

Proposed Change of Use
10, Landos Road, Manchester

January 2026

TRANSPORT STATEMENT

REPORT

DOCUMENT: Transport Statement

PROJECT: Proposed Change of Use, 10, Landos Road, Manchester

CLIENT: Serviam Planning

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PLANS

Plan 1	Proposed Site Layout (Option 1)
Plan 2	Proposed Site Layout (Option 2)

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1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by Serviam Planning to advise on the traffic and transportation issues relating to proposals for a change of use application at 10, Landos Road in Manchester.

1.1.2 More specifically, the application refers to the proposed change of use of a residential dwelling (Class C3) to a children's residential care home (Use Class C2) and seeks permission to operate the property as a medium-scale residential care home for up to six children under the age of 18.

1.2 Scope of Report

1.2.1 The report provides information on the traffic and transport planning aspects of the development proposals and will form supplementary information to assist in the determination of this change of use planning application.

1.3 Format of Report

1.3.1 Following this introduction, Section 2 provides a description of the site and any relevant planning history.

1.3.2 Section 3 sets out the development proposals, including car parking provision.

1.3.3 Section 4 considers the potential for sustainable travel to and from the site, including walking, cycling and public transport.

1.3.4 Section 5 considers the potential traffic impact of the proposed development on the local highway network and car parking demand.

1.3.5 Section 6 draws together the conclusions to this report.

2 EXISTING CONDITIONS

2.1 Application Site

2.1.1 The application site relates to a three-storey building currently used as a residential dwelling under use class C3.

2.1.2 The location of the site and approximate red line boundary are shown in **Figure 2.1** below.



Figure 2.1 – Site Location & Approximate Red Line Boundary

2.1.3 The site is bounded by Landos Road to the west, and a playground located to the east at the rear of the property. Other residential dwellings (property no.'s 8 and 12) bound the site on either side.

2.1.4 It lies within a predominantly residential area, with good access to public transport, local amenities and facilities, as will be demonstrated later in this Report.

2.1.5 Images of the site from front of the property along Landos Road and one of the rear of the property are shown in **Figures 2.1** and **2.2** below.



Figure 2.1 – View of Site from Landos Road



Figure 2.2 – View of Site from Rear of the Property

2.1.6 **Figure 2.3** below provides a general aerial image of the property (no.10 Landos Road) and its neighbours either side.



Figure 2.3 – General Aerial View of no.10 Landos Road

2.1.7 As can be seen above, there is currently parking located at the front of the property, with a driveway which can cater for up to 3no. cars at any one time.

2.2 Relevant Planning History

2.2.1 It is understood that the site has been subject to at least one previous planning application in 2024 (App ref no. 139347/FH/2024).

2.2.2 From a review of Manchester City Council's planning portal, the Application referred to the construction of a part single-storey, part two-storey side extension, a single-storey rear extension, and a front porch to the dwelling.

2.2.3 The application was validated in February 2024 and the record indicated that this proposals amounted to domestic alterations and improvements to the existing residential dwelling.

- 2.2.4** This demonstrates that the property has consistently operated as a private residential dwelling (Use Class C3) and has only been the subject of typical domestic extension proposals.
- 2.2.5** There is no record of any previous institutional, commercial, or non-residential use of the site, nor any planning history relating to children's care, Class C2 use, or any other regulated setting.
- 2.2.6** The planning history therefore confirms a long-standing and uninterrupted residential use of the property, thus strengthening the case that the proposed change of use to a children's residential care home (Class C2) represents a natural and compatible continuation of the property's established residential function, with no conflicting or adverse planning history.

3 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The planning application for a change of use from a residential property (Class C3) to a children's residential care home (Class C2).

3.1.2 It is proposed that the children's care home will provide full time residential care and accommodation for up to six children under the age of 18, these will be children who are unable to live with their birth families, due to different complex needs.

3.1.3 The home will operate 24 hours and day 7 days a week, with staffing provided on a rotational shift basis which will typically split between a day shift (08:00-21:30) and a night shift (21:00-08:30).

3.1.4 The property will be capable of accommodating up to 6 children with 6 bedrooms split across two floors (4 on the first floor and 2 on the second floor). There will be a staff room and staff office to help with shift changeovers and a large communal space for the children to relax and socialise.

3.2 Parking Provision

3.2.1 In regard to parking provision, 2no. options are currently being considered as follows:

- Option 1 – 5no. spaces (with tandem parking)
- Option 2 – 3no spaces (no tandem parking)

3.2.2 The proposed layout for Option 1 is shown in **Plan 1**, whilst the Option 2 site layout is presented in **Plan 2**.

Option 1

3.2.3 Option 1 would see the provision of 5no. spaces in total, as shown in **Figure 3.1** below.

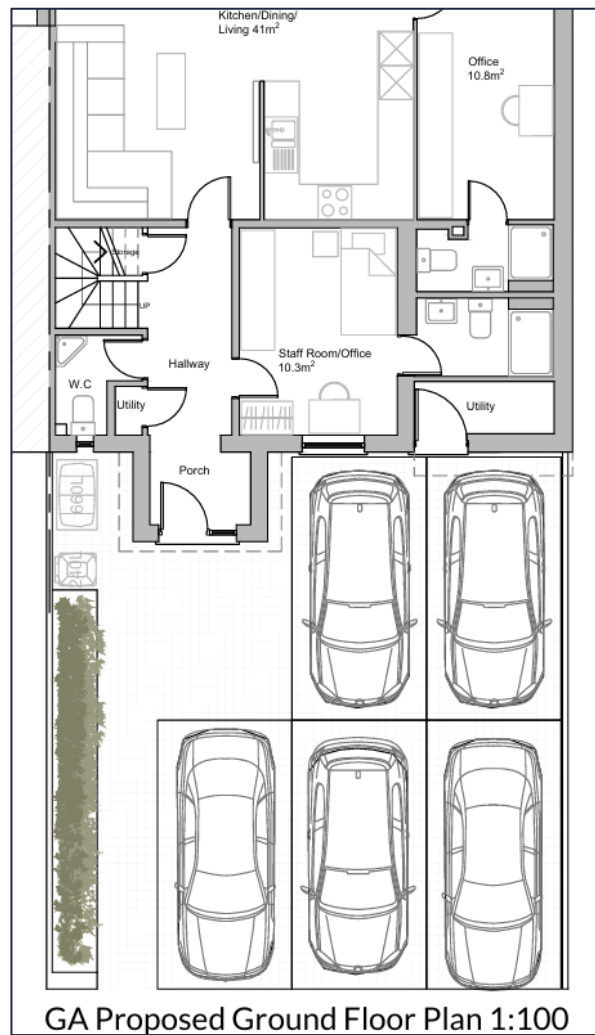


Figure 3.1 – Option 1 (5no. spaces – with tandem parking)

3.2.4 As can be seen above, 2no. of these would be *tandem* spaces and therefore located to the rear of the other 3no. spaces,

Option 2

3.2.5 Whilst Option 1 offers a greater number of spaces, an alternative parking solution can be achieved by the provision of 3no spaces, with no need for *tandem* parking.

3.2.6 This arrangement is shown in **Figure 3.2** and retains the existing provision as identified in **Figure 3.3** below.

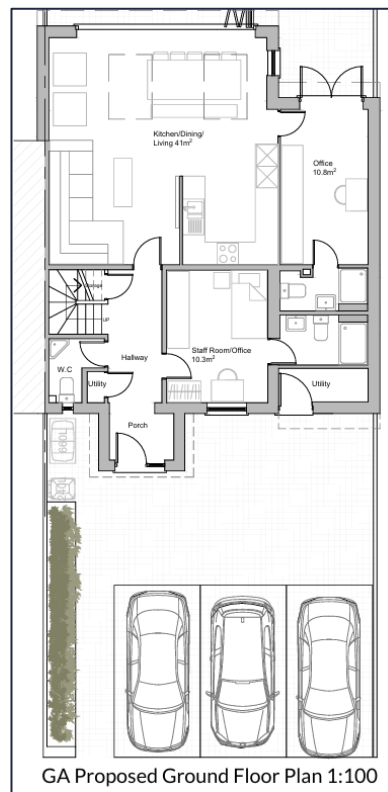


Figure 3.2 – Option 2 (3no. spaces – no tandem parking)



Figure 3.3 – Existing Parking Arrangements

- 3.2.7** The existing arrangements provides parking for 3no. vehicles and are considered to be appropriate to continue to serve the new development, should Option 1 not be favoured by the LHA.

