

Kabinet Limited

20-26 Kay Street, Manchester

RC/230198/TN01 - 26 July 2023

Introduction

1. SCP have been appointed by Kabinet Limited to provide transport planning advice in relation to their proposals for a change in use for the existing warehouse at 20-26 Kay Street, Manchester to a retail unit with showroom, café and ancillary offices.
2. The gross floor area (GFA) of the development will comprise a total of 2340m². Parking will be provided for 30 vehicles in the eastern car park, and 18 vehicles in the western car park.
3. This Highway Statement informs the local highway and planning authority, Manchester City Council, of the relevant highway impacts arising from the proposals.

Site Location and Existing Conditions

4. The site is located roughly 2.75km east of Manchester City Centre, in the Ashburys/Beswick area of the city. It is c. 500m west of the junction with Alan Turing Way A6010 ('Intermediate Ring Road'), which orbits the city from Longsight in the south through east Manchester and north to Salford. The site is situated to the south of Ashton Old Road, a key artery into the city centre. Ashton Old Road connects to the orbital M60 strategic motorway 5.5km east of the site and Ashton-under-Lyne a further 1.5km away. Its location in the context of the wider road network is shown in **Figure 1**. The immediate vicinity of the site serves a mix of industrial / residential purposes.
5. Access to the site is taken via a signalised junction on Ashton Old Road which provides one-way access (southbound) onto Stainforth Street. The junction provides a staggered pelican crossing for pedestrians. Ashton Old Road is a dual-carriageway arterial route with a 30mph speed restriction. There are footways on both sides of the carriageway, as well as regular street lighting.
6. Exit can be taken from Gorton Road, which meets Ashton Old Road 100m further west. Kay Street meets Stainforth Street at a simple priority junction. Traffic leaving Kay Street is restricted to left turn only.
7. The application site is a broadly rectangular land parcel, bound by Ashton Old Road to the north, a church to the east, Kay Street to the south and Stainforth Street to the west. There are two

access points to the south: both via simple priority accesses along Kay Street. The western access currently functions as a service yard, whilst the eastern access is for staff parking. The site location is shown in **Figure 2**.

Figure 1 - Site Location in Wider Context

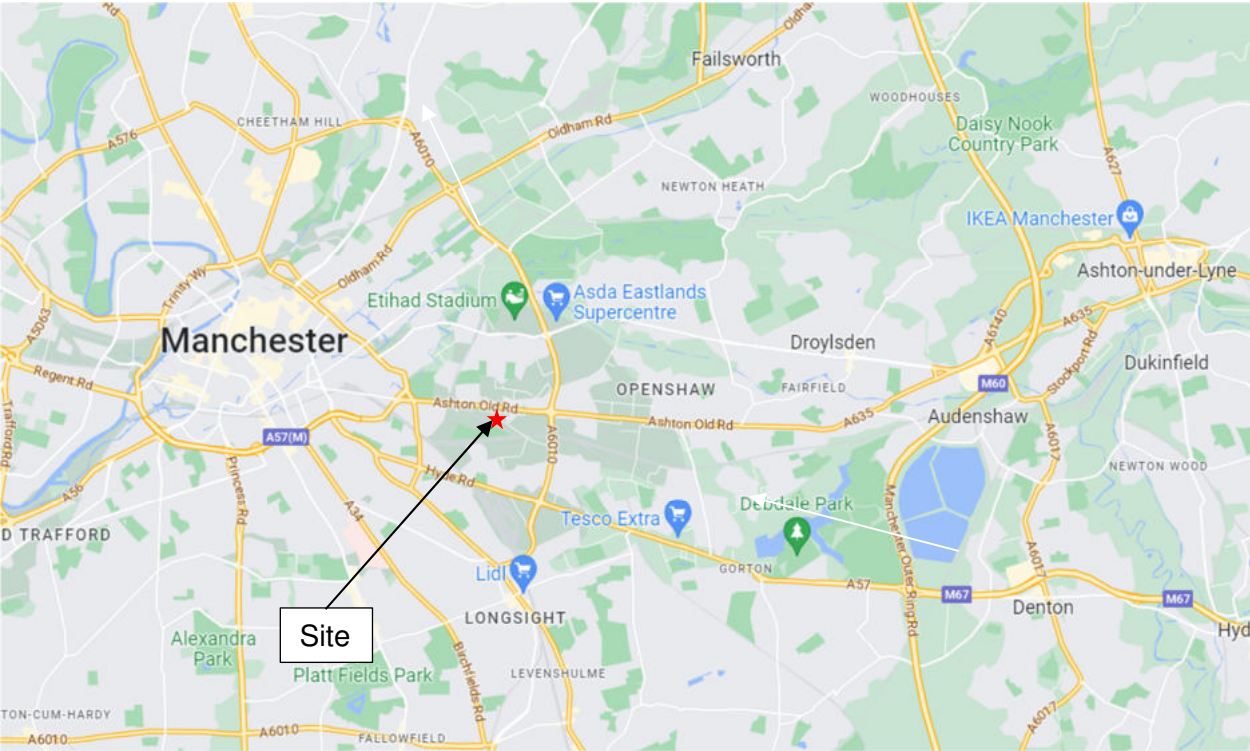
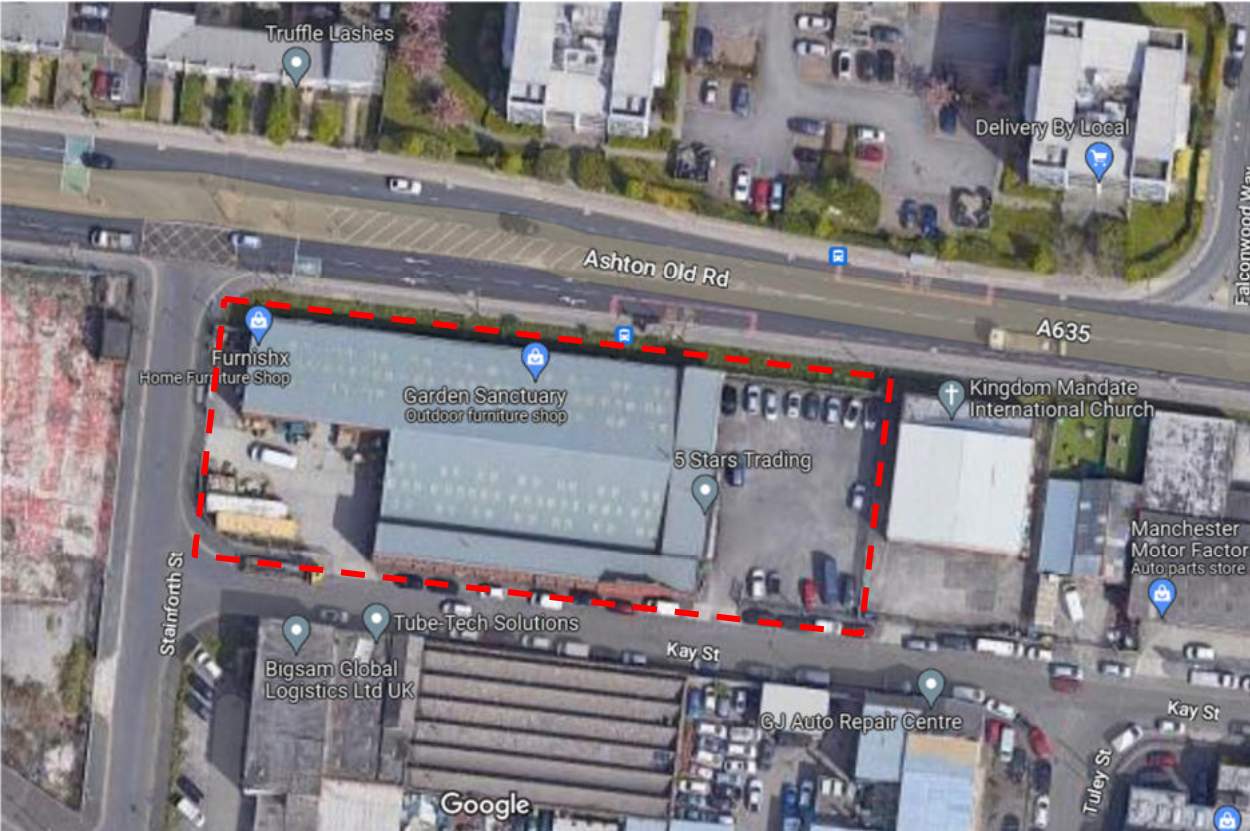


