

Meridian Properties and Investment Ltd

317 - 319 Dickenson Road, Longsight

Transport Statement
230651

September 2023



SCP GENERAL NOTES

Project No.: 230651-TA (1.0)

Title: 317 - 319 Dickenson Road, Longsight, Transport Statement

Client: Meridian Properties and Investment Ltd

Date: 04 September 2023

Office: Manchester

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

General

- 1.1 SCP have been instructed by Meridian Properties and Investment Ltd to produce a Transport Statement (TS) in support of a planning application for the change of use of property (with no external or internal structural alterations) to 17 no. short-term let rooms (with associated shared WC's), on land to the north of Dickenson Road, Longsight, Manchester.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.
- 1.3 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform the MCC, as the local highway and planning authority, regarding the nature and magnitude of their impact.

Structure of This Report

- 1.4 The structure of this report is as follows:-
- Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

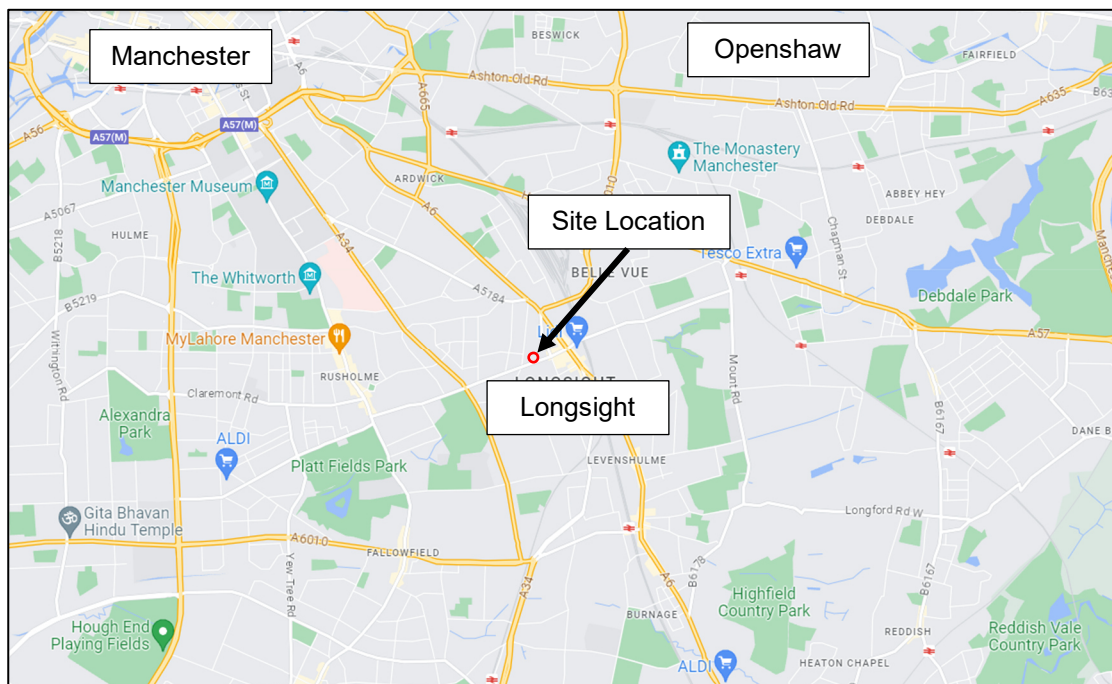
General

- 2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Location / Composition

- 2.2 The application site is located to the north of Dickenson Road, Longsight, Manchester. Figure 2.1 below shows the site location in relation to the wider highway network.

Figure 2.1 - Site Location – Wider View



- 2.3 The site boundary is shown in relation to the local highway network in red on Figure 2.2 below.

Figure 2.2 – Site Location Plan – Local View



- 2.4 The application site currently comprises a terraced property which is currently used for a variety of uses including office use. The surrounding area is largely characterised by residential properties and business premises which are located to the east, along Dickenson Road.

Local Highway Network

The A6010 Dickenson Road

- 2.5 The A6010 Dickenson Road fronts the southern site boundary and connects the Dickenson Road/ Stockport Road/ Stanley Grove Junction, to the east, with the Birch Hall Lane/ A6010 junction to the west. The A6010 Dickenson Road is subject to a 30mph speed limit and benefits from regularly spaced street lighting columns as well as footways on both sides of the road. The majority of the A6010 Dickenson Road is subject to on-street parking with a carriageway width of approximately 10m.
- 2.6 Birch Lane is located to the west of the site and connects Dickenson Road to the south with the A6 Stockport Road to the north. Birch Lane is subject to a 20mph speed limit and benefits from regularly spaced street lighting columns as well as footways on both sides

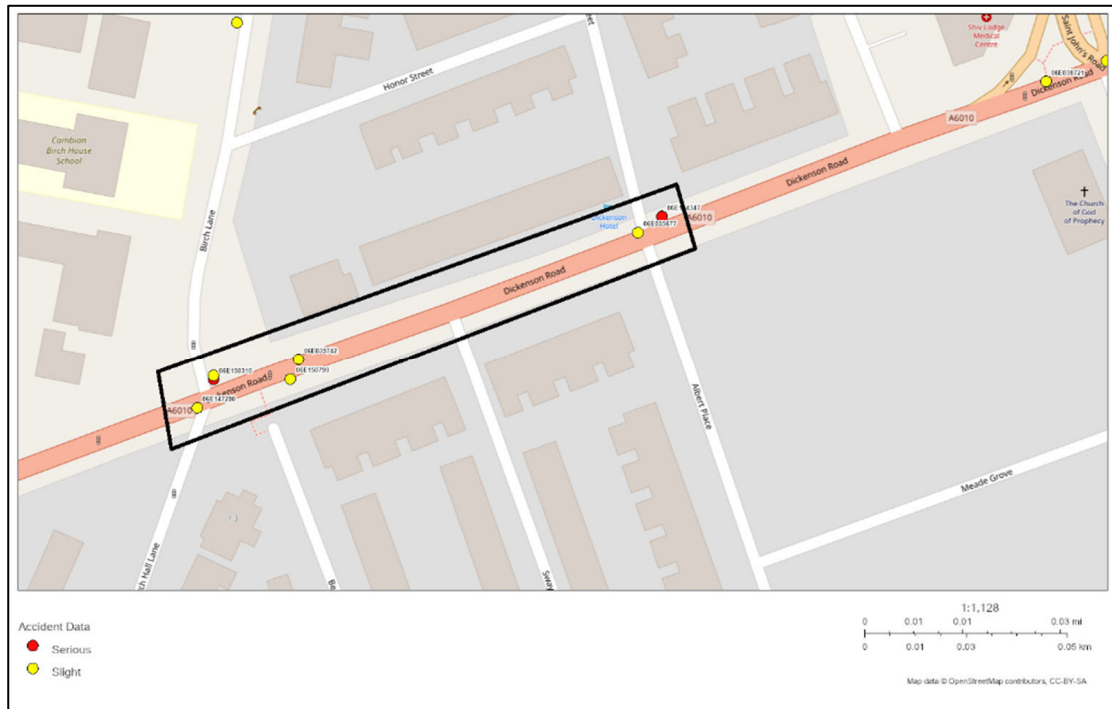
of the road. The majority of Birch Lane is subject to on-street parking with a carriageway width of approximately 8.5m.

