

Aval Consulting Group.



Transport Statement

Land at Church Lane, Moston, Manchester, Greater
Manchester, M9 4HW

HAD & CO Property Consultants Ltd

June 2022

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92002

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1 Introduction

1.1 Background

AVAL Consulting Group Limited (ACGL) has been commissioned by HAD & CO Property Consultants Ltd to provide the Transport Statement for the provision of 28no. residential units (flats) at Land at Church Lane, Moston, Manchester, Greater Manchester, M9 4HW. This is to accompany the Planning Application to the Local Authority (Manchester City Council (MCC)) for consent to undertake the proposed work at the site.

The proposal is for the erection of a three-storey residential building with a total of 28 flats.

This Transport Statement will be used to support the Planning Application for this scheme. It will appraise the effects of the proposed changes at the site on the local highway network, public transport, footways and cycleways and on-street parking conditions.

This TS has been carried out in accordance with good practice guidelines and has been prepared in accordance with the National Planning Policy Framework (NPPF) (2021) and current Planning Guidance documents for MCC.

1.2 Site Location

Figure 1.1 shows the site location. The site for the proposed development is bounded by Church Lane to the north and residential properties to the east, south and west.

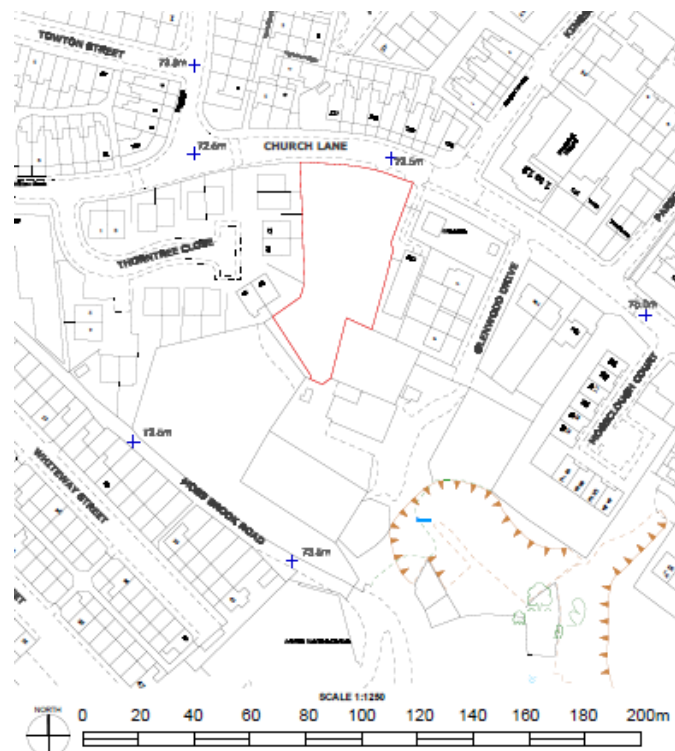


Figure 1.1: Proposed site location (image source: Client)

1.3 Report Structure

The remainder of this TS is presented in the following order:

- Chapter 2: Relevant national and regional applicable policies;
- Chapter 3: Existing Baseline Conditions;
- Chapter 4: Development Proposal;
- Chapter 5: Forecast Trip Generation and Transport Impacts;
- Chapter 6: Delivery and Servicing Plan
- Chapter 7: Travel Planning; and
- Chapter 8: Conclusion.

2 Policy and Guidance

This section lists all the latest regional and local policy, statutory and non-statutory guidelines relevant to the proposed development.

2.1 National Guidance

2.1.1 National Planning Policy Framework (2021)

The principal national planning policy guidance with respect to the proposed development is the National Planning Policy Framework (NPPF). The most recent update of the NPPF was published on 20 July 2021 by the Ministry of Housing, Communities and Local Government. The NPPF sets out the government's planning policies for England and how these are expected to be applied.

This revised Framework replaces the previous National Planning Policy Framework published in March 2012, revised in July 2018 and updated in February 2019.

Three dimensions to sustainable development have been identified in the NPPF: economic, social and environmental.

The proposed development complies with guidance and requirements set out in this Revised NPPF.

The NPPF has a "presumption in favour of sustainable development" and includes the following principles of relevance to this site:

- To drive and support economic development;
- To seek to secure high quality design; and
- Manage growth by making full use of public transport, walking and cycling and focusing development in locations which are or can be made sustainable.

The policy suggests that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes can be maximised. Development should be located and designed where practical to achieve the following:

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of disabled people by all modes of transport.

2.1.2 National Planning Practice Guidance (NPPG, 2014)

Lessening the traffic generation NPPG is a web-based resource which brings together planning guidance on various topics into one place. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

The guidance note on 'Travel Plans, Transport Assessments and Statements' provides advice on when Transport Assessments and Transport Statements (TS) are required, and what they should contain. This has been referred to when preparing this report.

The above web-based NPPG replaces The Guidance on Transport Assessments (GTA) that was withdrawn in 2014. In it, the overarching principles in the preparation of Transport Assessments, Transport Statements and Travel Plans (TPs) are laid out.

It advises that a TS is a 'lighter touch' assessment, whereas a TA is a more thorough assessment. A TS can be used in the case of developments with anticipated limited transport impacts (and limited vehicle impacts) and where fewer than 80 units are proposed.

The guidance highlights that TAs, TSs and TPs are important because they can positively contribute to:

- Encouraging sustainable travel;
- and its detrimental impacts;
- Reducing carbons emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new developments to increase existing road capacity or provide new roads.