Figure 2 – Location Plan



8. Kay Street is a local street serving industrial uses. Footways are provided on both sides of the carriageway and there is regular street lighting. There are no parking restrictions along Kay Street.

Proposed Development

9. Kabinet Limited seek permission for a change in use to vary from the current Class B2/B8 use to Classes E (a) (individual non-food superstore) and E (b) (Sale of food and drink for consumption on premises). It is proposed that the development will be used for a retail unit comprising showroom, small retail area, café and ancillary offices.
10. The proposed site layout is included at **Appendix 1**. The development will retain the existing two-storey building totalling 2340m² GFA. The Ground floor has a total GFA of 1926sqm and of this there will be: 783sqm will be for 'Furniture Display' and 'Showroom Areas', 254sqm for 'Retail Shelving' and 132sqm for 'Café and Kitchen'. For the purposes of trip calculation, the total Retail Floor Area assumes all of the areas open to the public: 1169sqm. The first floor has a GFA of 414sqm and will comprise Offices and Meeting Rooms. Car parking will be provided for 48 vehicles; 7 of these spaces will be for disabled users.

Servicing

11. Refuse collection is likely to take place on-street with the largest vehicle expected within the eastern side of the site to be a 10m Rigid HGV for small amounts of produce for the retail area every couple of weeks or so. The café will be serviced by smaller vehicles in the western side of the site. Once the display furniture is in place in the showroom it will remain unless there is a change in the product range which will take place on a far less regular basis.
12. Based on this a Swept Path Analysis was undertaken for a 10m Rigid HGV servicing the site as well as a 7.5 tonne Rigid HGV servicing the smaller western car park. The Swept Path Analysis can be found in **Appendix 2**.

Parking Provision

13. The proposals contain provision for 48 car parking spaces, of which 7 meet disability requirements.
14. Manchester City Council recommended car parking standards are set out in the Manchester Core Strategy 2012-2027 and state (within City centre and District centres):
 - A1 (shops, non-food retail): 1 per 22sqm of Public Floor Area (PFA)

15. Based on the PFA of 1169sqm this equates to 53 spaces including retail space, showroom and the café.
16. Note that these are maximum standards and are subject to reductions when the accessibility of the site is taken into consideration.
17. Disabled parking provision should equal 6% of the overall parking requirement or 3 bays whichever is greater. Of the proposed provision this equates to 5 spaces meaning that the 7 provided is more than ample.
18. Further investigation into the parking provision of the site has been investigated using the Trip Rates Information Computer System (TRICS) database. Trip rates have been derived from the TRICS database for industrial units and stand-alone 'non-food' retail for comparison between the existing and proposed use of the site. These indicate the typical trip patterns to and from the development, as well as the magnitude of trip generation. Full TRICS outputs are provided in **Appendix 3**.
19. The trip rates have been used to calculate the likely traffic generation for an industrial unit during the week and a non-food retail unit for both weekdays and weekend for comparison purposes. Table 1 & 2 below demonstrate the trip rates and traffic generation for an industrial unit with a GFA of 2340m².

Table 1 – Trip Rates for Industrial Use

Weekday AM Peak Hour		Weekday PM Peak Hour	
Arrivals	Departures	Arrivals	Departures
0.792	0.172	0.048	0.632

Table 2 – Trip Generation for Industrial Use

Weekday AM Peak Hour		Weekday PM Peak Hour	
Arrivals	Departures	Arrivals	Departures
19	4	1	15

20. The existing industrial unit in its current format could generate 23 two-way trips in the weekday AM peak hour and 16 two-way trips in the PM peak hour.
21. The trip rates and traffic generation for a stand-alone retail unit have been derived for a weekday and weekend peak hours with a retail floor area of 1169m².

Table 3 – Trip Rates for Retail Use

Weekday AM Peak Hour		Weekday PM Peak Hour		Weekend Peak Hour	
Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
0.579	0.193	1.631	2.015	4.606	4.761

Table 4 – Trip Generation for Retail Use

Weekday AM Peak Hour		Weekday PM Peak Hour		Weekend Peak Hour	
Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
7	2	19	24	54	55

22. The proposed development could generate 9 two-way trips in the morning peak hour and 43 two-way trips in the evening weekday peak hour. The net traffic impact of replacing the industrial unit with retail is set out below:

Table 5 – Net Traffic Impact

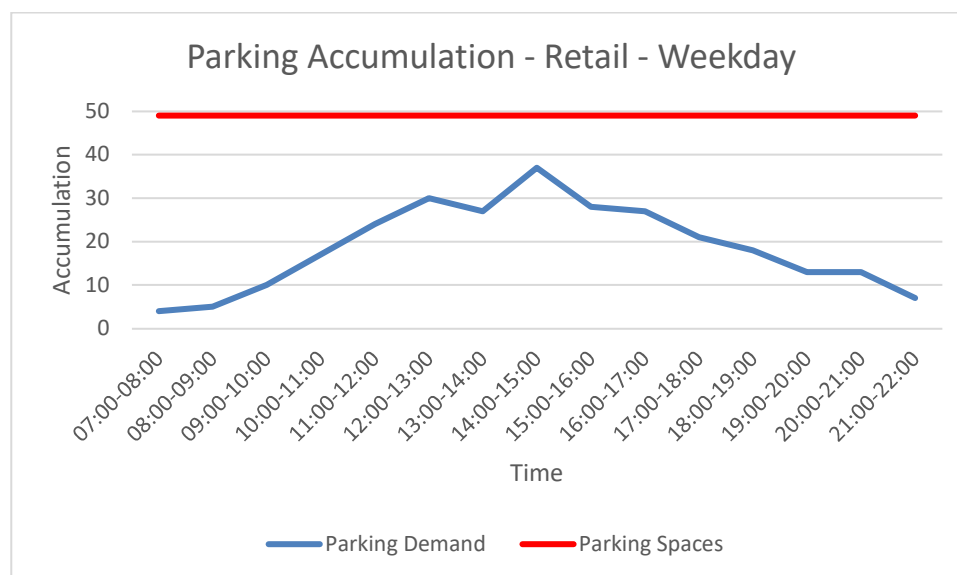
Weekday AM Peak Hour		Weekday PM Peak Hour	
Arrivals	Departures	Arrivals	Departures
-12	-2	+18	+9

23. On the typical network peak hours for a weekday, the redevelopment of the site would result in a slight reduction in vehicle trips in a morning peak hour and a slight increase in trips in the evening peak hour.