- 2.7 Honor Street is located to the north of the site and connects Birch Lane to the west and Whiley Street to the east. Honor Street is subject to a 20mph speed limit and benefits from regularly spaced street lighting columns as well as footways on both sides of the road. The majority of Honor Street is subject to on-street parking with a carriageway width of approximately 5.5m. Honor Street is primarily a residential road.
- 2.8 Whiley Street is located to the east of the site and connects the A6010 Dickenson Road to the south and Holmfirth Street to the north. Whiley Street is subject to a 20mph speed limit and benefits from regularly spaced street lighting columns as well as footways on both sides of the road. The majority of Whiley Street is subject to on-street parking with a carriageway width of approximately 5.5m. Whiley Street is primarily a residential road.
- 2.9 A back-alley is located at the rear of the site allowing pedestrian / cycle access to Whiley Street and Honor Street as well as Holmfirth Street to the north.

Existing Road Safety Record

- 2.10 The NPPG states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”*.
- 2.11 A review of accident data covering the most recently available five-year period has been undertaken using Department for Transport (DfT) data. The study area analysed encompasses Dickenson Road within the vicinity of the site. The location and severity of any accidents within the study area during this period, is also presented in Figure 2.3 below.

Figure 2.3 – Road Safety Record



- 2.12 The analysis shows that 7 accidents were recorded in the study area during the 5-year study period. Out of the 7 accidents, 2 were classed as serious and the rest as slight. Of the accidents 1 casualty was a pedestrian (to the west of the site on Dickenson Road), whilst 1 casualty was a cyclist which was the serious accident at the eastern end of the study area.
- 2.13 The evidence presented above and illustrated in Figure 2.3 demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems or accident clusters, that could be affected by the development proposals.
- 2.14 The full accident report can be found in [Appendix A](#).

3 PROPOSED DEVELOPMENT

General

- 3.1 The application proposals consist of a proposed change of use to the property (with no external or internal structural alterations) to provide 17 no. short-term let rooms (with associated shared WC's) for tourists and visitors, on land to the north of Dickenson Road, Longsight.

Proposed Access Arrangements

- 3.2 The property is accessed to pedestrians via its principal entrance fronting Dickenson Road with no vehicle access provided to the application site.

Servicing

- 3.3 Refuse collection would be undertaken under a professional contract with the existing collection arrangements from Dickenson Road maintained.

Parking

- 3.4 As with the site as existing no car parking will be provided within the site, whilst storage for 16no. cycles will be introduced where none is currently provided.
- 3.5 MCC parking standards for the existing office are set out in the Manchester's Local Development Framework Core Strategy DPD and require a maximum of 1 space per 35sqm. When compared to the existing office use, which has a floor area of approximately 655sqm, parking requirements are a total of 19 spaces. As detailed earlier, the site is currently a car free development, with no on-site car parking provided.
- 3.6 The same guidance includes the maximum standards for hotels as the most appropriate category for the proposed scheme as 1 space per bedroom including staff, equating to 17no. spaces for the change of use proposals.
- 3.7 MCC parking standards for residential developments are set out in the 'Manchester Residential Quality Guidance'. The guidance states that for city centre developments:
- 'Developments will be required to provide where possible, an appropriate level of car parking within the constraints of site-specific circumstances and other requirements'*

3.8 It is considered appropriate to retain a car free development for the proposed change of use for the following reasons:-

- i. As detailed later in Chapter 4, the site benefits from high levels of accessibility, being within easy access of Manchester Town centre (less than 2km walk) and associated facilities, amenities and numerous transport links, including bus stops and Levenshulme Railway Station (1.8km walk distance). Therefore, prospective site users will not be wholly reliant on the private car to travel to/from the site;
- ii. The general thrust of National and Local planning policy is also to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this highly accessible location and, by providing a level of parking below the Council's standards, will help to reduce the reliance on the use of the private car and meet these policy objectives, particularly given that cycle parking is proposed in excess of the Council's standards, as detailed below;
- iii. The existing site currently does not provide any parking and this arrangement is to be retained whilst the parking requirements based on MCC standards would reduce as a result of the proposed change of use.
- iv. Any prospective visitors of the site 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 ACCESSIBILITY

General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 4.2 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 site users 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.
- 4.3 The site is within an acceptable walk distance of the areas of Longsight, Victoria Park, and Belle Vue and the local area benefits from street lighting and natural surveillance from the businesses and houses that abut all the main walking routes.
- 4.4 A selection of the key facilities located within an acceptable walk distance of the site are summarised in **Table 4.1** below, including retail, education and healthcare.

Table 4.1 – Local Facilities

Facility	Details	Distance from Site
Bus Stop	B6258 Chorley Road	350m
Supermarket	Lidl, Stanley Grove	400m
Library	Longsight Library and Learning Centre, Stockport Road	450m
Doctors	Longsight Medical Practice, Stockport Road	450m
Supermarket	Asda Longsight Superstore, Stanley Grove	500m
Primary School	St John's CofE Primary School	550m
Primary School	Longsight Community Primary School, Farrer Road	600m
Convenience Store	Londis, Stockport Road	850m
Secondary School	Crescent Community High School for Girls	900m
Primary School	St Joseph's Roman Catholic Church, Portland Cres	1.1km
Secondary School	St Peter's High School, Kirkmanshulme Lane	1.1km
Pharmacy	Wise Pharmacy, Anson Road	1.1km
Secondary School	Manchester Grammar School, Old Hall Lane	1.2km
Secondary School	Dean Trust Ardwick, Stockport Road	1.2km
Primary School	Plymouth Grove Primary School	1.2km
Primary School	Bridgelea Primary School, Plymouth Grove	1.3km
Railway Station	Levenshulme, Railway Station	1.3km
Pharmacy	Rusholme Pharmacy, Wilmslow Road	1.3km
Convenience Store	Go Local Extra Convenience Store, Hathersage Road	1.3km
Primary School	St Chrysostom's Primary School, Lincoln Grove	1.7km
Convenience Store	Premier, Wilmslow Road	1.8km
Post Office	Stockport Road Post Office	1.9km

- 4.5 Overall, the site benefits from high levels of accessibility by foot, allowing walking to be a viable alternative to private car use for prospective site users.

