

Berkeley Court, Crumpsall, Manchester

Transport Statement

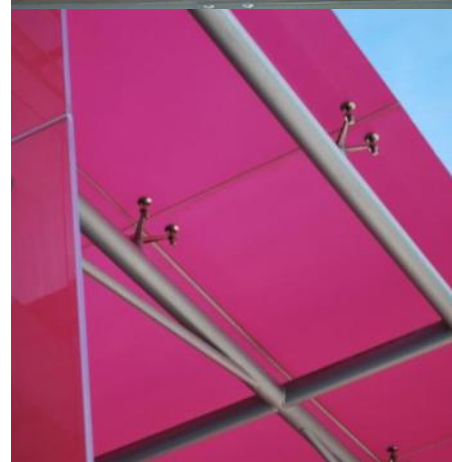
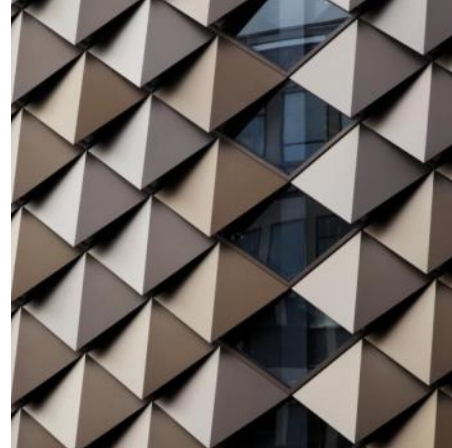
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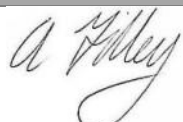
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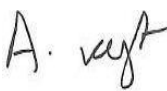
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1.0 Introduction

1.1 Introduction

- 1.1.1 Curtins have been appointed by Urban Rural Estates to provide transport planning advice in relation to proposals for Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ.
- 1.1.2 The Proposals comprise the construction of an additional floor to the existing residential buildings, providing an extra eight residential units and forming 44 no. flats in total.
- 1.1.3 The proposed scheme does not include any alterations to the existing pedestrian/vehicle access or car parking arrangements.

1.2 Planning History

- 1.2.1 A planning application (App Ref: 113874/FO/2016) was submitted in October 2016 for a similar scheme at the Berkeley Court site which was subsequently refused planning consent on December 2016.
- 1.2.2 The application was supported by a Transport Statement prepared by Phil Jones Associates which concluded that the proposed developments could be accommodated within the local area and the parking requirements of the development could be accommodated within the proposed provision. The proposed development was therefore considered to be acceptable in transport terms and should not be prevented or refused on transport grounds.
- 1.2.3 The planning decision notice identified four reasons for refusal three of which relate to highways and transportation.
- 1.2.4 Reason 2 states that;

"The proposed site layout which incorporates a new car park forecourt fronting Catherine Street would present a negative and unattractive feature which would be detrimental to the visual appearance of the street-scene and the character and appearance of the Crumpsall Lane Conservation Area."
- 1.2.5 Reason 3 states that;

"The extent of dropped kerb necessary to facilitate access to the parking forecourt on Catherine Road would increase the chances of pedestrians and vehicles coming into conflict with each other to the detriment of highway safety ..."
- 1.2.6 Reason 4 states that;

“The additional flats proposed would constitute an over intense use of the property. The potential level of parking demand, combined with the lack of off-street parking within the curtilage of the site would lead to increased vehicular activity, increased competition for on-street car parking spaces and parking difficulties to the detriment of residential amenity.

- 1.2.7 In addition to the above, an application (App Ref: 107654/FO/2014/N1) was submitted in December 2014 for a residential development comprising 15 no. 2-3 storey dwellinghouses withg associated car parking on land at the junction of Bury Old Road and Middleton Road approximately 50m to the east of the proposed Berkeley Court site.
- 1.2.8 The application was granted planning approval in July 2015 with no highways and transportation realted planning conditions attached to the decision notice.
- 1.2.9 The principal of new residential development in the surrounding area has therefore been established as part of this planning consent.

1.3 Purpose of this Report

- 1.1.1 This Transport Statement (TS) has been prepared in order to consider the development proposals and the potential impact on the surrounding area from a traffic and transportation perspective.
- 1.1.2 The report recongnises the reasons for refusal of the previous planning application and will demonstrate where the current proposals have been developed to address these issues or provides additional technical information to justify the proposed scheme where necessary.

1.4 Scope of the Report

- 1.4.1 This document contains the following:
- A description of the highway network in the vicinity of the site;
 - A description of the existing site including parking provision, access and servicing;
 - A summary of the development proposals including parking provision, access and servicing;
 - A review of accessibility by all sustainable modes of travel;
 - Information regarding traffic generation based on relevant development characteristics;
 - An assessment of the likely impact on the surrounding highway network; and
 - Summary and conclusions.

1.5 Structure of the Report

- 1.1.3 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.1.4 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five year period available.
- 1.1.5 The development proposals summarised in **Section 3**, including the proposed parking provision, access arrangements and servicing strategy.
- 1.1.6 Relevant local and national transport policy is summarised in **Section 4**, and the accessibility of the site by sustainable modes of travel is assessed in **Section 5**; including on foot, by bicycle, by Metrolink and by bus.
- 1.1.7 **Section 6** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the residential redevelopment proposals.
- 1.1.8 The report is summarised and concluded in **Section 7**.

2.0 Site Location and Local Highway Network

2.1 Site Location

2.1.1 The site is situated in Crumpsall, Manchester, on a parcel of land between Bury Old Road, Catherine Road and Melton Road. The site is approximately 4.5 kilometres to the north of Manchester City Centre and only 400m to the north of Cheetham Hill Village that is a well established local centre for many employment, retail, leisure and health facilities.

