

Transport Statement

Date: 21 July 2020

Project: Manley Park Play Centre

Title: Transport Statement

1. Purpose

- 1.1 SK has been appointed to review the transport and highway implications of extending the Manley Play Centre in Whalley Range. The Centre is in active use as a community and leisure facility with a floor area of 154sqm. The proposal will extend the building to provide 171sqm of additional space. The proposed site layout is attached as Appendix A.
- 1.2 The assessment has been undertaken in line with standard appraisal methods and in line with NPPF and PPG. The assessment is also in line with the following guidance:
 - DfT (2007) Guidance on Transport Assessment
 - TfGM (2017) Greater Manchester Transport Strategy 2040
 - TfGM (2013) Transport for Sustainable Developments: A Guide for Developers
 - MCC (2019) Draft Zero Carbon Framework 2020-2038
 - MCC (2012) Manchester's Local Development Framework: Core Strategy Development Plan
- 1.3 The scale of the proposal is well beneath that which requires a formal Transport Assessment.

2. Existing Site Characteristics

Site Location

- 2.1 Figure 2.1 shows that the site is located within the Whalley Range area of the city, to the east of York Avenue, south of Manley Park and north of Clarendon Road.
- 2.2 The site sits within a predominantly residential area, adjacent to a local retail centre and local park. The site's location means that it benefits from good opportunities for both walking and cycling access from the community areas it serves.

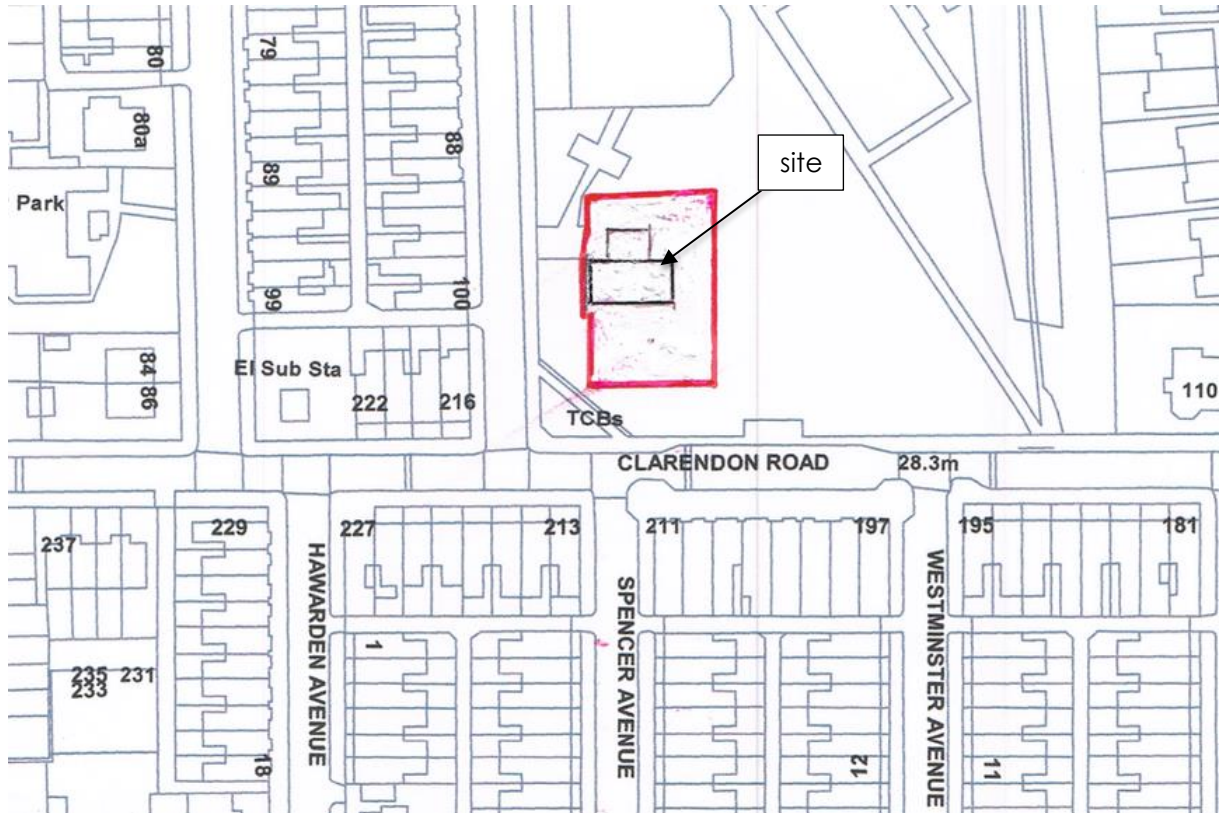


Figure 2.1: Site Location

Existing Site Use

- 2.3 The building has a current floor area of 154sqm. The site is in active use as a community and play centre. The centre provides a children's play centre including holiday play schemes, arts and craft clubs, youth clubs, community open days, after school activities and sports activities. The centre is also used by local sports groups, with activities such as dodge ball, fitness classes, boxercise and yoga.
- 2.4 The operator (Community on Solid Ground) has provided examples of the types of events held at the centre from the pre-Covid period.

Day	Event
Monday	Coffee morning Community advice drop-in Yoga exercise Councillors evening surgery
Tuesday	Women's heritage cultural sessions Sports & fitness sessions CV support and employment drop-in
Wednesday	Coffee morning After school club Boxercise Youth club
Thursday	Health & wellbeing workshops Yoga exercise Sports & fitness sessions
Friday	Elder men's group Maths & English classes Youth club
Saturday	Fitness sessions Junior youth club Senior youth club
Sunday	Community bookings Children's parties

Table 2.1: Existing Centre Events
[source: Community on Solid Ground 2020]

- 2.5 Access to the building is provided from a gated arrangement on York Avenue. There is no vehicular access or parking associated with the current use. The operator has confirmed that the majority of the centre users' access on foot and with a small proportion accessing by bike.
- 2.6 Refuse collection and servicing occurs from kerbside on York Avenue.