Cycle Accessibility

- 4.6 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

- 4.10 The closest bus stops to the site are located on both sides of the A6010 Dickenson Road, approximately 180m west of the site and are therefore within the recommended walk distance. These bus stops are served by the number 53 bus which provides regular services, approximately every 30-60 mins, 7 days a week, to numerous locations including Pendleton, Cheatham Hill and Salford, amongst others.
- 4.11 Having regard to the above, prospective site users will have access to bus services stopping within a reasonable walk distance from the site which provide access to key destinations at a regular frequency.
- 4.12 In terms of rail services, Levenshulme Railway Station can be accessed in under a 23-minute walk time (or <1.8km walk distance) and is therefore within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Hazel Grove, Manchester Piccadilly, Buxton, Alderley Edge, and Crewe, amongst others.

Summary

- 4.13 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective site users will not be reliant on the private car.

5 TRIP GENERATION

Trip Generation - Proposed Development

5.1 In order to estimate the trip generating potential of the proposed development, average trip rates from the industry-standard TRICS Database have been obtained based on hotels as the most appropriate category for the proposed use. The selection criteria for the TRICS based trip rates is as follows:

- i) Hotel, Food & Drink;
- ii) Hotel;
- iii) Multi modal surveys;
- iv) Selection by number of bedrooms;
- v) Weekday surveys only; and
- vi) Only sites in 'Edge of Town Centre' and 'Town Centre' locations have been selected.

5.2 The multi modal TRICS outputs for the proposed development are presented in **Appendix B** and are summarised in **Table 5.1** below. This is considered a robust assessment as it does not take into account the existing trips that are currently on site.

Table 5.1 - Estimated Trip Rates (Per Unit) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.094	0.13	0.1	0.07
Cyclist	0.001	0.001	0.001	0.001
Pedestrian	0.052	0.092	0.114	0.1
Public Transport	0.02	0.043	0.033	0.005

5.3 The estimated trip generation associated with the proposed 17 bedrooms is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – 17 Bedroom

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	2	2	2	1
Cyclist	0	0	0	0
Pedestrian	1	2	2	2
Public Transport	0	1	1	0

- 5.4 As detailed above, it is estimated that the scheme will generate 4 two-way vehicle movements in both the AM peak hour and 3 two-way vehicles in the PM peak hours. Volumetrically, this equates to around 1 additional vehicle movement two-way every 15-20 minutes or so in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 5.5 It should be noted that this makes no allowance for the trip generation associated with the existing use and provides a gross rather than net generation, which is therefore robust.
- 5.6 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Meridian Properties and Investment Ltd to produce a Transport Statement (TS) in support of a planning application for the change of use of property (with no external or internal structural alterations) to 17 no. short-term let rooms (with associated shared WC's), on land to the north of Dickenson Road, Longsight, Manchester.
- 6.2 The property is accessed to pedestrians via its principal entrance fronting Dickenson Road, whilst the existing car-free arrangement is to be maintained. This is considered appropriate in the context of the site location and proposed change of use, which would result in a reduction in the car parking requirement we
- 6.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and that the existing on-street parking does not result in any highway safety concerns for any road users.
- 6.4 It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be reliant on the private car.
- 6.5 It is estimated that the scheme will generate 4 two-way vehicle movements in both the AM peak hour and 3 two-way vehicles in the PM peak hours. Volumetrically, this equates to around 1 additional vehicle movement two-way every 15-20 minutes or so in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 6.6 Having regard to this, the proposed development is not anticipated to result in a material intensification of the local highway network, when compared to the existing site use. The traffic impact of the scheme is therefore acceptable in planning terms.
- 6.7 Having regard to the analysis presented in this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to MCC for approval.