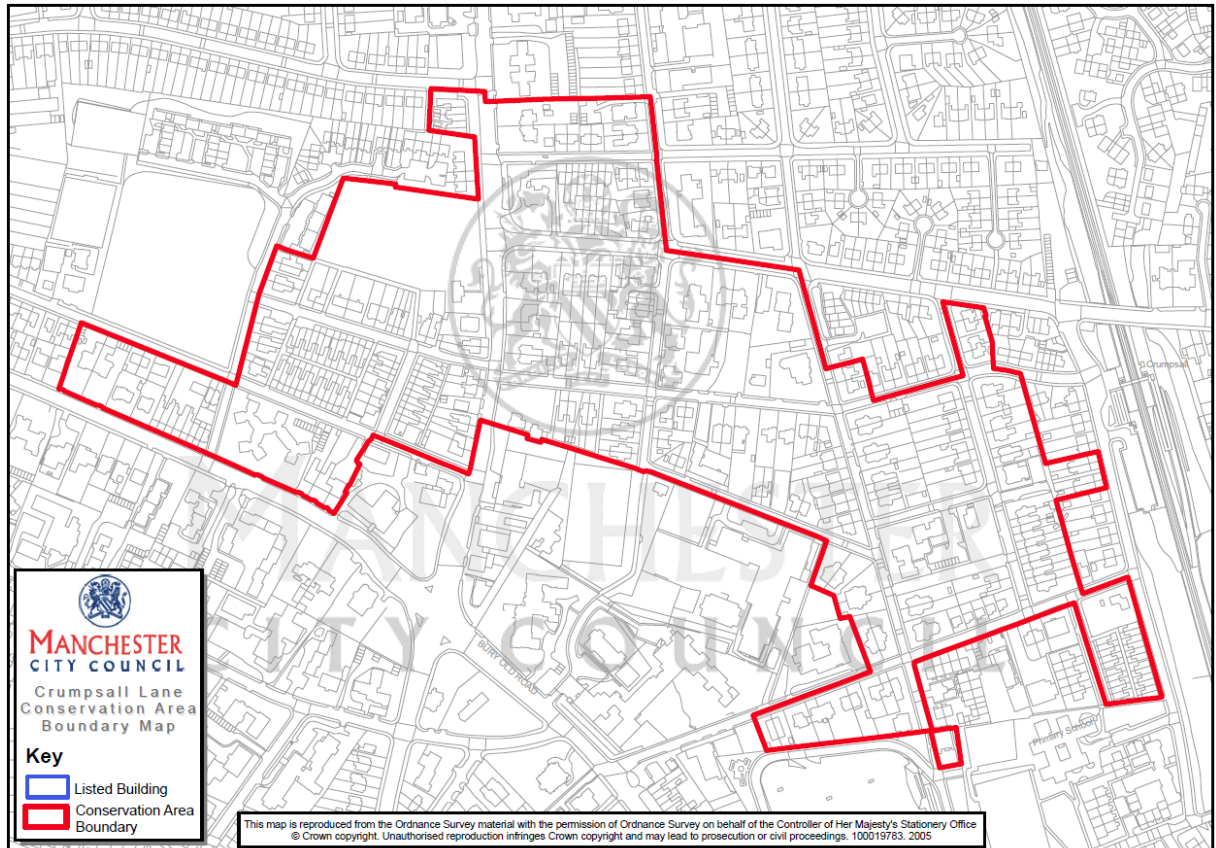
2.1.2 The site in its local context is shown in Figure 2.1 below.

Figure 2.1 – Site Location



2.1.3 The site is situated within the Crumpsall Lane Conservation Area.

Figure 2.2 – Crumpsall Lane Conservation Area



2.2 Existing Site

- 2.2.1 The site currently comprises 36 apartments within a single building and spread across three storeys. The site is accessible via two vehicular accesses onto Catherine Road, leading to an informal courtyard style parking area without marked bays. Additionally, the site also benefits from direct pedestrian accesses onto Bury Old Road and Melton Road.

Figure 2.3 – Existing Site Layout

2.3 Existing Car Parking Arrangements

- 2.3.1 At present the sites current car park is an informal design with no dedicated, marked spaces. There is space internally within the site for approximately 16 cars, with an additional eight garages to the eastern side of the development. As noted, the car parking areas are accessed via two separate points off Catherine Road. The current residential dwellings on-site therefore benefit from a total parking provision of up to 24 spaces which equates to a 67% car parking ratio.
- 2.3.2 During a recent site visit during the AM peak period, 7:30am to 8:45am, it was observed that the on-site car parking provision was clearly well underutilised with capacity for a further six or seven vehicles to park within the curtilage of the site. Furthermore, on-street car parking along Catherine Street was also relatively underutilised with no vehicles observed to be parking along the entire site frontage with further spaces available on the northern side of the highway.

- 2.3.3 On the above basis, there are no apparent car parking issues observed at the site or the surrounding highway network and it is considered that the currently available on-site car parking provision more than accommodates demand.
- 2.3.4 Given the accessible location of the site, it is considered that a 67% car parking ratio represents an over provision of parking at the site and could be seen to promote travel by private car.

2.4 Local Highway Network

Catherine Road

- 2.4.1 Catherine Road provides vehicular access to the site, and runs on an east-west alignment from the A576 Middleton Road to Park Road. The road is subject to a 30 mph speed limit with footways on either side of the carriageway. More pertinent to the proposed application when considering the recent planning decision, Catherine Road has no parking restrictions on either side of the highway.

Bury Old Road

- 2.4.2 The A665 Bury Old Road is a major arterial route into Manchester city centre and links the regional centre to Bury to the north of the site. The road borders the site to the south and features a pedestrian entrance into the site. Bury Old Road runs on an east-west alignment providing access south to Manchester city centre and north towards outer conurbations including Prestwich and Whitefield. Bury Old Road features footways on either side of the carriageway, as well as double yellow lines, single yellow lines, and bus lane restrictions.
- 2.4.3 Bury Old Road is a major public transport corridor with frequent bus services operating throughout the day, 7 days a week.

Middleton Road

- 2.4.4 The A576 Middleton Road runs to the east of the site and provides access north to the M60 at junction 19 and south to Manchester city centre via the A56 Bury New Road. The road is subject to a 30 mph speed limit and parking restrictions.