2.2 Regional Guidance

2.2.1 Manchester's Core Strategy Development Plan Document

Manchester's Core Strategy Development Plan was adopted by Council on 11th July 2012.

Section 1.1 states:

"The Core Strategy was adopted by Manchester City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision."

Section 11.1 states:

“O5. Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.”

Sections 11.4 states:

“Manchester already has a well-established local network of train, bus and tram services that, whilst still requiring additional capacity and reliability improvement, do provide good access to major facilities, services and areas of employment. The City also has good connections to other areas of the country and beyond; with Manchester Airport, the most important in the UK outside of south-east England, providing global connectivity. The Airport is also itself a major public transport interchange and a key hub in the Region’s transport networks.”

Policy T1 Sustainable Transport states:

“To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- *Improve choice by developing alternatives to the car. Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services ,particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment. Improve and develop further Manchester’s cycle network(for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitatemodesoftransportthatreducecarbonemissionse.gbyincorporatingchargingpointsfor electric vehicles, subject to their appropriate design and location. Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 - *1. Pedestrians and disabled people*
 - *2. cyclists, public transport,*
 - *3. Commercial access,*
 - *4. General off peak traffic,*
 - *5. General peak time traffic.”*

Policy T2 Accessible areas of opportunity and need states:

"The Council will actively manage the pattern of development to ensure that new development:

- *Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*
- *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-*
 - *Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.*
 - *Links within East Manchester to employment locations, Central Park and East lands in particular.*
 - *Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.*
 - *Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.*
 - *Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.*
- *Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Else where, all new developments should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:*
 - *District Centres*
 - *Areas not within the City Centre or District Centres*

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues."*

Policy CC5 Transport states:

"The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre. Developers should work with public transport providers to ensure that all

users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.

Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements, for example improvements to:

- *remove buses and private cars from St Peter's Square*
- *create a new pedestrian priority zone initially the area bounded by Deansgate, Peter Street/ Oxford Street, Portland Street, Piccadilly North, Manchester Arndale, Corporation Street and Exchange Square*
- *close Victoria Street in the Medieval Quarter to traffic and create a new public realm around the Cathedral and Chethams.*

The Council will seek to ensure that development includes adequate parking provision for cars and bicycles. This should be based on the parking standards described in Appendix B."

3 Existing Transport Conditions

3.1 Existing Site Context and Location

The site at Church Lane currently contains no infrastructure. The current site entrance is from Church Lane that joins the B6393 Lightbowne Road, which runs from A62 Oldham Road in the south and the A6104 to the north. The site is surrounded by residential properties.

The site is bounded by the Church Lane to the north and residential properties to the east south and west.

The existing site layout plan is provided in Appendix A.

In summary, the site is in a sustainable location within a short and desirable walking distance of many facilities such as shops, bus stops, train station, pharmacy and schools.

3.2 Local Transport Conditions

It is easy to access Church Lane, which lies along the northern boundary of the site. Church Lane connects to the B6393 Lightbowne Road to the south-east and Fernclough Road to the north. The M60 can be reached by travelling north-east on the B6393 Lightbowne Road, eastbound along the A6104 Hollinwood Avenue and the onto the A663 Broadway. The M60 can be reached in 10 minutes by car.

Church Lane has adequate footways on both sides close to the site. There are speed humps along Church Lane and are pedestrian island crossings on the junction of Church Lane and Upper Conran Street approximately 200m east of the entrance to the site from Church Lane.

Church road is subject to a 30mph speed limit and traffic calming measures such as speed humps, which makes it conducive for walking and cycling.

3.3 Public Transport Facilities

The closest bus stops are located approximately 0.1m away on the Church Lane to the south-east of the site. This bus stops is located within a 2 minutes' walk of the site. The services 151 and 708. As the stops are served by many buses, the frequency of buses is poor, around every 1-2 hours. These connect the site to New Moston and Higher Crumpsall. The buses are provided by Traveline.

Central Park Overground Station is within a 17-minute walk of the site to the south-east and a 7-minute cycle or 5-minute car journey. The station is on the Pink tram line.

Abraham Moss Station is within an 31-minute walk, 10-minute cycle and 8-minute car journey of the site to the west. The Station is on the Green and Yellow Tram line.

3.4 Local Parking Facilities

The site currently has no on-site car parking.

There is a mixture of unrestricted on-street parking and double yellow lines on the roads surrounding the development site.

3.5 Local Car clubs

The closest local car club space (which is fixed-point / round-trip) is at 229-241 Bury New Road, Salford M8 8DY, which is 3 miles away or a 53-minute walk to the south-west.

3.6 Local Accident Data Analysis

Accident records close to the site for the last three years (2019-2021) were obtained from CrashMap (see Figure 3.2 below). There have been one serious and two slight incidents on Church Lane and the surrounding site area. All these accidents involved 1-3 vehicles. There have been no fatal incidents during the last 3 years within close proximity of the site and on Church Lane.