Parking Impact

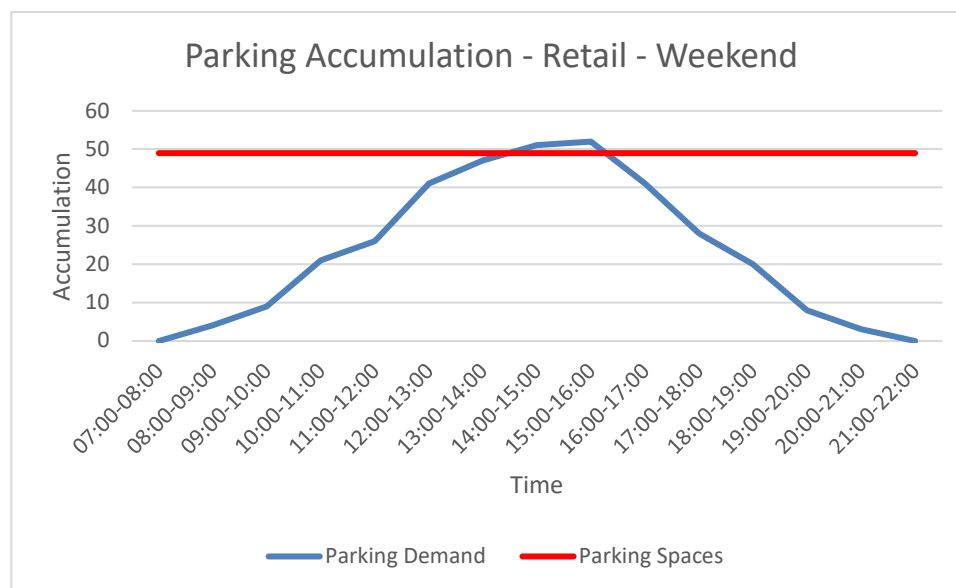
24. Based on the above trip generation, the industrial unit could reach a peak parking accumulation of 28 cars.
25. It should be noted that the current use has no formally marked out parking spaces meaning that the parking area is not efficiently used. Depending on how the car park was utilised, the re-use of the building for an industrial use could result in exceeding the available parking: taking into account spaces are currently not marked out and the western yard is used for servicing and storage.
26. The same parking accumulation exercise has been carried out for the proposed retail use. The graph below shows the expected parking accumulation for a typical weekday.

Figure 3 – Proposed Retail Use Parking Accumulation - Weekday



27. The parking accumulation for a weekday can comfortably be accommodated within the proposed marked out car parks with 48 spaces. A peak is expected to occur mid-afternoon with a maximum of 37 cars parked.

Figure 4 – Parking Accumulation Proposed Retail Use – Weekend



28. During the weekend, based on the TRICS data, there is expected to be a period between 2pm-4pm where parking demand could marginally exceed capacity. However, it is worth noting the availability of unrestricted on-street parking along Kay Street. Given that the area is predominantly industrial, there will be on-street capacity during the weekend for any overspill parking.
29. Notwithstanding this, the retail unit is a new concept store which comprises predominantly showroom space, where customers come to browse and select products to be distributed and delivered from elsewhere. There will be no availability of furniture to take away. The retail element of the store will have small products available to walk away with. This means there will be no requirement to visit the site by car.
30. In addition, as detailed in the following section the site location close to central Manchester has excellent public transport links combined with the nature of the shop where customers will not need to transport large items. Unlike some of the sites recorded on TRICS, the traffic generation for this site could be significantly lower and the car park should have ample capacity to accommodate the site's trip generation on a typical weekend.

Accessibility

31. As detailed above the format of the proposed development is that large items of furniture displayed in the showroom cannot be bought and taken away from the store, instead customers are able to browse the range of available products and place an order which will then be delivered to their home address. This means that large items will not be bought and need to be transported by individuals, as such it is not essential that customers journey to the site by means of private

car. Due to only small items being available to purchase and take away on the day from the retail shelving area of the development, active travel and public transport is a convenient and genuine alternative to the private car.

Figure 6 – Local Cycle Routes



Source: Sustrans

32. As shown in **Figure 6** above the site is with close proximity to several National Cycle Routes providing connections to key areas across Greater Manchester. In addition Ashton Old Road has advisory cycle lanes and advanced cycle stop lines at the majority of signalised junctions along its length, meaning cycling is a genuine and viable option for journeys to and from the site for prospective employees and customers.
33. The site benefits from excellent levels of accessibility, in part due to its location close to Manchester city centre. The Nearest bus stop on Ashton Old Road known as 'Stainforth Street' is located directly along the northern boundary of the site a circa 90m walk from the proposed main customer entrance along Ashton Old Road with the stop on the eastbound side of the carriageway roughly 30 metres further east.

34. The services and average frequency available at the nearest bus stop are outlined in **Table 5** below:

Table 5 – Bus services and average frequency available at Stainforth Street bus stop along northern boundary of the site (westbound)

Service No.	Route	Average Frequency		
		Mon - Fri	Sat	Sun
219	Stalybridge – Ashton – Manchester City Centre	10 mins (04:46-23:54)	10 mins (02:28-23:54)	10 mins (02:28-23:55)
221	Dukinfield – Manchester City Centre	30 mins (06:56-08:22)	-	-

Excluding School Services

35. The nearest Metrolink tram stops are Velopark to the northeast, approximately 1400m (18 minute walk) on the A662 Ashton New Road accessed via Ashton Old Road and the A6010 Alan Turing Way. A similar distance of circa 1500m to the northwest of the site is Holt Town Tram Stop which can be accessed in a 20-minute walk time via Rylance Street, Albert Street, Palmerston Street then onto the A662 Ashton New Road. Both tram stops are on the 'Blue line' which runs between Eccles and Ashton-under-Lyne thus depending on the destination customers can access either tram stop in a similar and convenient walking time, with connections to other lines available by travelling west on the blue line into Manchester City Centre.
36. With regards to trains the nearest station is Ashburys approximately 800m (10 minutes) walking distance southeast of the site along Gorton Road. Services run to Manchester Piccadilly between every 15-20 minutes with services to Hadfield every 30 minutes, New Mills Central and Rose Hill Marple hourly all stopping at various stations along the way. Connections from Ashburys can be made at Manchester Piccadilly Station. These public transport options will be suitable for staff located at the site as well as those customers who chose to travel without the use of the car.
37. Overall, the site benefits from strong public transport links, combined with the fact customers will not need to transport large items prospective staff and customers of the new development will not be reliant on the use of the private car to access the site and public transport provides a convenient and viable alternative.