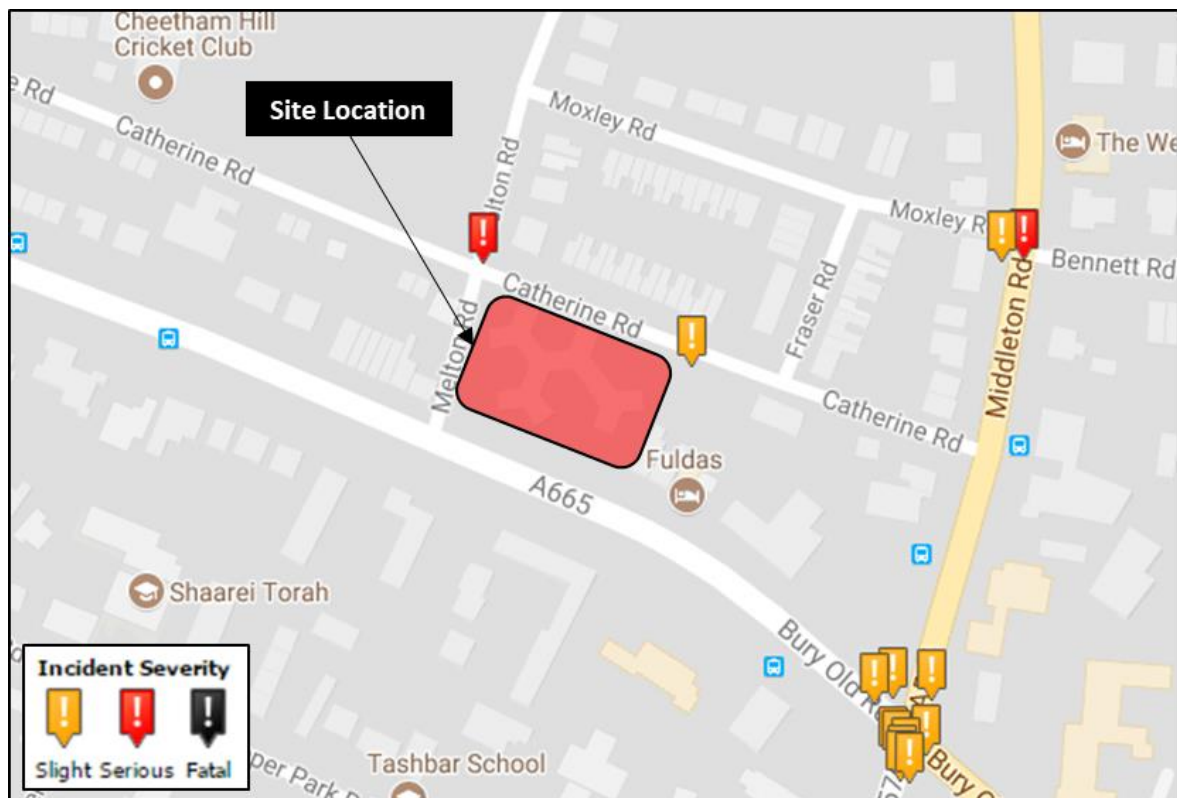
Melton Road

- 2.4.5 Melton Road bounds the site to the west, runs on a north-south alignment, and provides access to and from Bury Old Road and Catherine Road. The road is a cul-de-sac and is subject to a 30 mph speed limit, footways on either side of the carriageway, and no parking restrictions.

Highway Safety

- 2.4.6 Personal Injury Accident (PIA) records for the area surrounding the site has been obtained from Crashmap.co.uk for the most recent 36 months' period between 2014 to 2016. Details of PIAs are discussed below.
- 2.4.7 The search of the roads nearby to the site as shown in Figure 2.1 below, 14 accidents occurred within the three-year period on the immediate surrounding road network. Of the 14 accidents, 10 resulted in slight injuries, with two resulting in serious injuries.

Figure 2.4 – Personal Injury Accident Map



- 2.4.8 Bury Old Road and Middleton Road are key routes into and out of Manchester City Centre. Department for Transport (DfT) AADF traffic counts indicate that Middleton Road and Bury Old Road featured in the region of 20,000 movements per day.
- 2.4.9 Given these high traffic flows as well as the timings and severity of accidents, it is not considered that highway design or layout are likely to be contributory factors in the accidents.

