment and who work from home) as shown in **Table 5.5** below.

Mode	Number	Percentage Split
Car Driver	288,870	57%
Car Passenger	28,476	6%
Public Transport	102,642	20%

Mode	Number	Percentage Split
Bicycle	15,804	3%
On Foot	61,086	12%
Other	10,343	2%
Total	507,221	100%

Table 5.4 – Manchester 2011 Census Derived Mode Split

5.3.5 This mode split has been applied to the person trip generation set out in **Table 5.4** to determine the number of existing vehicle trips. The vehicle trip generation is subsequently set out in **Table 5.5** below.

	Friday Peak (16:15-17:15)			Saturday Peak (14:45-15:45)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicle Trip Generation	45	43	87	42	52	94

Table 5.5 – Vehicle Trip Generation

5.3.6 Research has indicated (based on the TRICS Research Report 95/2) that for a food retail unit the trips associated with that facility on the highway network are typically comprised as follows:

- New Trips 10%;
- Pass by Trips 20%;
- Diverted Trips 35%; and
- Transferred Trips 35%.

5.3.7 In addition, TRICS Research Report 14/1 considers that a large number of trips on the highway network associated with a retail development are already secondary trips and that proportion is in the order of 57-67% thus indicating that between 33-43% are primary (new) trips on the network attributable to a retail development.

5.3.8 The Framework states: “60+% of shoppers visit more than three stores. A destination delivering linked trips.” Thus, it is considered – in line with TRICS Research Report 14/1 – that 40% of trips associated with the development will be ‘new’ to the highway network and the revised vehicle trip generation figures are shown at **Table 5.6**.

	Friday Peak (16:15-17:15)			Saturday Peak (14:45-15:45)		
	Arrive	Depart	Total	Arrive	Depart	Total
‘New’ Vehicle Trip Generation	18	17	35	17	21	37

Table 5.6 – Vehicle Trip Generation for Existing Mezzanine

- 5.3.9 The occupation of the existing store would generate approximately 35 and 37 two-way vehicle trips during weekday PM and weekend peak periods, respectively, which are not included in the aforementioned 2022 traffic survey.

5.4 Forecasted Trip Generation

- 5.4.1 Using the above methodology, the number of 'new' vehicle trips that could be generated by the extension to the mezzanine floor have been calculated for the Friday and Saturday peak periods:

	Friday Peak (16:15-17:15)			Saturday Peak (14:45-15:45)		
	Arrive	Depart	Total	Arrive	Depart	Total
Extension to Mezzanine (551sqm)	4	3	7	3	4	7

Table 5.7 – Proposed 'New' Vehicle Trip Generation

- 5.4.2 The proposed development would result in an increase of approximately 42 and 45 two-way vehicle trips during weekday PM and weekend peak periods, respectively, an uplift of 7 and 8 trips, respectively, from those that could be generated by the existing mezzanine floor.

5.5 Net Site Impact

- 5.5.1 The following **Table 5.8** indicates the net impact of the proposed development.

	Friday Peak (16:15-17:15)			Saturday Peak (14:45-15:45)		
	Arrive	Depart	Total	Arrive	Depart	Total
Base	727	786	1513	980	993	1972
Base + Extant	745	803	1548	996	1013	2010
Base + Extant + Extension to Mezzanine	748	806	1555	999	1017	2016
Percentage Impact	0.44%	0.39%	0.42%	0.31%	0.38%	0.34%

Table 5.8 – Net Vehicular Site Impact

- 5.5.2 This illustrates that the overall impact of trips associated with the proposed development (extending the mezzanine floor of Unit 2) is very minor, equating to a less than 1% uplift in trips at the A665 Cheetham Hill Road / Manchester Fort signal junction during both peak periods.
- 5.5.3 It is therefore considered that the impact of the proposed development is negligible and will not result in a detrimental effect on the operation of the highway network. There is a low risk that the proposed development will result in traffic queuing on to the adopted highway or being delayed whilst attempting to exit the site.

5.6 Highway Impact Summary

- 5.6.1 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Summary and Conclusions

6.1 Summary

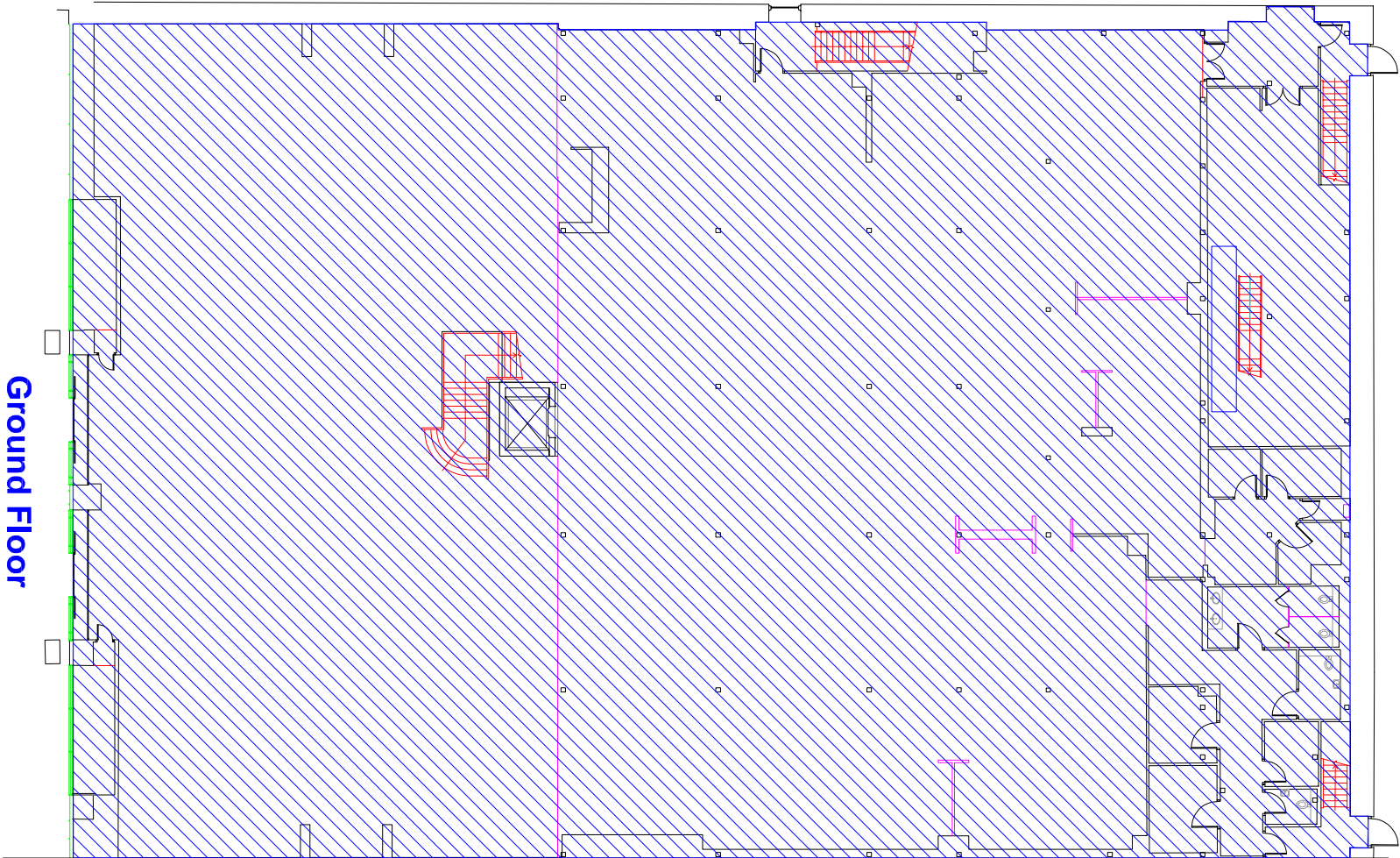
- 6.1.1 Curtins has been appointed by Nuveen to provide transport and highways advice in relation to a planning application for the redevelopment of the unoccupied Unit 2 – formerly occupied by Mothercare – to deliver a new home furnishing (non-food retail) store at Manchester Fort Shopping Park ('The Shopping Park'), in the Cheetham Hill area of Manchester.
- 6.1.2 The existing mezzanine floor of Unit 2 would be extended by 551 sqm. It is also proposed to increase the floor area of the ancillary café located within the unit from 108 sqm to 150 sqm. The increase to the café is captured within the 551 sqm uplift.
- 6.1.3 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 6.1.4 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.
- 6.1.1 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 6.1.2 Trip generation forecasts have demonstrated that the impact of the proposed development is negligible and will not result in a detrimental effect on the operation of the highway network. There is a low risk that the proposed development will result in traffic queuing on to the adopted highway or being delayed whilst attempting to exit the site.
- 6.1.3 A review of relevant national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