Local Highway Network

- 2.7 York Avenue is a residential street which is characterised by on-street parking associated with the existing centre, local residents and local retail uses. There are no parking or loading controls on York Avenue, other than school zig-zag markings outside the school to the north of the site and at the junction with Clarendon Road to the south. York Avenue is subject to a 20mph speed limit and Footways are provided along either carriageway edge with street lighting present.
- 2.8 Clarendon Road to the south of the south of the site is a residential street with footways along either carriageway edge. Clarendon Road is traffic calmed (speed humps) and is subject to a 20mph. Parking on street is uncontrolled with kerbside parking and lay-by parking provided. Double yellow line marking junction protection marking are present.

Road Safety

- 2.9 Accident data for the most recent five year period available has been taken from the GMTU database.

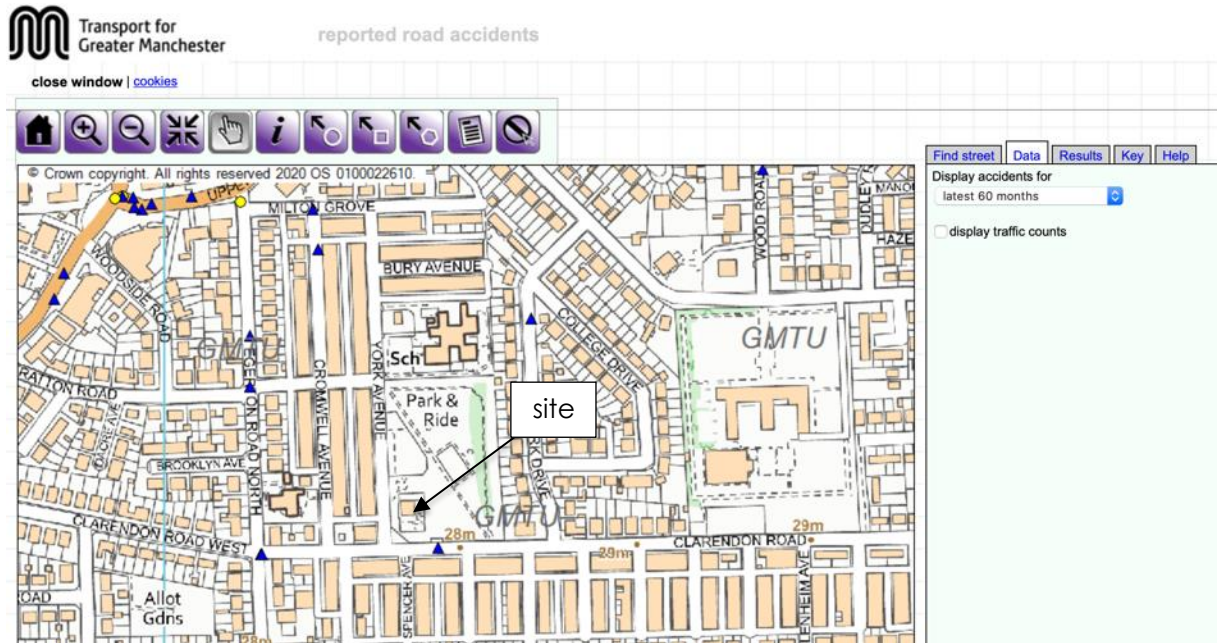


Figure 2.2: Accident Data
[source: GMTU 2020]

- 2.10 Figure 2.2 shows that there have been no accidents on York Avenue during the period assessed.
- 2.11 There has been a single accident on Clarendon Road to the east of the junction with York Avenue. The accident was classified as slight.
- 2.12 There has been a single accident at the junction of Clarendon Road/Egerton Road North. The accident was classified as slight.
- 2.13 The accident data shows that there are no accident cluster location or accident hotspots on routes surrounding the site.

Existing Site Trips

- 2.14 The TRICS database has been used to establish typical multimodal trips associated with community centre uses during the highway network peak hours. The TRICS database is attached as Appendix B with a summary provided in Table 2.2.

	Person Trip Rate (per 100sqm)			Total Trips		
	In	Out	Total	In	Out	Total
AM Peak	1.471	0.392	1.863	2	1	3
PM Peak	1.316	0.658	1.974	2	1	3
Daily	21.336	21.699	43.035	33	33	66
	Pedestrian Trip Rate (per 100sqm)			Pedestrian Trips		
	In	Out	Total	In	Out	Total
AM Peak	0.765	0.216	0.981	1	0	2
PM Peak	0.483	0.154	0.637	1	0	1
Daily	8.667	9.093	17.76	13	14	27
	Cycle Trip Rate (per 100sqm)			Cycle Trips		
	In	Out	Total	In	Out	Total
AM Peak	0.02	0	0.02	0	0	0
PM Peak	0.132	0	0.132	0	0	0
Daily	0.443	0.452	0.895	1	1	1
	Public Transport Trip Rate (per 100sqm)			Public Transport Trips		
	In	Out	Total	In	Out	Total
AM Peak	0.137	0	0.137	0	0	0
PM Peak	0.044	0.066	0.11	0	0	0
Daily	1.556	1.509	3.065	2	2	5
	Vehicle Trip Rate (per 100sqm)			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak	0.471	0.157	0.628	1	0	1
PM Peak	0.504	0.395	0.899	1	1	1
Daily	8.091	7.667	15.758	12	12	24

Table 2.2: Existing Multimodal Trips

3. Development Proposal

- 3.1 The planning application seeks to extend the building to the rear to provide a badminton court and improved space for existing community events. The extension will increase the floor area of the building by 171sqm, bringing the total floor area to 325sqm. The proposed layout is attached as Appendix A.
- 3.2 Access to the building will remain unchanged by the proposal and will still be gained from the gated point on York Avenue.
- 3.3 The bin store will continue to be located at the front of the building, with refuse collection continuing to occur from kerbside on York Avenue as existing.
- 3.4 In line with the existing arrangements and requirements of the centre, no parking will be provided on the site.