3.0 Development Proposals

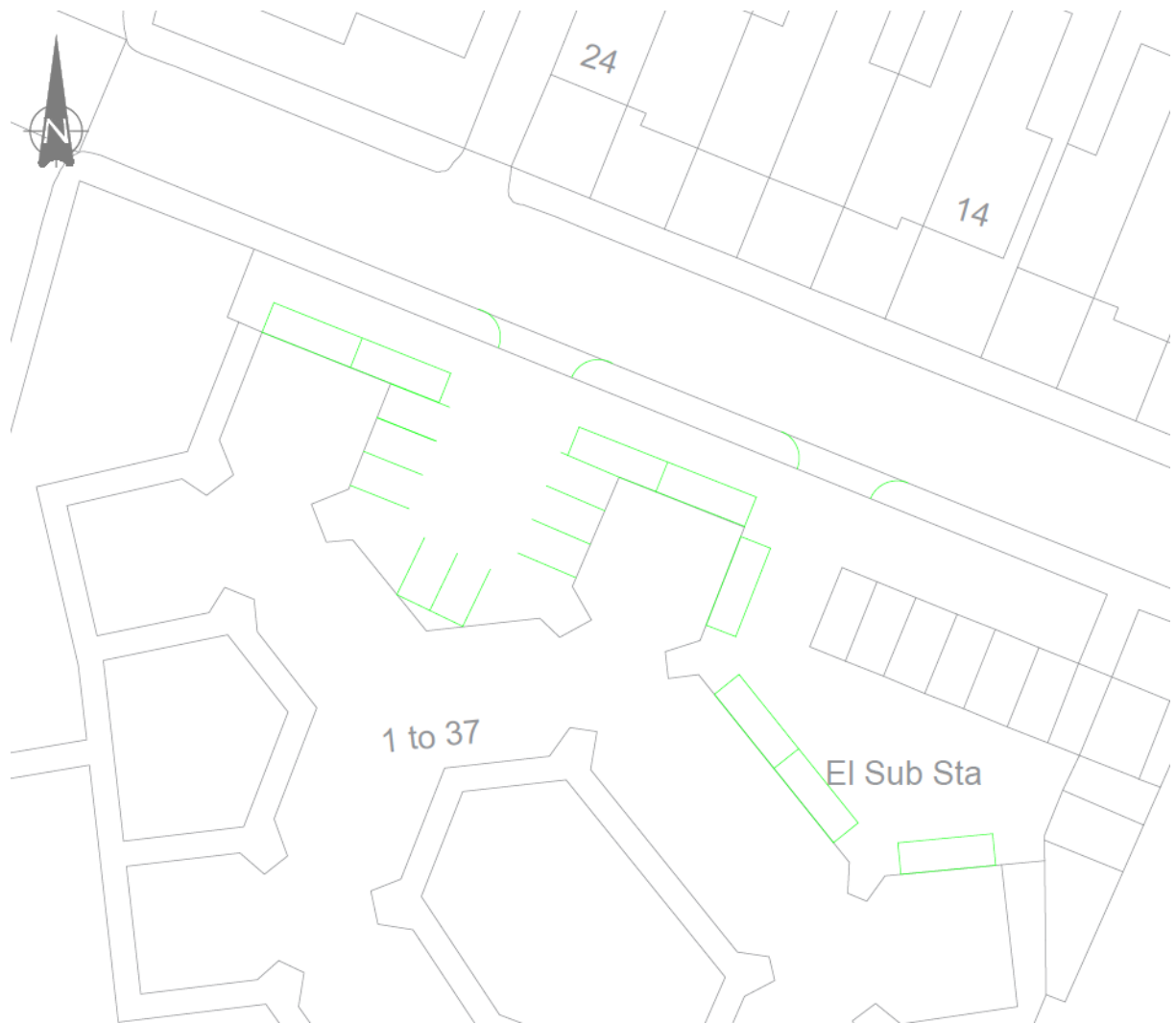
3.1 Introduction

- 3.1.1 The development proposals seek to add an additional floor to the existing residential development. This will make the building four storeys and provide an additional eight residential units.
- 3.1.2 Once completed, the total number of dwellings which will be provided at the Berkeley Court site will increase to 44 units in total.
- 3.1.3 In response to the recent planning decision the current application proposals will maintain the existing car parking and site access arrangements which will ensure that highways will have no impact on the character and appearance of the the Crumpsall Lane Conservation Area.

3.2 Proposed Parking Arrangements

- 3.2.1 The development proposals do not seek to change the car parking arrangements, with the existing arrangement for approximately 24 vehicles (including eight garages) to be utilised.
- 3.2.2 As noted, the current car parking provision is unmarked with vehicles parked informally across the hardstanding areas of the site. Figure 3.1 has therefore been prepared to provide an indication of how the vehicles could be accommodated within the site.
- 3.2.3 There is a mix of perpendicular of parallel parking bays with a 2m wide pedestrian route maintained through to the existing building entrance points.
- 3.2.4 The eight bays shown in the courtyard area are slightly smaller than typical bays with dimensions of 2.3m x 4.0m. This is reflective of the lower turnover in spaces throughout the day and recognition that residents would be aware of the spatial requirements.
- 3.2.5 The indicative layout is based on recommendations set out within The Institution of Structural Engineers document Design Recommendations for Multi-storey and Underground Car Parks (March 2011). In European standards, a proportion of parking spaces can often be smaller to reflect local predominance of the small-car market. If this is a general trend, small car bays of 4.00m by 2.30m could become more acceptable as a standard within UK car parks.
- 3.2.6 The recommendations is very much a reflection of the small-car market and the spatial requirements of small to medium sized vehicles rather than the larger saloon type vehicles. it is anticipated that residents owning larger vehicles would park outside of the courtyard in the standard spaces provided. This would be no different than current practice which we have observed at this site.

Figure 3.1 – Car Park Layout



- 3.2.7 It is considered that the existing provision more than accommodates current demand. The surrounding highway also exhibits spare capacity to accommodate further on-street car parking without adversely impacting on existing residential amenity.
- 3.2.8 In order to supplement the on-site car parking provision, it is proposed to provide dedicated secure, covered cycle parking provision to cater for up to 24 cycles. This equates to a 50% cycle parking provision

3.3 Proposed Access Arrangements

- 3.3.1 The development will utilise the existing access arrangement of two vehicular access points onto Catherine Road. Pedestrian only accesses onto Melton Road and Bury Old Road will also remain unaltered.

4.0 Transport Policy

4.1 Introduction

- 4.1.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents and how the proposals relate to them.

4.2 National Planning Policy Framework (NPPF)

- 4.2.1 The NPPF sets out national transport planning policy and from the outset the Minister for Planning's Foreword lays the foundations for the policy rationale;

'The purpose of planning is to help achieve sustainable development....

Development means growth. We must accommodate the new ways by which we will earn our living in a competitive world. We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate.'

- 4.2.2 Paragraph 14 states that at the heart of NPPF is:

'A presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision making.'

- 4.2.3 For decision making a presumption in favour of sustainable development means granting permission:

'Unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.'

- 4.2.4 In respect of supporting traffic and transportation documentation, Paragraph 32 of the NPPF states that:

'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'

- 4.2.5 Paragraph 35 of the NPPF states that plans for new development should:

'protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to;

- Accommodate the efficient delivery of goods and supplies;
- 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, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.'

4.3 National Planning Practice Guidance

4.3.1 The Government has produced the National Planning Practice Guidance (NPPG) to supplement the NPPF. Within the NPPG, there is a specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three discussed documents.

4.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for the assessment, and what the document should contain. The NPPG has been considered in the production of this TS.

4.4 Greater Manchester Local Transport Plan 3

4.4.1 Greater Manchester published its third Local Transport Plan in April 2011, setting out the plans and spending priorities of Transport for Greater Manchester, the ten Greater Manchester Councils and other key partners in the short, medium and longer term.