4 SUSTAINABLE ACCESSIBILITY

4.1 Introduction

4.1.1 To accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.3 The new NPPF, published in December 2024, increases the emphasis on the development of sustainable sites.

4.1.4 Paragraph 109 of the new NPPF encourages a ‘vision led’ approach to identifying transport solutions. This was integral in our early discussion and engagement with officers at Wiltshire Council to ensure that the proposals were as sustainable as possible.

4.1.5 Paragraph 110 of the document confirms as follows:

‘The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making’.

4.1.6 The accessibility of the Application site has been considered by the following modes of transport:

- Walking;
- Cycling; and
- Public Transport

4.2 Walking

- 4.2.1 As already stated, the site is located within a well-established and predominantly residential neighbourhood and is within easy reach of Manchester city centre and its associated amenities, including schools, healthcare services, leisure facilities, and excellent public transport links.
- 4.2.2 In light of the above, there are various opportunities for staff at the facility to travel sustainably, particularly walking.
- 4.2.3 Footways are provided throughout the residential area creating safe established walking routes for staff travelling to and from the site on foot. These footway networks are in good condition and benefit from street lighting.
- 4.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'.
- 4.2.5 The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 4.2.6 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*
- 4.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1.

4.2.8 This states that ‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’.

4.2.9 **Table 4.2** below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

4.2.10 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle’.

4.2.11 This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Personal business – 1,600 metres.

4.2.12 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

4.2.13 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

4.2.14 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

4.2.15 A 20-minute walk equates to a walking distance of around 1,600 metres.

4.2.16 The site is therefore situated in a location that will facilitate and encourage trips on foot.

4.3 Cycling

4.3.1 In addition, there are various cycling infrastructure located around the site with national cycle route 66 located just 200m south-east of the site. This route travels from hull to Manchester City Centre, the section of the route located near to the site travels along the Rochdale Canal towards the city centre or north towards Oldham and Rochdale.

4.3.2 There is various cycling infrastructure located around the site, including traffic free routes and on road route-with other cycle facilities, as shown in **Figure 4.1** below.

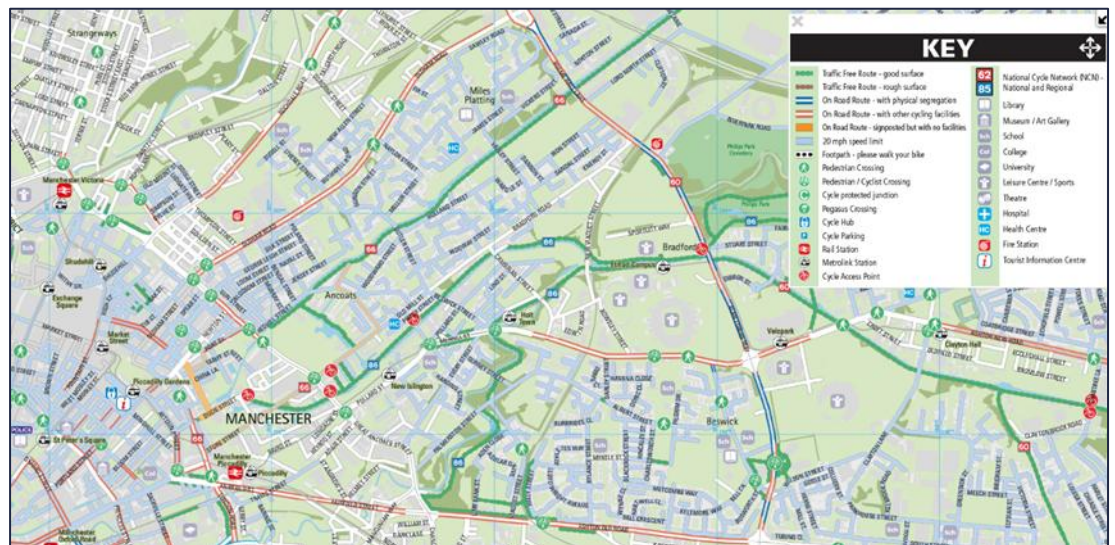


Figure 4.1 Transport for Greater Manchester Cycle Map

4.3.3 The above demonstrates that the site is access by cycle this providing further opportunities for staff to travel to and from the site by cycle.

4.3.4 This will be facilitated and encouraged by the provision of secure cycle parking on site for staff.

4.4 Public Transport

4.4.1 With the site being located so close to Manchester city centre, there are numerous opportunities for staff at the facility to travel by public transport.

4.4.2 Located approximately 120m south of the site along Butler Street is Garforth Avenue bus stop, which provides up to around 7 bus services per hour to destinations such as Piccadilly Gardens, White Gate, Monsall, Oldham and Woodhouses. These services run from around 04:30 to 23:40 which means that the site is accessible by bus and staff members would be able to get to and from work, regardless of which shift they are working.

4.4.3 Additional bus stops are located on the A62 Oldham Road, with stops serving both directions benefiting from shelters, seating and timetable information, as shown in **Figures 4.1** and **4.2** below.



Figure 4.1 – Northbound Bus stop on Oldham Road



Figure 4.2 – Northbound Bus stop on Oldham Road

- 4.4.4** The close proximity of these bus stops within easy walking distance of the site demonstrates that the site is highly accessible by bus.
- 4.4.5** Located approximately 1.9km west of the site, the closest train station is Manchester Victoria Station, which provides both train and Metrolink services to destinations such as Bury, Oldham, Blackburn, Rochdale, Manchester Airport, Didsbury and more. By train there can be up to 16 services per hour and by tram services operate every 12 minutes from 6am till midnight, this also makes travelling by train or tram an accessible option for both staff to use.

4.5 Accessibility Summary

4.5.1 The site has been considered in terms of access by non-car modes for the proposed development.

4.5.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of walking trips by staff employed at the facility;
- It has been demonstrated that the site is accessible by cycle and the area is relatively flat making it highly conducive to cycling and an alternative to the private car for staff travelling to and from work;
- Cycle parking on site will facilitate such trips and reduce demand for car parking on site;
- The service from the nearest bus stops provide a wide range of services to destinations including Manchester city centre and Oldham; and
- The site is also accessible by train with the nearest station being Manchester Victoria, offering various service and connections to the Metrolink network.

4.5.3 In light of the above, it is considered that the site is suitably accessible and caters for needs of the development's residents and visitors.

4.5.4 As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

5 TRAFFIC IMPACT ANALYSIS

5.1 Introduction

5.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

5.2 Assessment Criteria

5.2.1 Given the proposed land use, it is assumed reasonable to consider the AM and PM weekday peak hours, as being those with the greatest impact on the local highway network.

5.3 Proposed Development

5.3.1 The development proposals comprise a change of use from a residential property (Class C3) to a children's residential care home (Class C2).

5.3.2 In order to establish the number of trips which the proposed development is forecast to generate the TRICS database has been used.

5.3.3 Whilst a number of land uses are listed in the database, the bespoke nature of the proposed development means there are no real comparative land uses to use. As such, the assessment has been based on the 'Residential – Sheltered Housing' category, as this is considered to *best fit* the end use of the site.

5.3.4 The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Range between 0 and 114 units;
- Monday to Friday surveys; and
- Sites in Greater London and Eire excluded.

5.3.5 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development in the AM peak is included in **Table 5.1** below.

