



Transportation Planning : Infrastructure Design

Transport Statement

**Proposed Residential Development
140 Kingsway, Manchester**

November 2023

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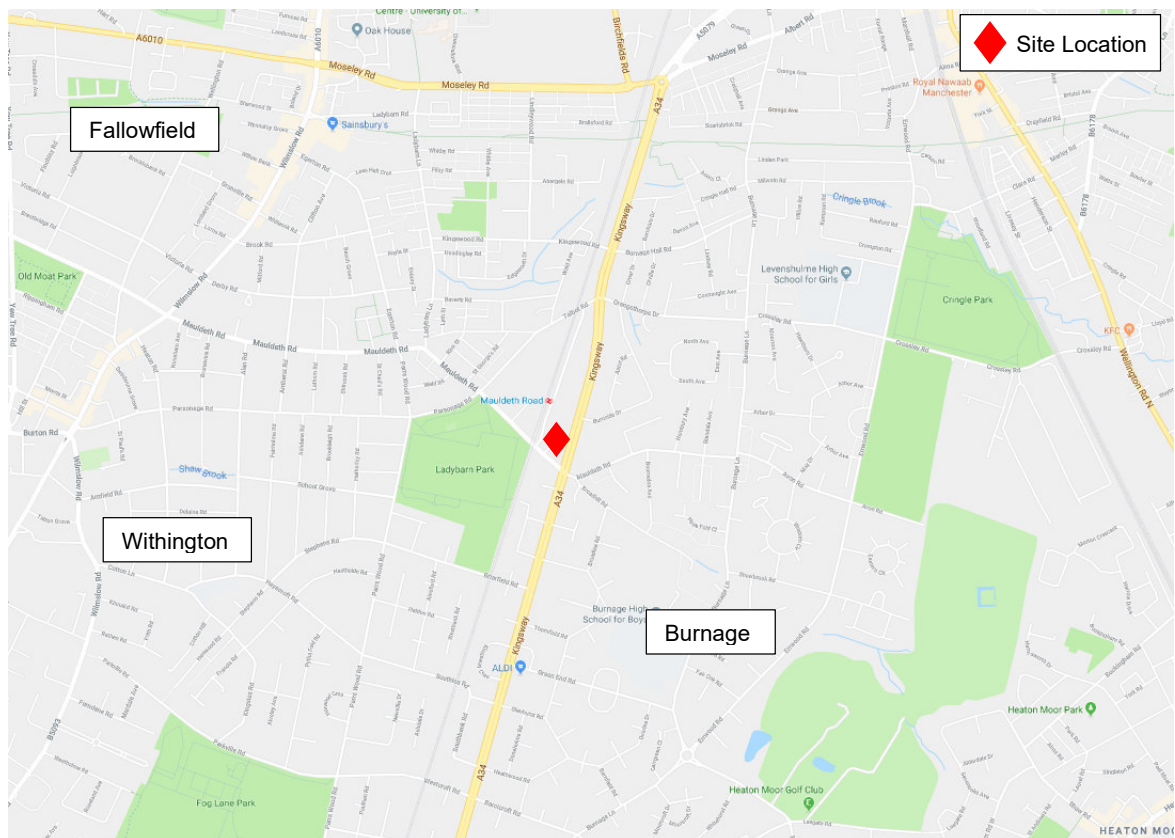
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1.0 INTRODUCTION

General

- 1.1 SCP are instructed to provide highway, traffic and transport advice in connection with an application for a prior approval to convert the existing buildings to 24 apartments and associated parking on land located to the west of the A34 Kingsway, Manchester.
- 1.2 The location of the application site in relation to the wider highway network is shown on **Figure 1.1** below:-

Figure 1.1 – Site Location – Wider Highway Network



1.3 The site location in a more local context is shown on **Figure 1.2** below.

Figure 1.2 – Site Location – Local Highway Network



Planning History

1.4 The application lies on part of a wider site which has been subject to a number of planning applications and planning appeals. These include:

- Outline application for 147 apartments (Planning Ref. 122088/OO/2018)
- Appeal on the above application (Appeal Ref: APP/B4215/W/19/3241898). The appeal was dismissed in April 2020.

In terms of accessibility of the site, the Inspector stated '*It is also in a highly accessible location next to Mauldeth Road Train Station and the bus routes along Mauldeth Road and Kingsway. In these circumstances, I consider that an apartment development would be appropriate on the site*'.

- Outline application for 90 apartments (planning ref:130098/00/2021). This was refused in August 2022.
- Appeal for the above (appeal ref: APP/B4215/W/22/3309284). The appeal was dismissed in July 2023.

On the proposals for 90 apartments the Inspector commented '*I consider the provision of 90 on-site car parking spaces, 70 on-site cycle parking racks and 6 on-site motorcycle parking spaces would be sufficient to meet the parking requirements of future occupiers. As such, the proposal would not have a detrimental impact on the surrounding highway network or create any unacceptable highway safety issues*'.

Purpose and Structure of Report

- 1.5 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and accessibility perspective.
- 1.6 The TS has been prepared in accordance with the Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG), with the structure of the report summarised below:-
 - Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – defines the development proposals including the proposed access, servicing arrangements and car parking;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents estimates of the trip generating potential of the site along with a summary of impact of the development on the local highway network; and
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

Site Location and Composition

- 2.1 The site is currently occupied by Harwood House and Kingsway Business Centre which is located on the southern and eastern section of the site which has a GFA of 2024m² and takes access from Harwood Road and the A34 Kingsway
- 2.2 The site is bounded by Mauldeth Railway Station access road to the west, Mauldeth Road Railway Parking and Texaco Garage to the north, A34 Kingsway to the east, Khanqah Naqshbandia Mosque, and commercial units to the south.
- 2.3 The site has a frontage directly onto the A34 Kingsway in two locations of approximately 25m and 12m. There is an access into Harwood House via Harwood Road.

Local Transport Network

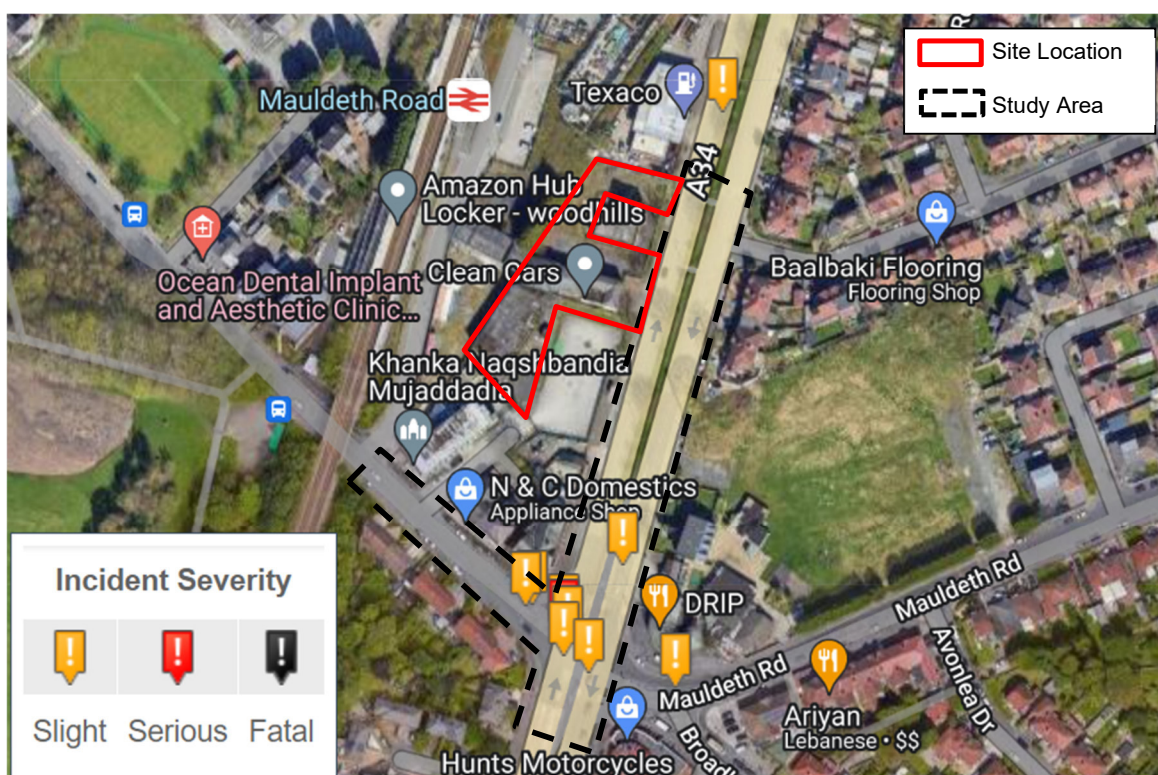
- 2.4 Harwood Road is a minor access road located to the south of the site and is a cul-de sac which provides access between Mauldeth Road and the existing industrial units within the application site. Harwood Road is an existing vehicular access to the application site and also provides vehicular access to Khanqah Naqshbandia Mosque.
- 2.5 Harwood Road has a carriageway width of approximately 7.8m and footways with widths of between 2.3m – 2.6m on either side of the carriageway. On street parking bays for around 4 cars are provided on the western side of the carriageway where Harwood Road meets Mauldeth Road at a simple priority junction.
- 2.6 The unnamed road which runs to the west of the site is a minor access road which provides a link between Mauldeth Road in the south and Talbot Road in the north. The unnamed road provides access to the Mauldeth Road Railway Station parking area and therefore this road is referenced as 'Mauldeth Road Railway Station Access Road' throughout this report.
- 2.7 Within the vicinity of the site, Mauldeth Road Railway Station Access Road has a carriageway width of approximately 7.0 m with a footway width of approximately 2.3 m on the western side of the carriageway. Mauldeth Road Railway Station Access Road is subject to one-way operation between its junction with Talbot Road and approximately 120m to the south of the junction. Mauldeth Road Railway Station Access Road has street lighting provided and is subject to a mandatory 20mph speed limit.