6.2 Conclusions

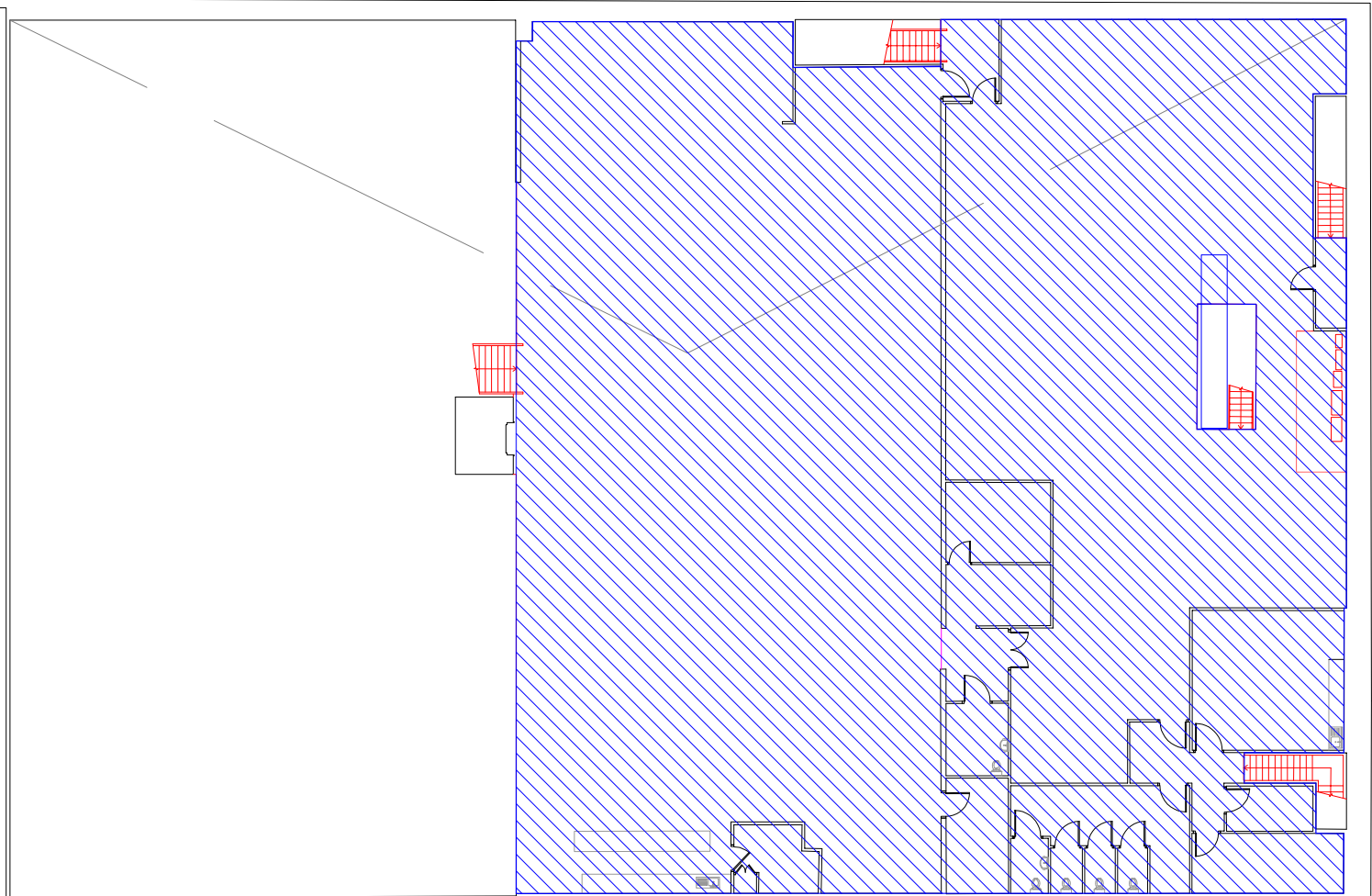
- 6.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