Peak Hour	Trip Rates		Trips		
	Arrivals	Departures	Arrivals	Departures	2-Way
Vehicles	0.095	0.075	0.10	0.08	0.17
Cyclists	0.006	0.003	0.01	0.00	0.01
Public Transport	0.003	0.002	0.00	0.00	0.01
Pedestrians	0.043	0.062	0.04	0.06	0.11

Table 5.1 Proposed Development Trip Rates and Trips – AM Peak

5.3.6 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development in the PM peak is included in **Table 5.2** below.

Peak Hour	Trip Rates		Trips		
	Arrivals	Departures	Arrivals	Departures	2-Way
Vehicles	0.074	0.074	0.07	0.07	0.15
Cyclists	0.000	0.002	0.00	0.00	0.00
Public Transport	0.001	0.001	0.00	0.00	0.00
Pedestrians	0.051	0.040	0.05	0.04	0.09

Table 5.2 Proposed Development Trip Rates and Trips – PM Peak

5.3.7 Given the fact that the development comprises a single dwelling, the above results show minimal vehicular activity in the peak hours and similarly, only a low number of pedestrians, cyclists and public transport users.

5.3.8 In light of the above it is deemed more appropriate to consider the potential traffic impact based on the *known* future operations of the facility.

5.4 Proposed Operations on Site

5.4.1 It is understood that there will be a minimum of four staff members on duty at any one time, although this may increase depending on the assessed needs of the children at a particular time.

- 5.4.2** Staffing ratios will be tailored to each placement, ranging from 1:1 to 3:1 support, in line with care plans, risk assessments, and statutory requirements. Dedicated staff and management office space will be located on the ground floor to support shift handovers, supervision, and confidential administration.
- 5.4.3** Staff changeover times will be carefully managed with a staggered shift pattern, typically taking place between 08:00–08:30 and 21:00–21:30. These times fall outside the traditional peak commuter periods, thus reducing any potential for conflict with local traffic flows.
- 5.4.4** Visitors such as social workers, health professionals, or Ofsted inspectors will attend the home on a pre-arranged appointment basis, ensuring vehicle numbers remain consistent and controlled at all times.
- 5.4.5** It is noted that the surrounding streets do provide further on-street parking capacity, if ever required in exceptional circumstances. However, the ample driveway space (either 3no. or 5no. spaces) will ensure that day-to-day operations will be fully self-contained.
- 5.4.6** As confirmed in Section 2, the property benefits from a substantial private driveway, capable of accommodating three vehicles off-road. This level of provision is more than adequate to meet the needs of both staff working on a shift basis and residents who may have access to their own vehicles, as part of their care plans and growing independence. By ensuring all vehicles are contained within the curtilage of the property, the proposal will avoid reliance on on-street parking and therefore prevent any adverse impact on neighbouring amenity.
- 5.4.7** The presence of a large driveway means that the home can safely and sustainably accommodate a combination of staff cars, resident vehicles, and occasional visitor parking without congestion.
- 5.4.8** The site is also well-connected to local public transport, with bus services within walking distance providing access to Manchester city centre, schools, healthcare services, and wider community amenities. This further reduces reliance on private vehicles and supports a balanced, sustainable approach to transport.

5.4.9 Overall, the dedicated on-site parking for five or three vehicles will ensure that the facility can operate effectively while safeguarding residential amenity and maintaining safe, uncongested road conditions in the surrounding area.

5.4.10 Given the limited and controlled numbers of staff on site and that staffing and shift changeovers will be carefully managed, it is considered that 3no. parking spaces proposed with Option 2 would be adequate to meet demand.

5.4.11 Of course, if additional parking was deemed preferable to the LHA, then the 5no. spaces proposed as part of the Option 1 layout which includes 2no. tandem parking spaces would provide an alternative and practical option.

5.5 Traffic Impact and Parking Summary

5.5.1 This section of the Report has considered the impact of the proposal in transport terms.

5.5.2 The impact of the development has been assessed using the TRICS database and whilst provides indicative information, is not deemed to be representative of how the site will operate.

5.5.3 Consideration has therefore also been given to how the site will operate based on similar facilities run by the same operator.

5.5.4 This showed that impact would indeed be minimal and that either parking option would be adequate to cater for demand at the development.

5.5.5 It is highly likely that some staff would reside locally and therefore be able to travel by a mode other than the private car, thus reducing the need for car parking spaces.

5.5.6 The above assessment has demonstrated, that the proposed development will not have a material impact on the operation of the local highway network.

5.5.7 On that basis, it can be concluded that the impact of the proposals on the local highway network would be minimal and, in any event, could not be considered to be severe, as is the test set out within the NPPF.

6 CONCLUSIONS

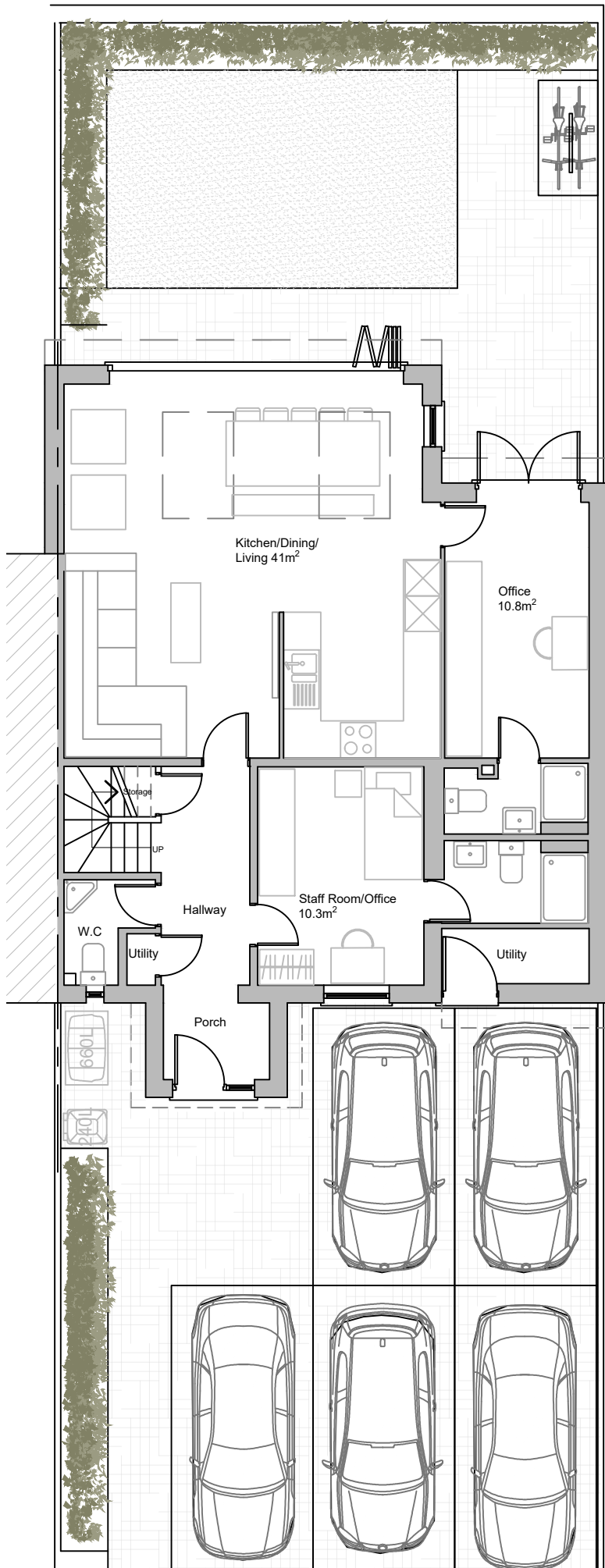
6.1.1 This report has considered the traffic and transportation issues relating to a change of use from a residential house (Class C3) to a children's residential care home (Class C2) at a site on Landos Road in Manchester.