- 2.8 Mauldeth Road is located to the south of the site and provides a link between the A34 Kingsway to the east and Wilmslow Road to the west. Within the vicinity of the site, Mauldeth Road has a carriageway width of approximately 10.0m and footways with widths of between 2.5m – 3.0m on either side of the carriageway.
- 2.9 Within the vicinity of the site, Mauldeth Road has street lighting and is subject to a mandatory 20mph speed limit.
- 2.10 The A34 Kingsway is located to the east of the site and is a major distributor road which provides a link between the A5079 in the north and the M60 in the south. Within the vicinity of the site, the A34 Kingsway is a dual carriageway which has a carriageway width of approximately 8.0m for carriageway and footways with widths of between 2.9m – 7.0m on either side of the carriageway. Within the vicinity of the site, the A34 Kingsway has street lighting and is subject to a mandatory 40mph speed limit.
- 2.11 There is an existing gate which provides access into Kingsway Business Centre directly off the A34 Kingsway.

Road Safety

- 2.12 The Personal Injury Accident data for the local highway network has been obtained from Crashmap (www.crashmap.co.uk) for the five-year period from 1st January 2018 up to 31st December 2022. The location and severity of the accidents is shown on **Figure 2.1** below.

Figure 2.1 – Road Safety Plan



- 2.13 Figure 2.1 demonstrates that there were no accidents at the existing site accesses on Mauldeth Road or the A34 Kingsway during the 5 year period. A total of 8 accidents (average of 1.6 per year) occurred in the study area during the 5 year period. One of the accidents was recorded as 'serious' in severity, and the other 7 were recorded as 'slight' in severity.
- 2.14 All 8 accidents occurred at the A34 Kingsway / Mauldeth Road Signalised junction or within a 20 m approach to the junction.
- 2.15 Given the volume of traffic experienced at the junction at the A34 Kingsway / Mauldeth Road this frequency of accidents is not unusual.
- 2.16 Having regard to the above analysis and the number and severity of the accidents over the most recently available five-year study period, the existing accident record demonstrates that the area

in the vicinity of the site does not have any recurring highway safety problems that could be exacerbated by the development proposals.

3.0 SUSTAINABLE TRANSPORT APPRAISAL

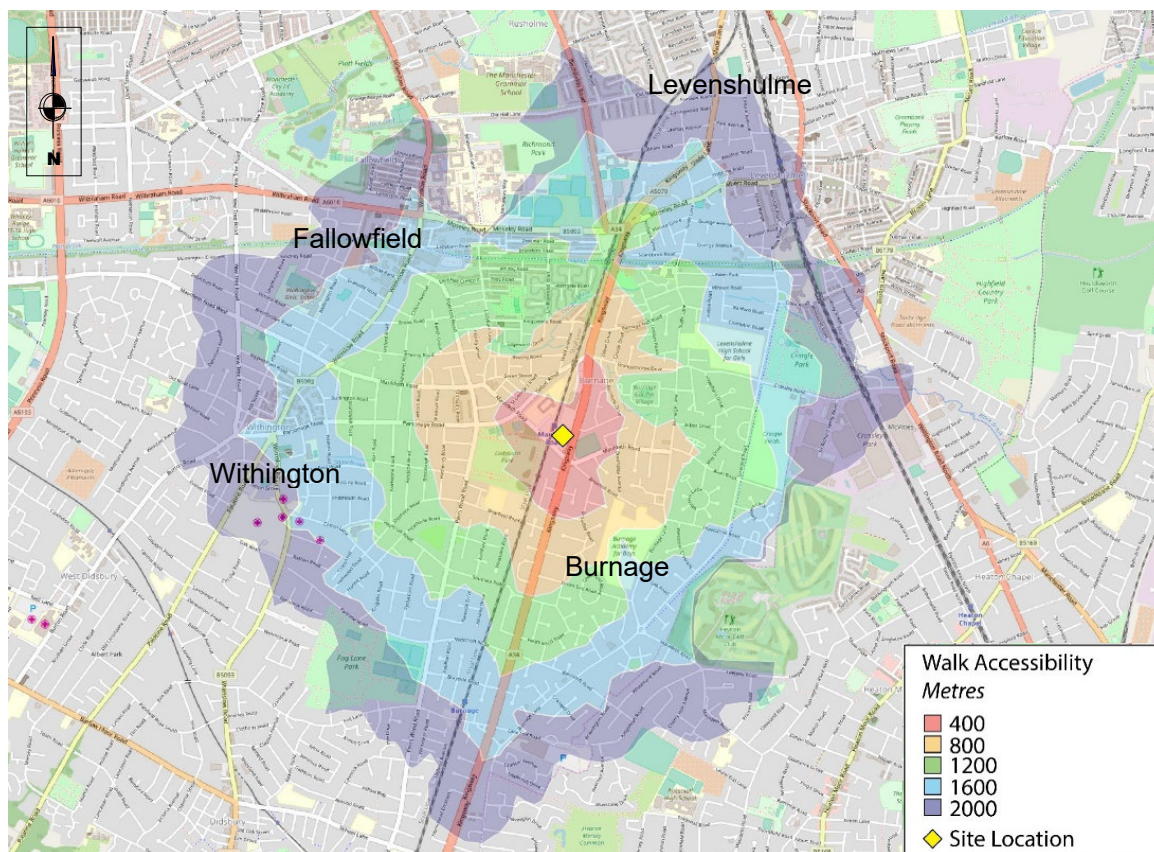
General

- 3.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrians

- 3.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site.
- 3.4 The 2km walk distance isochrones is shown on **Figure 3.1** overleaf:-

Figure 3.1 – 2km Walking Accessibility Isochrones



- 3.5 As can be seen from the above, suburbs such as, Burnage, Withington, Levenshulme and Fallowfield are all within acceptable walk distance of the site. The above demonstrates that the site is within an easy walking distance of numerous amenities. **Table 3.1** identifies some of the local facilities within an acceptable 2km walking distance of the site and highlights that prospective residents will be able to access a wide range of facilities, without having to rely on the private car.

Table 3.1 Facilities within 2Km Walking Distance of the Site

Facility	Name	Distance from Site
Bus Stop	A34 Kingsway	35 m
Railway Station	Mauldeth Railway Station	80 m
Petrol Station	Texaco, A34 Kingsway	110 m
Primary School	Mauldeth Road Primary School	130 m
Convenience Store	Londis, Mauldeth Road	160 m
Dentist	Ocean Dental Limited, Mauldeth Road	195 m
ATM	Co-op Cash Machine, Mauldeth Road	380 m
Doctors	Mauldeth Medical Centre	390 m
Pharmacy	Cohens Chemist, Briarfield Road	480 m
Secondary School	Burnage Academy for Boys	610 m
Supermarket	Aldi, Green End Road	630m
Post office	Burnage Lane Post office, Burnage Lane	700 m
Secondary School	Levenshulme High School	940 m

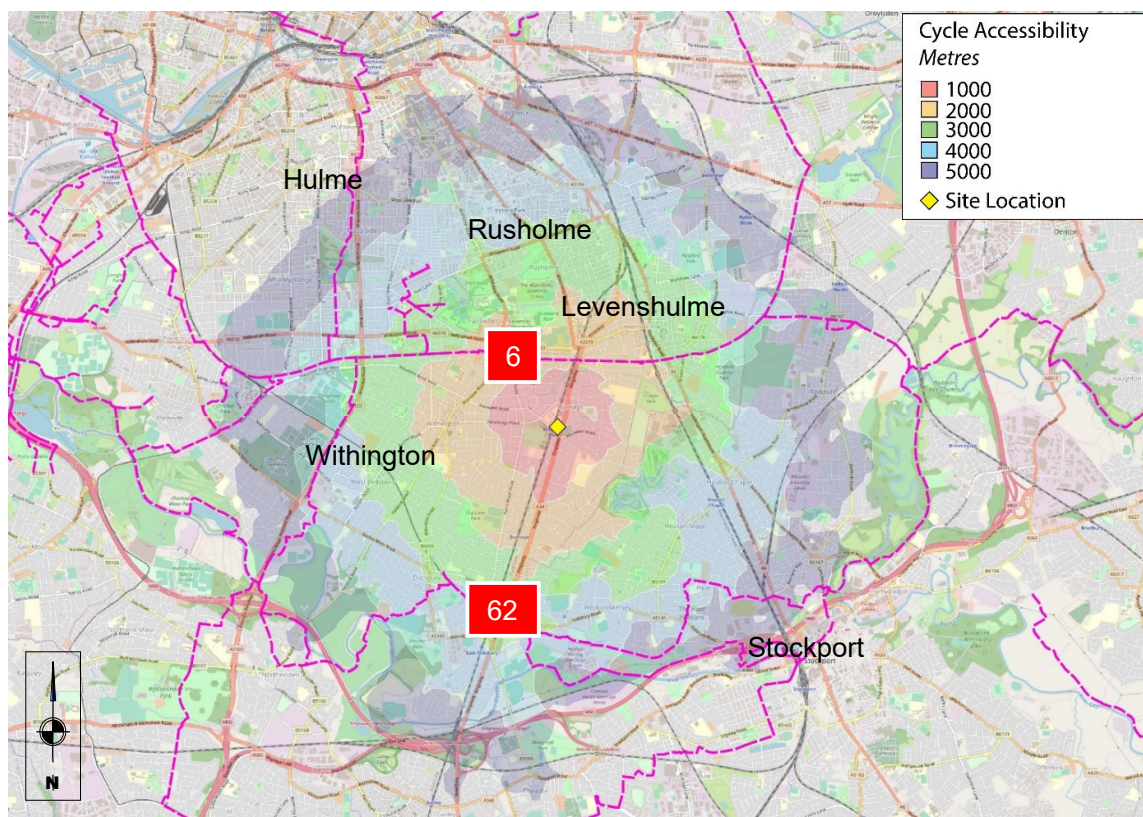
- 3.6 Pedestrian / cycle access to the site will be provided from the same location as the vehicular access.
- 3.7 Generally, the topography of the area is conducive to walking with well surfaced and street-lit footways provided along A34 Kingsway and on key routes in the local area. These routes also benefit from natural surveillance by virtue of the residential properties that abut the routes.