4. Traffic & Parking Impact

Traffic Impact

- 4.1 The existing centre serves the local community and the operator has confirmed that the majority of people attending the site travel on foot. The extension to the building is beneath the level that would normally require any form of assessment. Notwithstanding this, an assessment has been

made to establish the change in traffic associated with the proposal using the TRICS analysis set out in Section 2.

	Vehicle Trip Rate (per 100sqm)			Total Site Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak	0.471	0.157	0.628	2	1	3
PM Peak	0.504	0.395	0.899	2	1	3
Daily	8.091	7.667	15.758	26	25	51

Table 4.1: Total Site Traffic Generation – Following Development

- 4.2 Table 4.1 shows that once the development is operational the site will generate a negligible level of traffic in the AM and PM peak periods. The total site daily traffic flows will be a total of 51 vehicles.

	Net Traffic Impact		
	In	Out	Total
AM Peak	1	1	2
PM Peak	1	0	1
Daily	14	13	27

Table 4.2: Net Traffic Impact

- 4.3 Table 4.2 shows that the net change in site traffic resulting from the extension is negligible during the AM and PM peak hours. The daily traffic flow increase is less than 30 vehicles. The level of change in traffic is not significant when tested against DfT thresholds and will not have an impact on highway operation or road safety.

Parking Impact

- 4.4 Parking for the site, where required, is gained using kerbside parking in the local area. The proposed development will not change the current parking arrangements.
- 4.5 The TRICS database has been used to establish the existing and proposed parking demand associated with the site.

	Existing Parking Demand			Total Future Parking Demand			Net Change
	In	Out	Accumulation	In	Out	Accumulation	
07:00-08:00	1	0	1	2	0	2	1
08:00-09:00	1	0	1	2	1	3	2
09:00-10:00	1	1	2	3	1	4	2
10:00-11:00	0	0	2	1	1	4	2
11:00-12:00	1	1	2	1	2	4	2
12:00-13:00	1	1	2	2	2	4	2
13:00-14:00	0	0	2	1	1	4	2
14:00-15:00	1	1	2	2	2	4	2
15:00-16:00	1	1	2	1	2	4	2
16:00-17:00	0	1	1	1	1	3	2
17:00-18:00	1	1	2	2	1	3	1
18:00-19:00	2	1	3	4	2	6	3
19:00-20:00	2	1	4	5	3	7	3
20:00-21:00	0	1	3	1	3	6	3
21:00-22:00	0	2	1	0	5	1	0

Table 4.3: Net Parking Impact

- 4.6 Table 4.3 shows that the site is currently associated with a maximum parking demand of four vehicles occurring between 7pm and 8pm. The extension will increase parking demand by a maximum of three vehicles. This is not a significant change in parking activity and will not have a severe impact on highway operation or unacceptable effects on road safety.

Service & Refuse Impact

- 4.7 The site already generates delivery and refuse collection movements onto the local highway network and service activity is concentrated on the kerbside on York Avenue. This is in line with Manual for Streets, which states at paragraph 8.3.28:

'In most situations, it will not be necessary to provide parking spaces specifically for service vehicles, such as delivery vans, which are normally stationary for a relatively short time.'

- 4.8 While the proposal will increase the floor area of the building by 171sqm, it will not significantly alter the existing frequency or timing of service/refuse vehicle movements.
- 4.9 The proposal will not lead to an intensification in traffic generation terms and there will not be a severe impact on highway operation.

Policy Compliance

- 4.10 Paragraph 109 of NPPF (2019) states that developments should only be prevented on highways grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. This is reflected in Policy A8 of SCC's UDP.
- 4.11 The assessment shows that the proposal is associated with a negligible level of traffic and parking demand.

5. Accessibility Analysis

Walking & Cycling Access

- 5.1 The pedestrian access to the site is provided from a gated entrance on York Avenue. York Avenue and Clarendon Road have footways on either carriageway edge. An uncontrolled crossing is provided on Clarendon Road to the east of the junction with York Avenue. Pedestrian access to the site can also be gained using routes through Manley Park. The roads surrounding the site are within a 20mph zone and Clarendon Road is traffic calmed, providing a suitable environment for pedestrians and cyclists.
- 5.2 Figure 5.1 shows the Greater Manchester Cycle Network serving the site.