6.1.2 There will be no changes to the exterior of the building and minimal non-structural changes to the interior of the building. The following conclusions have been drawn with regard to the proposed development:

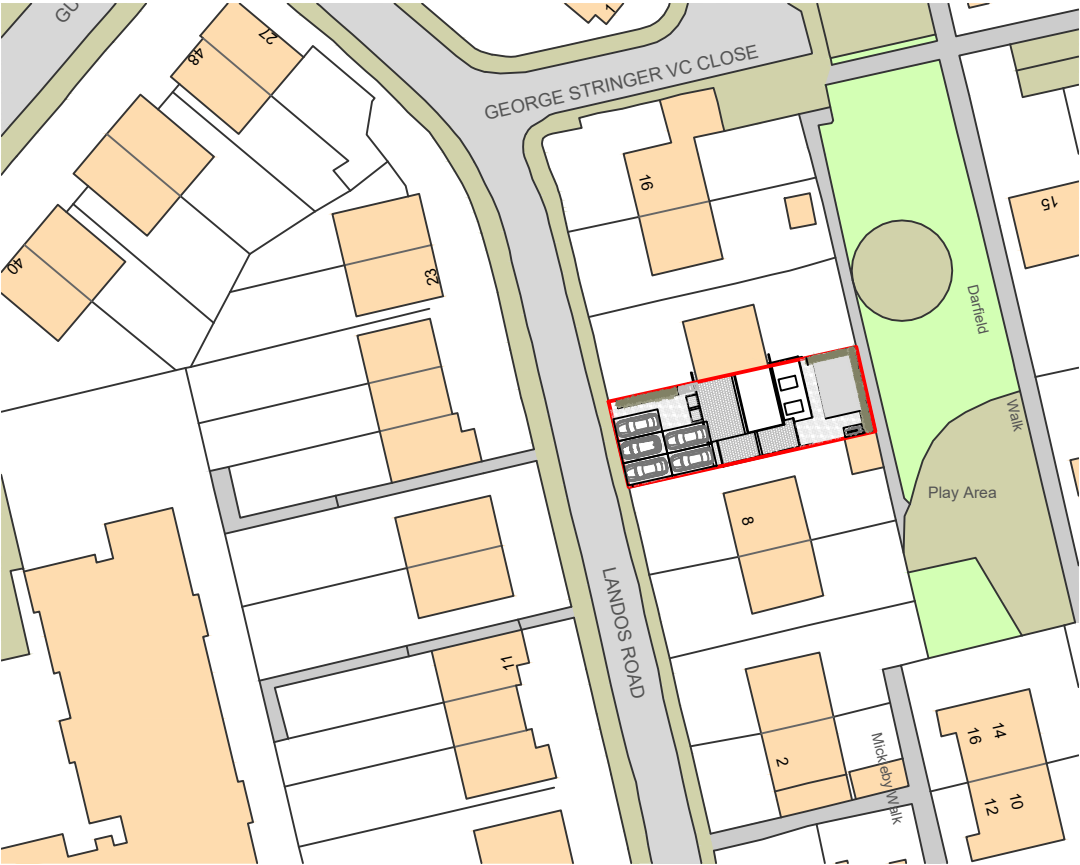
- The site is ideally situated to give staff employed at the facility the opportunity to travel in a sustainable manner.
- Pedestrian infrastructure in the area is good and will encourage trips on foot, whilst the surrounding area is also relatively flat making it highly conducive to cycling.
- Bus stops offering various high frequency services are located just a short walk away from the site offering a wide range of destinations including Manchester city centre mean travel by bus is a real alternative for staff employed at the site.
- The impact of the development was initially assessed using the TRICS database, however the results were not deemed to be representative of likely traffic movements due to the bespoke nature of the facility.
- The anticipated operations at the site based on how staff and shifts will be managed on a daily basis however, demonstrate that that the proposals will not have a material traffic impact.
- The proposed car parking on site comprising either 3 or 5 spaces will be sufficient to cater for demand.