Conclusions

38. This note has been prepared to support the change in use from class B2/B8 uses to Class E (a) and (b) (Formerly A1 and A3) at the site located at 22-26 Kay Street Manchester.

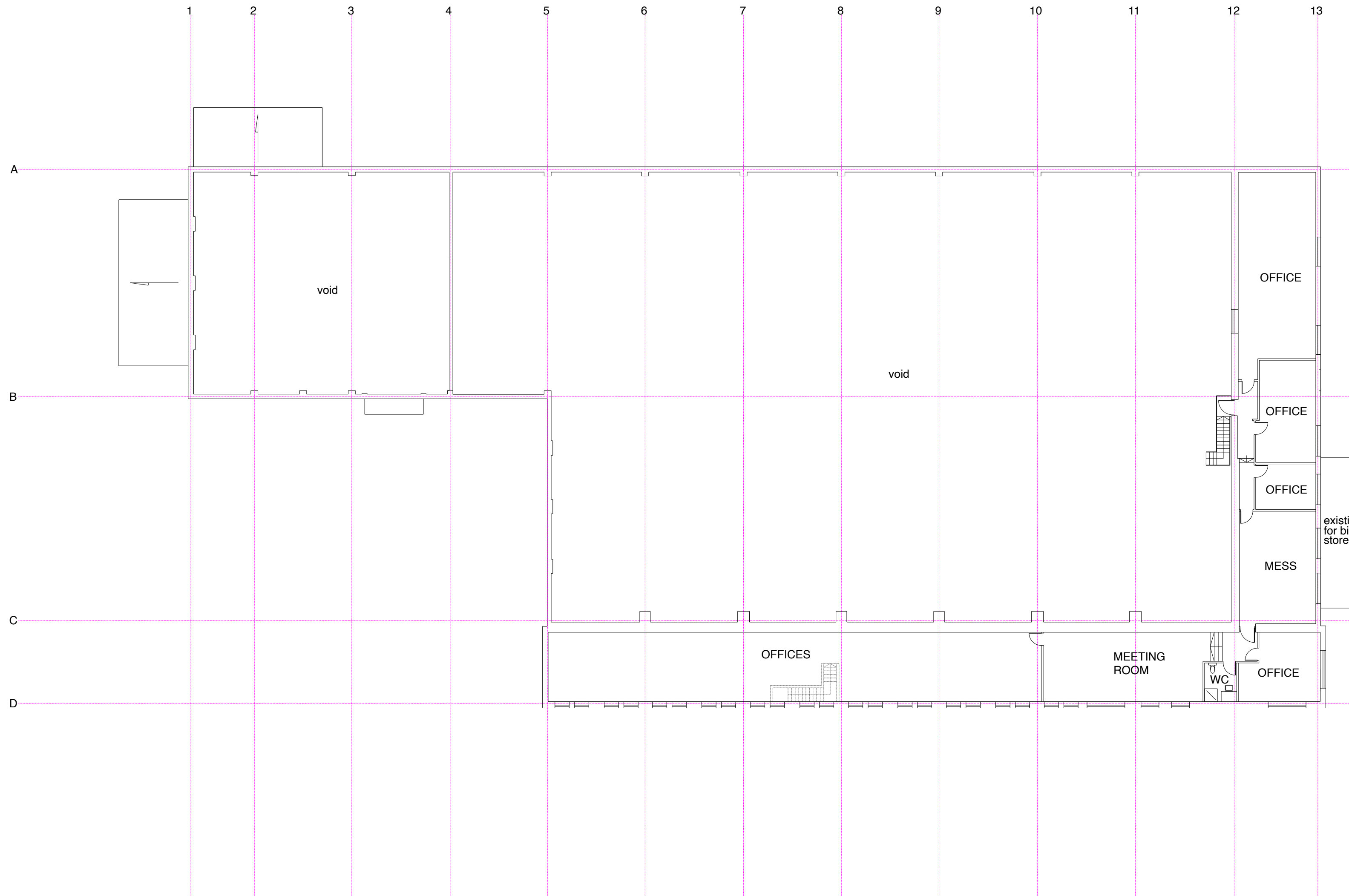
39. The site will experience low levels of servicing with the main demand being refuse collection approximately once a week and food/drink deliveries a couple of times a week by a small rigid/transit van. This note has demonstrated that the site could be served within the western part of the site by a 7m rigid and within the eastern side of the site by a vehicle up to the size of a 10m rigid HGV. The furniture displays will rarely be changed and the retail area will be restocked fairly infrequently.
40. Marking out the car parking areas into formal spaces will ensure a more efficient car park layout, with a proposed capacity of 48 spaces. The car park is considered to be of a satisfactory size to accommodate parking demand given that customers cannot take away items of furniture from the unit. Occasional weekend peak time overspill parking demand can be accommodated on Kay Street when the neighbouring industrial buildings are not in use.
41. It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes. 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 staff and customers will not be wholly reliant on the private car to access the site.
42. The change in use and amendment to the layout of the site will not create a material impact on the local highway network and there are no traffic, transport or highways related reasons to withhold consent for this planning application.