4.4.2 The main aims of the LTP3 are as follows;

- To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business;
- To ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change;
- To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties and that other adverse health impacts are minimised;

- To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities; and
- To maximise value for money in the provision and maintenance of transport infrastructure and services.

4.4.3 It is considered that the development proposal will not adversely impact on transport network, and indeed will enhance opportunities for sustainable travel by integrating into existing opportunities for sustainable travel to the site.

4.4.4 In terms of parking, the LTP3 states:

"We will seek to deliver a balanced approach to car parking that provides sufficient capacity to support economic growth whilst simultaneously restricting demand in order to encourage the greater use of sustainable transport."

4.4.5 The proposed development is in accordance with the general principles of the Greater Manchester LTP3.

4.5 Manchester City Core Strategy

4.5.1 Manchester's Core Strategy was adopted in July 2012 and is the main Development Plan Document in the Local Development Framework (LDF), replacing elements of the existing Unitary Development Plan as the document. The document sets out the long term strategic policies for Manchester's future development and forms the framework that planning applications are assessed against.

4.5.2 Transport related policies for the document are included in Chapter 11, under Objective 5 Transport. Policy T1 relates to 'Sustainable Transport', stating:

"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".

4.5.3 Policy T2 relates to 'Accessible areas of opportunity and need' and highlights the importance of developing areas in accessible locations, explaining that:

"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”.

4.6 Summary

- 4.6.1 A key element of national, regional and local transport planning policy is the siting of new developments in locations with public transport connectivity in order to aid the shift from reliance on the private car as a method of transport. The site has a high level of public transport accessibility is further discussed in Section 6.

5.0 Accessibility

5.1 Introduction

- 5.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 5.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Accessibility by Cycle; and
 - Accessibility by Public Transport.

5.2 TRACC Analysis

- 5.2.1 Accessibility of the site has been undertaken using the TRACC Software. TRACC is the leading multi-modal transport accessibility tool which was developed in conjunction with the Department for Transport (DfT), local authorities and transport planners.
- 5.2.2 It is designed to quickly and accurately calculate travel time using a multitude of public transport and road travel modes to give accurate journey times from many origins to many destinations in one calculation. The software covers a full range of transport modes including walking, cycling, driving and public transport.
- 5.2.3 TRACC analysis has been undertaken to establish the pedestrian, public transport and cycle accessibility of Ramsgate Free School and demonstrate the connectivity of the site to adjacent areas through the use of these modes of transport.

5.3 Pedestrian Accessibility

- 5.3.1 The development is located in a largely residential area of Crumpsall and is situated within the Crumpsall Lane Conservation Area. Pedestrian footways are located on either side of the Catherine Road, Bury Old Road and Middleton Road carriageways. Pedestrian crossings are located on the arms of the junction between Bury Old Road and Middleton Road.

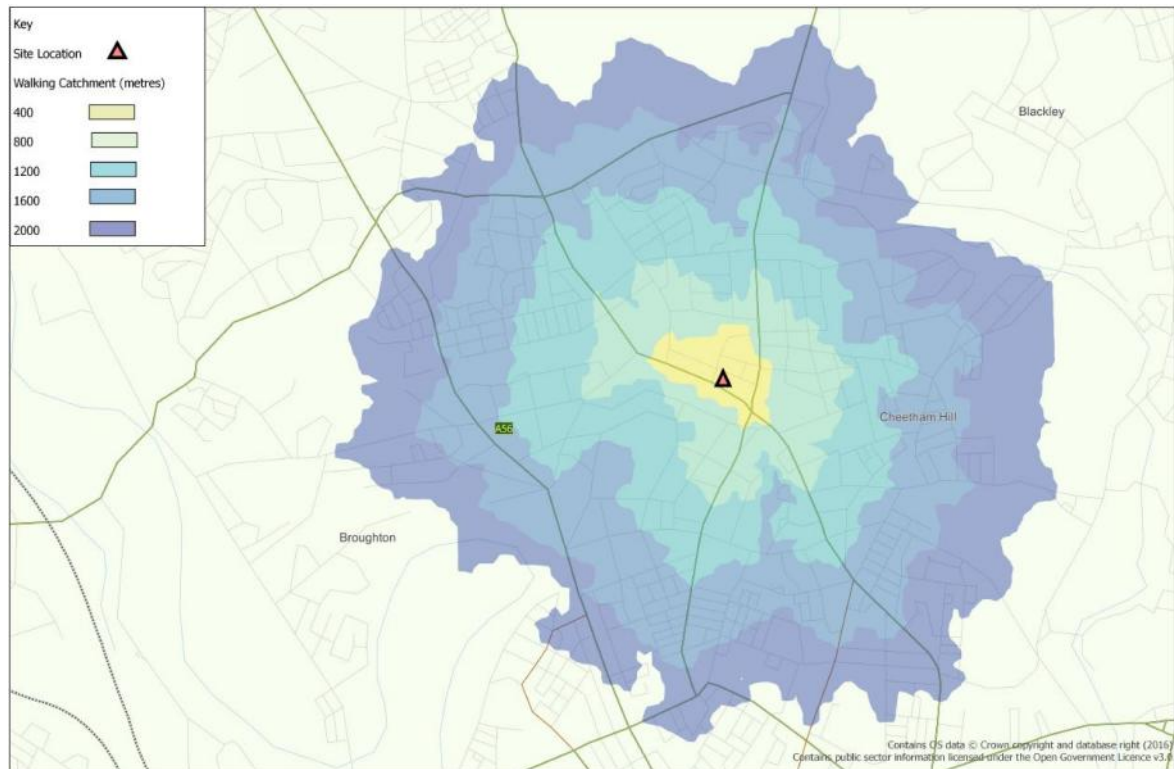
- 5.3.2 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances relevant to this planning application. These are cited in Table 5.1 below.

Table 5.1 – CIHT Recommended Walking Distances

CIHT Classification	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 5.3.3 To illustrate the accessibility of the site on foot, an indicative pedestrian catchment plan has been produced. Figure 5.1 shows catchment areas between 400-2,000 metres which are termed as 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for Commuting/School/Sightseeing. All distances have been taken from the centre of the development site.