- 3.8 A number of pedestrian refuges are provided along A34 Kingsway, the majority of which benefit from dropped kerbs and tactile paving. A signal-controlled pedestrian crossing is also located across the A34 Kingsway at the A34 Kingsway / Mauldeth Road junction, approximately 50m to the east of the site.

Cyclists

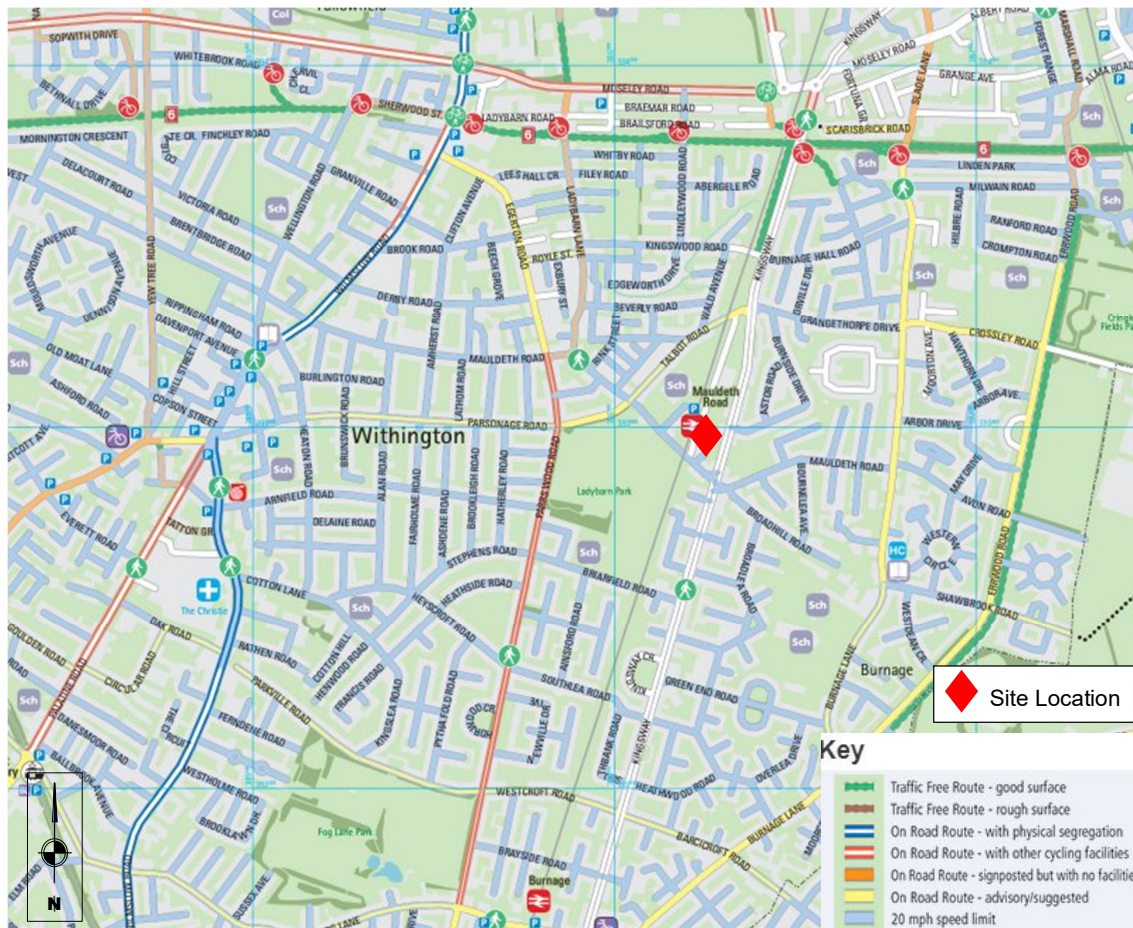
- 3.9 Transport Policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 3.10 **Figure 3.2** overleaf illustrates the 5km cycle catchment of the site, which is equivalent to a 25-minute cycle.
- 3.11 National Cycle Network – Route 6 provides access to Reddish Vale Country Park in the east and Sale Water Park in the west.
- 3.12 National Cycle Network - Route 6 resumes at Reddish and enters Manchester via the traffic-free Fallowfield Loop. The route continues towards Bury by following much of the Irwell Sculpture Trail.
- 3.13 The site is also located near the National Cycle Network – Route 62, this connects Fleetwood in Lancashire with Selby in North Yorkshire and provides a link between the west coast and east coast.
- 3.14 National Cycle Network – Route 62 is a mixture of on road and traffic free cycling. Locally it provides a connection between Northenden and Godly.

Figure 3.2 – 5 km Cycle Accessibility Isochrones



- 3.16 The Greater Manchester Cycle Map on the TfGM website shows existing on-road cycle routes, providing access to Manchester in the north via A34 Kingsway and Stockport in the southeast via A6 Wellington Road Kingsway, as shown on **Figure 3.3** overleaf.

Figure 3.3 – TfGM's Greater Manchester Cycle Map



Source: TfGM

- 3.17 **Figure 3.3** identifies the local cycling facilities. Wilmslow Road has an on-road cycle lane with physical segregation. This provides sustainable travel into the centre of Manchester.
- 3.18 It would take approximately 21 minutes from the junction of Mauldeth Road and Wilmslow Road to reach the centre of Manchester. This highlights how cycling can be a more sustainable alternative to the private car.

Public Transport

- 3.19 Kingsway and the surrounding public transport facilities within Burnage provide an extensive network of bus, tram and railway facilities within walking distance of the site, serving both the local area and other destinations further afield, as shown in **Figure 3.4** below.

Figure 3.4 – TfGM Public Transport Map



Source: TfGM

- 3.20 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 3.21 Having regard to the CIHT's walk distance thresholds, the bus stops within 300m and 400m walking distance of the site have been plotted on **Figure 3.5** below:-

Figure 3.5 – Bus Stops within 300m and 400m of the Site



Source: Google Maps

3.22 A summary of these services are provided in **Table 3.2** as follows:-

Table 3.2 – Bus Timetable Summary

Service Number	Route	Average Service Headway (mins)	Additional Information
50	East Didsbury - Burnage - Birchfields - Salford - The Lowry	15	Service operates every 15 min on Saturday and every 20 min on Sunday
25	Stockport - Heaton Moor - Stretford - The Trafford Centre	30	Service operates every 30 min on Saturday and every 30 min on Sunday

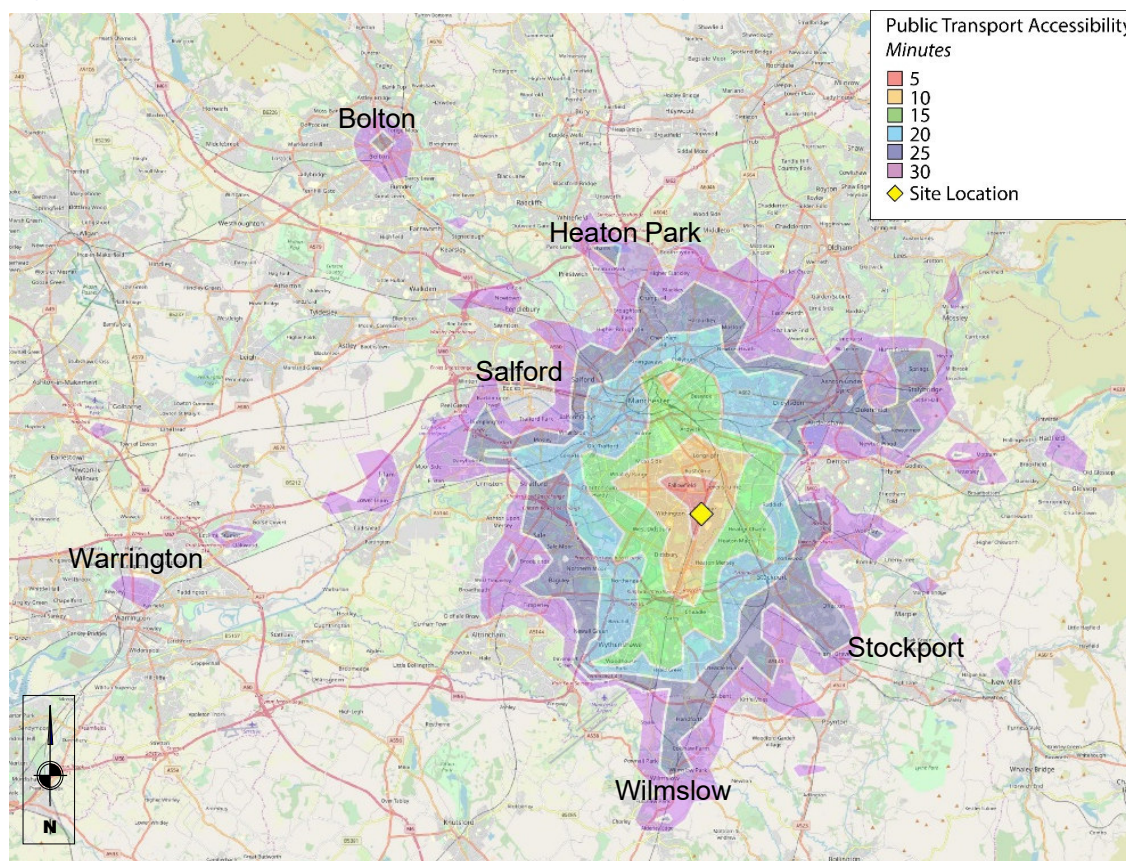
3.23 The above demonstrates that prospective residents will have access to bus services stopping close to the site which will provide a viable option for residents to travel by bus to key destinations, including Manchester City Centre, Stockport, Media City UK and Salford.