APPENDIX A – ACCIDENT REPORT

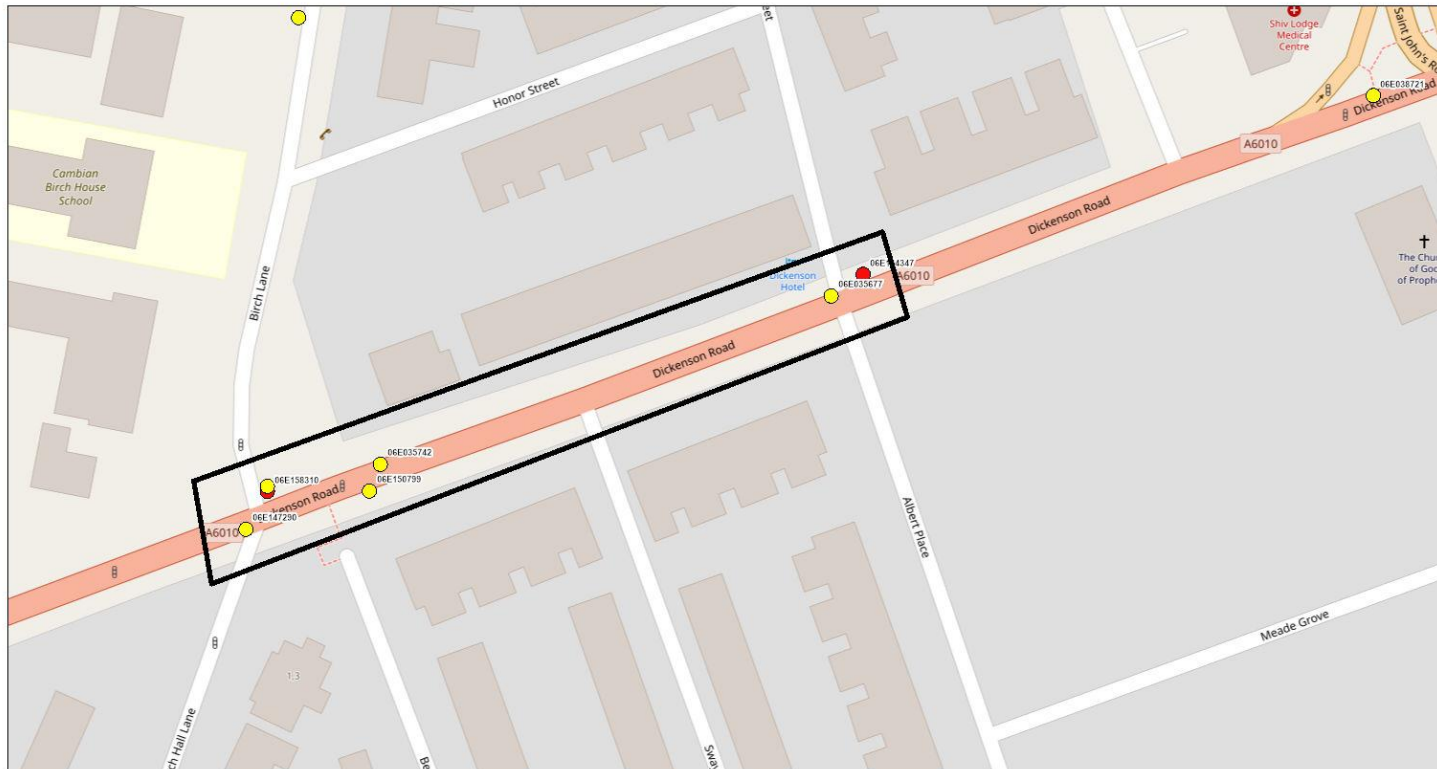


Screening Report

Area of Interest (AOI) Information

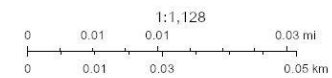
Length : 311.61 m

Aug 3 2023 16:53:44 British Summer Time



Accident Data

- Serious
- Slight



Map data © OpenStreetMap contributors, CC-BY-SA

Summary

Name	Count	Area(m²)	Length(m)
Accident Data	7	N/A	N/A
Vehicle Data	0	N/A	N/A
Casualty Data	10	N/A	N/A

Accident Data

#	Easting	Northing	Year	Accident Severity	Number of Vehicles	Number of Casualties	Date	Day of Week
1	386580	395448	2017	Slight	2	1	25/09/2017	Monday
2	386496	395417	2017	Slight	2	1	04/10/2017	Wednesday
3	386586	395452	2018	Serious	2	1	16/05/2018	Wednesday
4	386471	395405	2018	Slight	2	2	03/08/2018	Friday
5	386494	395412	2018	Slight	1	1	05/11/2018	Monday
6	386475	395412	2019	Serious	2	3	30/06/2019	Sunday
7	386475	395413	2020	Slight	2	1	20/05/2020	Wednesday

#	Time	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit	Junction Detail	Junction Control
1	8:20 AM	Manchester	A	6,010	Single carriageway	30	T or staggered junction	Give way or uncontrolled
2	9:55 PM	Manchester	A	6,010	Single carriageway	30	Crossroads	Auto traffic signal
3	8:42 AM	Manchester	A	6,010	Single carriageway	30	T or staggered junction	Give way or uncontrolled
4	9:11 AM	Manchester	A	6,010	Single carriageway	30	Crossroads	Auto traffic signal
5	5:21 PM	Manchester	A	6,010	Single carriageway	30	Crossroads	Auto traffic signal
6	3:15 AM	Manchester	A	6,010	Single carriageway	30	Crossroads	Auto traffic signal
7	3:43 PM	Manchester	A	6,010	Single carriageway	30	Crossroads	Auto traffic signal

#	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control	Pedestrian Crossing - Physical Facilities
1	Daylight	Raining no high winds	Wet or damp	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres
2	Darkness - lights lit	Raining no high winds	Wet or damp	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction
3	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres
4	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction
5	Darkness - lights lit	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction
6	Darkness - lights lit	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction
7	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction

#	Did Police Officer Attend Scene of Accident	Accident Reference	Category	Count
1	Yes	06E035677	Accident	1
2	Yes	06E035742	Accident	1
3	No	06E144347	Accident	1
4	Yes	06E147290	Accident	1
5	Yes	06E150799	Accident	1
6	Yes	06E158310	Accident	1
7	Yes	06E271463	Accident	1

Casualty Data

#	Year	Category	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty Severity
1	2,017	Casualty	2	1	Driver or rider	Female	36 - 45	Slight
2	2,017	Casualty	1	1	Driver or rider	Male	16 - 20	Slight
3	2,018	Casualty	2	1	Driver or rider	Male	36 - 45	Serious
4	2,018	Casualty	1	1	Passenger	Female	16 - 20	Slight
5	2,018	Casualty	1	2	Driver or rider	Male	36 - 45	Slight
6	2,018	Casualty	1	1	Pedestrian	Male	36 - 45	Slight
7	2,019	Casualty	2	1	Driver or rider	Male	56 - 65	Serious
8	2,019	Casualty	2	2	Passenger	Male	36 - 45	Serious
9	2,019	Casualty	2	3	Passenger	Female	26 - 35	Serious
10	2,020	Casualty	2	1	Driver or rider	Male	36 - 45	Slight

#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Accident_Reference	Count
1	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E035677	1
2	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E035742	1
3	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	06E144347	1
4	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E147290	1
5	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E147290	1
6	In carriageway, crossing elsewhere	Crossing from driver's nearside	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	06E150799	1
7	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E158310	1
8	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E158310	1
9	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E158310	1
10	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E271463	1

APPENDIX B – TRICS DATA

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-230804-0830

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST
 WS WEST SUSSEX 1 days
04 EAST ANGLIA
 SF SUFFOLK 1 days

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

Primary Filtering selection:

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

Parameter: Number of units
 Actual Range: 300 to 1779 (units:)
 Range Selected by User: 31 to 9700 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 17/08/21

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:

Monday 1 days
 Wednesday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1
 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:

No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 3 days - Selected

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection:Use Class:

n/a 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 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 1 days

75,001 to 100,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

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

Travel Plan:

Yes 1 days

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 2 days

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	SF-03-J-01	CARAVAN PARK	SUFFOLK
	WALTON AVENUE		
	FELIXSTOWE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of units:	300	
	Survey date: WEDNESDAY	28/05/08	Survey Type: MANUAL
2	WS-03-J-02	BUTLINS	WEST SUSSEX
	UPPER BOGNOR ROAD		
	BOGNOR REGIS		
	Edge of Town Centre		
	No Sub Category		
	Total Number of units:	1779	
	Survey date: MONDAY	15/08/16	Survey Type: MANUAL