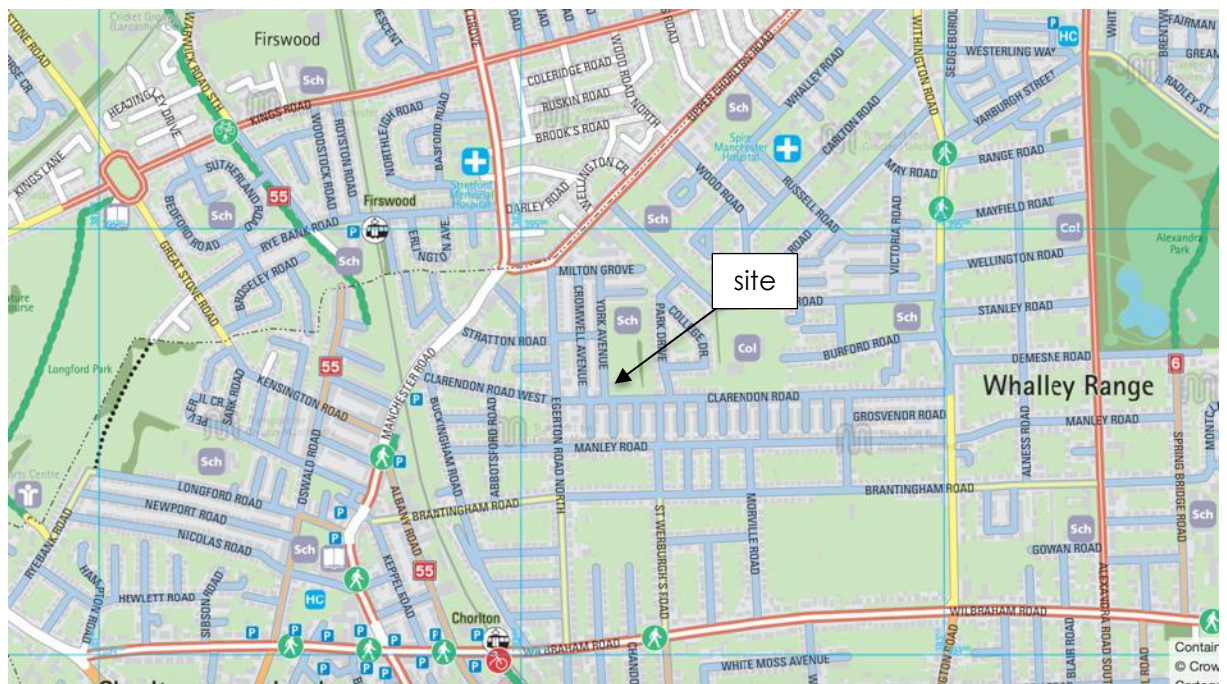


Figure 5.1: GM Cycle Network
[source: TfGM 2020]

- 5.3 Figure 5.1 shows that road surrounding the site are identified as low-trafficked routes that are suitable for cycling. These roads link to on-road routes to the north and south of the site, and also to Routes 6 and 55 of the National Cycle Network. Clarendon Road is identified as a route on the Bee network.
- 5.4 The existing cycle and pedestrian routes provide a good means of accessing surrounding areas of the community.

Public Transport Access

- 5.5 Figure 5.2 shows the public transport network serving the site.



Figure 5.2: Public Transport Network
[source: TfGM 2020]

- 5.6 The nearest bus stops to the site are located on Manchester Road (500m), Upper Chorlton Road (550m) and Wilbraham Road (750m). CIHT guidance states that people will walk for up to 10 minutes to access frequent bus services. Table 5.1 shows that these bus stops are served by 15 buses per hour/each direction. The existing bus services provide frequent connections across the city and the region.

No.	Route	Weekday (buses per hour/each way)				Weekend (buses per hour/each way)	
		AM	Day	PM	Evening	Saturday	Sunday
84A	Davyhulme – Urmston – Chorlton - Merseybank	1	1	1	0	1	0
85	Chorlton – Whalley Range – Manchester	6	4	2	1	4	3
85A	Arrowfield Estate – Chorlton – Hulme – Manchester	3	2	2	1	2	2
86	Chorlton – Whalley Range – Manchester	10	6	5	4	6	6
150	Gorton – Stretford – Trafford Park – Trafford Centre	2	2	2	1	2	1

Table 5.1: Existing Bus Routes
[source: TfGM 2020]

- 5.7 Access can also be gained to the tram network from the Chorlton tram stop, an 11 minute walk from the site. The Chorlton tram stop is served by the Rochdale to East Didsbury, Shaw to East Didsbury and Victoria to Manchester Airport lines.

Greater Manchester Accessibility Level

- 5.8 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.

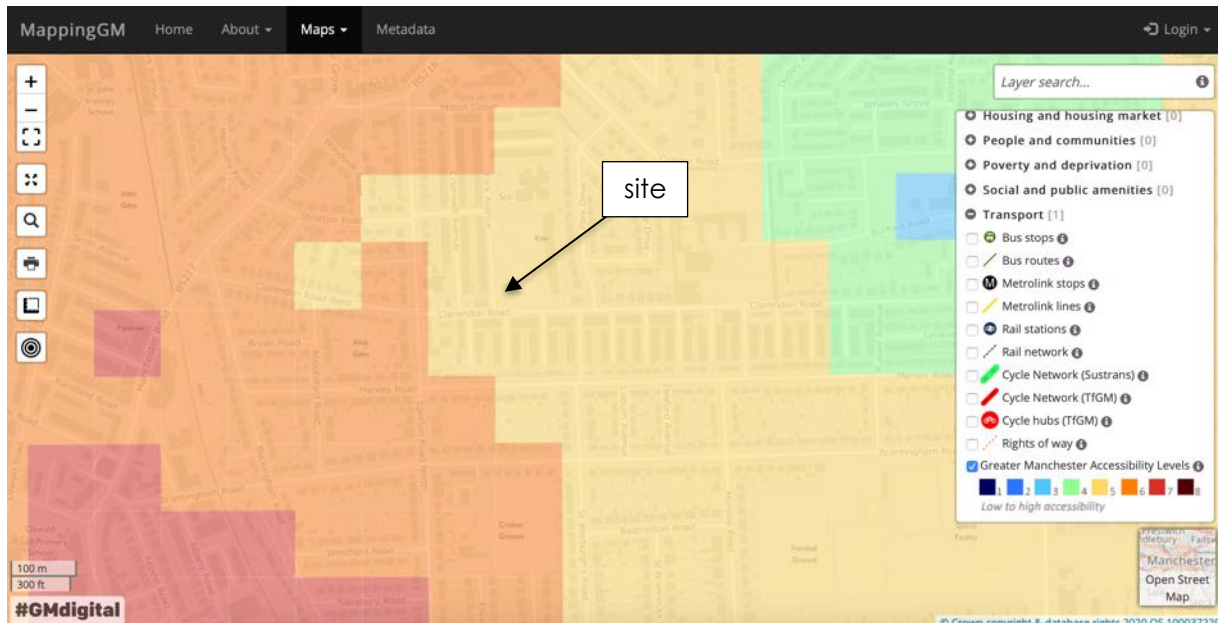


Figure 5.3: GMAL Calculation
[source: TfGM 2020]