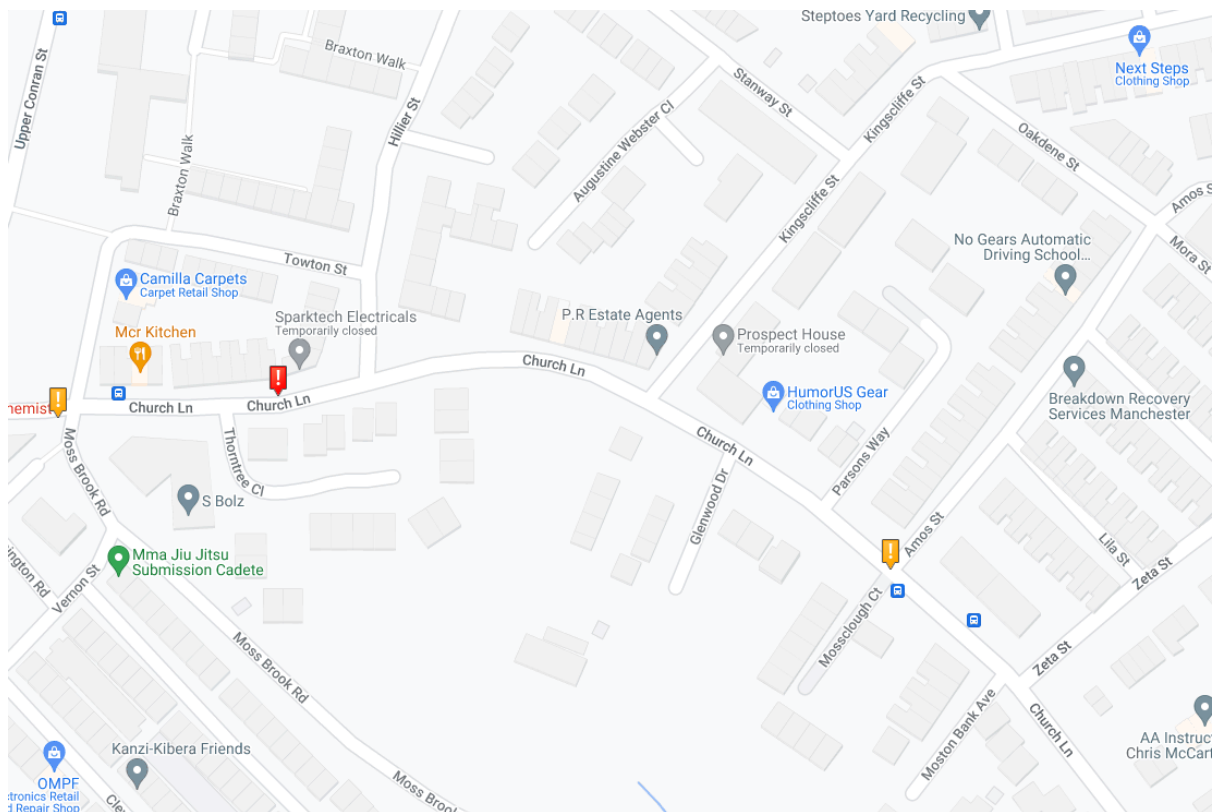


Figure 3.2: Map of Recorded Accidents from 2019-2021 (obtained from CrashMap)

4 Proposed Development

4.1 Proposed Development

The proposed scheme is for the erection of a three-storey residential building with a total of 28 flats.

The proposed site layout plan is provided in Appendix B.

The site will provide 28 parking spaces, including 3 disabled spaces and 5 electric charging points. This is in line with local policy.

There will be 28no. cycle spaces provided on-site, which equates to 1 space per dwelling, exceeding the minimum cycle parking standards which are 1 space per 5 dwellings, according to the local guidance. These will be in an enclosed cycle store accessible via the car park.

The 3 disabled bays have been proposed on site to meet the local guidance, which is a minimum of 3% of the spaces.

The refuse drivers can use the pedestrian gate on Church Lane to collect the bins, which will be provided in a large refuse and recycling store adjacent to the pedestrian gate in the north-west corner of the site. The bins will be wheeled or carried to the street by the refuse collectors.

4.2 Parking Provision

4.2.1 Car Parking

The site will provide 28 parking spaces, including 3 disabled spaces and 5 electric charging points. This is in line with local policy.

4.2.2 Cycle Parking Spaces

Cycle parking is being provided at the development in line with local guidance. This states that cycle parking should be provided at least in accordance with the minimum standards set out below, ensuring that at least 1 space per 5 dwellings are provided.

Based on the minimum standards of 1 cycle space per 5 dwellings, this development is exceeding the minimum standards with 28 cycle spaces provided.

The cycle spaces will be in an enclosed cycle store accessible via the car park.

4.3 Waste and Recycling Storage Provision / Waste Strategy

The communal refuse/bin store for the proposed development will be placed close to the pedestrian gate in the north-west corner of the site.

The residents will be expected to carry their waste to the ground floor store prior to the refuse collection day.

Currently refuse vehicles collect waste from Church Lane and therefore this route is already undertaken.

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The distance from the kerb line on Church Lane to the refuse store is less than 15m and is flat and step-free. Based on the local guidance document on waste, the maximum distance that the Waste Authority is required to carry waste from the storage points on a site to the waste collection point i.e. the refuse vehicle is 15m. This is in accordance with Building Regulations.

Refuse collection at the proposed development will take place on-street. Based on the maximum bin carry/drag distance for waste collection in Manchester being 15m, the bins in the refuse store are within a suitable distance of collection from Church Lane.

4.4 Emergency Access

As the site is located on Church Lane, access for emergency services is easy.

The nearest fire station is Blackley Community Fire Station which is approximately 7 minutes driving time to reach the proposed development site. Therefore, the time taken to reach the site in case of emergency would be shorter compared to the average national response time of 8 minutes and 49 seconds.

5 Forecast Trip Generation and Transport Impacts

5.1 Introduction

This chapter considers the vehicle trip generation of the proposed residential scheme, so that the impact of the development on the roads and parking space can be considered.