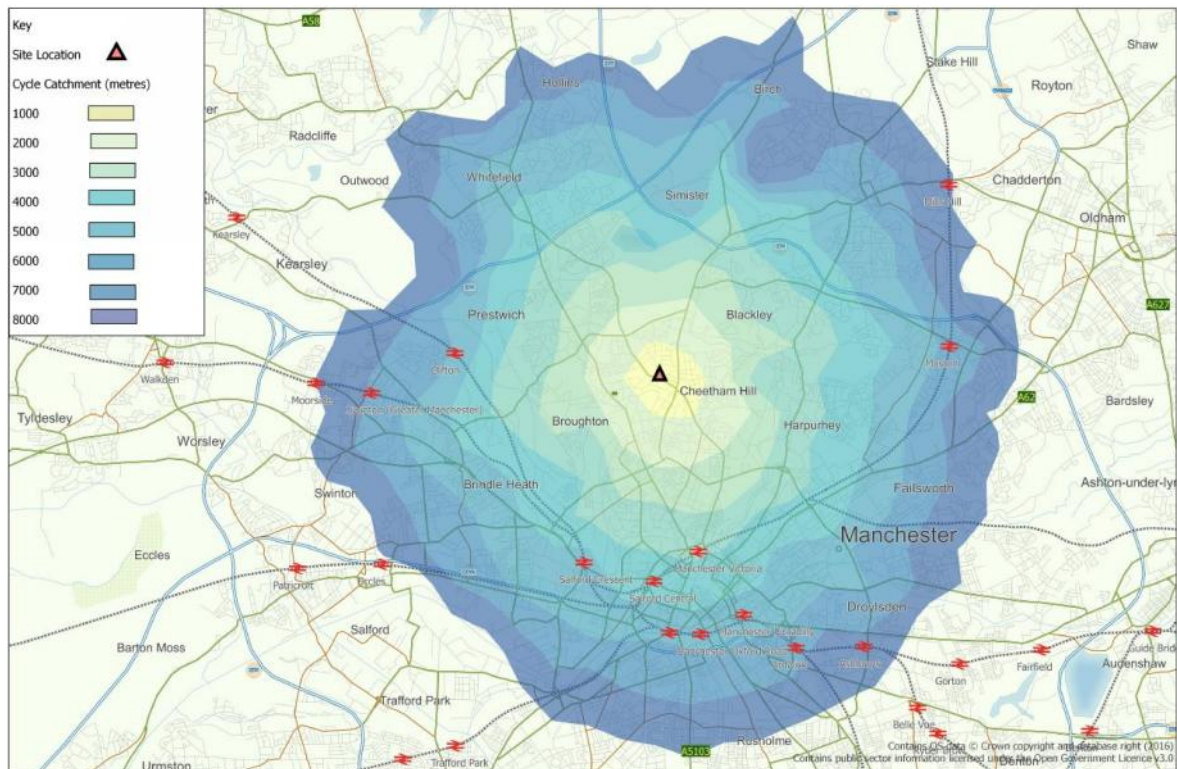
Figure 5.1 – Walking Accessibility Plan



- 5.3.4 Figure 5.1 shows that a large proportion of the surrounding residential area is within a 2,000-metre walking distance, as well as a number of bus stops. The full drawing is provided in Appendix A.
- 5.3.5 Cheetham Hill Village is situated within 400m of the proposed site.
- 5.3.6 There are also a number of mixed religion schools in the surrounding area.
- 5.3.7 Additionally, Heaton Park provides a large, high quality leisure facility within an acceptable walking distance of the site.
- 5.3.8 It is evident that the site is highly accessible to key local facilities on foot.

5.4 Cycle Accessibility

- 5.4.1 The Transport for Greater Manchester Cycle network map provides information on surrounding cycle routes in close proximity to the site. It can be noted that the nearest advisory route is accessible 300m from the site, additionally, Manchester City Centre is using advisory or signed cycle routes.
- 5.4.2 To assist in assessing accessibility of the site by cycle, Figure 5.2 presents a 1 to 8km cycle catchment for the site. The catchment cover a large amount of central and Greater Manchester.

Figure 5.2 – Cycling Accessibility Plan

5.4.3 Figure 5.2 shows that a large proportion of the surrounding residential area is within a 8,000-metre cycling distance, as well as a number of bus stops, Metrolink, and railway stations. A full version of this Figure is contained in Appendix A.

5.5 Public Transport Accessibility

Bus Accessibility

5.5.1 The nearest bus stop is located on Bury Old Road approximately 120 metres to the east of the site. Additionally, there are bus stops located on Middleton Road and Leicester Road. The bus services provide access to several destinations including the city centre, Salford, and a large amount of the surrounding conurbations. A summary of the services available from the bus stops closest to the site are shown in Table 5.2.

Table 5.2 – Summary of Bus Service Frequencies

Bus Number	Operator	Route	Peak Hour	Days of Operation
94	M Travel Mini Buses Ltd	Pilsworth, Bury - Higher Crumpsall, Manchester	Once per hour	Monday - Saturday
135	First in Greater Manchester	Bury - Piccadilly Gardens, Manchester City Centre	Seven per hour	Monday - Sunday
59	First in Greater Manchester	Rushcroft, Shaw - Piccadilly Gardens, Manchester City Centre	Four per hour	Monday - Sunday

Metrolink Tram Accessibility

- 5.5.2 The nearest Metrolink Tram station to the site is Crumpsall, located approximately 750 metres to the east. The stop is serviced by Lines A and C. Line A provides services from Altrincham to Bury, while line C provides services from Bury to Piccadilly.
- 5.5.3 Both lines provide access to stations that act as interchanges meaning a larger expanse of the city can be reached including Manchester Airport and a variety of railway stations.