- 5.9 Figure 5.3 shows that the site has a GMAL of 5, which is a good level of accessibility for a suburban location.

Multimodal Trip Generation

- 5.10 The TRICS rates set out in Section 2 have been used to forecast the sustainable trips that will be generated by the site following its redevelopment.

	Pedestrian Trip Rate (per 100sqm)			Pedestrian Trips		
	In	Out	Total	In	Out	Total
AM Peak	0.765	0.216	0.981	2	1	3
PM Peak	0.483	0.154	0.637	2	1	3
Daily	8.667	9.093	17.76	28	30	58
	Cycle Trip Rate (per 100sqm)			Cycle Trips		
	In	Out	Total	In	Out	Total
AM Peak	0.02	0	0.02	0	0	0
PM Peak	0.132	0	0.132	0	0	0
Daily	0.443	0.452	0.895	1	1	2
	Public Transport Trip Rate (per 100sqm)			Public Transport Trips		
	In	Out	Total	In	Out	Total
AM Peak	0.137	0	0.137	0	0	0
PM Peak	0.044	0.066	0.11	0	0	0
Daily	1.556	1.509	3.065	5	5	10

Table 5.2: Sustainable Trips Following Redevelopment

5.11 Table 5.3 shows the net change in sustainable trips resulting from the development.

	Pedestrian Trips		
	In	Out	Total
AM Peak	1	0	1
PM Peak	1	0	1
Daily	15	16	31
	Cycle Trips		
	In	Out	Total
AM Peak	0	0	0
PM Peak	0	0	0
Daily	1	1	2
	Public Transport Trips		
	In	Out	Total
AM Peak	0	0	0
PM Peak	0	0	0
Daily	3	3	6

Table 5.3: Net Change in Sustainable Trips

5.12 Table 5.3 shows the net change in sustainable trips resulting from the development. Table 5.3 shows that the proposal will not result in a significant change in sustainable trips when compared to existing operation.

Policy Compliance

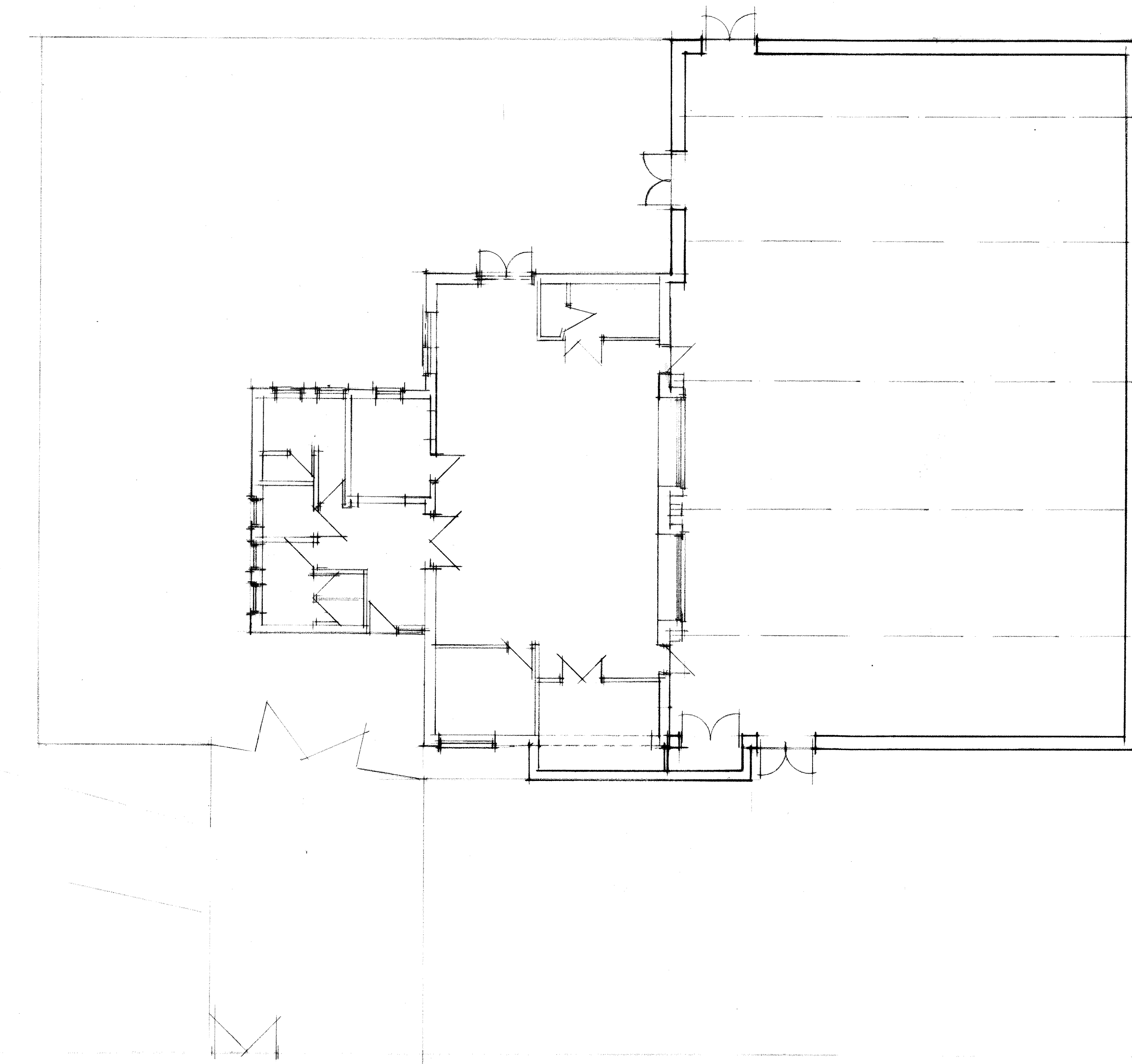
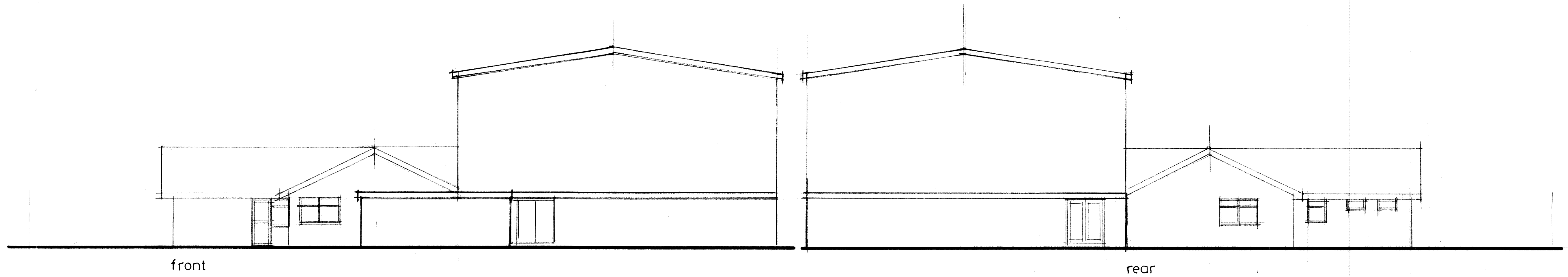
5.13 Paragraph 92 of NPPF (2019) states that plan making should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. This is further supported by paragraph 104, which supports a mix of uses across an area to minimise the number and length of journeys needed.