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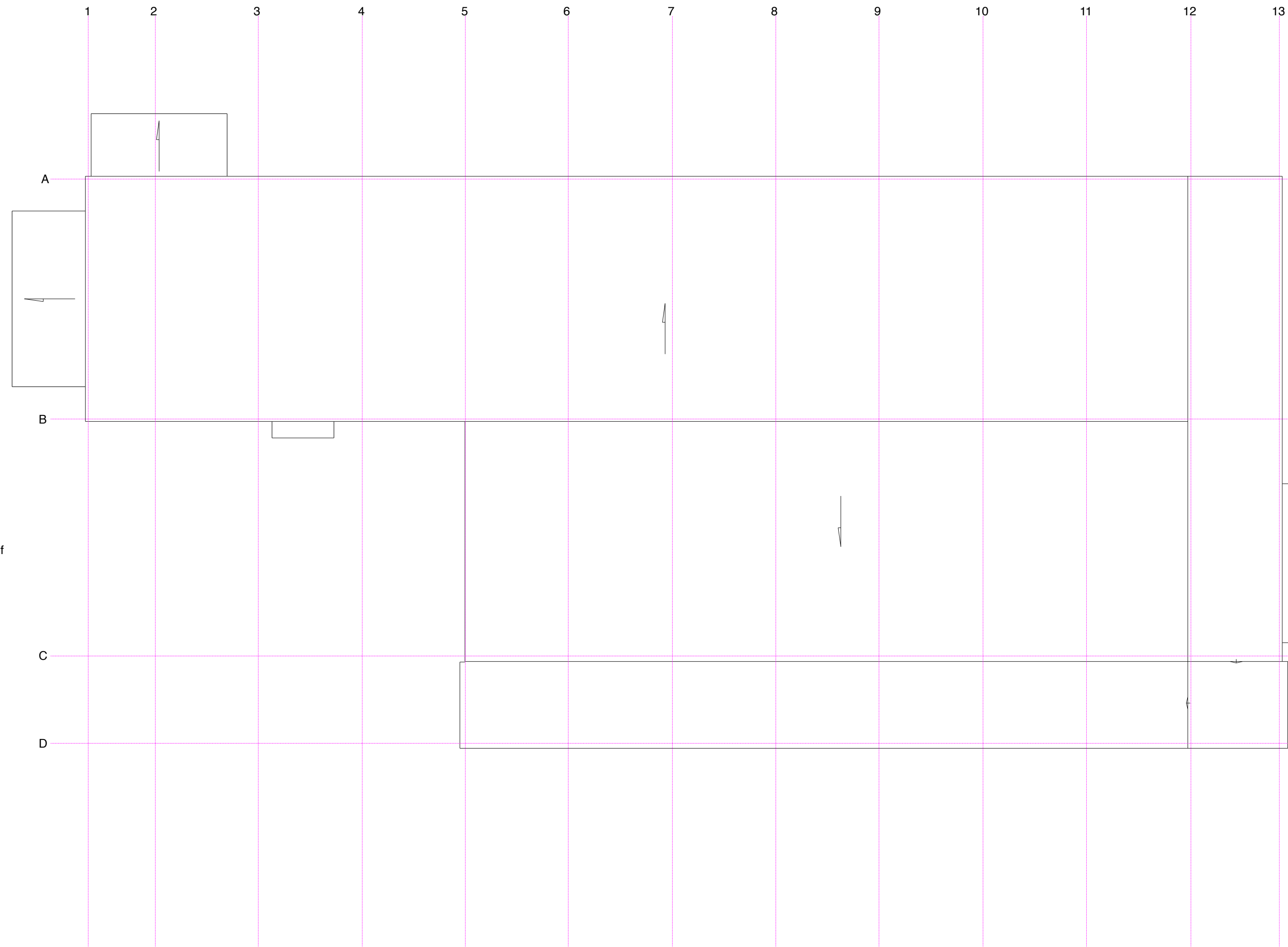
APPENDICES

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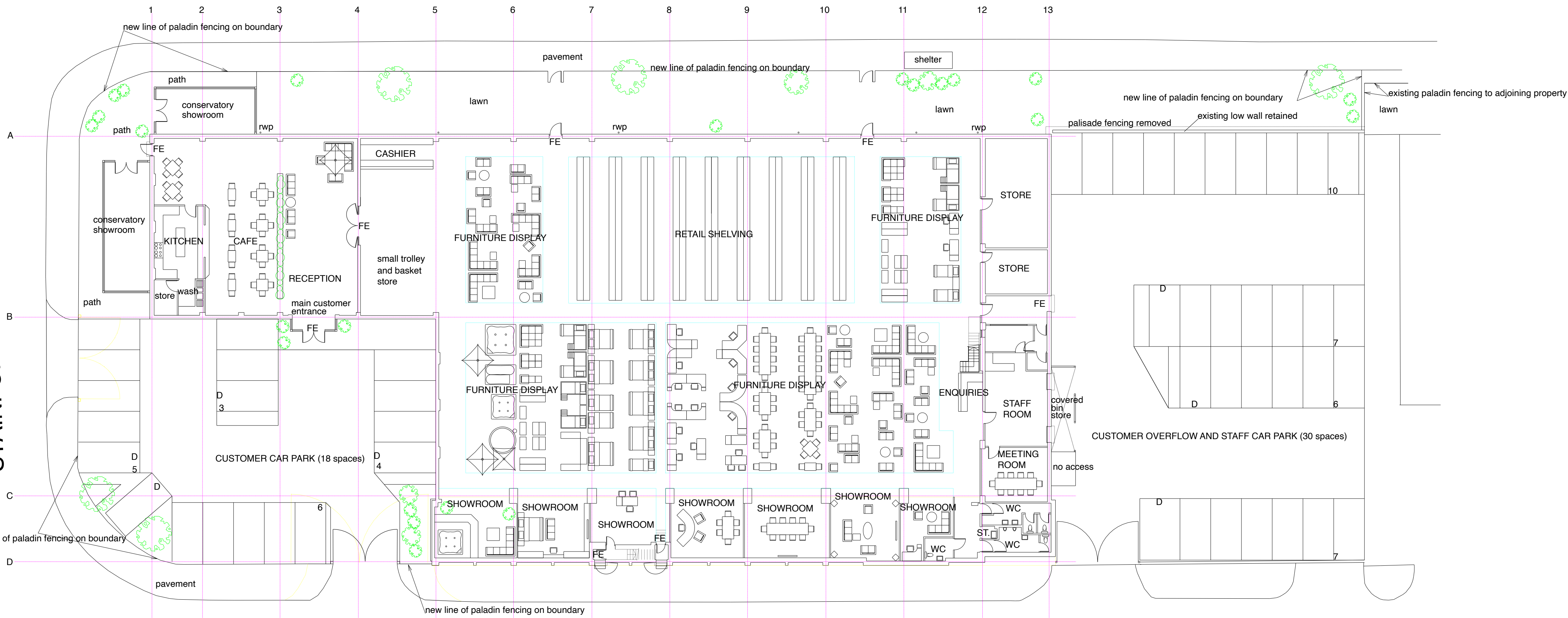
APPENDIX 1