6.1.3 Based on the above it is the conclusion of this Report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

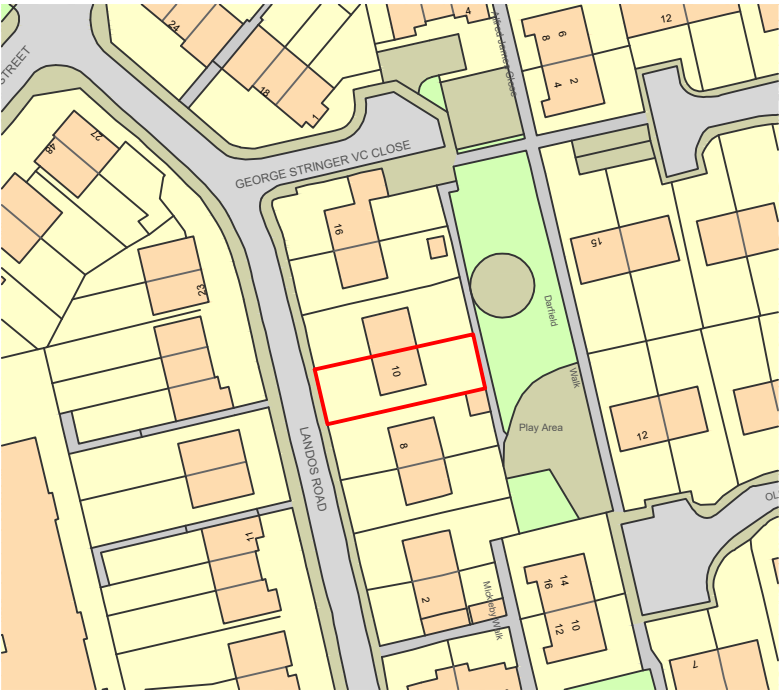
PLANS



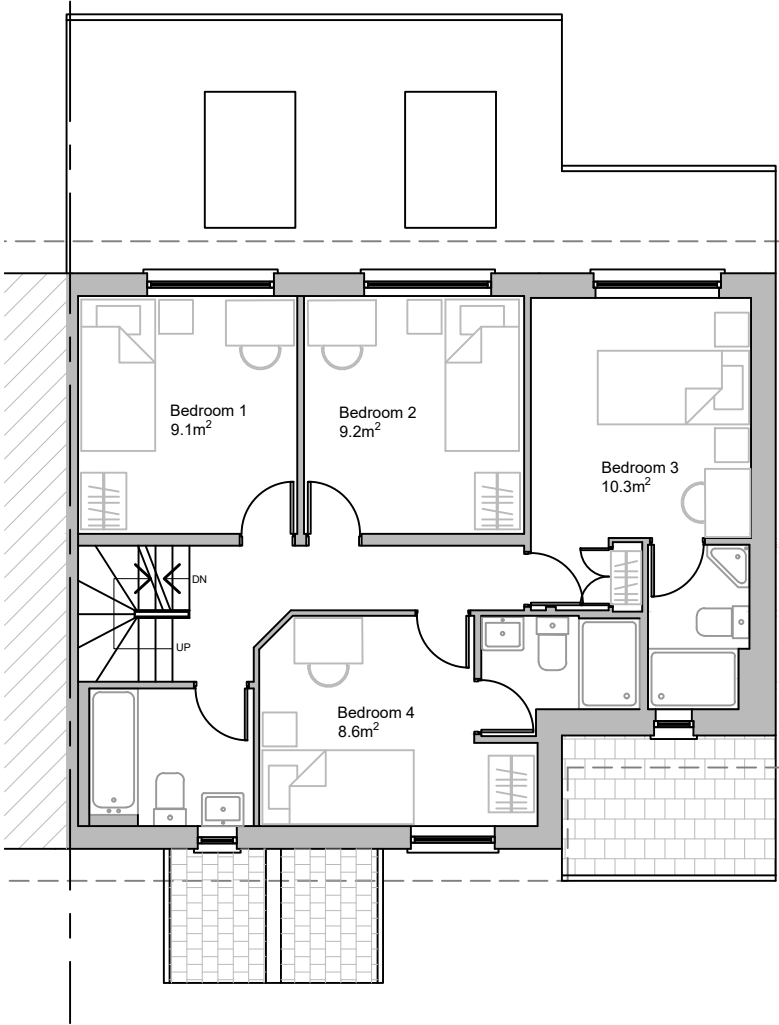
GA Proposed Ground Floor Plan 1:100



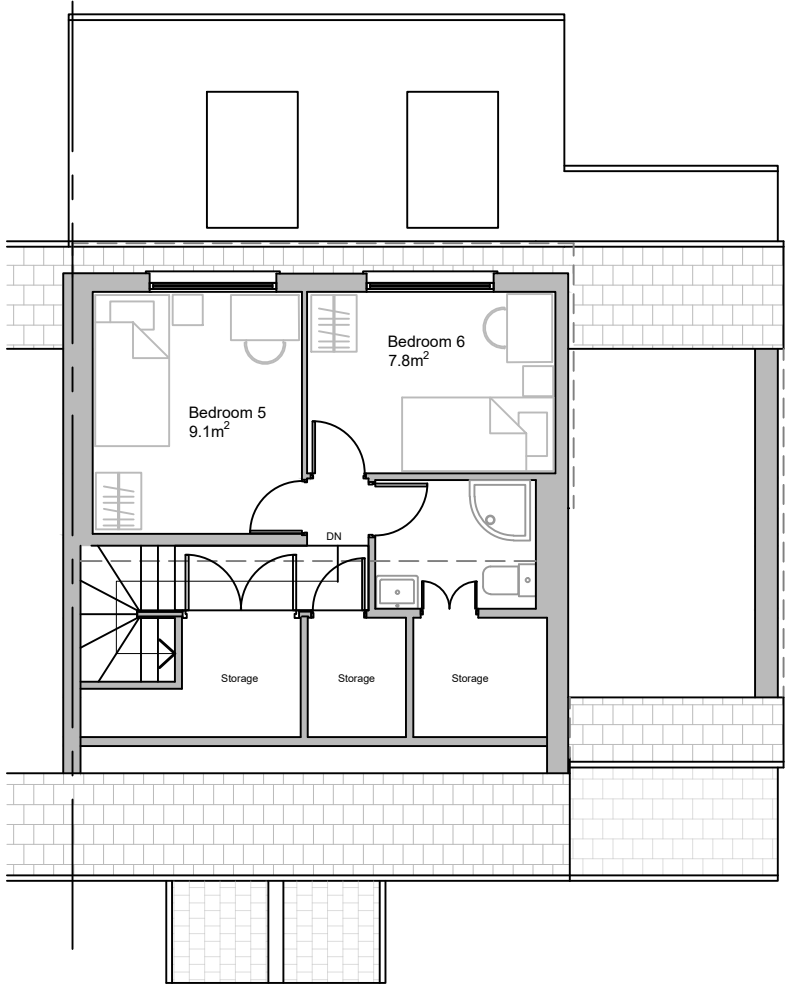
Proposed Site Plan 1:500



Location Plan 1:1250



GA Proposed First Floor Plan 1:100



GA Proposed Second Floor Plan 1:100



GENERAL NOTES:

All site dimensions to be verified by the Main Contractor on site prior to commencing any works.

Design intent drawing only. Construction to comply with latest Building Regulations. Do not scale from this drawing.

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MAH ARCHITECTS

RIBA CHARTERED PRACTICE

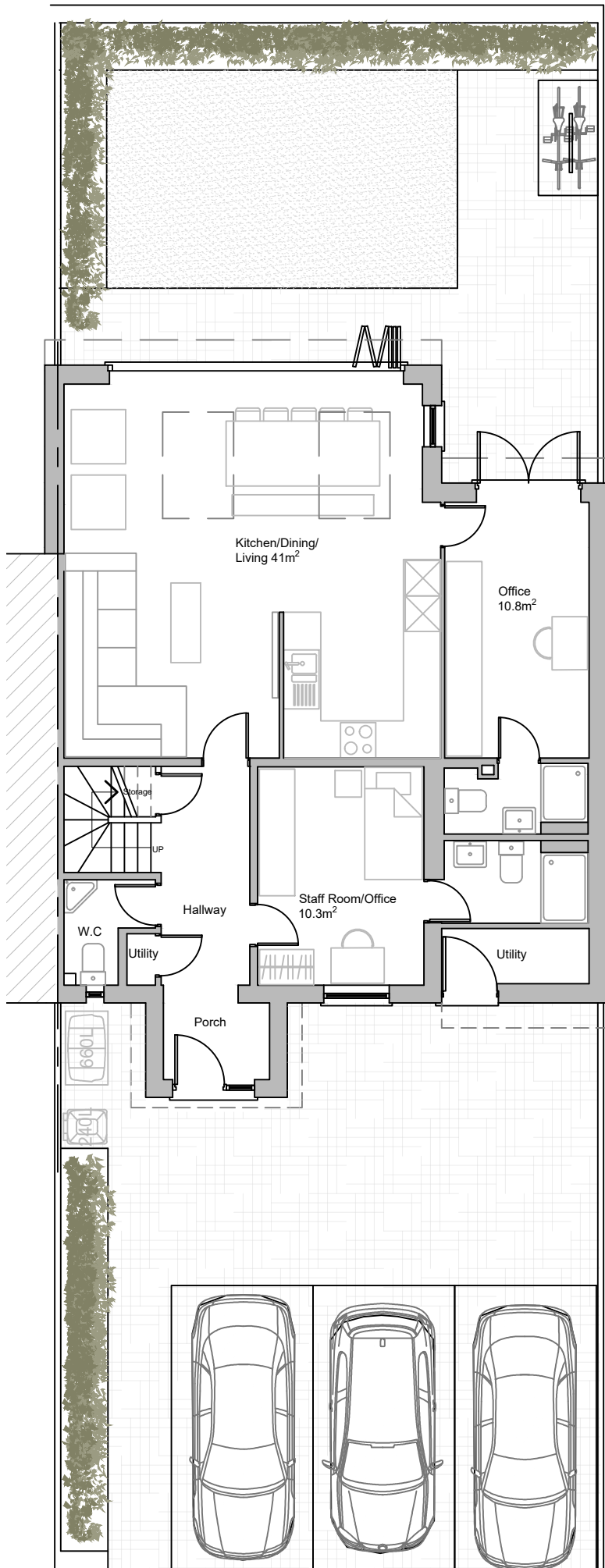
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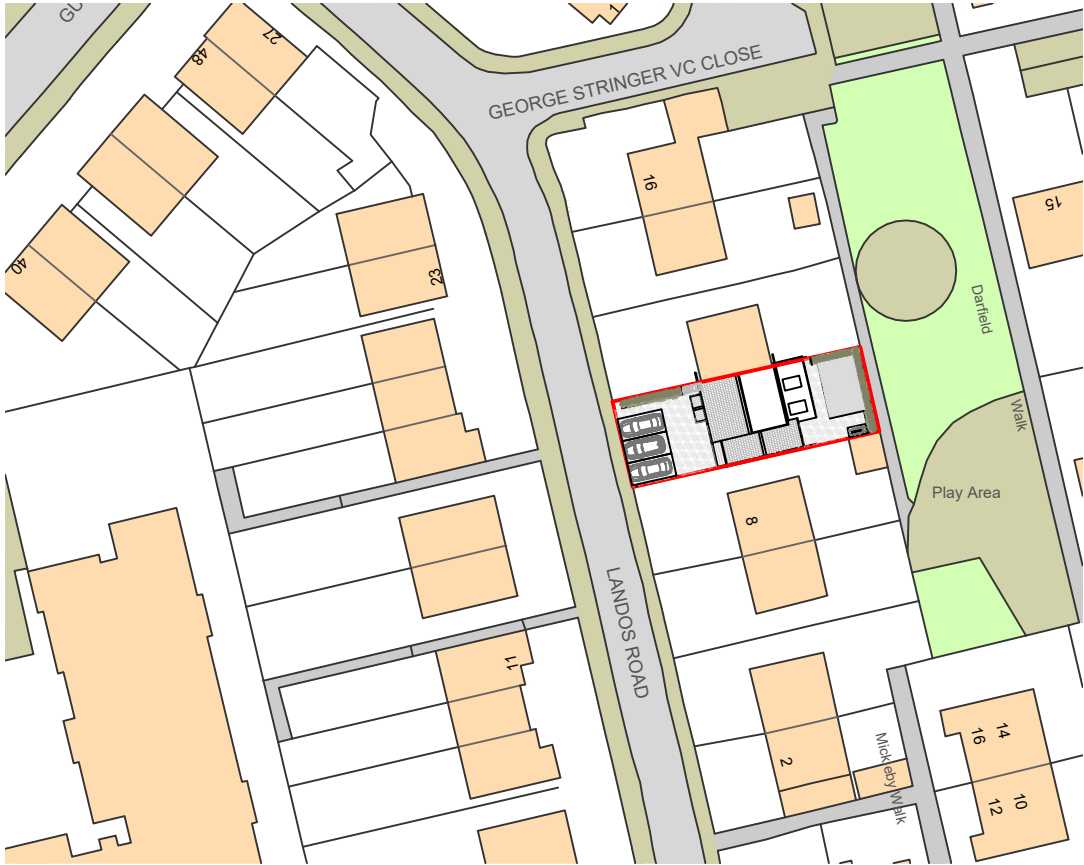
Project
10 Landos Road