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

TOTAL VEHICLES**Calculation factor: 1 UNITS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	2	1040	0.023	2	1040	0.012	2	1040	0.035
08:00 - 09:00	2	1040	0.071	2	1040	0.039	2	1040	0.110
09:00 - 10:00	2	1040	0.070	2	1040	0.092	2	1040	0.162
10:00 - 11:00	2	1040	0.093	2	1040	0.151	2	1040	0.244
11:00 - 12:00	2	1040	0.067	2	1040	0.108	2	1040	0.175
12:00 - 13:00	2	1040	0.140	2	1040	0.111	2	1040	0.251
13:00 - 14:00	2	1040	0.154	2	1040	0.118	2	1040	0.272
14:00 - 15:00	2	1040	0.167	2	1040	0.079	2	1040	0.246
15:00 - 16:00	2	1040	0.113	2	1040	0.076	2	1040	0.189
16:00 - 17:00	2	1040	0.095	2	1040	0.085	2	1040	0.180
17:00 - 18:00	2	1040	0.060	2	1040	0.070	2	1040	0.130
18:00 - 19:00	2	1040	0.046	2	1040	0.065	2	1040	0.111
19:00 - 20:00	2	1040	0.041	2	1040	0.041	2	1040	0.082
20:00 - 21:00	2	1040	0.028	2	1040	0.040	2	1040	0.068
21:00 - 22:00	2	1040	0.013	2	1040	0.019	2	1040	0.032
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.181			1.106			2.287

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:	300 - 1779 (units:)
Survey date range:	01/01/00 - 17/08/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-230807-0818

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
03	SOUTH WEST	
	PL PLYMOUTH	1 days
	SD SWINDON	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
	BD BRADFORD	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CU CUMBERLAND	1 days
	DH DURHAM	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	3 days
	NW NEWPORT	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	HI HIGHLAND	2 days

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

SCP York Street Manchester

Licence No: 726001

Primary Filtering selection:

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

Parameter: Number of bedrooms
 Actual Range: 24 to 213 (units:)
 Range Selected by User: 4 to 227 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 12/11/21

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:

Monday	7 days
Tuesday	8 days
Wednesday	4 days
Thursday	6 days
Friday	3 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:

Town Centre	14
Edge of Town Centre	14

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	1
Commercial Zone	2
Development Zone	2
Residential Zone	2
Built-Up Zone	9
High Street	3
No Sub Category	9

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	7 days - Selected
Servicing vehicles Excluded	23 days - Selected

Secondary Filtering selection:Use Class:

C1	28 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

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	7 days
25,001 to 50,000	12 days
50,001 to 100,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	9 days
500,001 or More	4 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	4 days
0.6 to 1.0	14 days
1.1 to 1.5	9 days
2.1 to 2.5	1 days

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

Travel Plan:

No	28 days
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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
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This data displays the number of selected surveys with PTAL Ratings.

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	AL-06-A-01	TRAVELODGE	CALDERDALE
	DEAN CLOUGH		
	HALIFAX		
	Edge of Town Centre		
	Development Zone		
	Total Number of bedrooms:	51	
	Survey date: MONDAY	22/10/18	Survey Type: MANUAL
2	BD-06-A-01	EXPRESS BY HOL. INN	BRADFORD
	THE LEISURE EXCHANGE		
	BRADFORD		
	Edge of Town Centre		
	No Sub Category		
	Total Number of bedrooms:	120	
	Survey date: TUESDAY	17/05/05	Survey Type: MANUAL
3	BH-06-A-01	HOTEL	BRIGHTON & HOVE
	KINGS ROAD		
	BRIGHTON		
	Town Centre		
	Built-Up Zone		
	Total Number of bedrooms:	154	
	Survey date: WEDNESDAY	16/10/19	Survey Type: MANUAL
4	CA-06-A-02	HOTEL	CAMBRIDGESHIRE
	GONVILLE PLACE		
	CAMBRIDGE		
	Edge of Town Centre		
	No Sub Category		
	Total Number of bedrooms:	78	
	Survey date: THURSDAY	13/05/04	Survey Type: MANUAL
5	CF-06-A-02	MACDONALD HOTEL	CARDIFF
	EAST TYNDALL STREET		
	CARDIFF		
	ATLANTIC WHARF		
	Edge of Town Centre		
	Industrial Zone		
	Total Number of bedrooms:	100	
	Survey date: TUESDAY	17/10/06	Survey Type: MANUAL
6	CF-06-A-03	HOLIDAY INN EXPRESS	CARDIFF
	LONGUEIL CLOSE		
	CARDIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Number of bedrooms:	87	
	Survey date: MONDAY	16/07/12	Survey Type: MANUAL
7	CF-06-A-04	TRAVELODGE	CARDIFF
	THE FRIARY		
	CARDIFF		
	Town Centre		
	Built-Up Zone		
	Total Number of bedrooms:	96	
	Survey date: MONDAY	16/07/12	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

8	CU-06-A-01	HOTEL		CUMBERLAND
	ENGLISH STREET			
	CARLISLE			
	Town Centre			
	High Street			
	Total Number of bedrooms:	92		
	Survey date: MONDAY	20/06/16		Survey Type: MANUAL
9	DH-06-A-01	PREMIER INN		DURHAM
	FREEMANS PLACE			
	DURHAM			
	MILLENNIUM PLACE			
	Edge of Town Centre			
	Development Zone			
	Total Number of bedrooms:	103		
	Survey date: THURSDAY	04/12/08		Survey Type: MANUAL
10	DU-06-A-01	TRAVEL INN		DUNDEE CITY
	RIVERSIDE DRIVE			
	DUNDEE			
	DISCOVERY QUAY			
	Edge of Town Centre			
	No Sub Category			
	Total Number of bedrooms:	40		
	Survey date: TUESDAY	31/05/05		Survey Type: MANUAL
11	DY-06-A-02	JURY'S INN		DERBY
	KING STREET			
	DERBY			
	Town Centre			
	Commercial Zone			
	Total Number of bedrooms:	213		
	Survey date: TUESDAY	19/07/11		Survey Type: MANUAL
12	GM-06-A-07	TRAVELODGE		GREATER MANCHESTER
	BLACKFRIARS STREET			
	MANCHESTER			
	SALFORD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	181		
	Survey date: TUESDAY	25/05/04		Survey Type: MANUAL
13	GM-06-A-08	IBIS		GREATER MANCHESTER
	PORTLAND STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of bedrooms:	127		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL
14	HE-06-A-01	HOTEL		HEREFORDSHIRE
	BROAD STREET			
	HEREFORD			
	Town Centre			
	No Sub Category			
	Total Number of bedrooms:	111		
	Survey date: THURSDAY	02/03/06		Survey Type: MANUAL
15	HI-06-A-04	HOTEL		HIGHLAND
	ACADEMY STREET			
	INVERNESS			
	Town Centre			
	High Street			
	Total Number of bedrooms:	84		
	Survey date: FRIDAY	13/05/11		Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