Table 3.3 – Mauldeth Road Railway Station Timetable Summary

Route	Average Service Headway (mins)	Additional Information
Liverpool Lime Street – Manchester Piccadilly – Manchester Airport	60	Service operates every 60 minutes Mon - Sun
Manchester Airport – Manchester Piccadilly – Liverpool Lime Street	60	Service operates every 60 minutes Mon - Sun

3.24 The site is located adjacent to Mauldeth Railway Station which provide access to places such as Liverpool, Manchester and Manchester Airport every hour. Trains to Manchester Piccadilly have a duration of 7 minutes and trains to Manchester Airport have a duration of approximately 15 minutes.

Figure 3.6 – 60 Minute Public Transport Accessibility isochrones



3.25 **Figure 3.6** above shows that prospective residents can reach a wide area including Warrington, Stockport, Wilmslow and Bolton with in a 60 minute journey. This is ideal for residents who commute to work or for leisure purposes.

4.0 PROPOSED DEVELOPMENT

Overview

- 4.1 The proposed development is the conversion of the existing two-storey building to form 24 apartments. The development proposals are shown on the site layout plan presented in **Appendix A**.
- 4.2 Car parking will be located in the northern and southern portions of the site, as well as two cycle stores proposed in the north of the site.

Proposed Access Arrangements

- 4.3 Vehicular access to the development will be provided from the existing gated access located adjacent to Kingsway Business Centre off the A34 Kingsway, approximately 110m north of the A34 Kingsway / Mauldeth Road signalised junction. The proposed site access arrangement is shown on Drawing Number SCP/210002/ATR01 presented in **Appendix B**, which demonstrates that there is sufficient space for a car to enter and wait on the block paving area if another car is leaving the site at the same time.
- 4.4 Vehicular access will also be provided from an existing access point via Harwood Road to the south of the site.
- 4.5 This site egress provides visibility splays that have an 'x' (minor arm setback distance) of 2.4 m and a 'y' (major road visibility) distance of over 120m to the south, which is in excess of the visibility requirements set out in the Manual for Streets (MfS) for a 40mph road. The visibility splays are shown on Drawing Number SCP/210002/SK01 in **Appendix C**.
- 4.6 Pedestrian and cycle access to the site will also be provided at the same location as the vehicular accesses.

Servicing

- 4.7 Swept path analysis has been undertaken of the site access which demonstrates that the movements of a fire tender can be accommodated. The proposed site vehicular access arrangement is shown on Drawing Number SCP/210002/ATR01 also presented in **Appendix C**. Refuse collection will take place from on Kingsway or from Harwood Road as per the situation for the existing Kingsway Business Centre. Bin stores will be located next to the site frontage on Kingsway. On refuse collection day, bins will be brought out to wait on the area of block paving (south of the site access) and returned promptly after collection.

Car Parking

- 4.8 The existing car park located in the northern portion of the site is to be retained, with additional car parking proposed in the former storage yard area. This will be accessed via the A34 Kingsway.
- 4.9 There are also 5 existing car parking spaces located in the southern portion of the site which are to be retained. These are adjacent to one of the main entrances to the building and can be accessed via Harwood Road.
- 4.10 A total of 31 car parking spaces are proposed across the site, 3 of which will be accessible bays. There are also two cycle stores proposed in the northern portion of the site. These can accommodate 16 cycles. This equates to 64% provision for cycle parking.
- 4.11 Parking has previously been requested at a rate of one space per dwelling by MCC Highways. The proposals incorporate parking at a rate of 130%.
- 4.12 The proposed car parking provision is considered appropriate for the site given:
- As detailed in Chapter 3, the site benefits from excellent levels of accessibility, being within easy access (less than 2km walk) of numerous facilities, amenities and adjacent to bus and rail transport links;
 - The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates the location of developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and will help to reduce the reliance on the use of the private car and meet these policy objectives; and
 - Any prospective occupier of the development will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly.
- 4.13 Policy DM 1- Development Management of the MCC Core Strategy states '*All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document*' The policy includes the following items which are relevant to traffic and transport issues:-
- '*Appropriate siting, layout, scale, form, massing, materials and detail.*
 - '*Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.*

- *Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.*
- *Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.*
- *Refuse storage and collection.*
- *Vehicular access and car parking’.*

4.14 The proposals re-use existing access for the Business Park and also use the same servicing strategy. Parking exceeds the 100% parking required by the LHA. As such, the proposals accord with Policy DM1 of the Core Strategy.

5.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Overview

- 5.1 This chapter sets out the methodology used to estimate the number of trips generated by the existing uses of the site in comparison to the proposed uses of the site and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generating - Existing Use of the Site

- 5.2 As set out earlier in Chapter 2, the application site is currently occupied by a range of uses, including offices. In order to estimate the trip generating potential of the last commercial use on site, average trip rates from the industry-standard TRICS Database have been obtained.
- 5.3 The vehicle TRICS outputs for the existing site are presented in **Appendix D** and are summarised in **Table 5.1 & 5.2** overleaf.
- 5.4 For the Harwood House and Kingsway Business Park element of the site, the potential traffic generation of the site has been based on office uses. The selection criteria for the TRICS based trip rates is as follows:-
- 02 - Employment
 - A - Offices;
 - Sites in Greater London and Ireland excluded;
 - Selection by gross floor area;
 - Weekday surveys only; and
 - Only sites in 'edge of town centre' and 'suburban area' locations selected.
- 5.5 When applied to the existing 2024 m² GFA of the existing offices, this results in the following estimated level of trip generation: -

Table 5.1 – Estimated Trip Rates (Per 100m²) Associated with the Existing Offices

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1.030	0.147	0.126	1.078

Table 5.2 – Estimated Trip Generation Associated with the Existing Offices

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	21	3	3	22

Proposed Development

5.6 The traffic generation forecast is set out below. The selection criteria for the TRICS-based trip rates is as follows:-

- Land use Residential / Flats Privately Owned;
- Multi Modal sites
- London and Ireland locations excluded; and
- Range of households between 10 and 100 selected.

5.7 The TRICS outputs are presented in **Appendix E** and are summarised in **Table 5.3** below:-

Table 5.3 – Proposed Residential Development Trip Rates

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.049	0.179	0.152	0.079
Cyclists	0.003	0.024	0.014	0.009
Pedestrians	0.042	0.191	0.148	0.097
Public Transport	0.014	0.191	0.117	0.031

5.8 The above trip rates have been applied to the proposed total 24 dwellings to determine the trip generation for the proposed development, as summarised in **Table 5.4** below.

Table 5.4 – Proposed Residential Development Trip Generation

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1	4	4	2
Cyclists	0	1	0	0
Pedestrians	1	5	4	2
Public Transport	0	5	3	1

Net Trip Generation

- 5.9 In planning terms, the net peak hour trip generating potential of the scheme is equal to the number of trips that could be generated by the existing or approved uses subtracted from the number of trips that could be generated by the proposed residential development. This is summarised in **Table 5.5** below:

Table 5.5 – Net Development Trip Generation for Vehicles

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Existing Site Use	24	5	5	26
Proposed	1	4	4	2
Net Impact	-23	-1	-1	-24

- 5.10 As shown above, it is estimated the proposed change of use will lead to a net reduction in traffic movements when compared to the existing permitted lawful use. The traffic generated from the proposed development is equivalent to one vehicle movement every 12 minutes in the AM peak hour, and one vehicle movement every 10 minutes in the PM peak hour., split over two egress points.
- 5.11 Therefore, proposed development will not lead to an intensification of traffic at the access, thus the net trip generation does not represent a material concern.

6.0 SUMMARY AND CONCLUSION

- 6.1 SCP are instructed to provide highway, traffic and transport advice in connection with their proposal to convert the existing building on site into 24 dwellings at Kingsway Business Park accessed from A34 Kingsway, Burnage.
- 6.2 Vehicular access and egress to the site will be provided from the existing access onto Kingsway, with a secondary access onto Harwood road via Mauldeth Road.
- 6.3 The egress onto A34 Kingsway provides a level of visibility which exceeds the design speed of the road.
- 6.4 Pedestrian and cycle access to the site will be provided via the two access points from the A34 Kingsway and Harwood Road. The access and servicing arrangements are the same as for the Kingsway Business Park, which could be brought back into use at any point.
- 6.5 The personal injury accident data for the most recently available five-year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development.
- 6.6 The proposed development has been found to be well located to encourage travel by sustainable modes. In particular, the site is within walking distance of surrounding suburbs which provides a wide range of retail, educational and health facilities. Numerous bus services are also available within acceptable walk distance of the site. In addition, the site is located adjacent to Mauldeth Railway Station.
- 6.7 The parking provision is proposed at 130% for cars and 64% for cycle parking. All parking demand for the development will be contained within the site. Given the sustainable location of the site, this level of car parking provision is considered satisfactory. The development therefore meets the relevant criteria set out in Policy DM 1 of the MCC Core Strategy.
- 6.8 The future trip generation of the site has been estimated using trip rates from the industry standard TRICS Database. The investigations have revealed that the site will generate the equivalent of approximately one vehicle movement every 12 minutes in the AM peak hour, and one movement every 10 minutes in the PM peak hour, split over two egress points.
- 6.9 The proposed change of use will lead to a net reduction in traffic movements when compared to the existing permitted lawful uses on site. Therefore, the proposed development will not lead to an intensification of traffic at the access, thus the net trip generation does not represent a material concern.