Appendix A – Existing and Proposed Site Layouts

MANCHESTER FORT



Ground Floor



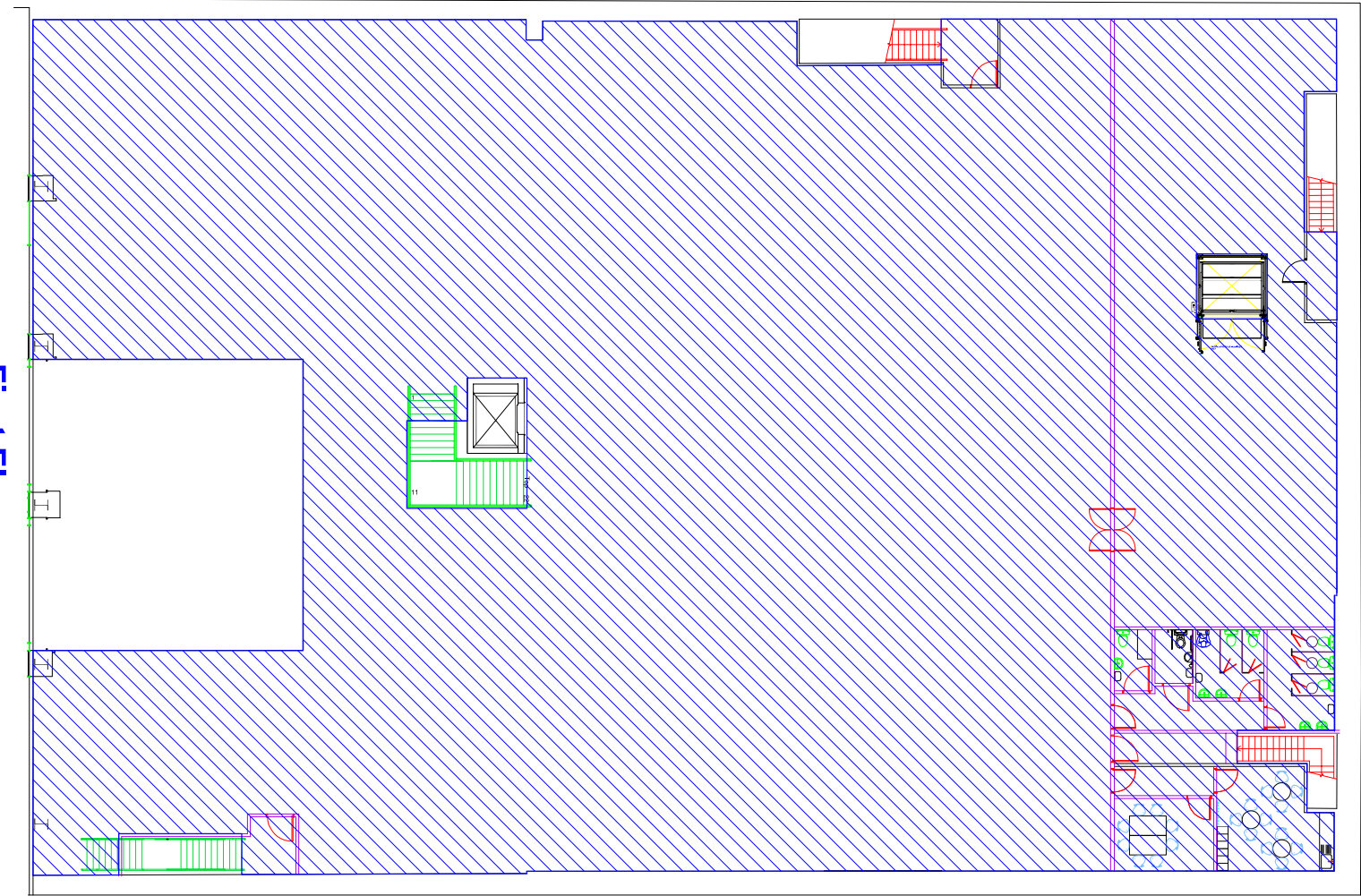
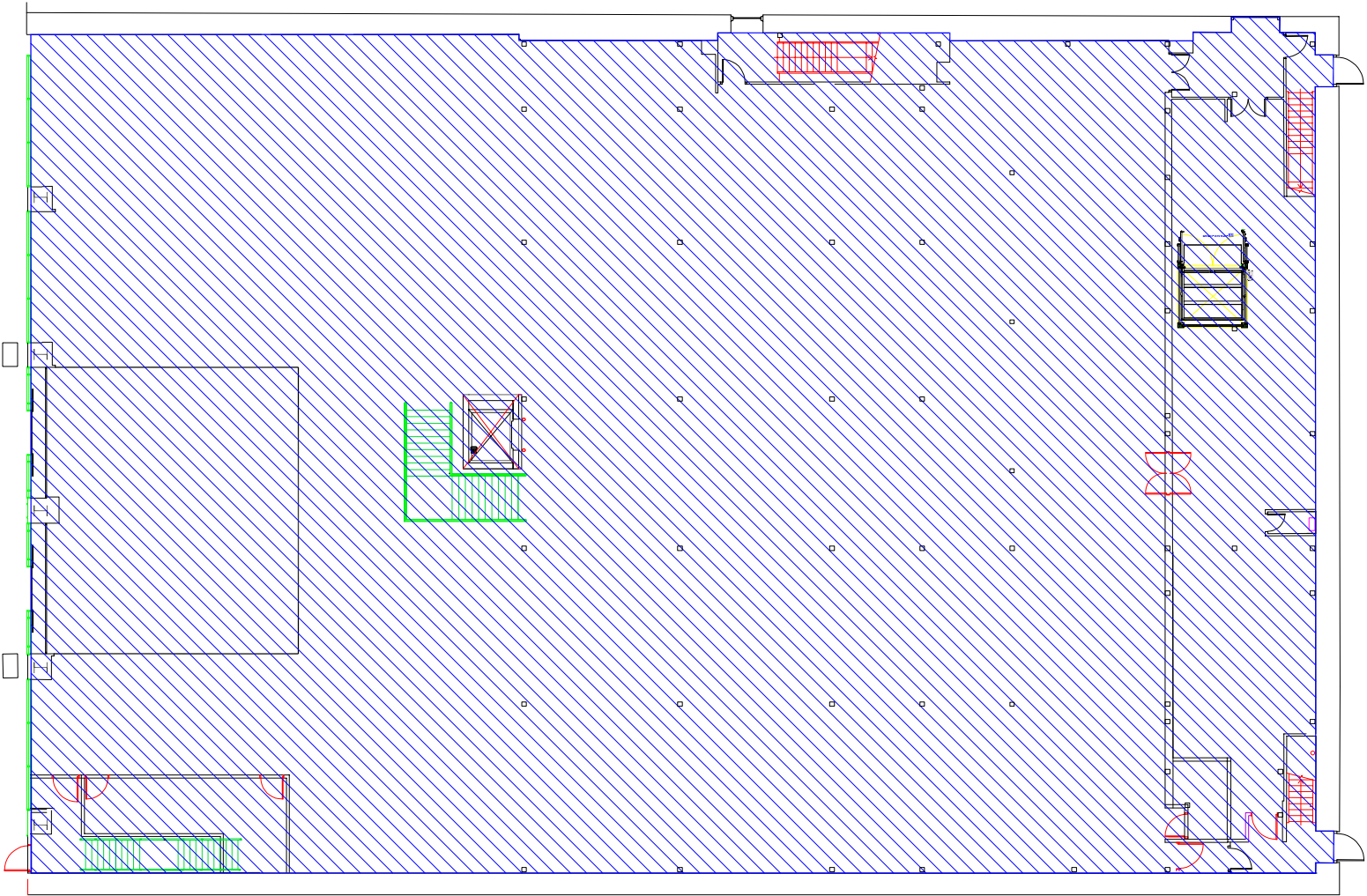
First Floor

EXISTING LAYOUT

PROJECT			
MANCHESTER FORT			
TITLE			
EXISTING LAYOUT / AREAS			
FORM NO	DATE	BY	CHECKED
MAN 001	001		-
23/01/24	1 : 100 at A0	AL	

GROUND FLOOR GROSS AREAS	1,627 m ²	20,150 sqft
FIRST FLOOR GROSS AREAS	1,123 m ²	12,088 sqft
TOTAL GROSS AREAS	2,995 m ²	32,238 sqft

MANCHESTER FORT



PROPOSED LAYOUT

PROJECT			
MANCHESTER FORT			
TITLE			
PROPOSED LAYOUT / AREAS			
FORM NO	001	DATE	23/01/24
MAN 001	001	SCALE	1 : 100 at A0
23/01/24	1 : 100 at A0	AL	

GROUND FLOOR GROSS AREAS	1,672 m ²	20,150 sqft
FIRST FLOOR GROSS AREAS	1,674 m ²	18,019 sqft
TOTAL GROSS AREAS	3,346 m ²	38,169 sqft

Appendix B – Traffic Survey Results

Manchester Fort
Friday 25th November 2022
Junction: 2
Approach: A665 North

TIME	To Manchester Fort Access								To A665 (S)									
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	11	7	0	0	0	18	18.0	3	0	180	21	3	0	4	211	214.1
07:15 - 07:30	0	0	8	5	0	0	0	13	13.0	5	0	226	23	5	2	5	266	272.1
07:30 - 07:45	0	0	26	6	0	0	0	32	32.0	5	0	265	23	3	2	3	301	304.1
07:45 - 08:00	0	0	38	9	0	0	0	47	47.0	5	2	201	21	4	1	4	238	240.1
Hourly Total	0	0	83	27	0	0	0	110	110.0	18	2	872	88	15	5	16	1016	1030.4
08:00 - 08:15	0	0	28	5	0	0	0	33	33.0	1	0	182	15	3	0	3	204	207.7
08:15 - 08:30	0	0	29	2	0	0	0	31	31.0	2	0	186	13	2	1	2	206	208.7
08:30 - 08:45	1	0	49	5	0	0	0	55	54.2	3	1	185	15	3	0	4	211	213.5
08:45 - 09:00	0	0	69	3	0	0	0	72	72.0	6	0	202	21	4	2	3	238	240.8
Hourly Total	1	0	175	15	0	0	0	191	190.2	12	1	755	64	12	3	12	859	870.7
09:00 - 09:15	0	0	92	4	1	0	0	97	97.5	3	0	163	13	4	1	1	185	186.9
09:15 - 09:30	0	0	89	6	0	0	0	95	95.0	0	0	159	28	5	1	4	197	204.8
09:30 - 09:45	0	0	96	4	0	0	0	100	100.0	2	1	169	25	5	0	3	205	208.3
09:45 - 10:00	0	0	89	7	0	0	0	96	96.0	3	0	148	23	5	3	3	185	192.0
Hourly Total	0	0	366	21	1	0	0	388	388.5	8	1	639	89	19	5	11	772	792.0
TOTAL	1	0	624	63	1	0	0	689	688.7	38	4	2266	241	46	13	39	2647	2693.1