5.2 Forecast Trip Generation

The national TRICS trip generation database version 7.8.2 (updated May 2022) was used to select suitable/similar residential sites, based on location, sustainable accessibility, dwelling numbers and parking numbers. The TRICS database provides vehicle trip rates per dwelling and forecasts/predicts the total number of vehicle trips to the proposed residential scheme.

The vehicle trip rates per dwelling/unit are shown in Table 5.1 for the 28-unit development. The table presents the results for the peak hours of 8-9am and 5-6pm, which are the highest (worst case) peak hours for the AM and PM peaks. A summary of vehicle trips is also provided for the whole day. The hourly trip generation data can be found in Appendix C.

Table 5.1: Forecast Vehicle and Person Trip Generation for 28no. Residential Units.

Per unit and based on 28 units	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Trip Rate	0.044	0.114	0.158	0.132	0.053	0.185
No. of cars	1	3	4	4	2	6
Total Vehicles Trip Rate	0.048	0.123	0.158	0.149	0.07	0.219
No. of Vehicles (in total incl. car, van, servicing vehicle)	1	3	4	4	2	6
Walk Trip Rate	0.048	0.149	0.197	0.14	0.07	0.25
No. of pedestrians	1	4	5	4	3	7
Cycle Trip Rate	0.009	0.035	0.044	0.026	0.013	0.039
No. of cyclists	0	1	1	1	0	1
Bus Trip Rate	0.022	0.105	0.118	0.092	0.022	0.114
No. of bus users	0	3	3	3	0	3
Rail (incl. overground) Trip Rate	0.013	0.127	0.14	0.07	0.009	0.11
No. of rail users	0	4	4	2	0	2
Daily Vehicles Total	32			32		

The 28no.residential units are expected to generate a total of 1no. vehicle in trips and 3no. vehicle trips out in the AM peak and 4no. vehicle trips in and 2no. vehicle trips out in the PM peak.

Over the course of the day (7am-7pm), 32no. vehicles are expected to arrive, and 32no. vehicles are expected to leave.

5.3 Person Trips

The development is expected to generate around 5 pedestrian movements (two-way) in the AM peak and 7 pedestrian movements (two-way) in the PM peak.

In terms of cycling, the scheme is expected to generate around 1 cyclist movements (two-way) in the AM peak and 1 cyclist movements (two-way) in the PM peak.

In terms of rail (overground), the scheme is expected to generate around 4 rail movements (two-way) in the AM peak and 2 rail movements (two-way) in the PM peak.

Residents will be encouraged to either walk, cycle or use public transport to promote sustainable methods of transportation.

In line with the NPPF 2021, paragraph 109, as the development will not result in an unacceptable impact on safety nor result in a severe impact on the road network, the proposed development should not be refused on highway grounds.

5.4 Proposed Transport Impacts

As stated in Section 5.2, the anticipated vehicle trip generation to/from the development site of 4no. two-way vehicular trips in the morning peak hour and 6no. two-way vehicle trips in the evening peak times is unlikely to cause any highway or safety problems.

Overall, due to the negligible number of predicted vehicular trips during peak hours, no adverse impact on the existing road network is anticipated.

6 Delivery and Servicing Plan

6.1 Delivery and Service Trip Generation

The TRICS database shows that a negligible number of light goods vehicles (LGVs) and servicing vehicles are expected to be generated by this residential development every day. The numbers expected on a daily basis based on the TRICS data (v.7.8.2) are shown in Table 6.1 below. The sites used to generate this forecast are the same as those used to calculate the trip generation in Chapter 5. The TRICS data is provided in Appendix C.

It is forecast that of this, up to two refuse vehicles (one being recycling) may arrive on site every week.

Table 6.1 Forecast Number of Vans and Servicing Vehicles

Time of Day	LGVs		OGVs	
	Arrival	Departure	Arrival	Departure
07:00-08:00	0	0	0	0
08:00-09:00	0	0	0	0
09:00-10:00	1	1	0	0
10:00-11:00	0	1	0	0
11:00-12:00	1	1	0	0
12:00-13:00	0	0	0	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	1	1	0	0
16:00-17:00	1	1	0	0
17:00-18:00	0	0	0	0
18:00-19:00	1	0	0	0
19:00-20:00	0	0	0	0

20:00-21:00	0	0	0	0
TOTAL (whole day)	5	5	0	0

This shows that the expected number of delivery and servicing vehicles forecast to access the site is not expected to cause highway safety issues within the development.

7 Conclusion

The proposal is for the erection of a three-storeyed residential building with a total of 28 flats, with associated car and cycle parking.

There will be 28no. cycle spaces provided accessed via the car park.

The site will provide 28 parking spaces, including 3 disabled spaces and 5 electric charging points.

Pedestrians and vehicles can access the site from Church Lane.