FIRST FLOOR PLAN



ROOF PLAN



KAY STREET

GROUND FLOOR PLAN



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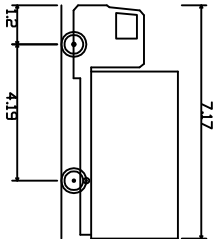
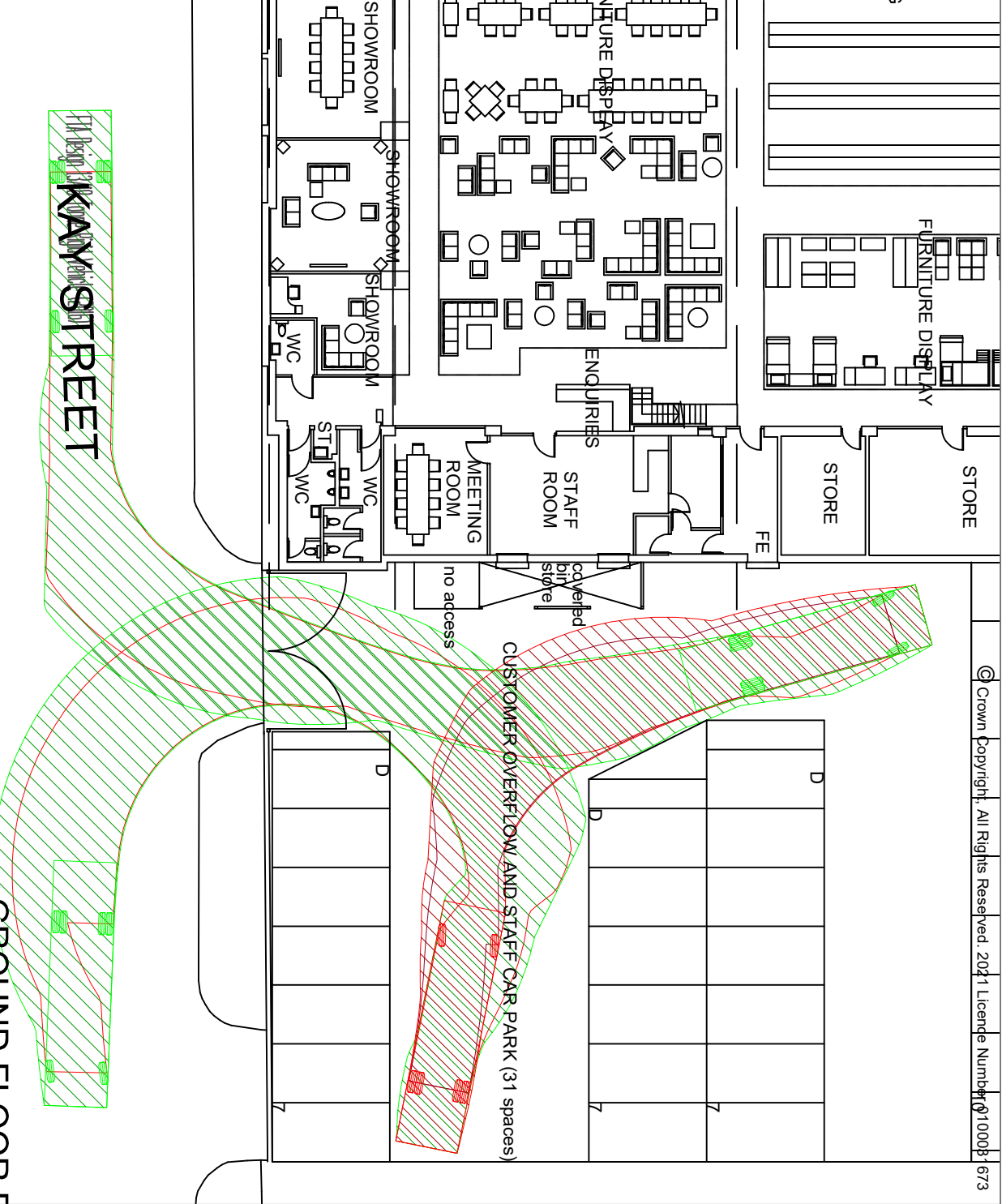
DRAWING
Scheme B Floor Plans

DRAWING NUMBER
L689 / 12

DATE 26-04-23
SCALE 1:100@A1

S|C|P

APPENDIX 2

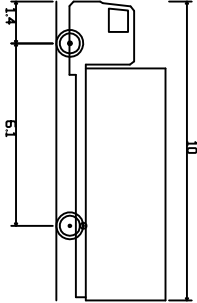


FTA Design 7.5 Tonne Rigid Vehicle (2016)
Overall Length 7.170m
Overall Width 2.300m
Overall Body Height 0.375m
Min Body Ground Clearance 2.120m
Track Width 3.005m
Lock to Lock time 7.000m
Kerb to Kerb Turning Radius

new line of paladin fencing on boundary

KAY STREET

GROUND FLOOR F



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 0.445m
Min Body Ground Clearance 2.470m
Track Width 3.005m
Lock to Lock time 11.000m
Kerb to Kerb Turning Radius

SCP

Transportation Planning : Infrastructure Design

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

Client

KABINET LTD

Drawing Title

SWEPT PATH ANALYSIS

Scale

1:250 @ A3

By

WB

Rev

Description

Date

By

Project Title

22-26 KAY STREET, MANCHESTER

Approved/ Unapproved

-

Status

PLANNING

-

-

Drawing No.

SCP/230198/ATR01

Revision

A

S|C|P

APPENDIX 3

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-230629-0612

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	3 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	HI HIGHLAND	1 days
	SR STIRLING	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1200 to 4600 (units: sqm)
 Range Selected by User: 1200 to 4600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 29/09/22

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	2 days
Tuesday	5 days
Wednesday	1 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	14 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	13
Free Standing (PPS6 Out of Town)	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:

SCP York Street Manchester

Licence No: 726001

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	15 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	14 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	7 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:

Not Known	3 days
No	11 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	14 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	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
2	CB-02-C-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
3	DC-02-C-02	NEWSPAPER HQ	DORSET
	HAMPSHIRE ROAD		
	WEYMOUTH		
	CHICKERELL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3035 sqm	
	Survey date: TUESDAY	04/07/00	Survey Type: MANUAL
4	DC-02-C-03	INDUSTRIAL UNIT	DORSET
	NIMROD WAY		
	NEAR WIMBORNE MINSTER		
	STAPEHILL		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	1626 sqm	
	Survey date: TUESDAY	15/05/01	Survey Type: MANUAL
5	DC-02-C-05	ELECTRONICS CO.	DORSET
	HAMPSHIRE ROAD		
	WEYMOUTH		
	GRANBY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4600 sqm	
	Survey date: THURSDAY	11/10/01	Survey Type: MANUAL
6	EB-02-C-01	BREWERY	CITY OF EDINBURGH
	DRYDEN ROAD		
	EDINBURGH		
	LOANHEAD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1200 sqm	
	Survey date: MONDAY	16/06/08	Survey Type: MANUAL
7	EC-02-C-02	FABRICS MANUFACTURE	CHESHIRE EAST
	CHARTER WAY		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3200 sqm	
	Survey date: FRIDAY	07/05/21	Survey Type: MANUAL
8	GS-02-C-02	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE
	DAVY WAY		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1630 sqm	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-02-C-01 JAYS CLOSE BASINGSTOKE	ENGINEERING COMPANY	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: THURSDAY 16/06/16		Survey Type: MANUAL
10	HE-02-C-02 COLLEGE ROAD HEREFORD BURCOTT	THERMAL PROCESSING	HEREFORDSHIRE
	Edge of Town Commercial Zone Total Gross floor area: 1880 sqm Survey date: TUESDAY 22/10/13		Survey Type: MANUAL
11	HI-02-C-01 TOM SEMPLE ROAD NAIRN BALMAKEITH BUSINESS PK	DAIRY	HIGHLAND
	Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: WEDNESDAY 24/05/06		Survey Type: MANUAL
12	PB-02-C-01 NEWARK ROAD PETERBOROUGH FENGATE	STEEL FABRICATOR	PETERBOROUGH
	Edge of Town Industrial Zone Total Gross floor area: 1772 sqm Survey date: THURSDAY 29/09/22		Survey Type: MANUAL
13	SR-02-C-01 BORROWMEADOW ROAD STIRLING	SPECIALIST MODEL MAKING	STIRLING
	Edge of Town Industrial Zone Total Gross floor area: 2350 sqm Survey date: MONDAY 16/06/14		Survey Type: MANUAL
14	VG-02-C-01 VERLON CLOSE BARRY	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN
	Edge of Town Industrial Zone Total Gross floor area: 1500 sqm Survey date: THURSDAY 06/05/21		Survey Type: MANUAL