16:00 - 16:15	0	0	93	7	0	0	0	100	100.0	3	0	120	19	1	0	1	144	143.1
16:15 - 16:30	0	1	119	0	0	0	0	120	119.4	3	2	127	11	1	0	4	148	148.9
16:30 - 16:45	0	0	76	4	0	0	0	80	80.0	2	1	144	12	1	1	2	163	164.6
16:45 - 17:00	0	0	106	1	0	0	0	107	107.0	3	1	145	10	3	1	3	166	168.8
Hourly Total	0	1	394	12	0	0	0	407	406.4	11	4	536	52	6	2	10	621	625.4
17:00 - 17:15	0	1	106	10	0	0	0	117	116.4	4	0	112	8	0	1	2	127	127.1
17:15 - 17:30	0	0	87	4	1	0	0	92	92.5	2	5	106	13	0	0	1	127	123.4
17:30 - 17:45	0	0	97	3	0	0	0	100	100.0	3	0	141	8	2	0	1	155	154.6
17:45 - 18:00	0	0	90	2	0	0	0	92	92.0	1	0	108	6	0	0	3	118	120.2
Hourly Total	0	1	380	19	1	0	0	401	400.9	10	5	467	35	2	1	7	527	525.3
18:00 - 18:15	0	1	108	2	1	0	0	112	111.9	2	0	113	8	0	0	4	127	129.4
18:15 - 18:30	0	0	71	3	0	0	0	74	74.0	0	1	106	6	0	0	0	113	112.4
18:30 - 18:45	0	0	77	2	0	0	0	79	79.0	1	0	126	4	0	1	2	134	136.5
18:45 - 19:00	0	0	68	2	0	0	0	70	70.0	2	0	125	6	1	0	0	134	132.9
Hourly Total	0	1	324	9	1	0	0	335	334.9	5	1	470	24	1	1	6	508	511.2
19:00 - 19:15	0	0	54	6	0	0	0	60	60.0	1	0	101	7	3	0	1	113	114.7
19:15 - 19:30	0	0	65	1	0	0	0	66	66.0	1	1	110	4	2	0	4	122	125.6
19:30 - 19:45	0	1	38	1	0	0	0	40	39.4	1	1	96	6	1	0	0	105	104.1
19:45 - 20:00	0	0	40	1	0	0	0	41	41.0	1	0	87	8	0	0	3	99	101.2
Hourly Total	0	1	197	9	0	0	0	207	206.4	4	2	394	25	6	0	8	439	445.6
TOTAL	0	4	1295	49	2	0	0	1350	1348.6	30	12	1867	136	15	4	31	2095	2107.5

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Manchester Fort
Friday 25th November 2022
Junction: 2
Approach: A665 South

	To A665 (N)									To Manchester Fort Access								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	0	47	3	2	3	57	63.6	0	0	12	2	0	0	0	14	14.0	
07:15 - 07:30	1	0	79	1	2	0	83	83.2	0	0	5	1	1	0	0	7	7.5	
07:30 - 07:45	0	0	141	11	0	0	2	154	156.0	0	0	9	0	0	0	9	9.0	
07:45 - 08:00	0	0	165	8	2	2	2	179	184.6	0	0	9	4	0	0	13	13.0	
Hourly Total	1	0	432	23	6	4	7	473	487.4	0	0	35	7	1	0	43	43.5	
08:00 - 08:15	0	1	170	13	4	1	5	194	201.7	0	0	15	5	2	0	22	23.0	
08:15 - 08:30	0	1	84	10	0	0	2	97	98.4	0	0	22	4	0	0	26	26.0	
08:30 - 08:45	0	0	67	5	4	2	3	81	88.6	0	0	21	5	1	0	27	27.5	
08:45 - 09:00	0	0	58	8	4	2	2	74	80.6	0	0	27	8	0	0	35	35.0	
Hourly Total	0	2	379	36	12	5	12	446	469.3	0	0	85	22	3	0	110	111.5	
09:00 - 09:15	0	0	74	9	6	1	4	94	102.3	0	0	58	13	0	0	71	71.0	
09:15 - 09:30	0	0	64	7	2	1	3	77	82.3	0	0	44	2	1	0	47	47.5	
09:30 - 09:45	0	0	59	11	3	0	3	76	80.5	0	0	63	5	1	0	69	69.5	
09:45 - 10:00	0	0	88	9	3	1	4	105	111.8	0	0	49	9	2	1	61	63.3	
Hourly Total	0	0	285	36	14	3	14	352	376.9	0	0	214	29	4	1	248	251.3	

TOTAL	1	2	1096	95	32	12	33	1271	1333.6	0	0	334	58	8	1	0	401	406.3
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16:00 - 16:15	0	0	152	20	4	1	4	181	188.3	0	0	75	7	0	0	0	82	82.0
16:15 - 16:30	0	0	162	19	0	1	3	185	189.3	0	0	68	2	0	0	0	70	70.0
16:30 - 16:45	0	0	179	11	3	1	2	196	200.8	0	1	73	5	0	0	0	79	78.4
16:45 - 17:00	0	1	147	8	0	0	2	158	159.4	0	0	76	4	0	0	0	80	80.0
Hourly Total	0	1	640	58	7	3	11	720	737.8	0	1	292	18	0	0	0	311	310.4
17:00 - 17:15	0	0	222	10	2	2	0	236	239.6	0	0	76	0	0	0	0	76	76.0
17:15 - 17:30	0	0	188	7	2	1	2	200	204.3	0	0	78	3	0	0	0	81	81.0
17:30 - 17:45	0	2	199	12	1	0	2	216	217.3	0	0	81	2	0	0	0	83	83.0
17:45 - 18:00	0	0	173	9	2	0	2	186	189.0	0	0	72	1	0	0	0	73	73.0
Hourly Total	0	2	782	38	7	3	6	838	850.2	0	0	307	6	0	0	0	313	313.0
18:00 - 18:15	0	1	171	9	0	0	2	183	184.4	0	1	65	1	0	0	0	67	66.4
18:15 - 18:30	0	0	193	6	2	0	4	205	210.0	0	0	80	3	0	0	0	83	83.0
18:30 - 18:45	0	0	155	7	1	0	4	167	171.5	0	0	62	3	1	0	0	66	66.5
18:45 - 19:00	0	0	139	10	0	0	6	155	161.0	0	0	40	2	0	0	0	42	42.0
Hourly Total	0	1	658	32	3	0	16	710	726.9	0	1	247	9	1	0	0	258	257.9
19:00 - 19:15	0	0	167	5	2	0	5	179	185.0	0	0	45	3	0	0	0	48	48.0
19:15 - 19:30	1	1	156	8	1	0	5	172	176.1	0	0	46	1	0	0	0	47	47.0
19:30 - 19:45	0	0	147	4	0	0	4	155	159.0	0	0	41	1	0	0	0	42	42.0
19:45 - 20:00	0	0	129	6	1	0	5	141	146.5	0	0	32	5	0	0	0	37	37.0
Hourly Total	1	1	699	23	4	0	19	647	666.6	0	0	164	10	0	0	0	174	174.0