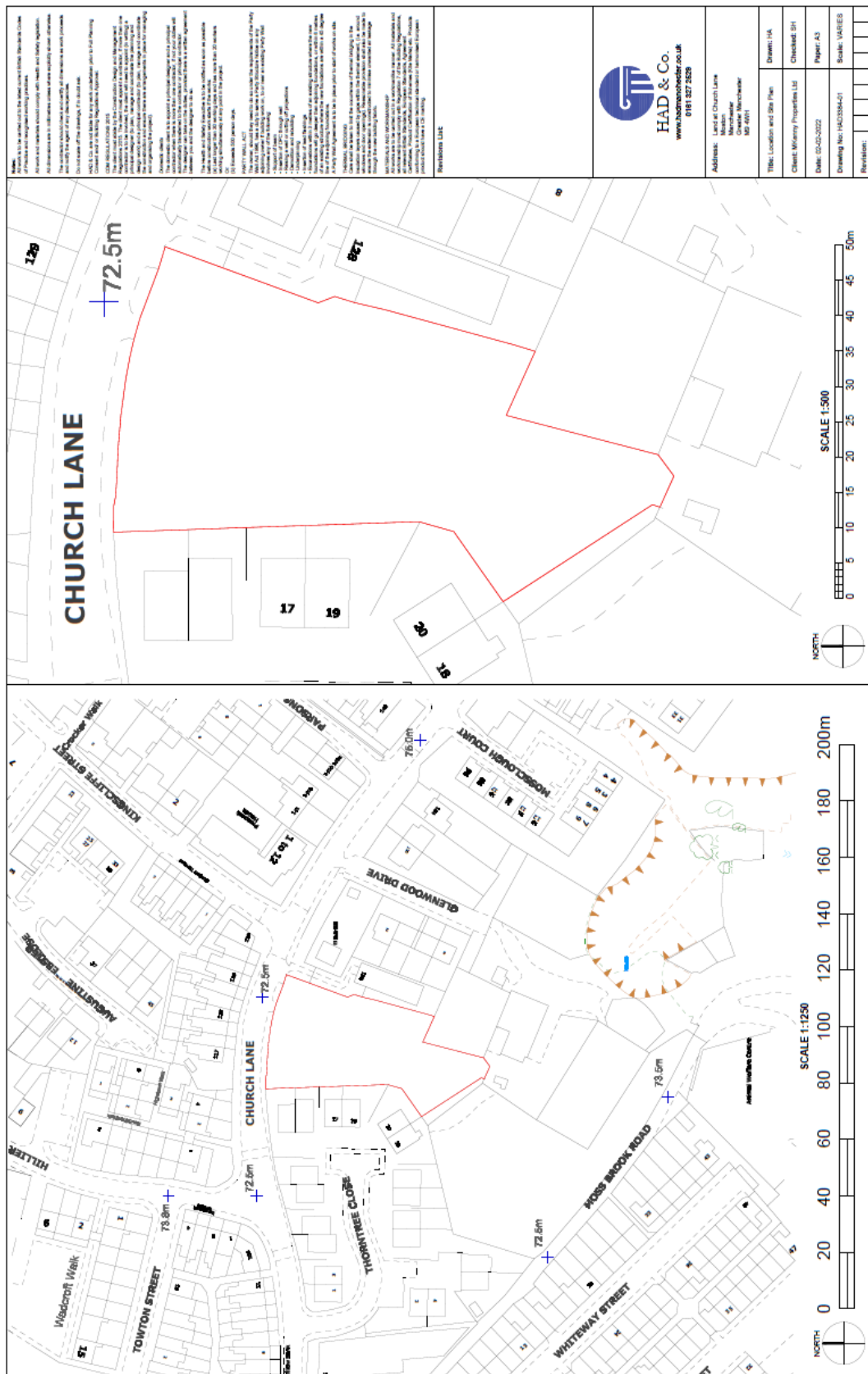
The 28no.residential units are expected to generate a total of 1no. vehicle in trips and 3no. vehicle trips out in the AM peak and 4no. vehicle trips in and 2no. vehicle trips out in the PM peak.

Ten light goods vehicles (deliveries and refuse) are expected to arrive throughout the day. Two cycle trips are also expected, although it is anticipated this will increase as the on-site car parking is low and residents will be encouraged to cycle.

The scheme is expected to generate around 4 rail movements (two-way) in the AM peak and 2 rail movements (two-way) in the PM peak.

Given the vehicle trips are expected to be low, the proposed residential scheme is unlikely to cause any highway or safety problems on the local roads, and no adverse impact on the existing parking area and access road is anticipated.

Appendix A : Existing Site Plan



Appendix B : Proposed Site Plans



Appendix C : Trip rates from TRICS

Calculation Reference: AUDIT-808401-220519-0527

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
	HG HARINGEY	1 days
	HK HACKNEY	1 days
	IS ISLINGTON	2 days
	KI KINGSTON	1 days
	SK SOUTHWARK	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	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: No of Dwellings
 Actual Range: 9 to 30 (units:)
 Range Selected by User: 6 to 50 (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: 01/01/14 to 15/10/21

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	6 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	11 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)	7

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

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:

C3 11 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 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
250,001 to 500,000	1 days
500,001 or More	8 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	4 days
1.1 to 1.5	4 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	10 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	5 days
2 Poor	1 days
4 Good	1 days
6a Excellent	3 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: FRIDAY	FLATS IN BLOCKS 14 28/03/14	DORSET Survey Type: MANUAL
2	DS-03-C-03 CAESAR STREET DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 30 25/09/19	DERBYSHIRE Survey Type: MANUAL
3	EN-03-C-03 NORTH CIRCULAR ROAD PALMERS GREEN Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 27 08/11/17	ENFIELD Survey Type: MANUAL
4	HG-03-C-02 HIGH ROAD WOOD GREEN WOODSIDE PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCK OF FLATS 30 01/10/14	HARINGEY Survey Type: MANUAL
5	HK-03-C-03 GREEN LANES FINSBURY PARK MANOR HOUSE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCK OF FLATS 10 24/09/14	HACKNEY Survey Type: MANUAL
6	IS-03-C-05 LEVER STREET FINSBURY Edge of Town Centre Built-Up Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCK OF FLATS 15 29/06/16	ISLINGTON Survey Type: MANUAL
7	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: MONDAY	BLOCK OF FLATS 14 27/06/16	ISLINGTON Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS	KINGSTON
	Edge of Town Centre Residential Zone Total No of Dwellings: 20 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
9	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 Survey date: TUESDAY 13/11/18	BLOCK OF FLATS	MERSEYSIDE
10	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 03/12/14		Survey Type: MANUAL
11	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS	SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 29 Survey date: THURSDAY 23/04/15		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-03-C-03	house type
CO-03-C-01	location
DL-03-C-15	location
EB-03-C-01	location
MA-03-C-01	location
MS-03-C-04	Covid
SR-03-C-02	location
WF-03-C-02	Covid
WF-03-C-04	Covid
WF-03-C-05	Covid
WF-03-C-06	Covid