- 6.10 Paragraph 109 of the NPPF states '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'. Based on these assessments, the development will not have a material impact on the operation or safety of the local highway network.
- 6.11 Having regard to the above, it is concluded that there is no highway-related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

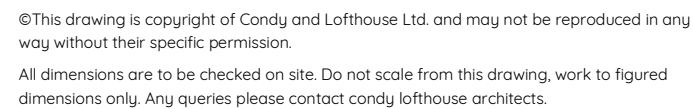
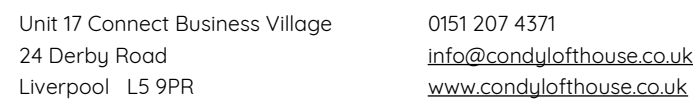
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APPENDIX A

Materials prohibited from use, except where used in accordance with 'Good Practice in the Selection of Construction Materials (March 2011)' or unless required by the Contract:

- Additional Notes**
This site plan is based on topographical survey information and OS Map information from 2023.

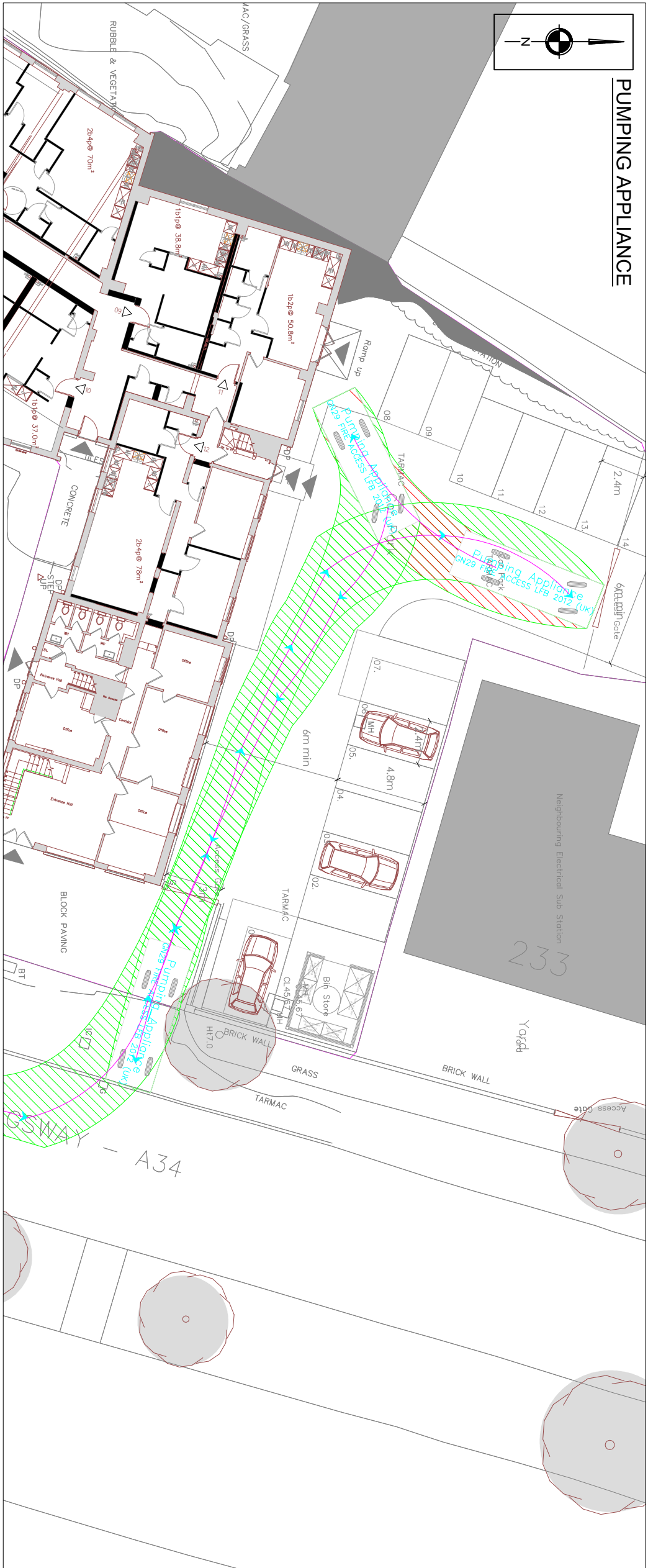
Total 24no. New Apartments



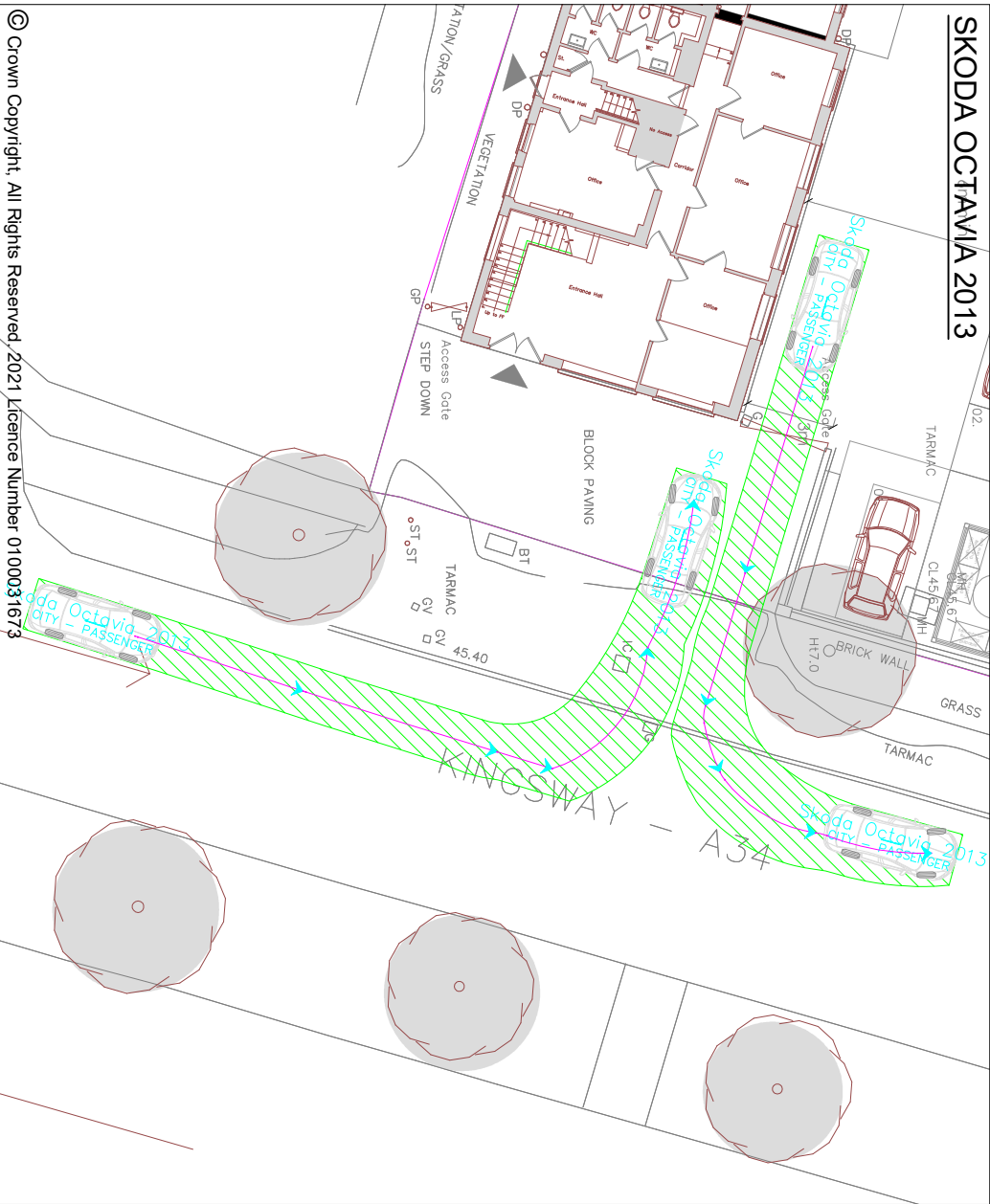
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APPENDIX B