TOTAL	1	5	2679	151	21	6	52	2915	2981.5	0	2	1010	43	1	0	0	1056	1055.3
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Manchester Fort
Friday 25th November 2022
Junction: 2
Approach: Manchester Fort Access

TIME	To A665 (S)									To A665 (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	8	4	0	0	0	12	12.0	0	0	10	0	0	0	0	10	10.0
07:15 - 07:30	0	0	7	4	0	0	0	11	11.0	0	0	8	3	0	0	0	11	11.0
07:30 - 07:45	0	0	7	3	1	0	0	11	11.5	1	0	17	6	0	0	0	24	23.2
07:45 - 08:00	0	0	8	2	0	0	0	10	10.0	0	0	26	9	0	0	0	35	35.0
Hourly Total	0	0	30	13	1	0	0	44	44.5	1	0	61	18	0	0	0	80	79.2
08:00 - 08:15	0	0	8	1	0	0	0	9	9.0	0	0	18	7	0	0	0	25	25.0
08:15 - 08:30	0	0	7	1	1	0	0	9	9.5	0	0	19	4	0	0	0	23	23.0
08:30 - 08:45	0	0	21	6	0	0	0	27	27.0	0	0	28	3	2	0	0	33	34.0
08:45 - 09:00	0	0	20	4	0	0	0	24	24.0	0	0	26	6	0	0	0	32	32.0
Hourly Total	0	0	56	12	1	0	0	69	69.5	0	0	91	20	2	0	0	113	114.0
09:00 - 09:15	0	0	24	5	0	0	0	29	29.0	0	0	35	3	0	0	0	38	38.0
09:15 - 09:30	0	0	29	7	0	0	0	36	36.0	0	0	48	11	0	0	0	59	59.0
09:30 - 09:45	0	0	32	8	0	0	0	40	40.0	0	0	65	7	1	0	0	73	73.5
09:45 - 10:00	0	0	37	4	0	0	0	41	41.0	0	0	53	2	0	0	0	55	55.0
Hourly Total	0	0	122	24	0	0	0	146	146.0	0	0	201	23	1	0	0	225	225.5
TOTAL	0	0	208	49	2	0	0	259	260.0	1	0	353	61	3	0	0	418	418.7
16:00 - 16:15	0	1	64	2	0	0	0	67	66.4	0	1	158	6	0	0	0	165	164.4
16:15 - 16:30	1	0	54	4	0	0	0	59	58.2	0	1	138	6	0	0	0	145	144.4
16:30 - 16:45	0	0	53	3	0	0	0	56	56.0	0	0	158	1	0	0	0	159	159.0
16:45 - 17:00	0	1	41	1	0	0	0	43	42.4	0	0	149	4	0	0	0	153	153.0
Hourly Total	1	2	212	10	0	0	0	225	223.0	0	2	603	17	0	0	0	622	620.8
17:00 - 17:15	0	0	39	2	0	0	0	41	41.0	0	0	127	5	0	0	0	132	132.0
17:15 - 17:30	0	1	42	6	0	0	0	49	48.4	0	0	113	6	0	0	0	119	119.0
17:30 - 17:45	0	0	35	2	0	0	0	37	37.0	0	0	112	6	0	0	0	118	118.0
17:45 - 18:00	0	0	45	3	0	0	0	48	48.0	0	1	149	5	0	0	0	155	154.4
Hourly Total	0	1	161	13	0	0	0	175	174.4	0	1	501	22	0	0	0	524	523.4
18:00 - 18:15	0	0	42	1	0	0	0	43	43.0	0	0	143	5	0	0	0	148	148.0
18:15 - 18:30	0	1	32	3	2	0	0	38	38.4	0	1	129	4	0	0	0	134	133.4
18:30 - 18:45	0	0	50	2	0	0	0	52	52.0	0	0	114	3	0	0	0	117	117.0
18:45 - 19:00	0	0	54	0	0	0	0	54	54.0	0	0	122	3	0	0	0	125	125.0
Hourly Total	0	1	178	6	2	0	0	187	187.4	0	1	508	15	0	0	0	524	523.4
19:00 - 19:15	0	0	32	5	0	0	0	37	37.0	0	0	104	3	1	0	0	108	108.5
19:15 - 19:30	0	0	33	0	0	0	0	33	33.0	0	0	102	6	0	0	0	108	108.0
19:30 - 19:45	1	0	33	1	0	0	0	35	34.2	0	0	104	4	0	0	0	108	108.0
19:45 - 20:00	0	0	33	2	0	0	0	35	35.0	0	1	89	4	0	0	0	94	93.4
Hourly Total	1	0	131	8	0	0	0	140	139.2	0	1	399	17	1	0	0	418	417.9
TOTAL	2	4	682	37	2	0	0	727	724.0	0	5	2011	71	1	0	0	2088	2085.5

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Manchester Fort
Saturday 26th November 2022
Junction: 2
Approach: A665 North