16	HI-06-A-05 NESS WALK INVERNESS	BEST WESTERN		HIGHLAND
	Edge of Town Centre Built-Up Zone Total Number of bedrooms:		89	
	Survey date: THURSDAY		19/04/18	Survey Type: MANUAL
17	NF-06-A-01 PALACE STREET NORWICH TOMBLANDS	HOTEL		NORFOLK
	Edge of Town Centre No Sub Category Total Number of bedrooms:		82	
	Survey date: WEDNESDAY		16/05/07	Survey Type: MANUAL
18	NF-06-A-04 THORPE ROAD NORWICH THORPE HAMLET	HOTEL		NORFOLK
	Edge of Town Centre Built-Up Zone Total Number of bedrooms:		38	
	Survey date: MONDAY		25/11/19	Survey Type: MANUAL
19	NG-06-A-02 LONDON ROAD NOTTINGHAM	PREMIER INN		NOTTINGHAM
	Edge of Town Centre Built-Up Zone Total Number of bedrooms:		87	
	Survey date: MONDAY		24/06/13	Survey Type: MANUAL
20	NN-06-A-01 HIGH STREET KETTERING	COMFORT INN		NORTH NORTHAMPTONSHIRE
	Town Centre No Sub Category Total Number of bedrooms:		41	
	Survey date: FRIDAY		06/05/05	Survey Type: MANUAL
21	NW-06-A-01 BRIDGE STREET NEWPORT	TRAVELODGE		NEWPORT
	Town Centre High Street Total Number of bedrooms:		62	
	Survey date: THURSDAY		14/10/10	Survey Type: MANUAL
22	NY-06-A-01 PARK PARADE HARROGATE	ASCEND HOTEL		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Number of bedrooms:		100	
	Survey date: TUESDAY		23/10/18	Survey Type: MANUAL
23	PL-06-A-02 SUTTON ROAD PLYMOUTH SUTTON HARBOUR	PREMIER INN		PLYMOUTH
	Edge of Town Centre No Sub Category Total Number of bedrooms:		107	
	Survey date: WEDNESDAY		21/10/09	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

24	SD-06-A-01	THISTLE	SWINDON
	ISLINGTON STREET SWINDON		
	Town Centre No Sub Category Total Number of bedrooms: 95 Survey date: FRIDAY 09/07/04		
25	SD-06-A-02	HOLIDAY INN EXPRESS	SWINDON
	BRIDGE STREET SWINDON		
	Town Centre Built-Up Zone Total Number of bedrooms: 134 Survey date: WEDNESDAY 27/11/13		
26	TV-06-A-04	THISTLE	TEES VALLEY
	FRY STREET MIDDLESBROUGH		
	Town Centre Commercial Zone Total Number of bedrooms: 132 Survey date: THURSDAY 03/10/13		
27	TW-06-A-03	HOTEL	TYNE & WEAR
	SANDHILL NEWCASTLE UPON TYNE QUAYSIDE Town Centre Built-Up Zone Total Number of bedrooms: 24 Survey date: TUESDAY 14/06/16		
28	WM-06-A-01	HOTEL	WEST MIDLANDS
	LICHFIELD ROAD WOLVERHAMPTON		
	Town Centre No Sub Category Total Number of bedrooms: 117 Survey date: TUESDAY 21/02/06		

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.75

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	1	154	0.019	1	154	0.013	1	154	0.032
07:00 - 08:00	28	98	0.057	28	98	0.095	28	98	0.152
08:00 - 09:00	28	98	0.094	28	98	0.130	28	98	0.224
09:00 - 10:00	28	98	0.095	28	98	0.113	28	98	0.208
10:00 - 11:00	28	98	0.079	28	98	0.081	28	98	0.160
11:00 - 12:00	28	98	0.065	28	98	0.080	28	98	0.145
12:00 - 13:00	28	98	0.074	28	98	0.072	28	98	0.146
13:00 - 14:00	28	98	0.062	28	98	0.059	28	98	0.121
14:00 - 15:00	28	98	0.066	28	98	0.063	28	98	0.129
15:00 - 16:00	28	98	0.073	28	98	0.082	28	98	0.155
16:00 - 17:00	28	98	0.082	28	98	0.071	28	98	0.153
17:00 - 18:00	28	98	0.100	28	98	0.070	28	98	0.170
18:00 - 19:00	28	98	0.098	28	98	0.060	28	98	0.158
19:00 - 20:00	24	98	0.095	24	98	0.069	24	98	0.164
20:00 - 21:00	24	98	0.065	24	98	0.049	24	98	0.114
21:00 - 22:00	21	93	0.051	21	93	0.044	21	93	0.095
22:00 - 23:00	2	72	0.098	2	72	0.133	2	72	0.231
23:00 - 24:00	1	40	0.025	1	40	0.000	1	40	0.025
Total Rates:			1.298			1.284			2.582

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:	24 - 213 (units:)
Survey date date range:	01/01/00 - 12/11/21
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CYCLISTS**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	28	98	0.003	28	98	0.000	28	98	0.003
08:00 - 09:00	28	98	0.001	28	98	0.001	28	98	0.002
09:00 - 10:00	28	98	0.001	28	98	0.002	28	98	0.003
10:00 - 11:00	28	98	0.000	28	98	0.000	28	98	0.000
11:00 - 12:00	28	98	0.001	28	98	0.000	28	98	0.001
12:00 - 13:00	28	98	0.000	28	98	0.001	28	98	0.001
13:00 - 14:00	28	98	0.001	28	98	0.001	28	98	0.002
14:00 - 15:00	28	98	0.002	28	98	0.001	28	98	0.003
15:00 - 16:00	28	98	0.002	28	98	0.001	28	98	0.003
16:00 - 17:00	28	98	0.001	28	98	0.003	28	98	0.004
17:00 - 18:00	28	98	0.001	28	98	0.001	28	98	0.002
18:00 - 19:00	28	98	0.002	28	98	0.001	28	98	0.003
19:00 - 20:00	24	98	0.001	24	98	0.000	24	98	0.001
20:00 - 21:00	24	98	0.000	24	98	0.000	24	98	0.000
21:00 - 22:00	21	93	0.001	21	93	0.000	21	93	0.001
22:00 - 23:00	2	72	0.000	2	72	0.000	2	72	0.000
23:00 - 24:00	1	40	0.000	1	40	0.000	1	40	0.000
Total Rates:			0.017			0.012			0.029