Drawing
GA Proposed Information

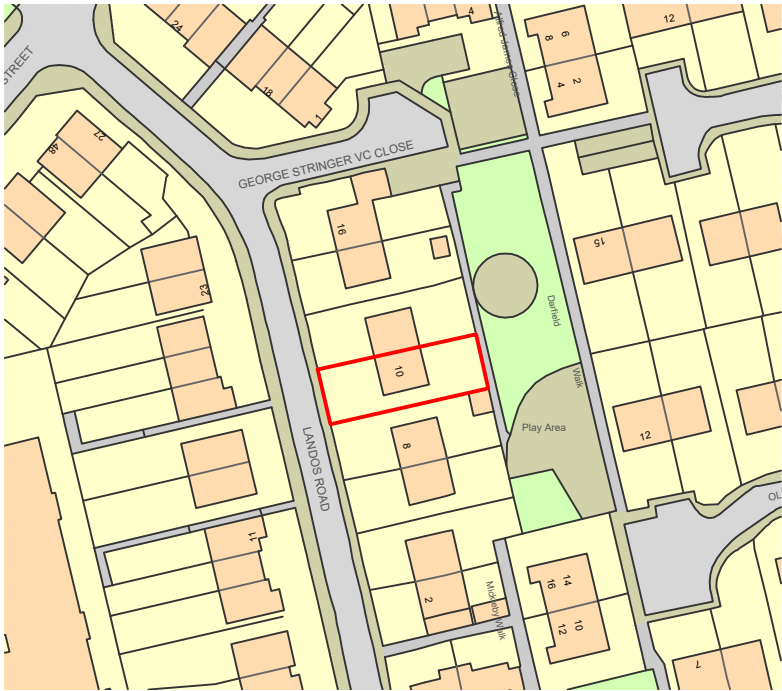
Drawing No.	Rev	Scale	Issue Status
PL_002	-	As Indicated @ A3 Planning	



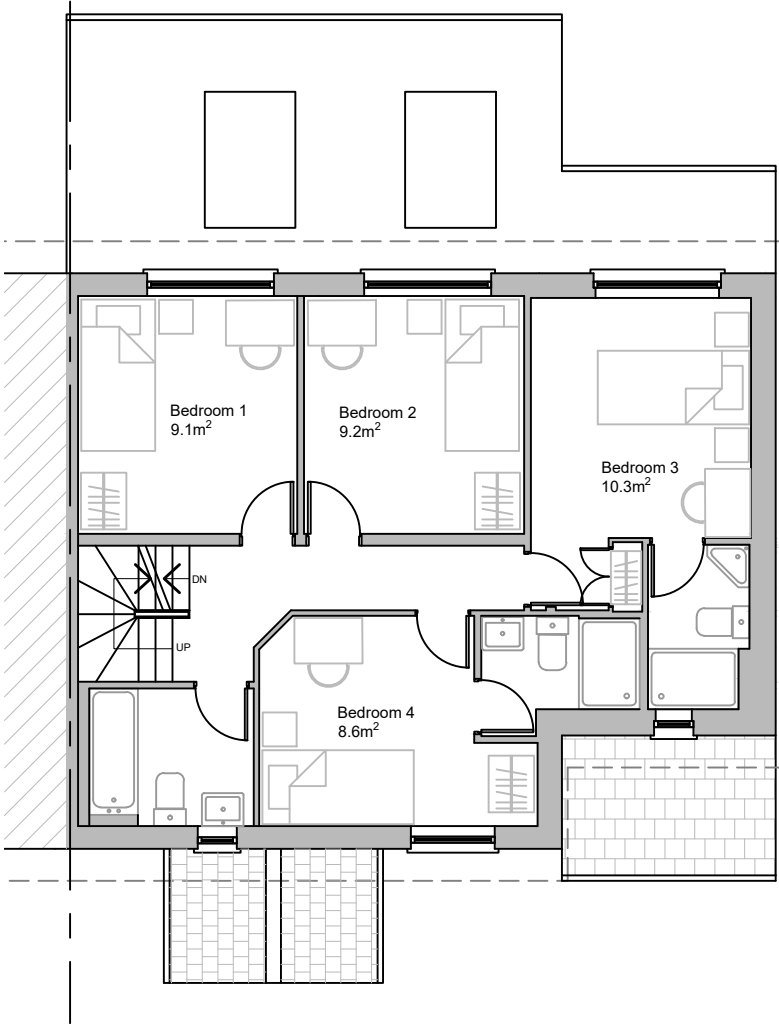
GA Proposed Ground Floor Plan 1:100



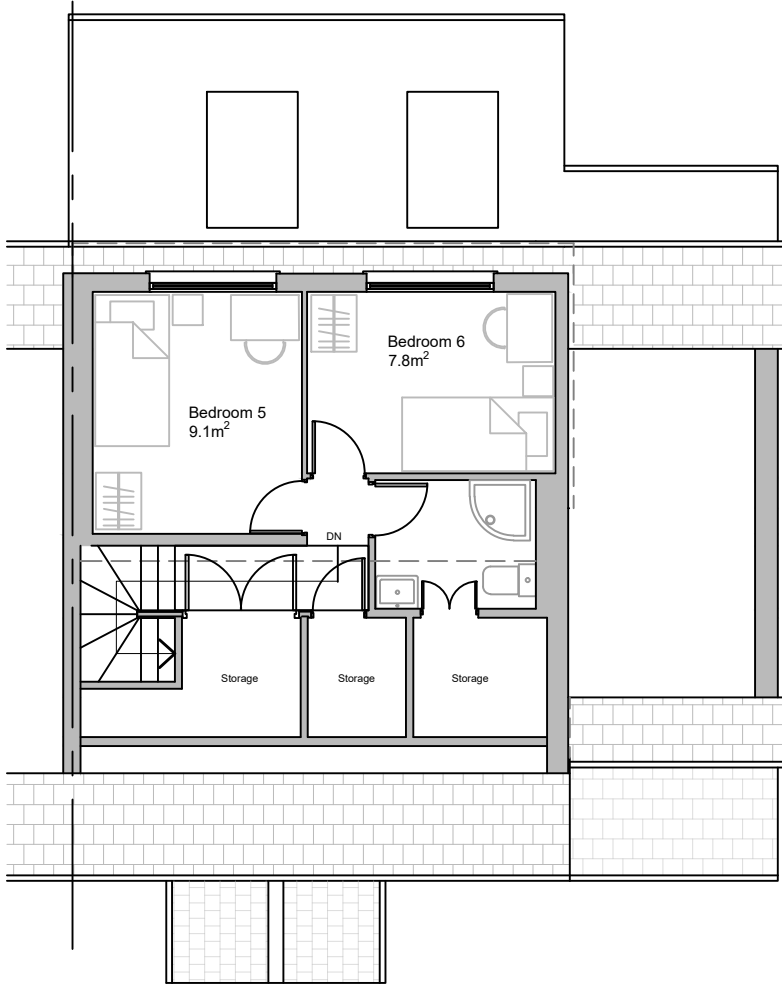
Proposed Site Plan 1:500



Location Plan 1:1250



GA Proposed First Floor Plan 1:100



GA Proposed Second Floor Plan 1:100



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MAH ARCHITECTS

RIBA CHARTERED PRACTICE

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Project
10 Landos Road

Drawing
GA Proposed Information

Drawing No.	Rev	Scale	Issue Status
PL_002	-	As Indicated @ A3 Planning	

APPENDICES

APPENDIX 1

TRICS Output

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: F - SHELTERED ACCOMMODATION