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL 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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	2550	0.065	3	2550	0.000	3	2550	0.065
06:00 - 07:00	5	2326	0.172	5	2326	0.009	5	2326	0.181
07:00 - 08:00	14	2373	0.533	14	2373	0.087	14	2373	0.620
08:00 - 09:00	14	2373	0.792	14	2373	0.172	14	2373	0.964
09:00 - 10:00	14	2373	0.325	14	2373	0.172	14	2373	0.497
10:00 - 11:00	14	2373	0.289	14	2373	0.295	14	2373	0.584
11:00 - 12:00	14	2373	0.238	14	2373	0.238	14	2373	0.476
12:00 - 13:00	14	2373	0.271	14	2373	0.352	14	2373	0.623
13:00 - 14:00	14	2373	0.397	14	2373	0.346	14	2373	0.743
14:00 - 15:00	14	2373	0.187	14	2373	0.208	14	2373	0.395
15:00 - 16:00	14	2373	0.190	14	2373	0.289	14	2373	0.479
16:00 - 17:00	14	2373	0.141	14	2373	0.527	14	2373	0.668
17:00 - 18:00	14	2373	0.048	14	2373	0.632	14	2373	0.680
18:00 - 19:00	14	2373	0.072	14	2373	0.223	14	2373	0.295
19:00 - 20:00	3	2550	0.092	3	2550	0.105	3	2550	0.197
20:00 - 21:00	3	2550	0.039	3	2550	0.078	3	2550	0.117
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.851			3.733			7.584

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:	1200 - 4600 (units: sqm)
Survey date range:	01/01/00 - 29/09/22
Number of weekdays (Monday-Friday):	14
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.

Calculation Reference: AUDIT-726001-230626-0647

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	KC KENT	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	4 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter: Retail floor area
 Actual Range: 504 to 2500 (units: sqm)
 Range Selected by User: 500 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 18/09/21

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	7 days

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

Selected survey types:

Manual count	12 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	2
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	4

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	3
Residential Zone	1
Retail Zone	4
Built-Up Zone	1

SCP York Street Manchester

Licence No: 726001

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	12 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

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days
50,001 to 100,000	1 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	3 days
125,001 to 250,000	7 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	8 days
1.1 to 1.5	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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	12 days

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

Travel Plan:

Not Known	6 days
No	6 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
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This data displays the number of selected surveys with PTAL Ratings.

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Licence No: 726001

LIST OF SITES relevant to selection parameters

1	CB-01-G-02 JAMES STREET CARLISLE	STAPLES		CUMBRIA
	Edge of Town Centre Built-Up Zone Total Retail floor area:		2000 sqm	
	Survey date: FRIDAY		05/02/10	Survey Type: MANUAL
2	EB-01-G-01 GYLEMUIR ROAD EDINBURGH THE GYLE	PETS AT HOME		CITY OF EDINBURGH
	Edge of Town Retail Zone Total Retail floor area:		772 sqm	
	Survey date: WEDNESDAY		27/10/10	Survey Type: MANUAL
3	HE-01-G-01 COMMERCIAL ROAD HEREFORD	PETS AT HOME		HEREFORDSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Retail floor area:		504 sqm	
	Survey date: MONDAY		17/10/11	Survey Type: MANUAL
4	KC-01-G-01 SEA STREET HERNE BAY	PREMUS HOMEMAKER		KENT
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Retail floor area:		1100 sqm	
	Survey date: FRIDAY		21/06/02	Survey Type: MANUAL
5	KC-01-G-02 BROADOAK ROAD CANTERBURY	D&A TOYS		KENT
	Edge of Town Commercial Zone Total Retail floor area:		1300 sqm	
	Survey date: FRIDAY		06/12/02	Survey Type: MANUAL
6	LN-01-G-01 TRITTON ROAD LINCOLN TRITTON RETAIL PARK	PETS AT HOME		LINCOLNSHIRE
	Edge of Town Centre Retail Zone Total Retail floor area:		1200 sqm	
	Survey date: TUESDAY		31/10/17	Survey Type: MANUAL
7	SY-01-G-01 WOMBWELL LANE BARNSELY BARNSELY RETAIL PARK	DUNELM MILL		SOUTH YORKSHIRE
	Edge of Town Retail Zone Total Retail floor area:		1900 sqm	
	Survey date: MONDAY		21/06/10	Survey Type: MANUAL
8	WM-01-G-01 ROCKY LANE BIRMINGHAM ASTON	STAPLES		WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Commercial Zone Total Retail floor area:		1350 sqm	
	Survey date: FRIDAY		17/11/00	Survey Type: MANUAL

SCP York Street Manchester

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LIST OF SITES relevant to selection parameters (Cont.)

9	WM-01-G-02	PC WORLD	WEST MIDLANDS
	STRATFORD ROAD		
	SOLIHULL		
	SHIRLEY		
	Edge of Town		
	Residential Zone		
	Total Retail floor area:	2250 sqm	
	Survey date: FRIDAY	14/09/01	Survey Type: MANUAL
10	WM-01-G-03	DFS	WEST MIDLANDS
	HIGHGATE MIDDLEWAY		
	BIRMINGHAM		
	HIGHGATE		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Retail floor area:	2500 sqm	
	Survey date: FRIDAY	26/10/01	Survey Type: MANUAL
11	WM-01-G-04	COMET	WEST MIDLANDS
	MARSHALL LAKE ROAD		
	SOLIHULL		
	SHIRLEY		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Retail floor area:	1400 sqm	
	Survey date: FRIDAY	12/10/01	Survey Type: MANUAL
12	WY-01-G-02	SUPA SOFA	WEST YORKSHIRE
	CLARENCE ROAD		
	LEEDS		
	HUNSLET		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Retail floor area:	1140 sqm	
	Survey date: THURSDAY	14/03/19	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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1285	0.363	3	1285	0.026	3	1285	0.389
08:00 - 09:00	10	1502	0.579	10	1502	0.193	10	1502	0.772
09:00 - 10:00	12	1451	1.883	12	1451	1.194	12	1451	3.077
10:00 - 11:00	12	1451	2.348	12	1451	2.050	12	1451	4.398
11:00 - 12:00	12	1451	2.423	12	1451	2.394	12	1451	4.817
12:00 - 13:00	12	1451	2.664	12	1451	2.521	12	1451	5.185
13:00 - 14:00	12	1451	2.699	12	1451	2.882	12	1451	5.581
14:00 - 15:00	12	1451	2.664	12	1451	2.371	12	1451	5.035
15:00 - 16:00	12	1451	2.337	12	1451	2.320	12	1451	4.657
16:00 - 17:00	12	1451	2.182	12	1451	2.211	12	1451	4.393
17:00 - 18:00	12	1451	1.631	12	1451	2.015	12	1451	3.646
18:00 - 19:00	10	1502	1.279	10	1502	1.712	10	1502	2.991
19:00 - 20:00	9	1542	0.894	9	1542	1.463	9	1542	2.357
20:00 - 21:00	9	1542	0.187	9	1542	0.577	9	1542	0.764
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.133			23.929			48.062