TIME	To Manchester Fort Access								To A665 (S)									
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
12:00 - 12:15	0	0	131	2	0	0	0	133	133.0	0	2	167	8	2	0	5	184	188.8
12:15 - 12:30	0	0	117	9	0	0	0	126	126.0	2	0	144	16	2	0	1	165	165.4
12:30 - 12:45	0	2	128	4	1	0	0	135	134.3	1	1	126	8	1	0	3	140	142.1
12:45 - 13:00	0	0	124	5	1	0	0	130	130.5	1	1	151	13	2	0	2	170	171.6
Hourly Total	0	2	500	20	2	0	0	524	523.8	4	4	588	45	7	0	11	659	667.9
13:00 - 13:15	0	0	147	9	0	0	0	156	156.0	4	0	140	14	1	0	5	164	166.3
13:15 - 13:30	0	1	168	8	0	0	0	177	176.4	0	2	137	7	0	0	2	148	148.8
13:30 - 13:45	0	0	143	9	1	0	0	153	153.5	1	0	153	5	0	3	0	162	165.1
13:45 - 14:00	0	0	135	4	0	0	0	139	139.0	1	1	154	8	2	0	4	170	173.6
Hourly Total	0	1	593	30	1	0	0	625	624.9	6	3	584	34	3	3	11	644	653.8
14:00 - 14:15	0	0	156	8	1	0	0	165	165.5	1	2	138	8	1	0	1	151	150.5
14:15 - 14:30	0	1	155	4	0	0	0	160	159.4	2	1	158	7	3	0	3	174	176.3
14:30 - 14:45	0	1	136	6	0	0	0	143	142.4	3	0	105	8	1	1	3	121	123.4
14:45 - 15:00	0	0	147	5	0	0	0	152	152.0	3	0	149	13	1	0	2	168	168.1
Hourly Total	0	2	594	23	1	0	0	620	619.3	9	3	550	36	6	1	9	614	618.3
15:00 - 15:15	0	0	153	5	1	0	0	159	159.5	1	0	137	10	1	1	2	152	155.0
15:15 - 15:30	0	0	135	7	1	0	0	143	143.5	1	0	134	8	0	0	2	145	146.2
15:30 - 15:45	0	0	147	3	1	0	0	151	151.5	1	1	129	5	0	0	1	137	136.6
15:45 - 16:00	0	0	121	2	0	0	0	123	123.0	0	0	137	11	0	0	2	150	152.0
Hourly Total	0	0	556	17	3	0	0	576	577.5	3	1	537	34	1	1	7	584	589.8
16:00 - 16:15	0	0	110	3	0	0	0	113	113.0	1	0	124	6	0	0	3	134	136.2
16:15 - 16:30	0	0	121	2	0	0	0	123	123.0	1	2	101	7	0	0	3	114	115.0
16:30 - 16:45	0	0	122	1	0	0	0	123	123.0	2	1	126	9	1	0	1	140	139.3
16:45 - 17:00	0	0	123	2	0	0	0	125	125.0	3	2	159	7	1	0	1	173	170.9
Hourly Total	0	0	476	8	0	0	0	484	484.0	7	5	510	29	2	0	8	561	561.4
17:00 - 17:15	0	0	97	6	0	0	0	103	103.0	2	1	133	5	1	0	1	143	142.3
17:15 - 17:30	0	0	95	2	0	0	0	97	97.0	6	0	138	4	0	0	2	150	147.2
17:30 - 17:45	0	0	80	3	0	0	0	83	83.0	1	0	132	7	0	0	2	142	143.2
17:45 - 18:00	0	0	67	0	1	0	0	68	68.5	1	1	129	3	0	0	1	135	134.6
Hourly Total	0	0	339	11	1	0	0	351	351.5	10	2	532	19	1	0	6	570	567.3
18:00 - 18:15	0	0	79	4	0	0	0	83	83.0	0	0	150	4	1	0	2	157	159.5
18:15 - 18:30	0	0	58	2	1	0	0	61	61.5	1	0	137	10	0	0	1	149	149.2
18:30 - 18:45	0	0	46	0	0	0	0	46	46.0	0	0	121	5	2	0	2	130	133.0
18:45 - 19:00	0	0	62	0	0	0	0	62	62.0	0	0	127	6	0	0	1	134	135.0
Hourly Total	0	0	245	6	1	0	0	252	252.5	1	0	535	25	3	0	6	570	576.7
19:00 - 19:15	0	0	50	1	2	0	0	53	54.0	0	0	108	3	1	0	3	115	116.5
19:15 - 19:30	0	0	35	1	0	0	0	36	36.0	1	0	109	3	1	0	1	115	115.7
19:30 - 19:45	0	0	39	1	0	0	0	40	40.0	0	1	102	4	1	0	1	109	109.9
19:45 - 20:00	0	0	20	0	0	0	0	20	20.0	1	0	114	7	0	0	1	123	123.2
Hourly Total	0	0	144	3	2	0	0	149	150.0	2	1	433	17	3	0	6	462	467.3
TOTAL	0	5	3447	118	11	0	0	3581	3583.5	42	19	4269	239	26	5	64	4664	4702.5

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Manchester Fort
 Saturday 26th November 2022
 Junction: 2
 Approach: Manchester Fort Access

	To A665 (S)								To A665 (N)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
12:00 - 12:15	0	0	60	2	0	0	1	63	64.0	0	2	128	3	0	0	0	133	131.8
12:15 - 12:30	0	0	71	5	1	0	0	77	77.5	0	0	142	6	1	0	0	149	149.5
12:30 - 12:45	0	0	49	6	0	0	0	55	55.0	0	0	168	4	1	0	0	173	173.5
12:45 - 13:00	0	0	58	4	1	0	0	63	63.5	0	1	125	7	0	0	0	133	132.4
Hourly Total	0	0	238	17	2	0	1	258	260.0	0	3	563	20	2	0	0	588	587.2
13:00 - 13:15	0	0	58	4	0	0	0	62	62.0	0	0	167	6	0	0	0	173	173.0
13:15 - 13:30	0	0	53	2	0	0	0	55	55.0	0	1	129	13	0	0	0	143	142.4
13:30 - 13:45	0	0	54	3	0	0	0	57	57.0	0	1	147	5	2	0	0	155	155.4
13:45 - 14:00	0	0	77	3	0	0	0	80	80.0	0	0	168	4	0	0	0	172	172.0
Hourly Total	0	0	242	12	0	0	0	254	254.0	0	2	611	28	2	0	0	643	642.8
14:00 - 14:15	0	0	69	5	0	0	0	74	74.0	1	0	186	5	1	0	0	193	192.7
14:15 - 14:30	0	0	45	4	0	0	0	49	49.0	0	0	164	9	0	0	0	173	173.0
14:30 - 14:45	0	0	59	5	0	0	0	64	64.0	0	2	170	9	1	0	0	182	181.3
14:45 - 15:00	0	0	52	5	0	0	0	57	57.0	0	1	170	9	1	0	0	181	180.9
Hourly Total	0	0	225	19	0	0	0	244	244.0	1	3	690	32	3	0	0	729	727.9
15:00 - 15:15	0	0	80	4	0	0	0	84	84.0	1	0	167	7	0	0	0	175	174.2
15:15 - 15:30	0	0	57	3	1	0	0	61	61.5	0	0	203	7	0	0	0	210	210.0
15:30 - 15:45	0	0	61	6	0	0	0	67	67.0	0	0	157	1	0	0	0	158	158.0
15:45 - 16:00	0	0	73	4	0	0	0	77	77.0	0	0	165	7	2	0	0	174	175.0
Hourly Total	0	0	271	17	1	0	0	289	289.5	1	0	692	22	2	0	0	717	717.2
16:00 - 16:15	0	0	69	6	0	0	0	75	75.0	0	0	163	7	0	0	0	170	170.0
16:15 - 16:30	0	0	68	2	0	0	0	70	70.0	0	0	152	4	0	0	0	156	156.0
16:30 - 16:45	0	0	57	5	0	0	0	62	62.0	0	1	166	7	0	0	0	174	173.4
16:45 - 17:00	0	0	72	2	0	0	0	74	74.0	0	1	176	4	0	0	0	181	180.4
Hourly Total	0	0	266	15	0	0	0	281	281.0	0	2	657	22	0	0	0	681	679.8
17:00 - 17:15	0	0	44	1	0	0	0	45	45.0	0	0	104	0	0	0	0	104	104.0
17:15 - 17:30	0	0	42	4	0	0	0	46	46.0	0	0	149	5	0	0	0	154	154.0
17:30 - 17:45	0	0	53	3	0	0	0	56	56.0	0	1	134	11	0	0	0	146	145.4
17:45 - 18:00	0	0	55	4	0	0	0	59	59.0	0	0	145	4	0	0	0	149	149.0
Hourly Total	0	0	194	12	0	0	0	206	206.0	0	1	532	20	0	0	0	553	552.4
18:00 - 18:15	0	0	58	2	0	0	0	60	60.0	0	0	132	2	1	0	0	135	135.5
18:15 - 18:30	0	0	37	0	0	0	0	37	37.0	0	0	116	4	0	0	0	120	120.0
18:30 - 18:45	0	0	44	2	0	0	0	46	46.0	0	0	103	3	1	0	0	107	107.5
18:45 - 19:00	0	0	37	2	1	0	0	40	40.5	0	0	108	2	0	0	0	110	110.0
Hourly Total	0	0	176	6	1	0	0	183	183.5	0	0	459	11	2	0	0	472	473.0
19:00 - 19:15	1	0	38	1	0	0	0	40	39.2	0	0	85	2	0	0	0	87	87.0
19:15 - 19:30	1	0	31	0	1	0	0	33	32.7	0	0	70	2	0	0	0	72	72.0
19:30 - 19:45	0	0	25	1	0	0	0	26	26.0	0	0	61	2	0	0	0	63	63.0
19:45 - 20:00	0	0	27	2	0	0	0	29	29.0	0	0	58	1	1	0	0	60	60.5
Hourly Total	2	0	121	4	1	0	0	128	128.9	0	0	274	7	1	0	0	282	282.5
TOTAL	2	0	1733	102	5	0	1	1843	1844.9	2	11	4478	162	12	0	0	4665	4662.8