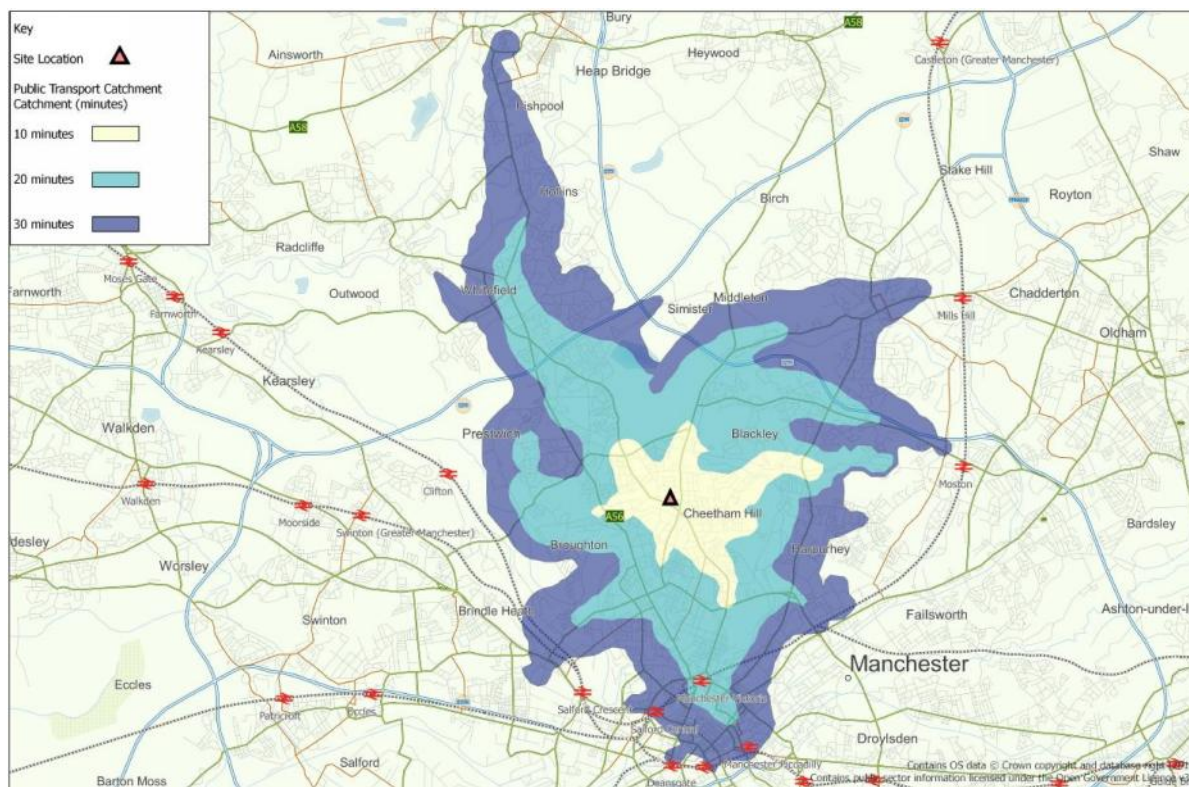
Rail Accessibility

- 5.5.4 The nearest railway station to the site is Manchester Victoria located approximately 4 kilometres to the south. This is easily accessible via the aforementioned tram or bus services available in close proximity to the site. Additionally, the other large stations in Manchester are accessible.
- 5.5.5 Rail services from the various major stations provide access to other major cities across the country including London, Liverpool and Birmingham.

Access to Local Facilities

- 5.5.6 The site is located in a largely residential area, however there are a number of local facilities within an acceptable walking distance from the development. As illustrated in Table 6.1, The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances.
- 5.5.7 Approximately 400 metres to the south-east on Bury Old Road/Cheetham Hill Road is a variety of shops including convenience and food stores, various banks and The Cheetham Hill Village Centre. Additionally, a number of educational facilities are within walking distances of the site including King David Primary and Secondary School located approximately 450 metres, Cravenwood Primary School which is 1,000m from the site, and Sedgley Park Community Primary School 1,200m from the site.
- 5.5.8 A public transport accessibility plan has been produced for the site. This demonstrates the public transport accessible within 10, 20 and 30 minutes' journey from the site. This is illustrated in Figure 5.4 and a full version is contained in Appendix A.

Figure 5.3 – Public Transport Accessibility Plan



- 5.5.9 Figure 5.3 shows that it is possible to reach a large proportion of Manchester City Centre in 30 minutes. This takes into account the walking time to and from the public transport interchange.

5.6 Summary

- 5.6.1 In summary, the site is in an accessible location, in close proximity to a significant number of key local amenities, with Manchester city centre and its surrounding conurbations easily accessed via frequent public transport services.

6.0 Trip Generation and Highways Impact

6.1 Introduction

6.1.1 This section sets out details of the existing and proposed vehicle trip generation of the site and goes on to discuss any subsequent traffic impact upon the surrounding highway network.

6.2 Existing Site Person Trip Generation

6.2.1 The existing site is currently active as a residential development.

6.2.2 Trip generation rates for the existing development have been sourced using the TRICS database.

6.2.3 TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including residential developments.

6.2.4 The database was used to determine the AM Peak hour (08:00-09:00) and PM Peak hour (17:00-18:00) trips. The category 03 residential: C - Flats privately owned, was used to determine the person trip rates of the existing and proposed site. TRICS output of the existing land use is presented in Appendix B.

6.2.5 The total person trip rates of the TRICS sites for the existing 36 flats have been calculated and are presented in Table 6.1 below.

Table 6.1 – Existing Site Person Trip Generation

Time Period	AM		PM	
	Arriving	Departing	Arriving	Departing
Total Persons Trip Rates	0.132	0.454	0.443	0.223
Total Person Trips	5	16	16	8

Source: TRICS 7.3.4

6.2.6 Table 6.1 indicates that the existing development could generate 21 total person trips in the weekday morning peak hour. In the evening peak hour, the development could generate 24 total person trips.

6.3 Future Site Person Trip Generation

6.3.1 The trip generation of the future site has been calculated and is set out below. Due to the site parameters remaining unchanged, the same TRICS trip rates were used, uplifted to account for the proposed additional eight units, totalling 44 units.