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:	504 - 2500 (units: sqm)
Survey date range:	01/01/00 - 18/09/21
Number of weekdays (Monday-Friday):	12
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

Calculation Reference: AUDIT-726001-230626-0602

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
EX ESSEX	1 days
KC KENT	3 days
03 SOUTH WEST	
DC DORSET	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	4 days
WO WORCESTERSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	2 days
SY SOUTH YORKSHIRE	1 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
10 WALES	
DB DENBIGHSHIRE	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: Retail floor area
 Actual Range: 600 to 2500 (units: sqm)
 Range Selected by User: 500 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 18/09/21

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

Selected survey days:

Saturday	10 days
Sunday	5 days

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

Selected survey types:

Manual count	15 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	4
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	5

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:

Commercial Zone	6
Residential Zone	1
Retail Zone	3
Built-Up Zone	3
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	19 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	15 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	2 days
5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	5 days
20,001 to 25,000	2 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	4 days
100,001 to 125,000	2 days
125,001 to 250,000	7 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	9 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	15 days

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

Travel Plan:

Not Known	7 days
No	8 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	15 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	DB-01-G-01	BRANTANO		DENBIGHSHIRE
	GREENFIELD PLACE			
	RHYL			
	Edge of Town Centre			
	Commercial Zone			
	Total Retail floor area:	600 sqm		
	Survey date: SATURDAY	22/10/11		Survey Type: MANUAL
2	DC-01-G-02	THE RANGE		DORSET
	GREAT WESTERN ROAD			
	DORCHESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	2000 sqm		
	Survey date: SATURDAY	17/09/16		Survey Type: MANUAL
3	EX-01-G-01	MFI		ESSEX
	LONDON ROAD			
	COLCHESTER			
	LEXDEN			
	Edge of Town			
	No Sub Category			
	Total Retail floor area:	800 sqm		
	Survey date: SATURDAY	19/07/08		Survey Type: MANUAL
4	GM-01-G-03	PC WORLD		GREATER MANCHESTER
	CHESTER ROAD			
	MANCHESTER			
	GORSE HILL			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Retail floor area:	2325 sqm		
	Survey date: SATURDAY	12/06/04		Survey Type: MANUAL
5	KC-01-G-01	PREMUS HOMEMAKER		KENT
	SEA STREET			
	HERNE BAY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Retail floor area:	1100 sqm		
	Survey date: SUNDAY	23/06/02		Survey Type: MANUAL
6	KC-01-G-02	D&A TOYS		KENT
	BROADOAK ROAD			
	CANTERBURY			
	Edge of Town			
	Commercial Zone			
	Total Retail floor area:	1300 sqm		
	Survey date: SUNDAY	08/12/02		Survey Type: MANUAL
7	KC-01-G-03	TOY SUPERSTORE		KENT
	BROADOAK ROAD			
	CANTERBURY			
	Edge of Town			
	Commercial Zone			
	Total Retail floor area:	1300 sqm		
	Survey date: SATURDAY	07/12/02		Survey Type: MANUAL
8	NY-01-G-01	ALLIED CARPETS		NORTH YORKSHIRE
	LAYERTHORPE ROAD			
	YORK			
	LAYERTHORPE			
	Edge of Town Centre			
	Commercial Zone			
	Total Retail floor area:	2300 sqm		
	Survey date: SATURDAY	21/05/05		Survey Type: MANUAL

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Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-01-G-02	CURRY'S		NORTH YORKSHIRE
	HURRICANE WAY			
	YORK			
	CLIFTON MOOR			
	Edge of Town			
	Retail Zone			
	Total Retail floor area:	2500 sqm		
	Survey date: SATURDAY	19/09/09		Survey Type: MANUAL
10	SY-01-G-02	NEXT OUTLET		SOUTH YORKSHIRE
	WHITE ROSE WAY			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Retail floor area:	1200 sqm		
	Survey date: SATURDAY	18/09/21		Survey Type: MANUAL
11	WM-01-G-01	STAPLES		WEST MIDLANDS
	ROCKY LANE			
	BIRMINGHAM			
	ASTON			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Retail floor area:	1350 sqm		
	Survey date: SATURDAY	18/11/00		Survey Type: MANUAL
12	WM-01-G-02	PC WORLD		WEST MIDLANDS
	STRATFORD ROAD			
	SOLIHULL			
	SHIRLEY			
	Edge of Town			
	Residential Zone			
	Total Retail floor area:	2250 sqm		
	Survey date: SUNDAY	16/09/01		Survey Type: MANUAL
13	WM-01-G-03	DFS		WEST MIDLANDS
	HIGHGATE MIDDLEWAY			
	BIRMINGHAM			
	HIGHGATE			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Retail floor area:	2500 sqm		
	Survey date: SUNDAY	28/10/01		Survey Type: MANUAL
14	WM-01-G-04	COMET		WEST MIDLANDS
	MARSHALL LAKE ROAD			
	SOLIHULL			
	SHIRLEY			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Retail floor area:	1400 sqm		
	Survey date: SUNDAY	14/10/01		Survey Type: MANUAL
15	WO-01-G-01	PC WORLD		WORCESTERSHIRE
	TYBRIDGE STREET			
	WORCESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	1500 sqm		
	Survey date: SATURDAY	20/06/09		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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1700	0.039	3	1700	0.000	3	1700	0.039
08:00 - 09:00	8	1672	0.568	8	1672	0.187	8	1672	0.755
09:00 - 10:00	10	1588	1.556	10	1588	0.945	10	1588	2.501
10:00 - 11:00	15	1628	2.362	15	1628	1.539	15	1628	3.901
11:00 - 12:00	15	1628	3.971	15	1628	3.308	15	1628	7.279
12:00 - 13:00	15	1628	4.246	15	1628	4.066	15	1628	8.312
13:00 - 14:00	15	1628	4.454	15	1628	4.463	15	1628	8.917
14:00 - 15:00	15	1628	4.606	15	1628	4.671	15	1628	9.277
15:00 - 16:00	15	1628	4.057	15	1628	4.295	15	1628	8.352
16:00 - 17:00	14	1666	2.594	14	1666	3.387	14	1666	5.981
17:00 - 18:00	13	1694	1.149	13	1694	2.157	13	1694	3.306
18:00 - 19:00	9	1619	0.288	9	1619	0.714	9	1619	1.002
19:00 - 20:00	5	1480	0.257	5	1480	0.297	5	1480	0.554
20:00 - 21:00	5	1480	0.162	5	1480	0.189	5	1480	0.351
21:00 - 22:00	2	1400	0.000	2	1400	0.214	2	1400	0.214
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			30.309			30.432			60.741

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:	600 - 2500 (units: sqm)
Survey date range:	01/01/00 - 18/09/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	14
Number of Sundays:	5
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.