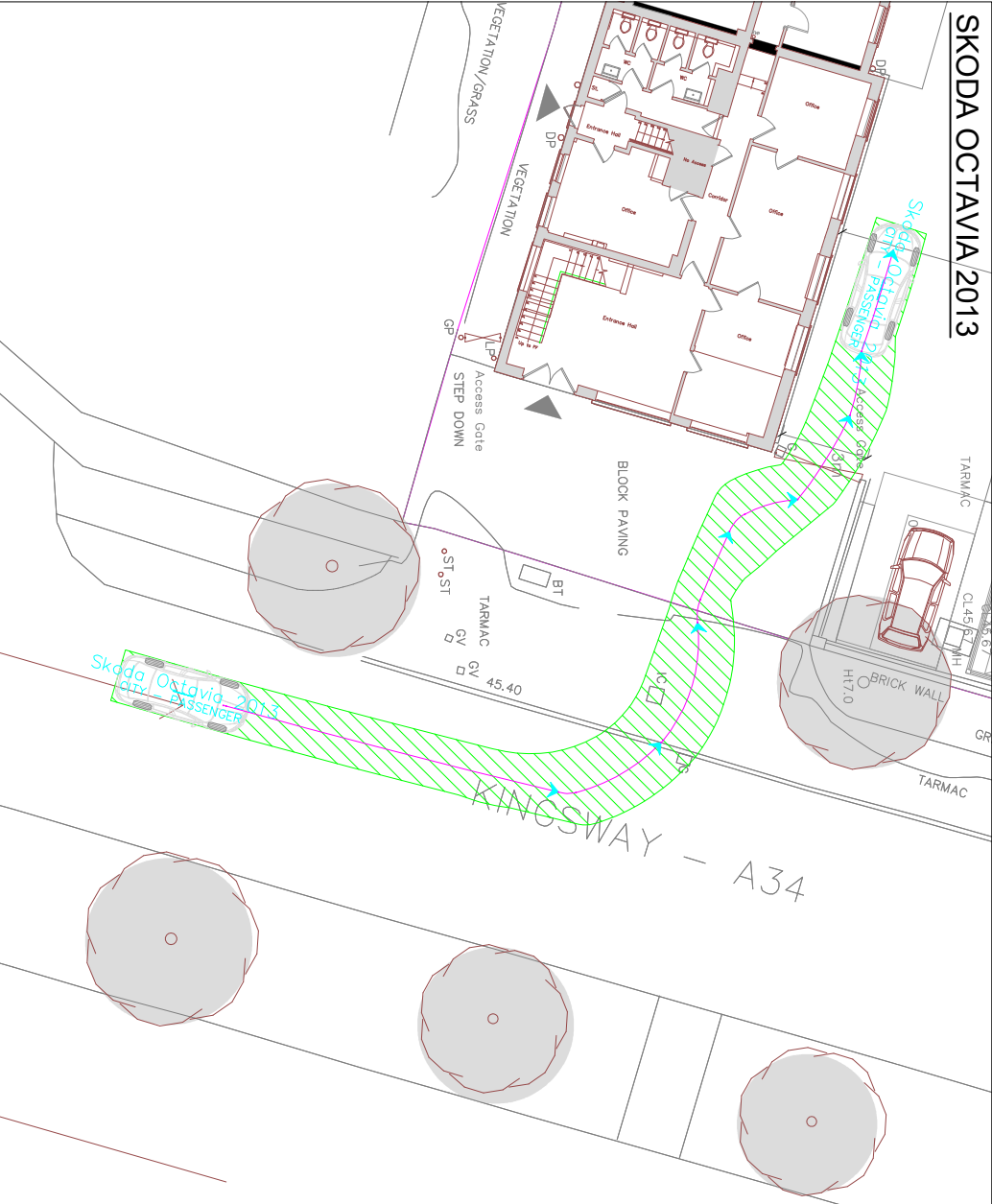
PUMPING APPLIANCE



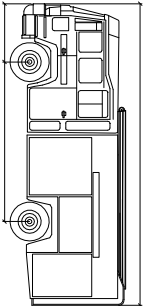
SKODA OCTAVIA 2013



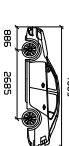
SKODA OCTAVIA 2013



NOTES



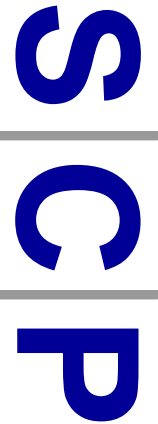
Pumping Appliance
Width : 2500mm
Lock to Lock Time : 6.0
Track : 1750mm
Steering Angle : 34.3



Skoda Octavia 2013
Width : 1814mm
Track : 1744mm
Lock to Lock Time : 6.0
Steering Angle : 36.9

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.asctransport.co.uk, Email info@scptransport.co.uk

Client Name:

LEE ARCHITECTS LIMITED

Project Title:

140 KINGSWAY, BURNAGE

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:

LD

Date: 29.11.2023

Checked:

GW

Scale: 1:250 @ A3

Status:

PLANNING

Approved/Unapproved:

Drawing No.

SCP/210002/ATR06

Rev.

-

S|C|P

APPENDIX C

S|C|P

APPENDIX D

Calculation Reference: AUDIT-726001-181128-1129

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	HF HERTFORDSHIRE	2 days
	KC KENT	3 days
	SC SURREY	2 days
	SO SLOUGH	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days
10	WALES	
	MT MERTHYR TYDFIL	1 days
	PS POWYS	1 days
	SW SWANSEA	2 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

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

Secondary 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: 186 to 32793 (units: sqm)
 Range Selected by User: 1012 to 4048 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 04/07/18

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	6 days
Tuesday	6 days
Wednesday	4 days
Thursday	8 days
Friday	4 days

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

Selected survey types:

Manual count	28 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	21
Suburban Area (PPS6 Out of Centre)	7

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

Selected Location Sub Categories:

Industrial Zone	2
-----------------	---

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

Secondary Filtering selection:

Use Class:

A1	1 days
B1	27 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	6 days
20,001 to 25,000	2 days
25,001 to 50,000	13 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	5 days
75,001 to 100,000	5 days
125,001 to 250,000	13 days
250,001 to 500,000	2 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	10 days
1.1 to 1.5	15 days
1.6 to 2.0	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	12 days
No	16 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	28 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BD-02-A-03	OFFICES		BEDFORDSHIRE
	BROMHAM ROAD			
	BEDFORD			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1469 sqm		
	Survey date: MONDAY	14/10/13		Survey Type: MANUAL
2	CB-02-A-02	OFFICE		CUMBRIA
	PORT ROAD			
	CARLISLE			
	Edge of Town Centre			
	Industrial Zone			
	Total Gross floor area:	925 sqm		
	Survey date: FRIDAY	24/06/16		Survey Type: MANUAL
3	DC-02-A-09	COUNCIL OFFICES		DORSET
	THE GROVE			
	DORCHESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	11664 sqm		
	Survey date: MONDAY	28/11/11		Survey Type: MANUAL
4	DH-02-A-01	RPMI OFFICES		DURHAM
	BRINKBURN ROAD			
	DARLINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	3372 sqm		
	Survey date: FRIDAY	05/11/10		Survey Type: MANUAL
5	DU-02-A-01	OFFICES		DUNDEE CITY
	GREENMARKET			
	DUNDEE			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	3200 sqm		
	Survey date: THURSDAY	27/04/17		Survey Type: MANUAL
6	ES-02-A-11	HOUSING COMPANY		EAST SUSSEX
	THE SIDINGS			
	HASTINGS			
	ORE VALLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	186 sqm		
	Survey date: TUESDAY	17/11/15		Survey Type: MANUAL
7	ES-02-A-12	COUNCIL OFFICES		EAST SUSSEX
	VICARAGE LANE			
	HAILSHAM			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	3640 sqm		
	Survey date: THURSDAY	26/11/15		Survey Type: MANUAL
8	ES-02-A-13	OFFICES		EAST SUSSEX
	ROMAN ROAD			
	HOVE			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	GM-02-A-09	LEASED OFFICES		GREATER MANCHESTER
	NEW MOUNT STREET MANCHESTER			
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:			2500 sqm
	Survey date: MONDAY			26/09/16
10	HF-02-A-03	OFFICE		HERTFORDSHIRE
	60 VICTORIA STREET ST ALBANS			
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:			610 sqm
	Survey date: WEDNESDAY			16/10/13
11	HF-02-A-04	OFFICES		HERTFORDSHIRE
	STATION WAY ST ALBANS			
	Edge of Town Centre Residential Zone			
	Total Gross floor area:			5000 sqm
	Survey date: THURSDAY			02/10/14
12	KC-02-A-09	COUNCIL OFFICES		KENT
	SANDLING ROAD MAIDSTONE			
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:			1500 sqm
	Survey date: WEDNESDAY			19/10/11
13	KC-02-A-10	COUNCIL OFFICES		KENT
	SANDLING ROAD MAIDSTONE			
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:			2900 sqm
	Survey date: WEDNESDAY			19/10/11
14	KC-02-A-11	COUNTY HALL		KENT
	SANDLING ROAD MAIDSTONE			
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:			32793 sqm
	Survey date: MONDAY			17/10/11
15	LC-02-A-09	OFFICES		LANCASHIRE
	FURTHERGATE BLACKBURN			
	Suburban Area (PPS6 Out of Centre) Built-Up Zone			
	Total Gross floor area:			2600 sqm
	Survey date: TUESDAY			04/06/13
16	MT-02-A-02	COUNCIL OFFICES		MERTHYR TYDFIL
	CASTLE STREET MERTHYR TYDFIL			
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:			5250 sqm
	Survey date: THURSDAY			17/10/13
				Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-02-A-01 CHAPEL STREET KING'S LYNN	COUNCIL OFFICE		NORFOLK
	Edge of Town Centre Built-Up Zone Total Gross floor area:		5500 sqm	
	Survey date: THURSDAY		30/09/10	Survey Type: MANUAL
18	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		894 sqm	
	Survey date: MONDAY		11/09/17	Survey Type: MANUAL
19	NF-02-A-03 NORTH QUAY GREAT YARMOUTH	OFFICES		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		5500 sqm	
	Survey date: TUESDAY		12/09/17	Survey Type: MANUAL
20	PS-02-A-01 SEVERN ROAD WELSHPOOL	COUNCIL OFFICES		POWYS
	Edge of Town Centre No Sub Category Total Gross floor area:		3920 sqm	
	Survey date: TUESDAY		12/05/15	Survey Type: MANUAL
21	SC-02-A-15 BOXGROVE ROAD GUILDFORD	ACCOUNTANTS		SURREY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		1896 sqm	
	Survey date: TUESDAY		05/10/10	Survey Type: MANUAL
22	SC-02-A-17 ST GEORGE'S AVENUE WEYBRIDGE THE HEATH	PHARMACEUTICALS		SURREY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		10293 sqm	
	Survey date: TUESDAY		18/10/11	Survey Type: MANUAL
23	SF-02-A-01 BEETONS WAY BURY ST. EDMUNDS	COUNCIL OFFICES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:		8000 sqm	
	Survey date: MONDAY		27/09/10	Survey Type: MANUAL
24	SF-02-A-02 BATH STREET IPSWICH	OFFICES		SUFFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		6505 sqm	
	Survey date: FRIDAY		19/07/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	SO-02-A-02	COUNCIL OFFICES	SLOUGH
	BATH ROAD SLOUGH		
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	5050 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
26	SW-02-A-01	OFFICES	SWANSEA
	LANGDON ROAD SWANSEA		
	Edge of Town Centre Development Zone		
	Total Gross floor area:	6630 sqm	
	Survey date: FRIDAY	25/10/13	Survey Type: MANUAL
27	SW-02-A-02	OFFICE	SWANSEA
	KINGS ROAD SWANSEA		
	Edge of Town Centre Development Zone		
	Total Gross floor area:	2225 sqm	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
28	WY-02-A-03	OFFICE	WEST YORKSHIRE
	VICTORIA ROAD LEEDS HEADINGLEY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	2696 sqm	
	Survey date: THURSDAY	17/06/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	28	4893	0.155	28	4893	0.015	28	4893	0.170
07:30 - 08:00	28	4893	0.598	28	4893	0.074	28	4893	0.672
08:00 - 08:30	28	4893	0.827	28	4893	0.110	28	4893	0.937
08:30 - 09:00	28	4893	1.030	28	4893	0.147	28	4893	1.177
09:00 - 09:30	28	4893	0.823	28	4893	0.180	28	4893	1.003
09:30 - 10:00	28	4893	0.484	28	4893	0.203	28	4893	0.687
10:00 - 10:30	28	4893	0.282	28	4893	0.169	28	4893	0.451
10:30 - 11:00	28	4893	0.215	28	4893	0.169	28	4893	0.384
11:00 - 11:30	28	4893	0.212	28	4893	0.199	28	4893	0.411
11:30 - 12:00	28	4893	0.207	28	4893	0.180	28	4893	0.387
12:00 - 12:30	28	4893	0.188	28	4893	0.226	28	4893	0.414
12:30 - 13:00	28	4893	0.216	28	4893	0.237	28	4893	0.453
13:00 - 13:30	28	4893	0.229	28	4893	0.214	28	4893	0.443
13:30 - 14:00	28	4893	0.251	28	4893	0.199	28	4893	0.450
14:00 - 14:30	28	4893	0.192	28	4893	0.178	28	4893	0.370
14:30 - 15:00	28	4893	0.165	28	4893	0.243	28	4893	0.408
15:00 - 15:30	28	4893	0.134	28	4893	0.227	28	4893	0.361
15:30 - 16:00	28	4893	0.150	28	4893	0.274	28	4893	0.424
16:00 - 16:30	28	4893	0.139	28	4893	0.595	28	4893	0.734
16:30 - 17:00	28	4893	0.131	28	4893	0.659	28	4893	0.790
17:00 - 17:30	28	4893	0.126	28	4893	1.078	28	4893	1.204
17:30 - 18:00	28	4893	0.064	28	4893	0.517	28	4893	0.581
18:00 - 18:30	28	4893	0.036	28	4893	0.405	28	4893	0.441
18:30 - 19:00	28	4893	0.009	28	4893	0.146	28	4893	0.155
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	6.863			6.644			13.507		