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.09

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	11	21	0.070	11	21	0.088	11	21	0.158
08:00 - 09:00	11	21	0.048	11	21	0.123	11	21	0.171
09:00 - 10:00	11	21	0.075	11	21	0.096	11	21	0.171
10:00 - 11:00	11	21	0.053	11	21	0.075	11	21	0.128
11:00 - 12:00	11	21	0.057	11	21	0.057	11	21	0.114
12:00 - 13:00	11	21	0.075	11	21	0.053	11	21	0.128
13:00 - 14:00	11	21	0.079	11	21	0.070	11	21	0.149
14:00 - 15:00	11	21	0.083	11	21	0.096	11	21	0.179
15:00 - 16:00	11	21	0.070	11	21	0.066	11	21	0.136
16:00 - 17:00	11	21	0.096	11	21	0.096	11	21	0.192
17:00 - 18:00	11	21	0.149	11	21	0.070	11	21	0.219
18:00 - 19:00	11	21	0.110	11	21	0.083	11	21	0.193
19:00 - 20:00	5	21	0.105	5	21	0.095	5	21	0.200
20:00 - 21:00	5	21	0.076	5	21	0.067	5	21	0.143
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.146			1.135			2.281

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: 9 - 30 (units:)
 Survey date range: 01/01/14 - 15/10/21
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 11

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

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	11	21	0.009	11	21	0.009	11	21	0.018
08:00 - 09:00	11	21	0.000	11	21	0.000	11	21	0.000
09:00 - 10:00	11	21	0.000	11	21	0.000	11	21	0.000
10:00 - 11:00	11	21	0.004	11	21	0.004	11	21	0.008
11:00 - 12:00	11	21	0.000	11	21	0.000	11	21	0.000
12:00 - 13:00	11	21	0.000	11	21	0.000	11	21	0.000
13:00 - 14:00	11	21	0.000	11	21	0.000	11	21	0.000
14:00 - 15:00	11	21	0.000	11	21	0.000	11	21	0.000
15:00 - 16:00	11	21	0.000	11	21	0.000	11	21	0.000
16:00 - 17:00	11	21	0.013	11	21	0.013	11	21	0.026
17:00 - 18:00	11	21	0.004	11	21	0.004	11	21	0.008
18:00 - 19:00	11	21	0.009	11	21	0.009	11	21	0.018
19:00 - 20:00	5	21	0.000	5	21	0.000	5	21	0.000
20:00 - 21:00	5	21	0.000	5	21	0.000	5	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.039			0.078

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

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

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

MULTI-MODAL OGVS

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	11	21	0.000	11	21	0.004	11	21	0.004
08:00 - 09:00	11	21	0.000	11	21	0.000	11	21	0.000
09:00 - 10:00	11	21	0.004	11	21	0.004	11	21	0.008
10:00 - 11:00	11	21	0.000	11	21	0.000	11	21	0.000
11:00 - 12:00	11	21	0.000	11	21	0.000	11	21	0.000
12:00 - 13:00	11	21	0.004	11	21	0.000	11	21	0.004
13:00 - 14:00	11	21	0.000	11	21	0.004	11	21	0.004
14:00 - 15:00	11	21	0.004	11	21	0.004	11	21	0.008
15:00 - 16:00	11	21	0.000	11	21	0.000	11	21	0.000
16:00 - 17:00	11	21	0.000	11	21	0.000	11	21	0.000
17:00 - 18:00	11	21	0.000	11	21	0.000	11	21	0.000
18:00 - 19:00	11	21	0.000	11	21	0.000	11	21	0.000
19:00 - 20:00	5	21	0.000	5	21	0.000	5	21	0.000
20:00 - 21:00	5	21	0.000	5	21	0.000	5	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.016			0.028

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

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

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

MULTI-MODAL 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	11	21	0.004	11	21	0.018	11	21	0.022
08:00 - 09:00	11	21	0.009	11	21	0.035	11	21	0.044
09:00 - 10:00	11	21	0.009	11	21	0.018	11	21	0.027
10:00 - 11:00	11	21	0.000	11	21	0.000	11	21	0.000
11:00 - 12:00	11	21	0.000	11	21	0.000	11	21	0.000
12:00 - 13:00	11	21	0.000	11	21	0.004	11	21	0.004
13:00 - 14:00	11	21	0.009	11	21	0.004	11	21	0.013
14:00 - 15:00	11	21	0.000	11	21	0.009	11	21	0.009
15:00 - 16:00	11	21	0.004	11	21	0.000	11	21	0.004
16:00 - 17:00	11	21	0.013	11	21	0.018	11	21	0.031
17:00 - 18:00	11	21	0.026	11	21	0.013	11	21	0.039
18:00 - 19:00	11	21	0.009	11	21	0.009	11	21	0.018
19:00 - 20:00	5	21	0.048	5	21	0.000	5	21	0.048
20:00 - 21:00	5	21	0.029	5	21	0.000	5	21	0.029
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.160			0.128			0.288