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX
	KC	KENT
	SC	SURREY
03	SOUTH WEST	
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE
05	EAST MIDLANDS	
	DY	DERBY
	LE	LEICESTERSHIRE
	NT	NOTTINGHAMSHIRE
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL	CALDERDALE
	KH	KINGSTON UPON HULL
	LS	LEEDS
08	NORTH WEST	
	LC	LANCASHIRE
09	NORTH	
	CU	CUMBERLAND
10	WALES	
	DB	DENBIGHSHIRE
11	SCOTLAND	
	AG	ANGUS
	EB	CITY OF EDINBURGH
	EL	EAST LOTHIAN
	HI	HIGHLAND
17	ULSTER (NORTHERN IRELAND)	
	DE	DERRY

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

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

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:	DWELLS
Actual Range:	5 to 114 (units:DWELLS)
Range Selected by User:	5 to 114 (units:DWELLS)
Parking Spaces Range:	8 - 100

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	10/11/89 to 31/10/24

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:

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

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

Selected survey types:

Manual count	21
Direction ATC Count	0

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	6 days
Edge of Town Centre	8 days
Neighbourhood Centre	2 days
Suburban Area	4 days
Town Centre	1 days

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:

Built-Up Zone	5 days
Industrial Zone	1 days
No Sub Category	3 days
Residential Zone	12 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	5 days
Servicing vehicles Unknown	15 days

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

Secondary Filtering Selection:

Use Class:

C3	21 surveys
----	------------

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

Population within 500m Range:

584 - 9500

Population within 1 mile:

10,001 to 15,000	3 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	9 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	4 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	7 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	3 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	7 surveys
1.1 to 1.5	13 surveys

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.

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

Petrol filling station:

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

Travel Plan:

No 21 surveys

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 21 surveys

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

COVID-19 Restrictions:

No

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

1	AG-03-F-01	SHELTERED HOUSING	ANGUS
CLIFFBURN ROAD EAST ARBROATH HAYSHEAD Edge of Town Residential Zone Site area: 0.8500000238418579 hect Survey date: Friday 28/04/2017			
			Survey Type: Manual
2	AL-03-F-01	SHELTERED HOUSING	CALDERDALE
CHESTER ROAD HALIFAX Neighbourhood Centre Residential Zone Site area: 0.1599999964237213 hect Survey date:			
			Survey Type: Manual
3	BC-03-F-01	SHELTERED HOUSING	BOURNEMOUTH CHRISTCHURCH & POOLE
WILLOW PARK POOLE Suburban Area Built-Up Zone Site area: 0.6499999761581421 hect Survey date: Thursday 17/07/2008			
			Survey Type: Manual
4	CU-03-F-02	SHELTERED ACCOMODATION	CUMBERLAND
CLIFFORD ROAD PENRITH Edge of Town Residential Zone Site area: 0.3799999952316284 hect Survey date:			
			Survey Type: Manual
5	DB-03-F-02	SHELTERED HOUSING	DENBIGHSHIRE
HIGHFIELD PARK RHYL Edge of Town Centre Residential Zone Site area: 0.800000011920929 hect Survey date: Tuesday 11/11/2014			
			Survey Type: Manual
6	DE-03-F-01	SHELTERED ACCOMMODATION DERRY	
WILLOWBROOK LANE COLERAINE Edge of Town Centre No Sub Category Site area: 0.41999998688697815 hect Survey date: Friday 20/05/2022			
			Survey Type: Manual
7	DY-03-F-01	SHELTERED HOUSING	DERBY
ST MICHAELS LANE DERBY Edge of Town Centre Built-Up Zone Site area: 0.20999999344348907 hect Survey date: Thursday 25/06/2009			
			Survey Type: Manual
8	EB-03-F-01	SHELTERED HOUSING	CITY OF EDINBURGH
WEST RICHMOND ST EDINBURGH Town Centre			

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

Built-Up Zone

Site area: 0.07999999821186066 hect

Survey date:

Survey Type: Manual

9	EL-03-F-01	SHELTERED HOUSING	EAST LoTHIAN
INVERESK ROAD MUSSELBURGH Edge of Town Centre Residential Zone Site area: 0.23800000548362732 hect Survey date:			
			Survey Type: Manual
10	ES-03-F-01	SHELTERED HOUSING	EAST SUSSEX
STAR ROAD EASTBOURNE OLD TOWN Neighbourhood Centre No Sub Category Site area: 0.23000000417232513 hect Survey date:			
			Survey Type: Manual
11	HI-03-F-01	SHELTERED ACCOMMODATION HIGHLAND	
HAUGH ROAD INVERNESS Suburban Area Residential Zone Site area: 0.56 hect Survey date: Thursday 31/10/2024			
			Survey Type: Manual
12	KC-03-F-02	SHELTERED HOUSING	KENT
UNION STREET MAIDSTONE Edge of Town Centre Built-Up Zone Site area: 0.4000000059604645 hect Survey date: Thursday 14/06/2001			
			Survey Type: Manual
13	KC-03-F-03	SHELTERED HOUSING	KENT
TERRY WALK NEAR MAIDSTONE Edge of Town Residential Zone Site area: 1.100000023841858 hect Survey date: Friday 21/11/2003			
			Survey Type: Manual
14	KH-03-F-01	SHELTERED HOUSING	KINGSTON UPON HULL
ELLIS STREET KINGSTON-UPON-HULL Edge of Town Centre No Sub Category Site area: 0.30000001192092896 hect Survey date: Tuesday 15/09/2009			
			Survey Type: Manual
15	KH-03-F-02	SHELTERED HOUSING	KINGSTON UPON HULL
NORTHUMBERLAND AVE. KINGSTON-UPON-HULL Edge of Town Centre Industrial Zone Site area: 1.5 hect Survey date: Tuesday 15/09/2009			
			Survey Type: Manual
16	LC-03-F-01	SHELTERED HOUSING	LANCASHIRE