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:	186 - 32793 (units: sqm)
Survey date range:	01/01/10 - 04/07/18
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	28	4893	0.001	28	4893	0.000	28	4893	0.001
07:30 - 08:00	28	4893	0.009	28	4893	0.001	28	4893	0.010
08:00 - 08:30	28	4893	0.017	28	4893	0.000	28	4893	0.017
08:30 - 09:00	28	4893	0.039	28	4893	0.001	28	4893	0.040
09:00 - 09:30	28	4893	0.013	28	4893	0.001	28	4893	0.014
09:30 - 10:00	28	4893	0.007	28	4893	0.000	28	4893	0.007
10:00 - 10:30	28	4893	0.007	28	4893	0.003	28	4893	0.010
10:30 - 11:00	28	4893	0.003	28	4893	0.001	28	4893	0.004
11:00 - 11:30	28	4893	0.002	28	4893	0.002	28	4893	0.004
11:30 - 12:00	28	4893	0.006	28	4893	0.003	28	4893	0.009
12:00 - 12:30	28	4893	0.002	28	4893	0.003	28	4893	0.005
12:30 - 13:00	28	4893	0.004	28	4893	0.006	28	4893	0.010
13:00 - 13:30	28	4893	0.005	28	4893	0.004	28	4893	0.009
13:30 - 14:00	28	4893	0.002	28	4893	0.006	28	4893	0.008
14:00 - 14:30	28	4893	0.001	28	4893	0.003	28	4893	0.004
14:30 - 15:00	28	4893	0.001	28	4893	0.004	28	4893	0.005
15:00 - 15:30	28	4893	0.004	28	4893	0.002	28	4893	0.006
15:30 - 16:00	28	4893	0.002	28	4893	0.006	28	4893	0.008
16:00 - 16:30	28	4893	0.003	28	4893	0.009	28	4893	0.012
16:30 - 17:00	28	4893	0.001	28	4893	0.011	28	4893	0.012
17:00 - 17:30	28	4893	0.001	28	4893	0.028	28	4893	0.029
17:30 - 18:00	28	4893	0.003	28	4893	0.024	28	4893	0.027
18:00 - 18:30	28	4893	0.001	28	4893	0.009	28	4893	0.010
18:30 - 19:00	28	4893	0.001	28	4893	0.007	28	4893	0.008
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.135			0.134			0.269

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.

Singleton Clamp & Partners Mount Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	28	4893	0.023	28	4893	0.003	28	4893	0.026
07:30 - 08:00	28	4893	0.101	28	4893	0.005	28	4893	0.106
08:00 - 08:30	28	4893	0.185	28	4893	0.018	28	4893	0.203
08:30 - 09:00	28	4893	0.284	28	4893	0.037	28	4893	0.321
09:00 - 09:30	28	4893	0.207	28	4893	0.052	28	4893	0.259
09:30 - 10:00	28	4893	0.155	28	4893	0.082	28	4893	0.237
10:00 - 10:30	28	4893	0.093	28	4893	0.102	28	4893	0.195
10:30 - 11:00	28	4893	0.099	28	4893	0.128	28	4893	0.227
11:00 - 11:30	28	4893	0.095	28	4893	0.089	28	4893	0.184
11:30 - 12:00	28	4893	0.074	28	4893	0.126	28	4893	0.200
12:00 - 12:30	28	4893	0.289	28	4893	0.574	28	4893	0.863
12:30 - 13:00	28	4893	0.480	28	4893	0.596	28	4893	1.076
13:00 - 13:30	28	4893	0.570	28	4893	0.564	28	4893	1.134
13:30 - 14:00	28	4893	0.599	28	4893	0.349	28	4893	0.948
14:00 - 14:30	28	4893	0.391	28	4893	0.237	28	4893	0.628
14:30 - 15:00	28	4893	0.162	28	4893	0.123	28	4893	0.285
15:00 - 15:30	28	4893	0.100	28	4893	0.096	28	4893	0.196
15:30 - 16:00	28	4893	0.080	28	4893	0.125	28	4893	0.205
16:00 - 16:30	28	4893	0.069	28	4893	0.142	28	4893	0.211
16:30 - 17:00	28	4893	0.050	28	4893	0.174	28	4893	0.224
17:00 - 17:30	28	4893	0.056	28	4893	0.293	28	4893	0.349
17:30 - 18:00	28	4893	0.019	28	4893	0.191	28	4893	0.210
18:00 - 18:30	28	4893	0.014	28	4893	0.104	28	4893	0.118
18:30 - 19:00	28	4893	0.005	28	4893	0.028	28	4893	0.033
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	4.200			4.238			8.438		

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	28	4893	0.024	28	4893	0.001	28	4893	0.025
07:30 - 08:00	28	4893	0.064	28	4893	0.001	28	4893	0.065
08:00 - 08:30	28	4893	0.128	28	4893	0.006	28	4893	0.134
08:30 - 09:00	28	4893	0.204	28	4893	0.003	28	4893	0.207
09:00 - 09:30	28	4893	0.134	28	4893	0.011	28	4893	0.145
09:30 - 10:00	28	4893	0.069	28	4893	0.020	28	4893	0.089
10:00 - 10:30	28	4893	0.038	28	4893	0.014	28	4893	0.052
10:30 - 11:00	28	4893	0.034	28	4893	0.023	28	4893	0.057
11:00 - 11:30	28	4893	0.032	28	4893	0.031	28	4893	0.063
11:30 - 12:00	28	4893	0.031	28	4893	0.021	28	4893	0.052
12:00 - 12:30	28	4893	0.026	28	4893	0.031	28	4893	0.057
12:30 - 13:00	28	4893	0.021	28	4893	0.042	28	4893	0.063
13:00 - 13:30	28	4893	0.020	28	4893	0.038	28	4893	0.058
13:30 - 14:00	28	4893	0.029	28	4893	0.037	28	4893	0.066
14:00 - 14:30	28	4893	0.019	28	4893	0.044	28	4893	0.063
14:30 - 15:00	28	4893	0.026	28	4893	0.047	28	4893	0.073
15:00 - 15:30	28	4893	0.015	28	4893	0.053	28	4893	0.068
15:30 - 16:00	28	4893	0.024	28	4893	0.034	28	4893	0.058
16:00 - 16:30	28	4893	0.020	28	4893	0.077	28	4893	0.097
16:30 - 17:00	28	4893	0.018	28	4893	0.120	28	4893	0.138
17:00 - 17:30	28	4893	0.017	28	4893	0.169	28	4893	0.186
17:30 - 18:00	28	4893	0.007	28	4893	0.117	28	4893	0.124
18:00 - 18:30	28	4893	0.007	28	4893	0.045	28	4893	0.052
18:30 - 19:00	28	4893	0.001	28	4893	0.015	28	4893	0.016
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	1.008			1.000			2.008		

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.