- 5.14 The site is located within the community it serves and opportunities are available for sustainable access.

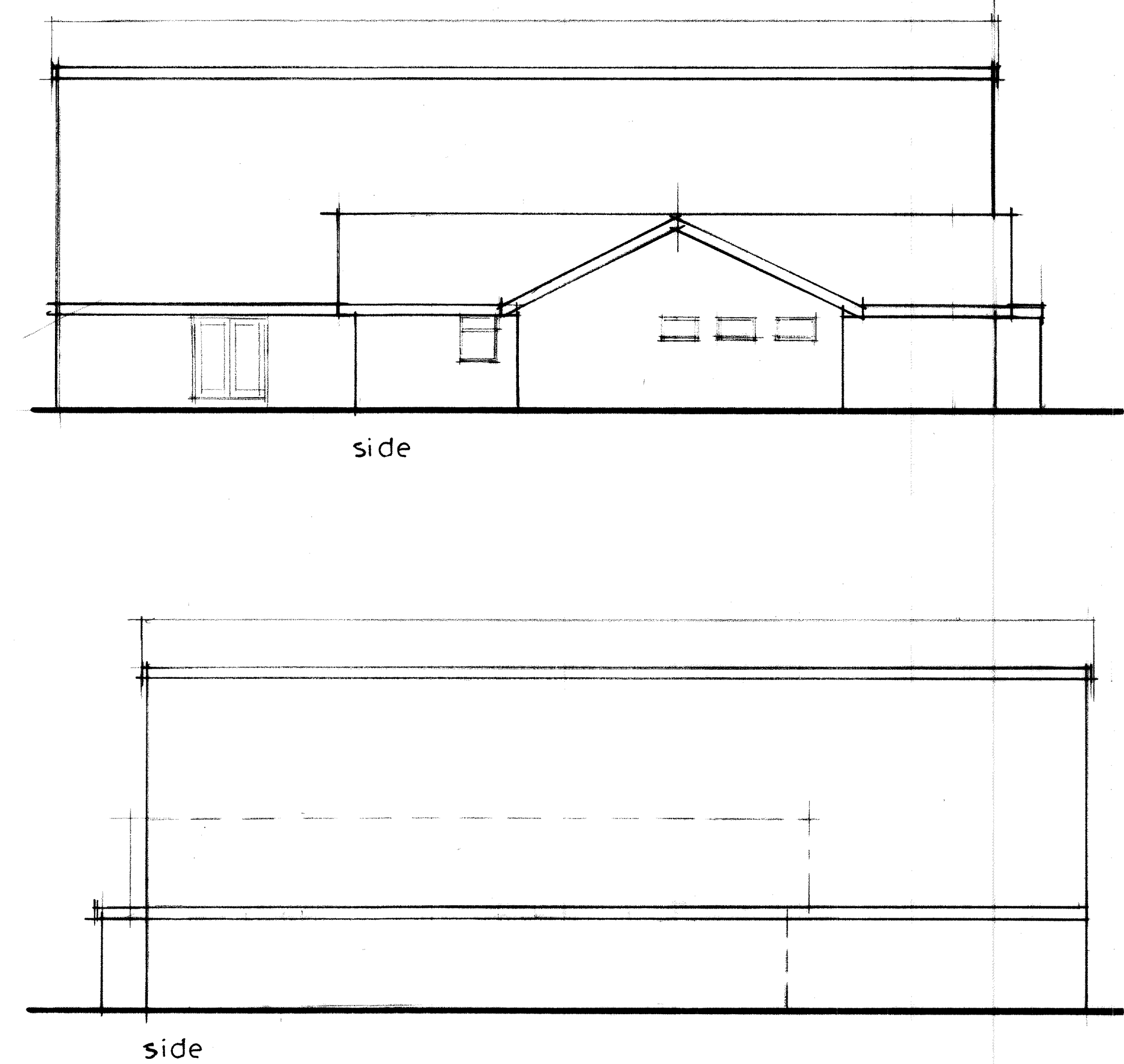
6. Conclusions

- 6.1 SK has been appointed to review the transport, parking and highways implications of extending the Manley Park Play Centre to provide a badminton court and improved community space. The assessment has been undertaken in line with local and national guidance, and standard appraisal methods.
- 6.2 The centre is currently in active use and provides children's and adult's community activities. The site is located at the centre of the community it serves.
- 6.3 The assessment shows that the site well located to provide opportunities for access on foot, bike or public transport. It is also shown, as would be expected, that sustainable modes are the dominant forms of access to the site.
- 6.4 Road safety patterns have been reviewed and there are no accident hotspots that will impact on access to the site. It is shown that the increase in traffic flows generated by the proposal is negligible and will not have an effect on highway operation. The assessment also shows that the site currently generates a low level of parking demand on surrounding streets and this will only slightly increase as a result of the proposal.
- 6.5 The site also generates limited delivery and refuse collection activity, and this is not anticipated to change significantly as a result of the proposal.
- 6.6 The assessment concludes that the level of change in all trips is minimal and will not result in a perceptible change in network operation, when compared to the existing situation. The proposal is also shown to meet relevant local and national policy requirements.

Appendix A



GROUND FLOOR PLAN



CLIENT
COMMUNITY ON SOLID GROUND
MANLEY PARK PLAY CENTRE
YORK AVENUE M16 0AS

JOB TITLE
PROPOSED ACTIVITY HALL
EXTENSION

DRG. TITLE
PLAN AND ELEVATIONS
AS PROPOSED

**HOLBOROW +
ORMESHER**
Limited

**architectural &
interior design**

Station House
Adams Hill
Knutsford
Cheshire WA16 6DN
telephone : 01565 652275
fax : 01565 750501

ISSUE	ORIGINAL	1	2	3	4	5	6	7
REVISION								
DATE								
DRAWN								
CHECKED								
APPROVED								
SCALE	1:100 at A1							
DRAWING NUMBER	2071 / 20/02							

Appendix B

Calculation Reference: AUDIT-443201-200717-0740

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TV TEES VALLEY	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	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: 100 to 1800 (units: sqm)
Range Selected by User: 100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 07/06/18

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

Selected survey days:

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

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	6
Village	1
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.