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	1	154	0.019	1	154	0.000	1	154	0.019
07:00 - 08:00	28	98	0.028	28	98	0.031	28	98	0.059
08:00 - 09:00	28	98	0.052	28	98	0.092	28	98	0.144
09:00 - 10:00	28	98	0.071	28	98	0.076	28	98	0.147
10:00 - 11:00	28	98	0.064	28	98	0.090	28	98	0.154
11:00 - 12:00	28	98	0.068	28	98	0.089	28	98	0.157
12:00 - 13:00	28	98	0.094	28	98	0.087	28	98	0.181
13:00 - 14:00	28	98	0.087	28	98	0.112	28	98	0.199
14:00 - 15:00	28	98	0.083	28	98	0.097	28	98	0.180
15:00 - 16:00	28	98	0.070	28	98	0.079	28	98	0.149
16:00 - 17:00	28	98	0.080	28	98	0.092	28	98	0.172
17:00 - 18:00	28	98	0.114	28	98	0.100	28	98	0.214
18:00 - 19:00	28	98	0.107	28	98	0.117	28	98	0.224
19:00 - 20:00	24	98	0.105	24	98	0.118	24	98	0.223
20:00 - 21:00	24	98	0.084	24	98	0.086	24	98	0.170
21:00 - 22:00	21	93	0.097	21	93	0.048	21	93	0.145
22:00 - 23:00	2	72	0.042	2	72	0.007	2	72	0.049
23:00 - 24:00	1	40	0.000	1	40	0.000	1	40	0.000
Total Rates:			1.265			1.321			2.586

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	1	154	0.045	1	154	0.026	1	154	0.071
07:00 - 08:00	28	98	0.023	28	98	0.009	28	98	0.032
08:00 - 09:00	28	98	0.020	28	98	0.043	28	98	0.063
09:00 - 10:00	28	98	0.028	28	98	0.030	28	98	0.058
10:00 - 11:00	28	98	0.011	28	98	0.016	28	98	0.027
11:00 - 12:00	28	98	0.018	28	98	0.013	28	98	0.031
12:00 - 13:00	28	98	0.012	28	98	0.019	28	98	0.031
13:00 - 14:00	28	98	0.036	28	98	0.027	28	98	0.063
14:00 - 15:00	28	98	0.036	28	98	0.030	28	98	0.066
15:00 - 16:00	28	98	0.034	28	98	0.030	28	98	0.064
16:00 - 17:00	28	98	0.024	28	98	0.012	28	98	0.036
17:00 - 18:00	28	98	0.033	28	98	0.005	28	98	0.038
18:00 - 19:00	28	98	0.022	28	98	0.011	28	98	0.033
19:00 - 20:00	24	98	0.012	24	98	0.015	24	98	0.027
20:00 - 21:00	24	98	0.009	24	98	0.004	24	98	0.013
21:00 - 22:00	21	93	0.006	21	93	0.001	21	93	0.007
22:00 - 23:00	2	72	0.000	2	72	0.000	2	72	0.000
23:00 - 24:00	1	40	0.000	1	40	0.000	1	40	0.000
Total Rates:			0.369			0.291			0.660

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.

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-230807-0814

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
	SC SURREY	1 days
	SS SOUTHEND ON SEA	2 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	LS LEEDS	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	GM GREATER MANCHESTER	2 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CU CUMBERLAND	1 days
10	WALES	
	CO CONWY	1 days
	FS FLINTSHIRE	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
	SA SOUTH AYSRSHIRE	1 days
	SR STIRLING	2 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: 6 to 175 (units:)
 Range Selected by User: 6 to 184 (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: 01/01/00 to 11/05/22

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	4 days
Tuesday	8 days
Wednesday	5 days
Thursday	7 days
Friday	3 days

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

Selected survey types:

Manual count	27 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	4
Edge of Town Centre	23

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

Selected Location Sub Categories:

Development Zone	3
Residential Zone	11
Built-Up Zone	10
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	7 days - Selected
Servicing vehicles Excluded	20 days - Selected

Secondary Filtering selection:Use Class:

C3	27 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

SCP York Street Manchester

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Secondary Filtering selection (Cont.):Population within 1 mile:

10,001 to 15,000	9 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	12 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	8 days
75,001 to 100,000	4 days
125,001 to 250,000	7 days
250,001 to 500,000	5 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	17 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	25 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	27 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	AC-03-C-01	BLOCKS OF FLATS		CHESHIRE WEST & CHESTER
	NEW CRANE STREET			
	CHESTER			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	60		
	Survey date: FRIDAY	17/10/08		Survey Type: MANUAL
2	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
3	CT-03-C-01	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	WING ROAD			
	LEIGHTON BUZZARD			
	LINSLADE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	175		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
4	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
5	CT-03-C-03	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	COURT DRIVE			
	DUNSTABLE			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	146		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
6	CU-03-C-01	BLOCK OF FLATS		CUMBERLAND
	KING STREET			
	CARLISLE			
	Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	12/06/14		Survey Type: MANUAL
7	DC-03-C-01	BLOCKS OF FLATS		DORSET
	ABBOTSBURY ROAD			
	WEYMOUTH			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	27		
	Survey date: TUESDAY	08/07/08		Survey Type: MANUAL
8	FS-03-C-01	BLOCK OF FLATS		FLINTSHIRE
	WREXHAM STREET			
	MOLD			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	30		
	Survey date: MONDAY	06/07/09		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	GM-03-C-02	BLOCK OF FLATS	GREATER MANCHESTER
	WHITWORTH STREET W. MANCHESTER		
	Town Centre Built-Up Zone		
	Total No of Dwellings:	154	
	Survey date: THURSDAY	13/10/11	Survey Type: MANUAL
10	GM-03-C-03	BLOCK OF FLATS	GREATER MANCHESTER
	FAIRFIELD STREET MANCHESTER		
	Town Centre Built-Up Zone		
	Total No of Dwellings:	20	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
11	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
12	HI-03-C-01	FLATS	HIGHLAND
	SHORE STREET INVERNESS		
	Town Centre Residential Zone		
	Total No of Dwellings:	38	
	Survey date: WEDNESDAY	20/05/09	Survey Type: MANUAL
13	KS-03-C-01	BLOCK OF FLATS	KIRKLEES
	KINGS MILL LANE HUDDERSFIELD ASPLEY		
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings:	12	
	Survey date: WEDNESDAY	13/09/06	Survey Type: MANUAL
14	LS-03-C-01	BLOCK OF FLATS	LEEDS
	EAST STREET LEEDS		
	CROWN POINT Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	127	
	Survey date: THURSDAY	13/11/03	Survey Type: MANUAL
15	MS-03-C-01	BLOCKS OF FLATS	MERSEYSIDE
	WAPPING ROAD LIVERPOOL		
	WAPPING DOCK Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	114	
	Survey date: THURSDAY	16/10/03	Survey Type: MANUAL
16	MS-03-C-04	BLOCK OF FLATS	MERSEYSIDE
	HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		51	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
18	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
19	SA-03-C-01 RACECOURSE ROAD AYR	BLOCK OF FLATS		SOUTH AYRSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		51	
	Survey date: TUESDAY		16/09/14	Survey Type: MANUAL
20	SC-03-C-01 HEATHCOTE ROAD CAMBERLEY	FLATS		SURREY
	Edge of Town Centre Residential Zone Total No of Dwellings:		140	
	Survey date: MONDAY		21/07/08	Survey Type: MANUAL
21	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		85	
	Survey date: THURSDAY		18/12/14	Survey Type: MANUAL
22	SF-03-C-05 FORE STREET IPSWICH IPSWICH WATERFRONT	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Development Zone Total No of Dwellings:		69	
	Survey date: WEDNESDAY		23/06/21	Survey Type: MANUAL
23	SR-03-C-01 FORTH SIDE WAY STIRLING	FLATS		STIRLING
	Edge of Town Centre No Sub Category Total No of Dwellings:		80	
	Survey date: WEDNESDAY		18/06/14	Survey Type: MANUAL
24	SR-03-C-02 ROSEBERRY TERRACE STIRLING	FLATS		STIRLING
	Edge of Town Centre Residential Zone Total No of Dwellings:		48	
	Survey date: WEDNESDAY		18/06/14	Survey Type: MANUAL