S|C|P

APPENDIX E

Calculation Reference: AUDIT-726001-231124-1144

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	
	BE BEXLEY	1 days
	BN BARNET	1 days
	EN ENFIELD	1 days
	HO HOUNSLOW	1 days
	IS ISLINGTON	2 days
	KI KINGSTON	1 days
	SK SOUTHWARK	1 days
	TH TOWER HAMLETS	1 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

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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: 14 to 97 (units:)
Range Selected by User: 10 to 100 (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: 01/01/15 to 09/06/22

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

Selected survey days:

Monday	5 days
Tuesday	5 days
Wednesday	5 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	21 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	10
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	13
Built-Up Zone	5
No Sub Category	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	23 days - Selected
Servicing vehicles Excluded	7 days - Selected

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Secondary Filtering selection:Use Class:

C3 21 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:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	9 days
50,001 to 100,000	4 days
100,001 or More	2 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	5 days
500,001 or More	9 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	3 days
0.6 to 1.0	12 days
1.1 to 1.5	6 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	3 days
No	18 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	12 days
1b Very poor	1 days
2 Poor	2 days
3 Moderate	2 days
5 Very Good	1 days
6a Excellent	2 days
6b (High) Excellent	1 days

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

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LIST OF SITES relevant to selection parameters

1	BE-03-C-01	BLOCKS OF FLATS		BEXLEY
	CROOK LOG			
	BEXLEYHEATH			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	19/09/18		Survey Type: MANUAL
2	BN-03-C-01	FLATS IN HOUSES		BARNET
	VICTORIA ROAD			
	NEW BARNET			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: THURSDAY	09/06/22		Survey Type: MANUAL
3	CA-03-C-03	BLOCKS OF FLATS		CAMBRIDGESHIRE
	CROMWELL ROAD			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	82		
	Survey date: MONDAY	18/09/17		Survey Type: MANUAL
4	CO-03-C-01	BLOCKS OF FLATS		CONWY
	MOSTYN BROADWAY			
	LLANDUDNO			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	37		
	Survey date: MONDAY	26/03/18		Survey Type: MANUAL
5	CT-03-C-02	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD			
	LEIGHTON BUZZARD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
6	DY-03-C-03	BLOCKS OF FLATS		DERBY
	CAESAR STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
7	EB-03-C-01	BLOCKS OF FLATS		CITY OF EDINBURGH
	MYRESIDE ROAD			
	EDINBURGH			
	CRAIGLOCKHART			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	32		
	Survey date: TUESDAY	26/05/15		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

8	EN-03-C-03	BLOCKS OF FLATS	ENFIELD
	NORTH CIRCULAR ROAD PALMERS GREEN		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27		
	Survey date: WEDNESDAY 08/11/17		Survey Type: MANUAL
9	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD BOREHAMWOOD		
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 91		
	Survey date: THURSDAY 14/11/19		Survey Type: MANUAL
10	HO-03-C-05	BLOCK OF FLATS	HOUNSLOW
	PARK LANE HOUNSLOW CRANFORD		
	Edge of Town Residential Zone Total No of Dwellings: 14		
	Survey date: FRIDAY 06/03/20		Survey Type: MANUAL
11	IS-03-C-05	BLOCK OF FLATS	ISLINGTON
	LEVER STREET FINSBURY		
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 15		
	Survey date: WEDNESDAY 29/06/16		Survey Type: MANUAL
12	IS-03-C-06	BLOCK OF FLATS	ISLINGTON
	CALEDONIAN ROAD HOLLOWAY		
	Edge of Town Centre Residential Zone Total No of Dwellings: 14		
	Survey date: MONDAY 27/06/16		Survey Type: MANUAL
13	KI-03-C-03	BLOCK OF FLATS	KINGSTON
	PORTSMOUTH ROAD SURBITON		
	Edge of Town Centre Residential Zone Total No of Dwellings: 20		
	Survey date: MONDAY 11/07/16		Survey Type: MANUAL
14	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD NORWICH LAKENHAM		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 82		
	Survey date: MONDAY 18/11/19		Survey Type: MANUAL
15	NG-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	LAWRENCE WAY NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56		
	Survey date: TUESDAY 08/11/16		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

16	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		PORTSMOUTH
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		90	
	Survey date: TUESDAY		05/06/18	Survey Type: MANUAL
17	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		29	
	Survey date: THURSDAY		23/04/15	Survey Type: MANUAL
18	TH-03-C-04 LEVEN ROAD POPLAR ABERFELDY VILLAGE Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total No of Dwellings:	BLOCK OF FLATS	83	TOWER HAMLETS
	Survey date: FRIDAY		21/06/19	Survey Type: MANUAL
19	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON Edge of Town Residential Zone Total No of Dwellings:	BLOCKS OF FLATS	45	TYNE & WEAR
	Survey date: FRIDAY		15/10/21	Survey Type: MANUAL
20	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		97	
	Survey date: TUESDAY		05/11/19	Survey Type: MANUAL
21	WS-03-C-01 GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	BLOCKS OF FLATS	18	WEST SUSSEX
	Survey date: WEDNESDAY		11/05/22	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-C-01	covid
HF-03-C-04	covid
HF-03-C-05	covid
MS-03-C-04	covid
SF-03-C-05	covid
WF-03-C-02	covid
WF-03-C-03	covid
WF-03-C-04	covid
WF-03-C-06	covid

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): 2.98

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	49	0.043	21	49	0.130	21	49	0.173
08:00 - 09:00	21	49	0.049	21	49	0.179	21	49	0.228
09:00 - 10:00	21	49	0.069	21	49	0.094	21	49	0.163
10:00 - 11:00	21	49	0.069	21	49	0.092	21	49	0.161
11:00 - 12:00	21	49	0.073	21	49	0.078	21	49	0.151
12:00 - 13:00	21	49	0.081	21	49	0.082	21	49	0.163
13:00 - 14:00	21	49	0.072	21	49	0.087	21	49	0.159
14:00 - 15:00	21	49	0.064	21	49	0.069	21	49	0.133
15:00 - 16:00	21	49	0.100	21	49	0.062	21	49	0.162
16:00 - 17:00	21	49	0.114	21	49	0.069	21	49	0.183
17:00 - 18:00	21	49	0.152	21	49	0.079	21	49	0.231
18:00 - 19:00	21	49	0.127	21	49	0.079	21	49	0.206
19:00 - 20:00	9	42	0.093	9	42	0.058	9	42	0.151
20:00 - 21:00	9	42	0.048	9	42	0.037	9	42	0.085
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.154			1.195			2.349

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:

14 - 97 (units:)

Survey date date range:

01/01/15 - 09/06/22

Number of weekdays (Monday-Friday):

21

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

9

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 CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	49	0.003	21	49	0.015	21	49	0.018
08:00 - 09:00	21	49	0.003	21	49	0.024	21	49	0.027
09:00 - 10:00	21	49	0.003	21	49	0.007	21	49	0.010
10:00 - 11:00	21	49	0.001	21	49	0.006	21	49	0.007
11:00 - 12:00	21	49	0.006	21	49	0.001	21	49	0.007
12:00 - 13:00	21	49	0.000	21	49	0.003	21	49	0.003
13:00 - 14:00	21	49	0.005	21	49	0.001	21	49	0.006
14:00 - 15:00	21	49	0.006	21	49	0.005	21	49	0.011
15:00 - 16:00	21	49	0.006	21	49	0.003	21	49	0.009
16:00 - 17:00	21	49	0.008	21	49	0.004	21	49	0.012
17:00 - 18:00	21	49	0.014	21	49	0.009	21	49	0.023
18:00 - 19:00	21	49	0.010	21	49	0.005	21	49	0.015
19:00 - 20:00	9	42	0.016	9	42	0.000	9	42	0.016
20:00 - 21:00	9	42	0.011	9	42	0.000	9	42	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.083			0.175

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	49	0.013	21	49	0.097	21	49	0.110
08:00 - 09:00	21	49	0.042	21	49	0.191	21	49	0.233
09:00 - 10:00	21	49	0.060	21	49	0.101	21	49	0.161
10:00 - 11:00	21	49	0.056	21	49	0.077	21	49	0.133
11:00 - 12:00	21	49	0.054	21	49	0.067	21	49	0.121
12:00 - 13:00	21	49	0.085	21	49	0.061	21	49	0.146
13:00 - 14:00	21	49	0.066	21	49	0.069	21	49	0.135
14:00 - 15:00	21	49	0.068	21	49	0.071	21	49	0.139
15:00 - 16:00	21	49	0.137	21	49	0.079	21	49	0.216
16:00 - 17:00	21	49	0.121	21	49	0.071	21	49	0.192
17:00 - 18:00	21	49	0.148	21	49	0.097	21	49	0.245
18:00 - 19:00	21	49	0.119	21	49	0.082	21	49	0.201
19:00 - 20:00	9	42	0.101	9	42	0.061	9	42	0.162
20:00 - 21:00	9	42	0.074	9	42	0.042	9	42	0.116
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.144			1.166			2.310

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	49	0.006	21	49	0.108	21	49	0.114
08:00 - 09:00	21	49	0.014	21	49	0.191	21	49	0.205
09:00 - 10:00	21	49	0.022	21	49	0.071	21	49	0.093
10:00 - 11:00	21	49	0.031	21	49	0.040	21	49	0.071
11:00 - 12:00	21	49	0.027	21	49	0.033	21	49	0.060
12:00 - 13:00	21	49	0.031	21	49	0.026	21	49	0.057
13:00 - 14:00	21	49	0.022	21	49	0.034	21	49	0.056
14:00 - 15:00	21	49	0.029	21	49	0.028	21	49	0.057
15:00 - 16:00	21	49	0.083	21	49	0.039	21	49	0.122
16:00 - 17:00	21	49	0.069	21	49	0.024	21	49	0.093
17:00 - 18:00	21	49	0.117	21	49	0.031	21	49	0.148
18:00 - 19:00	21	49	0.126	21	49	0.035	21	49	0.161
19:00 - 20:00	9	42	0.190	9	42	0.032	9	42	0.222
20:00 - 21:00	9	42	0.071	9	42	0.013	9	42	0.084
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.838			0.705			1.543		

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.