Secondary Filtering selection:

Use Class:

D2

9 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

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

0.6 to 1.0	7 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.

Travel Plan:

No

9 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

9 days

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

LIST OF SITES relevant to selection parameters

1	CH-07-Q-01 WARRINGTON ROAD MERE	COMMUNITY CENTRE	CESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	100 sqm	
	Survey date: TUESDAY	07/11/17	Survey Type: MANUAL
2	CV-07-Q-01 KILLYMOONEY DRIVE CAVAN	COMMUNITY CENTRE	CAVAN
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	922 sqm	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL
3	DH-07-Q-01 JUTLAND ROAD HARTLEPOOL	COM. CENTRE	DURHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category		
	Total Gross floor area:	500 sqm	
	Survey date: FRIDAY	28/09/07	Survey Type: MANUAL
4	DL-07-Q-01 BALLYBOUGH ROAD DUBLIN BALLYBOUGH	COMMUNITY CENTRE	DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL
5	EX-07-Q-01 BORDERS LANE LOUGHTON	COMMUNITY CENTRE	ESSEX
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total Gross floor area:	352 sqm	
	Survey date: THURSDAY	22/11/07	Survey Type: MANUAL
6	FA-07-Q-01 DAVID'S LOAN FALKIRK BAINSFORD	COMMUNITY CENTRE	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	675 sqm	
	Survey date: THURSDAY	19/04/07	Survey Type: MANUAL
7	NY-07-Q-01 SHUTE ROAD CATTERICK GARRISON	COMMUNITY CENTRE	NORTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category		
	Total Gross floor area:	316 sqm	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
8	TV-07-Q-01 FULBECK ROAD MIDDLESBROUGH	COM. CENTRE	TEES VALLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	225 sqm	
	Survey date: WEDNESDAY	26/09/07	Survey Type: MANUAL
9	WL-07-Q-01 OLD COURT WOOTTON BASSETT	COM.CENTRE	WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	210 sqm	
	Survey date: TUESDAY	03/10/06	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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	208	0.481	2	208	0.000	2	208	0.481
08:00 - 09:00	9	567	0.471	9	567	0.157	9	567	0.628
09:00 - 10:00	9	567	0.784	9	567	0.353	9	567	1.137
10:00 - 11:00	9	567	0.235	9	567	0.255	9	567	0.490
11:00 - 12:00	9	567	0.451	9	567	0.490	9	567	0.941
12:00 - 13:00	8	609	0.472	8	609	0.492	8	609	0.964
13:00 - 14:00	8	609	0.308	8	609	0.267	8	609	0.575
14:00 - 15:00	8	609	0.697	8	609	0.513	8	609	1.210
15:00 - 16:00	8	609	0.349	8	609	0.574	8	609	0.923
16:00 - 17:00	7	651	0.175	7	651	0.417	7	651	0.592
17:00 - 18:00	7	651	0.504	7	651	0.395	7	651	0.899
18:00 - 19:00	7	651	1.272	7	651	0.592	7	651	1.864
19:00 - 20:00	7	651	1.448	7	651	0.855	7	651	2.303
20:00 - 21:00	7	651	0.307	7	651	0.877	7	651	1.184
21:00 - 22:00	6	606	0.137	6	606	1.430	6	606	1.567
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		8.091			7.667				15.758