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

ST PAULS ROAD

PRESTON

Edge of Town Centre

Built-Up Zone

Site area: 0.30000001192092896 hect

Survey date: Wednesday 18/06/2003

Survey Type: Manual

17
BELLAMY CLOSE
LEICESTER
GLEN PARVA

LE-03-F-01

SHELTERED HOUSING

LEICESTERSHIRE

Edge of Town

Residential Zone

Site area: 0.28999999165534973 hect

Survey date: Wednesday 24/06/2009

Survey Type: Manual

18
NORTH GRANGE ROAD
LEEDS
HEADINGLEY

LS-03-F-01

SHELTERED HOUSING

LEEDS

Suburban Area

Residential Zone

Site area: 0.15000000596046448 hect

Survey date: Tuesday 15/06/2010

Survey Type: Manual

19
BEAUMONT STREET
NOTTINGHAM
SNEINTON

NT-03-F-01

SHELTERED HOUSING

NOTTINGHAMSHIRE

Suburban Area

Residential Zone

Site area: 0.27000001072883606 hect

Survey date: Friday 21/06/2013

Survey Type: Manual

20
COLLIER WAY
GUILFORD
BUSHY HILL

SC-03-F-01

SHELTERED HOUSING

SURREY

Edge of Town

Residential Zone

Site area: 0.2800000011920929 hect

Survey date: Tuesday 08/07/2008

Survey Type: Manual

21
NORTHUMBERLAND ROAD
LEAMINGTON SPA
MILVERTON

WK-03-F-01

SHELTERED HOUSING

WARWICKSHIRE

Edge of Town

Residential Zone

Site area: 0.14000000059604645 hect

Survey date: Thursday 25/10/2012

Survey Type: Manual

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	21	44	0.043	0.039	0.082
08:00-09:00	21	44	0.095	0.075	0.170
09:00-10:00	21	44	0.130	0.134	0.264
10:00-11:00	21	44	0.123	0.150	0.273
11:00-12:00	21	44	0.122	0.122	0.244
12:00-13:00	21	44	0.130	0.104	0.234
13:00-14:00	21	44	0.086	0.112	0.198
14:00-15:00	21	44	0.096	0.082	0.178
15:00-16:00	21	44	0.091	0.094	0.185
16:00-17:00	21	44	0.093	0.095	0.188
17:00-18:00	21	44	0.074	0.074	0.148
18:00-19:00	21	44	0.066	0.062	0.128
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.149	1.143	2.292

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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Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

Parameter Summary:

Trip rate parameter range selected:	5 - 114 (units: DWELLS)
Survey date date range:	14/06/2001 - 31/10/2024
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	21	44	0.090	0.085	0.175
08:00-09:00	21	44	0.164	0.177	0.341
09:00-10:00	21	44	0.217	0.288	0.505
10:00-11:00	21	44	0.273	0.342	0.615
11:00-12:00	21	44	0.251	0.239	0.490
12:00-13:00	21	44	0.249	0.227	0.476
13:00-14:00	21	44	0.209	0.258	0.467
14:00-15:00	21	44	0.254	0.194	0.448
15:00-16:00	21	44	0.215	0.209	0.424
16:00-17:00	21	44	0.216	0.199	0.415
17:00-18:00	21	44	0.163	0.134	0.297
18:00-19:00	21	44	0.156	0.133	0.289
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.457	2.485	4.942

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.

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Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

Parameter Summary:

Trip rate parameter range selected:	5 - 114 (units: DWELLS)
Survey date date range:	14/06/2001 - 31/10/2024
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	21	44	0.005	0.003	0.008
08:00-09:00	21	44	0.006	0.003	0.009
09:00-10:00	21	44	0.000	0.002	0.002
10:00-11:00	21	44	0.002	0.001	0.003
11:00-12:00	21	44	0.002	0.003	0.005
12:00-13:00	21	44	0.003	0.005	0.008
13:00-14:00	21	44	0.004	0.004	0.008
14:00-15:00	21	44	0.004	0.001	0.005
15:00-16:00	21	44	0.001	0.002	0.003
16:00-17:00	21	44	0.003	0.004	0.007
17:00-18:00	21	44	0.000	0.002	0.002
18:00-19:00	21	44	0.000	0.001	0.001
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.030	0.031	0.061

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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Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

Parameter Summary:

Trip rate parameter range selected:	5 - 114 (units: DWELLS)
Survey date date range:	18/06/2003 - 31/10/2024
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	21	44	0.000	0.000	0.000
08:00-09:00	21	44	0.003	0.002	0.005
09:00-10:00	21	44	0.002	0.003	0.005
10:00-11:00	21	44	0.003	0.002	0.005
11:00-12:00	21	44	0.001	0.001	0.002
12:00-13:00	21	44	0.003	0.002	0.005
13:00-14:00	21	44	0.000	0.000	0.000
14:00-15:00	21	44	0.000	0.000	0.000
15:00-16:00	21	44	0.004	0.003	0.007
16:00-17:00	21	44	0.003	0.003	0.006
17:00-18:00	21	44	0.001	0.001	0.002
18:00-19:00	21	44	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.020	0.017	0.037

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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Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

Parameter Summary:

Trip rate parameter range selected:	5 - 114 (units: DWELLS)
Survey date date range:	14/06/2001 - 11/11/2014
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.

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	21	44	0.003	0.002	0.005
08:00-09:00	21	44	0.000	0.001	0.001
09:00-10:00	21	44	0.001	0.000	0.001
10:00-11:00	21	44	0.002	0.002	0.004
11:00-12:00	21	44	0.000	0.001	0.001
12:00-13:00	21	44	0.000	0.000	0.000
13:00-14:00	21	44	0.001	0.000	0.001
14:00-15:00	21	44	0.001	0.001	0.002
15:00-16:00	21	44	0.001	0.001	0.002
16:00-17:00	21	44	0.000	0.000	0.000
17:00-18:00	21	44	0.001	0.000	0.001
18:00-19:00	21	44	0.000	0.001	0.001
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.010	0.009	0.019

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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Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

Parameter Summary:

Trip rate parameter range selected:	5 - 114 (units: DWELLS)
Survey date date range:	14/06/2001 - 28/04/2017
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.

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	21	44	0.048	0.041	0.089
08:00-09:00	21	44	0.102	0.094	0.196
09:00-10:00	21	44	0.150	0.157	0.307
10:00-11:00	21	44	0.160	0.197	0.357
11:00-12:00	21	44	0.151	0.151	0.302
12:00-13:00	21	44	0.150	0.115	0.265
13:00-14:00	21	44	0.102	0.143	0.245
14:00-15:00	21	44	0.118	0.101	0.219
15:00-16:00	21	44	0.117	0.122	0.239
16:00-17:00	21	44	0.133	0.112	0.245
17:00-18:00	21	44	0.096	0.086	0.182
18:00-19:00	21	44	0.093	0.087	0.180
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.420	1.406	2.826

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.

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Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

Parameter Summary:

Trip rate parameter range selected:	5 - 114 (units: DWELLS)
Survey date date range:	14/06/2001 - 31/10/2024
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	21	44	0.025	0.034	0.059
08:00-09:00	21	44	0.043	0.062	0.105
09:00-10:00	21	44	0.057	0.096	0.153
10:00-11:00	21	44	0.090	0.111	0.201
11:00-12:00	21	44	0.085	0.066	0.151
12:00-13:00	21	44	0.072	0.077	0.149
13:00-14:00	21	44	0.072	0.085	0.157
14:00-15:00	21	44	0.100	0.081	0.181
15:00-16:00	21	44	0.071	0.066	0.137
16:00-17:00	21	44	0.063	0.064	0.127
17:00-18:00	21	44	0.051	0.040	0.091
18:00-19:00	21	44	0.057	0.036	0.093
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.786	0.818	1.604

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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Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

Parameter Summary:

Trip rate parameter range selected:	5 - 114 (units: DWELLS)
Survey date date range:	14/06/2001 - 31/10/2024
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	21	44	0.012	0.006	0.018
08:00-09:00	21	44	0.013	0.017	0.030
09:00-10:00	21	44	0.011	0.032	0.043
10:00-11:00	21	44	0.021	0.032	0.053
11:00-12:00	21	44	0.013	0.018	0.031
12:00-13:00	21	44	0.025	0.030	0.055
13:00-14:00	21	44	0.031	0.026	0.057
14:00-15:00	21	44	0.032	0.011	0.043
15:00-16:00	21	44	0.027	0.018	0.045
16:00-17:00	21	44	0.017	0.018	0.035
17:00-18:00	21	44	0.015	0.006	0.021
18:00-19:00	21	44	0.006	0.009	0.015
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.223	0.223	0.446

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.

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Audit Code: 2cedaed3-ae2d-47e3-971d-363556e06de8

Parameter Summary:

Trip rate parameter range selected:	5 - 114 (units: DWELLS)
Survey date date range:	14/06/2001 - 31/10/2024
Number of weekdays (Monday-Friday):	18
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.

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