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

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	11	21	0.075	11	21	0.101	11	21	0.176
08:00 - 09:00	11	21	0.061	11	21	0.167	11	21	0.228
09:00 - 10:00	11	21	0.101	11	21	0.123	11	21	0.224
10:00 - 11:00	11	21	0.061	11	21	0.101	11	21	0.162
11:00 - 12:00	11	21	0.075	11	21	0.075	11	21	0.150
12:00 - 13:00	11	21	0.075	11	21	0.070	11	21	0.145
13:00 - 14:00	11	21	0.096	11	21	0.075	11	21	0.171
14:00 - 15:00	11	21	0.105	11	21	0.123	11	21	0.228
15:00 - 16:00	11	21	0.075	11	21	0.075	11	21	0.150
16:00 - 17:00	11	21	0.132	11	21	0.123	11	21	0.255
17:00 - 18:00	11	21	0.171	11	21	0.096	11	21	0.267
18:00 - 19:00	11	21	0.127	11	21	0.140	11	21	0.267
19:00 - 20:00	5	21	0.124	5	21	0.114	5	21	0.238
20:00 - 21:00	5	21	0.086	5	21	0.076	5	21	0.162
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.364			1.459			2.823

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	21	0.031	11	21	0.096	11	21	0.127
08:00 - 09:00	11	21	0.048	11	21	0.149	11	21	0.197
09:00 - 10:00	11	21	0.048	11	21	0.114	11	21	0.162
10:00 - 11:00	11	21	0.061	11	21	0.096	11	21	0.157
11:00 - 12:00	11	21	0.048	11	21	0.026	11	21	0.074
12:00 - 13:00	11	21	0.070	11	21	0.026	11	21	0.096
13:00 - 14:00	11	21	0.035	11	21	0.061	11	21	0.096
14:00 - 15:00	11	21	0.075	11	21	0.044	11	21	0.119
15:00 - 16:00	11	21	0.066	11	21	0.039	11	21	0.105
16:00 - 17:00	11	21	0.140	11	21	0.070	11	21	0.210
17:00 - 18:00	11	21	0.140	11	21	0.110	11	21	0.250
18:00 - 19:00	11	21	0.136	11	21	0.105	11	21	0.241
19:00 - 20:00	5	21	0.105	5	21	0.086	5	21	0.191
20:00 - 21:00	5	21	0.095	5	21	0.057	5	21	0.152
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.098			1.079			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.

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

MULTI-MODAL BUS/TRAM PASSENGERS

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	11	21	0.013	11	21	0.110	11	21	0.123
08:00 - 09:00	11	21	0.013	11	21	0.105	11	21	0.118
09:00 - 10:00	11	21	0.022	11	21	0.070	11	21	0.092
10:00 - 11:00	11	21	0.018	11	21	0.022	11	21	0.040
11:00 - 12:00	11	21	0.018	11	21	0.013	11	21	0.031
12:00 - 13:00	11	21	0.031	11	21	0.004	11	21	0.035
13:00 - 14:00	11	21	0.000	11	21	0.009	11	21	0.009
14:00 - 15:00	11	21	0.022	11	21	0.026	11	21	0.048
15:00 - 16:00	11	21	0.039	11	21	0.022	11	21	0.061
16:00 - 17:00	11	21	0.092	11	21	0.026	11	21	0.118
17:00 - 18:00	11	21	0.092	11	21	0.022	11	21	0.114
18:00 - 19:00	11	21	0.061	11	21	0.004	11	21	0.065
19:00 - 20:00	5	21	0.067	5	21	0.019	5	21	0.086
20:00 - 21:00	5	21	0.038	5	21	0.000	5	21	0.038
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.526			0.452			0.978

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

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	11	21	0.000	11	21	0.075	11	21	0.075
08:00 - 09:00	11	21	0.013	11	21	0.127	11	21	0.140
09:00 - 10:00	11	21	0.004	11	21	0.039	11	21	0.043
10:00 - 11:00	11	21	0.000	11	21	0.009	11	21	0.009
11:00 - 12:00	11	21	0.000	11	21	0.013	11	21	0.013
12:00 - 13:00	11	21	0.009	11	21	0.018	11	21	0.027
13:00 - 14:00	11	21	0.004	11	21	0.031	11	21	0.035
14:00 - 15:00	11	21	0.013	11	21	0.031	11	21	0.044
15:00 - 16:00	11	21	0.022	11	21	0.004	11	21	0.026
16:00 - 17:00	11	21	0.009	11	21	0.004	11	21	0.013
17:00 - 18:00	11	21	0.070	11	21	0.009	11	21	0.079
18:00 - 19:00	11	21	0.101	11	21	0.009	11	21	0.110
19:00 - 20:00	5	21	0.162	5	21	0.000	5	21	0.162
20:00 - 21:00	5	21	0.067	5	21	0.010	5	21	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.474			0.379			0.853

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	21	0.013	11	21	0.184	11	21	0.197
08:00 - 09:00	11	21	0.026	11	21	0.237	11	21	0.263
09:00 - 10:00	11	21	0.026	11	21	0.110	11	21	0.136
10:00 - 11:00	11	21	0.018	11	21	0.031	11	21	0.049
11:00 - 12:00	11	21	0.018	11	21	0.026	11	21	0.044
12:00 - 13:00	11	21	0.039	11	21	0.022	11	21	0.061
13:00 - 14:00	11	21	0.004	11	21	0.039	11	21	0.043
14:00 - 15:00	11	21	0.035	11	21	0.057	11	21	0.092
15:00 - 16:00	11	21	0.061	11	21	0.026	11	21	0.087
16:00 - 17:00	11	21	0.101	11	21	0.031	11	21	0.132
17:00 - 18:00	11	21	0.162	11	21	0.031	11	21	0.193
18:00 - 19:00	11	21	0.162	11	21	0.013	11	21	0.175
19:00 - 20:00	5	21	0.229	5	21	0.019	5	21	0.248
20:00 - 21:00	5	21	0.105	5	21	0.010	5	21	0.115
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.999			0.836			1.835