SCP York Street Manchester

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LIST OF SITES relevant to selection parameters (Cont.)

25	SS-03-C-01	FLATS		SOUTHEND ON SEA
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
26	SS-03-C-02	BLOCK OF FLATS		SOUTHEND ON SEA
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
27	WM-03-C-03	FLATS		WEST MIDLANDS
	LODE LANE			
	SOLIHULL			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	60		
	Survey date: FRIDAY	21/09/07		Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.40

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	27	72	0.033	27	72	0.131	27	72	0.164
08:00 - 09:00	27	72	0.060	27	72	0.182	27	72	0.242
09:00 - 10:00	27	72	0.063	27	72	0.081	27	72	0.144
10:00 - 11:00	27	72	0.069	27	72	0.082	27	72	0.151
11:00 - 12:00	27	72	0.066	27	72	0.080	27	72	0.146
12:00 - 13:00	27	72	0.089	27	72	0.082	27	72	0.171
13:00 - 14:00	27	72	0.069	27	72	0.084	27	72	0.153
14:00 - 15:00	27	72	0.070	27	72	0.080	27	72	0.150
15:00 - 16:00	27	72	0.093	27	72	0.066	27	72	0.159
16:00 - 17:00	27	72	0.119	27	72	0.075	27	72	0.194
17:00 - 18:00	27	72	0.164	27	72	0.093	27	72	0.257
18:00 - 19:00	27	72	0.159	27	72	0.087	27	72	0.246
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.054			1.123			2.177

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:	6 - 175 (units:)
Survey date range:	01/01/00 - 11/05/22
Number of weekdays (Monday-Friday):	27
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.

SCP York Street Manchester

Licence No: 726001

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	27	72	0.002	27	72	0.007	27	72	0.009
08:00 - 09:00	27	72	0.003	27	72	0.009	27	72	0.012
09:00 - 10:00	27	72	0.002	27	72	0.004	27	72	0.006
10:00 - 11:00	27	72	0.003	27	72	0.005	27	72	0.008
11:00 - 12:00	27	72	0.004	27	72	0.003	27	72	0.007
12:00 - 13:00	27	72	0.001	27	72	0.004	27	72	0.005
13:00 - 14:00	27	72	0.002	27	72	0.002	27	72	0.004
14:00 - 15:00	27	72	0.003	27	72	0.001	27	72	0.004
15:00 - 16:00	27	72	0.004	27	72	0.003	27	72	0.007
16:00 - 17:00	27	72	0.002	27	72	0.001	27	72	0.003
17:00 - 18:00	27	72	0.010	27	72	0.003	27	72	0.013
18:00 - 19:00	27	72	0.005	27	72	0.002	27	72	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.044			0.085

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.

SCP York Street Manchester

Licence No: 726001

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	27	72	0.018	27	72	0.066	27	72	0.084
08:00 - 09:00	27	72	0.027	27	72	0.132	27	72	0.159
09:00 - 10:00	27	72	0.040	27	72	0.084	27	72	0.124
10:00 - 11:00	27	72	0.054	27	72	0.060	27	72	0.114
11:00 - 12:00	27	72	0.046	27	72	0.068	27	72	0.114
12:00 - 13:00	27	72	0.073	27	72	0.071	27	72	0.144
13:00 - 14:00	27	72	0.069	27	72	0.063	27	72	0.132
14:00 - 15:00	27	72	0.065	27	72	0.060	27	72	0.125
15:00 - 16:00	27	72	0.081	27	72	0.057	27	72	0.138
16:00 - 17:00	27	72	0.102	27	72	0.082	27	72	0.184
17:00 - 18:00	27	72	0.137	27	72	0.071	27	72	0.208
18:00 - 19:00	27	72	0.095	27	72	0.058	27	72	0.153
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.807			0.872			1.679

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.

SCP York Street Manchester

Licence No: 726001

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	27	72	0.001	27	72	0.054	27	72	0.055
08:00 - 09:00	27	72	0.005	27	72	0.084	27	72	0.089
09:00 - 10:00	27	72	0.005	27	72	0.028	27	72	0.033
10:00 - 11:00	27	72	0.011	27	72	0.012	27	72	0.023
11:00 - 12:00	27	72	0.015	27	72	0.011	27	72	0.026
12:00 - 13:00	27	72	0.018	27	72	0.020	27	72	0.038
13:00 - 14:00	27	72	0.011	27	72	0.022	27	72	0.033
14:00 - 15:00	27	72	0.017	27	72	0.008	27	72	0.025
15:00 - 16:00	27	72	0.045	27	72	0.011	27	72	0.056
16:00 - 17:00	27	72	0.035	27	72	0.011	27	72	0.046
17:00 - 18:00	27	72	0.064	27	72	0.008	27	72	0.072
18:00 - 19:00	27	72	0.039	27	72	0.007	27	72	0.046
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.266			0.276			0.542

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.