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Manchester Fort
Saturday 26th November 2022
Junction: 2
Approach: A665 South

	To A665 (N)									To Manchester Fort Access								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
12:00 - 12:15	0	0	107	13	3	0	2	125	128.5	0	0	106	5	1	0	1	113	114.5
12:15 - 12:30	0	2	104	13	1	1	1	122	123.6	0	0	89	6	1	0	0	96	96.5
12:30 - 12:45	0	0	119	12	2	0	3	136	140.0	0	0	78	2	0	0	0	80	80.0
12:45 - 13:00	0	0	107	5	2	1	3	118	123.3	0	0	92	5	0	0	0	97	97.0
Hourly Total	0	2	437	43	8	2	9	501	515.4	0	0	365	18	2	0	1	386	388.0
13:00 - 13:15	0	0	127	12	1	0	2	142	144.5	0	1	94	2	1	0	0	98	97.9
13:15 - 13:30	0	1	128	10	3	1	2	145	149.2	0	0	83	5	0	0	0	88	88.0
13:30 - 13:45	0	0	93	11	0	0	3	107	110.0	0	0	94	1	0	0	0	95	95.0
13:45 - 14:00	0	0	113	11	0	0	1	125	126.0	0	0	91	1	0	0	0	92	92.0
Hourly Total	0	1	461	44	4	1	8	519	529.7	0	1	362	9	1	0	0	373	372.9
14:00 - 14:15	0	0	135	7	0	1	2	145	148.3	0	0	92	4	0	0	0	96	96.0
14:15 - 14:30	0	0	111	5	2	0	1	119	121.0	0	0	94	7	1	0	0	102	102.5
14:30 - 14:45	0	0	131	7	1	0	0	139	139.5	0	0	93	5	0	0	0	98	98.0
14:45 - 15:00	0	0	131	7	1	0	0	139	139.5	0	0	97	2	0	0	0	99	99.0
Hourly Total	0	0	508	26	4	1	3	542	548.3	0	0	376	18	1	0	0	395	395.5
15:00 - 15:15	0	1	141	7	2	0	2	153	155.4	0	0	84	4	0	0	0	88	88.0
15:15 - 15:30	0	1	154	13	0	1	4	173	177.7	0	0	78	4	0	0	0	82	82.0
15:30 - 15:45	0	2	146	6	0	0	2	156	156.8	0	0	100	4	0	0	0	104	104.0
15:45 - 16:00	0	0	144	12	0	0	1	157	158.0	0	0	80	3	0	0	0	83	83.0
Hourly Total	0	4	585	38	2	1	9	639	647.9	0	0	342	15	0	0	0	357	357.0
16:00 - 16:15	0	0	153	7	1	0	2	163	165.5	0	0	89	8	0	0	0	97	97.0
16:15 - 16:30	0	0	142	13	2	0	0	157	158.0	0	0	84	6	0	0	0	90	90.0
16:30 - 16:45	0	0	136	10	0	0	3	149	152.0	0	1	72	1	0	0	0	74	73.4
16:45 - 17:00	0	1	151	5	0	0	2	159	160.4	0	0	67	3	0	0	0	70	70.0
Hourly Total	0	1	582	35	3	0	7	628	635.9	0	1	312	18	0	0	0	331	330.4
17:00 - 17:15	0	0	112	6	0	0	2	120	122.0	0	0	70	3	0	0	0	73	73.0
17:15 - 17:30	0	0	148	6	1	0	3	158	161.5	0	0	66	6	0	0	0	72	72.0
17:30 - 17:45	0	0	164	11	0	0	1	176	177.0	0	0	79	2	0	0	0	81	81.0
17:45 - 18:00	0	0	140	6	1	0	2	149	151.5	0	0	62	3	0	0	0	65	65.0
Hourly Total	0	0	564	29	2	0	8	603	612.0	0	0	277	14	0	0	0	291	291.0
18:00 - 18:15	1	1	148	10	2	0	7	169	175.6	0	0	39	0	0	0	0	39	39.0
18:15 - 18:30	0	0	170	4	0	0	0	174	174.0	0	0	62	2	0	0	0	64	64.0
18:30 - 18:45	0	0	152	7	0	0	3	162	165.0	0	0	50	2	0	0	0	52	52.0
18:45 - 19:00	0	0	170	5	0	0	0	175	175.0	0	0	44	2	0	0	0	46	46.0
Hourly Total	1	1	640	26	2	0	10	680	689.6	0	0	195	6	0	0	0	201	201.0
19:00 - 19:15	0	0	144	1	0	0	2	147	149.0	0	0	25	3	0	0	0	28	28.0
19:15 - 19:30	0	0	151	3	0	0	5	159	164.0	0	0	36	1	0	0	0	37	37.0
19:30 - 19:45	0	1	129	5	0	0	8	143	150.4	0	0	26	1	1	0	0	28	28.5
19:45 - 20:00	0	1	125	4	1	0	4	135	138.9	0	0	15	1	0	0	0	16	16.0
Hourly Total	0	2	549	13	1	0	19	584	602.3	0	0	102	6	1	0	0	109	109.5
TOTAL	1	11	4326	254	26	5	73	4696	4781.1	0	2	2331	104	5	0	1	2443	2445.3

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Appendix C – TRICS Output

Calculation Reference: AUDIT-148301-230411-0401

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE
 SY SOUTH YORKSHIRE 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: 1516 to 1516 (units: sqm)
 Range Selected by User: 290 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/21

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:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of 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:

Retail Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(a) 1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

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

Population within 5 miles:

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 1 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 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 1 days

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

PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	SY-01-G-02	NEXT OUTLET	SOUTH YORKSHIRE
	WHITE ROSE WAY		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	1516 sqm	
	Survey date: SATURDAY	18/09/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
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): 1.27

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	1516	1.055	1	1516	0.396	1	1516	1.451
10:00 - 11:00	1	1516	1.583	1	1516	1.121	1	1516	2.704
11:00 - 12:00	1	1516	3.166	1	1516	2.375	1	1516	5.541
12:00 - 13:00	1	1516	3.232	1	1516	3.166	1	1516	6.398
13:00 - 14:00	1	1516	3.166	1	1516	3.364	1	1516	6.530
14:00 - 15:00	1	1516	2.968	1	1516	2.704	1	1516	5.672
15:00 - 16:00	1	1516	1.649	1	1516	2.243	1	1516	3.892
16:00 - 17:00	1	1516	1.385	1	1516	1.979	1	1516	3.364
17:00 - 18:00	1	1516	1.187	1	1516	1.847	1	1516	3.034
18:00 - 19:00	1	1516	0.792	1	1516	0.594	1	1516	1.386
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.183			19.789			39.972

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:	1516 - 1516 (units: sqm)
Survey date range:	01/01/15 - 18/09/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

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									
08:00 - 09:00									
09:00 - 10:00	1	1516	0.066	1	1516	0.000	1	1516	0.066
10:00 - 11:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
11:00 - 12:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
12:00 - 13:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
13:00 - 14:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
14:00 - 15:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
15:00 - 16:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
16:00 - 17:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
17:00 - 18:00	1	1516	0.000	1	1516	0.066	1	1516	0.066
18:00 - 19:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.066			0.132

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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