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.09

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	11	21	0.123	11	21	0.399	11	21	0.522
08:00 - 09:00	11	21	0.145	11	21	0.588	11	21	0.733
09:00 - 10:00	11	21	0.184	11	21	0.364	11	21	0.548
10:00 - 11:00	11	21	0.140	11	21	0.228	11	21	0.368
11:00 - 12:00	11	21	0.140	11	21	0.127	11	21	0.267
12:00 - 13:00	11	21	0.184	11	21	0.123	11	21	0.307
13:00 - 14:00	11	21	0.145	11	21	0.180	11	21	0.325
14:00 - 15:00	11	21	0.215	11	21	0.232	11	21	0.447
15:00 - 16:00	11	21	0.206	11	21	0.140	11	21	0.346
16:00 - 17:00	11	21	0.386	11	21	0.241	11	21	0.627
17:00 - 18:00	11	21	0.500	11	21	0.250	11	21	0.750
18:00 - 19:00	11	21	0.434	11	21	0.268	11	21	0.702
19:00 - 20:00	5	21	0.505	5	21	0.219	5	21	0.724
20:00 - 21:00	5	21	0.314	5	21	0.143	5	21	0.457
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.621			3.502			7.123

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

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

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

MULTI-MODAL CARS

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	11	21	0.053	11	21	0.070	11	21	0.123
08:00 - 09:00	11	21	0.044	11	21	0.114	11	21	0.158
09:00 - 10:00	11	21	0.035	11	21	0.070	11	21	0.105
10:00 - 11:00	11	21	0.035	11	21	0.039	11	21	0.074
11:00 - 12:00	11	21	0.035	11	21	0.044	11	21	0.079
12:00 - 13:00	11	21	0.061	11	21	0.044	11	21	0.105
13:00 - 14:00	11	21	0.070	11	21	0.057	11	21	0.127
14:00 - 15:00	11	21	0.066	11	21	0.088	11	21	0.154
15:00 - 16:00	11	21	0.053	11	21	0.044	11	21	0.097
16:00 - 17:00	11	21	0.066	11	21	0.061	11	21	0.127
17:00 - 18:00	11	21	0.132	11	21	0.053	11	21	0.185
18:00 - 19:00	11	21	0.079	11	21	0.061	11	21	0.140
19:00 - 20:00	5	21	0.086	5	21	0.086	5	21	0.172
20:00 - 21:00	5	21	0.067	5	21	0.057	5	21	0.124
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.882			0.888			1.770

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

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

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

MULTI-MODAL LGVS

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	11	21	0.009	11	21	0.004	11	21	0.013
08:00 - 09:00	11	21	0.004	11	21	0.004	11	21	0.008
09:00 - 10:00	11	21	0.031	11	21	0.022	11	21	0.053
10:00 - 11:00	11	21	0.013	11	21	0.031	11	21	0.044
11:00 - 12:00	11	21	0.022	11	21	0.013	11	21	0.035
12:00 - 13:00	11	21	0.009	11	21	0.009	11	21	0.018
13:00 - 14:00	11	21	0.009	11	21	0.009	11	21	0.018
14:00 - 15:00	11	21	0.013	11	21	0.004	11	21	0.017
15:00 - 16:00	11	21	0.018	11	21	0.022	11	21	0.040
16:00 - 17:00	11	21	0.013	11	21	0.022	11	21	0.035
17:00 - 18:00	11	21	0.013	11	21	0.009	11	21	0.022
18:00 - 19:00	11	21	0.018	11	21	0.013	11	21	0.031
19:00 - 20:00	5	21	0.010	5	21	0.000	5	21	0.010
20:00 - 21:00	5	21	0.000	5	21	0.000	5	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.182				0.162	0.344	

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

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

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

MULTI-MODAL MOTOR CYCLES

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	11	21	0.000	11	21	0.000	11	21	0.000
08:00 - 09:00	11	21	0.000	11	21	0.004	11	21	0.004
09:00 - 10:00	11	21	0.004	11	21	0.000	11	21	0.004
10:00 - 11:00	11	21	0.000	11	21	0.000	11	21	0.000
11:00 - 12:00	11	21	0.000	11	21	0.000	11	21	0.000
12:00 - 13:00	11	21	0.000	11	21	0.000	11	21	0.000
13:00 - 14:00	11	21	0.000	11	21	0.000	11	21	0.000
14:00 - 15:00	11	21	0.000	11	21	0.000	11	21	0.000
15:00 - 16:00	11	21	0.000	11	21	0.000	11	21	0.000
16:00 - 17:00	11	21	0.004	11	21	0.000	11	21	0.004
17:00 - 18:00	11	21	0.000	11	21	0.004	11	21	0.004
18:00 - 19:00	11	21	0.004	11	21	0.000	11	21	0.004
19:00 - 20:00	5	21	0.010	5	21	0.010	5	21	0.020
20:00 - 21:00	5	21	0.010	5	21	0.010	5	21	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.028			0.060

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.