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:	100 - 1800 (units: sqm)
Survey date range:	01/01/00 - 07/06/18
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	208	0.000	2	208	0.000	2	208	0.000
08:00 - 09:00	9	567	0.020	9	567	0.000	9	567	0.020
09:00 - 10:00	9	567	0.039	9	567	0.000	9	567	0.039
10:00 - 11:00	9	567	0.039	9	567	0.020	9	567	0.059
11:00 - 12:00	9	567	0.020	9	567	0.020	9	567	0.040
12:00 - 13:00	8	609	0.000	8	609	0.021	8	609	0.021
13:00 - 14:00	8	609	0.000	8	609	0.021	8	609	0.021
14:00 - 15:00	8	609	0.062	8	609	0.021	8	609	0.083
15:00 - 16:00	8	609	0.021	8	609	0.041	8	609	0.062
16:00 - 17:00	7	651	0.022	7	651	0.044	7	651	0.066
17:00 - 18:00	7	651	0.132	7	651	0.000	7	651	0.132
18:00 - 19:00	7	651	0.000	7	651	0.000	7	651	0.000
19:00 - 20:00	7	651	0.088	7	651	0.132	7	651	0.220
20:00 - 21:00	7	651	0.000	7	651	0.132	7	651	0.132
21:00 - 22:00	6	606	0.000	6	606	0.000	6	606	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.443			0.452			0.895

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	208	0.000	2	208	0.000	2	208	0.000
08:00 - 09:00	9	567	0.765	9	567	0.216	9	567	0.981
09:00 - 10:00	9	567	1.020	9	567	0.314	9	567	1.334
10:00 - 11:00	9	567	0.588	9	567	0.745	9	567	1.333
11:00 - 12:00	9	567	0.608	9	567	0.882	9	567	1.490
12:00 - 13:00	8	609	0.410	8	609	1.087	8	609	1.497
13:00 - 14:00	8	609	0.636	8	609	0.410	8	609	1.046
14:00 - 15:00	8	609	0.821	8	609	0.964	8	609	1.785
15:00 - 16:00	8	609	0.677	8	609	0.903	8	609	1.580
16:00 - 17:00	7	651	0.483	7	651	0.680	7	651	1.163
17:00 - 18:00	7	651	0.483	7	651	0.154	7	651	0.637
18:00 - 19:00	7	651	0.855	7	651	0.746	7	651	1.601
19:00 - 20:00	7	651	0.965	7	651	0.417	7	651	1.382
20:00 - 21:00	7	651	0.329	7	651	0.943	7	651	1.272
21:00 - 22:00	6	606	0.027	6	606	0.632	6	606	0.659
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		8.667			9.093				17.760

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	208	0.000	2	208	0.000	2	208	0.000
08:00 - 09:00	9	567	0.137	9	567	0.000	9	567	0.137
09:00 - 10:00	9	567	0.412	9	567	0.000	9	567	0.412
10:00 - 11:00	9	567	0.451	9	567	0.000	9	567	0.451
11:00 - 12:00	9	567	0.216	9	567	0.098	9	567	0.314
12:00 - 13:00	8	609	0.021	8	609	0.000	8	609	0.021
13:00 - 14:00	8	609	0.144	8	609	0.185	8	609	0.329
14:00 - 15:00	8	609	0.000	8	609	0.062	8	609	0.062
15:00 - 16:00	8	609	0.021	8	609	0.697	8	609	0.718
16:00 - 17:00	7	651	0.022	7	651	0.044	7	651	0.066
17:00 - 18:00	7	651	0.044	7	651	0.066	7	651	0.110
18:00 - 19:00	7	651	0.044	7	651	0.066	7	651	0.110
19:00 - 20:00	7	651	0.044	7	651	0.110	7	651	0.154
20:00 - 21:00	7	651	0.000	7	651	0.044	7	651	0.044
21:00 - 22:00	6	606	0.000	6	606	0.137	6	606	0.137
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.556			1.509			3.065	

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	208	0.481	2	208	0.000	2	208	0.481
08:00 - 09:00	9	567	1.471	9	567	0.392	9	567	1.863
09:00 - 10:00	9	567	2.569	9	567	0.765	9	567	3.334
10:00 - 11:00	9	567	1.353	9	567	1.059	9	567	2.412
11:00 - 12:00	9	567	1.373	9	567	1.745	9	567	3.118
12:00 - 13:00	8	609	1.005	8	609	1.682	8	609	2.687
13:00 - 14:00	8	609	1.210	8	609	0.903	8	609	2.113
14:00 - 15:00	8	609	1.908	8	609	1.682	8	609	3.590
15:00 - 16:00	8	609	1.456	8	609	2.544	8	609	4.000
16:00 - 17:00	7	651	0.658	7	651	1.316	7	651	1.974
17:00 - 18:00	7	651	1.316	7	651	0.658	7	651	1.974
18:00 - 19:00	7	651	2.873	7	651	1.294	7	651	4.167
19:00 - 20:00	7	651	3.049	7	651	1.733	7	651	4.782
20:00 - 21:00	7	651	0.504	7	651	2.544	7	651	3.048
21:00 - 22:00	6	606	0.110	6	606	3.382	6	606	3.492
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	21.336			21.699			43.035		

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.