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									
08:00 - 09:00									
09:00 - 10:00	1	1516	0.066	1	1516	0.000	1	1516	0.066
10:00 - 11:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
11:00 - 12:00	1	1516	0.066	1	1516	0.066	1	1516	0.132
12:00 - 13:00	1	1516	0.132	1	1516	0.132	1	1516	0.264
13:00 - 14:00	1	1516	0.132	1	1516	0.000	1	1516	0.132
14:00 - 15:00	1	1516	0.066	1	1516	0.198	1	1516	0.264
15:00 - 16:00	1	1516	0.066	1	1516	0.132	1	1516	0.198
16:00 - 17:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
17:00 - 18:00	1	1516	0.000	1	1516	0.066	1	1516	0.066
18:00 - 19:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.528			0.594			1.122

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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 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									
08:00 - 09:00									
09:00 - 10:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
10:00 - 11:00	1	1516	0.066	1	1516	0.000	1	1516	0.066
11:00 - 12:00	1	1516	0.000	1	1516	0.066	1	1516	0.066
12:00 - 13:00	1	1516	0.066	1	1516	0.000	1	1516	0.066
13:00 - 14:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
14:00 - 15:00	1	1516	0.000	1	1516	0.066	1	1516	0.066
15:00 - 16:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
16:00 - 17:00	1	1516	0.000	1	1516	0.066	1	1516	0.066
17:00 - 18:00	1	1516	0.066	1	1516	0.000	1	1516	0.066
18:00 - 19:00	1	1516	0.000	1	1516	0.000	1	1516	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.198			0.198			0.396

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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
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): 1.27

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	1516	1.583	1	1516	0.396	1	1516	1.979
10:00 - 11:00	1	1516	1.781	1	1516	1.913	1	1516	3.694
11:00 - 12:00	1	1516	3.562	1	1516	2.836	1	1516	6.398
12:00 - 13:00	1	1516	3.826	1	1516	3.694	1	1516	7.520
13:00 - 14:00	1	1516	3.826	1	1516	4.090	1	1516	7.916
14:00 - 15:00	1	1516	3.298	1	1516	3.232	1	1516	6.530
15:00 - 16:00	1	1516	2.177	1	1516	2.968	1	1516	5.145
16:00 - 17:00	1	1516	2.111	1	1516	2.507	1	1516	4.618
17:00 - 18:00	1	1516	1.913	1	1516	2.441	1	1516	4.354
18:00 - 19:00	1	1516	1.385	1	1516	1.121	1	1516	2.506
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			25.462			25.198			50.660

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-148301-230411-0428

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS
 LN LINCOLNSHIRE 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: 1600 to 1600 (units: sqm)
 Range Selected by User: 290 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/21

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

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:

Retail Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(a) 1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days

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

Population within 5 miles:

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

0.5 or Less 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 1 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 1 days

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

PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE
	TRITTON ROAD		
	LINCOLN		
	TRITTON RETAIL PARK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: TUESDAY	31/10/17	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/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

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): 1.79

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1600	0.188	1	1600	0.000	1	1600	0.188
09:00 - 10:00	1	1600	1.875	1	1600	1.000	1	1600	2.875
10:00 - 11:00	1	1600	2.000	1	1600	1.000	1	1600	3.000
11:00 - 12:00	1	1600	1.250	1	1600	1.313	1	1600	2.562
12:00 - 13:00	1	1600	0.688	1	1600	0.938	1	1600	1.626
13:00 - 14:00	1	1600	0.938	1	1600	1.438	1	1600	2.376
14:00 - 15:00	1	1600	1.188	1	1600	0.875	1	1600	2.063
15:00 - 16:00	1	1600	1.000	1	1600	0.750	1	1600	1.750
16:00 - 17:00	1	1600	1.875	1	1600	0.938	1	1600	2.813
17:00 - 18:00	1	1600	1.438	1	1600	1.750	1	1600	3.188
18:00 - 19:00	1	1600	1.750	1	1600	2.875	1	1600	4.625
19:00 - 20:00	1	1600	1.500	1	1600	2.250	1	1600	3.750
20:00 - 21:00	1	1600	0.000	1	1600	0.438	1	1600	0.438
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.690			15.564			31.254

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: 1600 - 1600 (units: sqm)
 Survey date range: 01/01/15 - 18/09/21
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

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									
08:00 - 09:00	1	1600	0.063	1	1600	0.000	1	1600	0.062
09:00 - 10:00	1	1600	0.063	1	1600	0.125	1	1600	0.187
10:00 - 11:00	1	1600	0.188	1	1600	0.125	1	1600	0.313
11:00 - 12:00	1	1600	0.188	1	1600	0.250	1	1600	0.438
12:00 - 13:00	1	1600	0.125	1	1600	0.063	1	1600	0.187
13:00 - 14:00	1	1600	0.188	1	1600	0.188	1	1600	0.376
14:00 - 15:00	1	1600	0.188	1	1600	0.188	1	1600	0.376
15:00 - 16:00	1	1600	0.125	1	1600	0.188	1	1600	0.313
16:00 - 17:00	1	1600	0.188	1	1600	0.125	1	1600	0.313
17:00 - 18:00	1	1600	0.188	1	1600	0.188	1	1600	0.376
18:00 - 19:00	1	1600	0.125	1	1600	0.188	1	1600	0.313
19:00 - 20:00	1	1600	0.125	1	1600	0.188	1	1600	0.313
20:00 - 21:00	1	1600	0.000	1	1600	0.063	1	1600	0.062
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.752			1.877			3.629

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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 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									
08:00 - 09:00	1	1600	0.063	1	1600	0.000	1	1600	0.062
09:00 - 10:00	1	1600	0.250	1	1600	0.063	1	1600	0.312
10:00 - 11:00	1	1600	0.063	1	1600	0.188	1	1600	0.250
11:00 - 12:00	1	1600	0.125	1	1600	0.125	1	1600	0.250
12:00 - 13:00	1	1600	0.188	1	1600	0.063	1	1600	0.250
13:00 - 14:00	1	1600	0.125	1	1600	0.125	1	1600	0.250
14:00 - 15:00	1	1600	0.063	1	1600	0.125	1	1600	0.187
15:00 - 16:00	1	1600	0.000	1	1600	0.063	1	1600	0.062
16:00 - 17:00	1	1600	0.125	1	1600	0.125	1	1600	0.250
17:00 - 18:00	1	1600	0.188	1	1600	0.125	1	1600	0.313
18:00 - 19:00	1	1600	0.063	1	1600	0.188	1	1600	0.250
19:00 - 20:00	1	1600	0.125	1	1600	0.188	1	1600	0.313
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.374			1.375			2.749

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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
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): 1.79

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1600	0.313	1	1600	0.000	1	1600	0.312
09:00 - 10:00	1	1600	3.938	1	1600	1.750	1	1600	5.688
10:00 - 11:00	1	1600	3.313	1	1600	2.000	1	1600	5.312
11:00 - 12:00	1	1600	2.813	1	1600	2.688	1	1600	5.500
12:00 - 13:00	1	1600	1.375	1	1600	1.875	1	1600	3.250
13:00 - 14:00	1	1600	1.938	1	1600	3.313	1	1600	5.250
14:00 - 15:00	1	1600	2.000	1	1600	1.500	1	1600	3.500
15:00 - 16:00	1	1600	1.375	1	1600	1.750	1	1600	3.125
16:00 - 17:00	1	1600	3.688	1	1600	1.625	1	1600	5.313
17:00 - 18:00	1	1600	2.250	1	1600	2.813	1	1600	5.062
18:00 - 19:00	1	1600	2.375	1	1600	4.250	1	1600	6.625
19:00 - 20:00	1	1600	2.375	1	1600	3.938	1	1600	6.313
20:00 - 21:00	1	1600	0.000	1	1600	0.625	1	1600	0.625
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			27.750			28.125			55.875

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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