Table 6.2 – Proposed Site Person Trip Generation

Time Period	AM		PM	
	Arriving	Departing	Arriving	Departing
Total Persons Trip Rates	0.132	0.454	0.443	0.223
Total Person Trips	6	20	19	10

Source: TRICS 7.3.4

- 6.3.2 Table 6.2 indicates that the proposed development could generate 26 total person trips in the weekday morning peak hour. In the evening peak hour, the development could generate 29 total person trips.
- 6.3.3 Tables 6.1 and 6.2 show the predicted Total Person trips, Table 6.3 provides a comparison of these existing and proposed trips.

Table 6.3 – Net Impact of Proposed Development

Mode of Travel	Weekday AM Peak		Weekday PM Peak	
	Arr	Dep	Arr	Dep
Existing Total Person Trips	5	16	16	8
Proposed Total Person Trips	6	20	19	10
Total Change	+1	+4	+3	+2

- 6.3.4 Table 6.3 indicates that the additional eight dwellings associated with the development could create an additional four total person movements in the morning peak hour, and five movements in the evening peak hour.
- 6.3.5 It is reasonable to conclude that not all additional person trips generated by the proposed development scheme will have access or require access to a private car as part of their daily journeys.

6.4 Census Data – Travel to work Modal Split

- 6.4.1 To identify the likely modal split of the proposed residential units 2011 Census data has been used. Method of Journey to Work data for Crumpsall ward has been used to identify the method by which existing residents of the local area travel to work. This data is set out below in Table 6.4.

Table 6.4 – Crumpsall Ward Modal Split Census Data

Travel Mode	Modal Split %
Driving a car or van	52%
Bus, minibus or coach	16%
On foot	12%
Underground, metro, light rail, tram	8%
Passenger in a car or van	5%
Train	2%
Taxi	2%
Bicycle	2%
Other method of travel to work	1%
Motorcycle, scooter or moped	0%
Total	100%

- 6.4.2 It is evident from the above that up to 52% of journeys to a place of work are undertaken by either a car or van. There is subsequently, a high proportion of journeys being undertaken by more sustainable modes of travel including public transport and on foot. This is not entirely unexpected given the proximity of key facilities with the Crumpsall area.
- 6.4.3 Using the above modal splits the AM and PM peak hour car trips have been calculated for the existing and proposed developments by uplifting the total person trips summarised in Tables 6.1 and 6.2, providing more accurate predictions as a result of using localised modal split data. This data is shown in Tables 6.5 and 6.6 below.

Table 6.5 – Existing Site Census Modal Split (Crumpsall Ward)

Mode of Travel	Travel to Work Census Modal Split %	Weekday AM Peak		Weekday PM Peak	
		Arr	Dep	Arr	Dep
Driving a car or van	52%	3	8	8	4
Bus, minibus or coach	16%	1	3	3	1
On foot	12%	1	2	2	1
Underground, metro, light rail, tram	8%	0	1	1	1
Passenger in a car or van	5%	0	1	1	0
Train	2%	0	0	0	0
Taxi	2%	0	0	0	0
Bicycle	2%	0	0	0	0
Other method of travel to work	1%	0	0	0	0
Motorcycle, scooter or moped	0%	0	0	0	0
TOTAL	100%	5	16	16	8

Source: TRICS 7.3.4

Table 6.6 – Proposed Site Census Modal Split (Crumpsall Ward)

Mode of Travel	Travel to Work Census Modal Split %	Weekday AM Peak		Weekday PM Peak	
		Arr	Dep	Arr	Dep
Driving a car or van	52%	3	10	10	5
Bus, minibus or coach	16%	1	4	3	2
On foot	12%	1	3	3	1
Underground, metro, light rail, tram	8%	0	2	2	1
Passenger in a car or van	5%	0	1	1	1
Train	2%	0	0	0	0
Taxi	2%	0	0	0	0
Bicycle	2%	0	0	0	0
Other method of travel to work	1%	0	0	0	0
Motorcycle, scooter or moped	0%	0	0	0	0
TOTAL	100%	6	20	19	10

Source: TRICS 7.3.4

- 6.4.4 Tables 6.5 and 6.6 summarise the predicted vehicular trips uplifted using local ward modal split data. Table 6.7 provides a comparison of the existing and proposed vehicle trips.

Table 6.7 – Impact of Proposed Development

Mode of Travel	Weekday AM Peak		Weekday PM Peak	
	Arr	Dep	Arr	Dep
Existing Vehicular Trips	3	8	8	4
Proposed Vehicular Trips	3	10	10	5
Total Change	0	+2	+2	+1

6.4.5 Table 6.7 indicates that the additional eight dwellings associated with the development could create an additional two vehicular movements in the morning peak hour. In the evening peak hour, the development could generate an additional three vehicular trips.

6.5 Trip Generation Summary

6.5.1 Curtins has adopted a Census based approach to determining the future traffic demand at the proposed development based on person trip rates derived from the TRICS database.

6.5.2 This method of calculating future traffic demand is considered to be more accurate as it takes account of more local evidence based trends in terms of travel modes.

6.5.3 The trip generation assessment has demonstrated the proposed site is predicted to generate a minimal increase in traffic that is not anticipated to result in a severe residual impact or result in a detrimental impact to the character of the Crumpsall Lane Conversation Area.

6.5.4 As set out in Section 6 of this report the site is located in an excellent location to take advantage of existing public transport provision. In accordance with the NPPF, the proposed redevelopment is situated in a highly accessible location, maximising the opportunities for sustainable transport modes to be used. It is therefore considered that the impact of the proposed development is acceptable in transport terms.

6.6 Census Data – Car or Van Availability

6.6.1 Census data for 'Car or Van Availability' for the local Crumpsall ward have been assessed in an attempt to predict the potential parking demand of the additional eight units at the site. This is detailed in Table 6.8 below.

Table 6.8 – Car or Van Availability (Crumpsall Ward)

Travel Mode	Modal Split %
No cars or vans in household	43%
1 car or van in household	42%
2 cars or vans in household	13%
3 cars or vans in household	2%
4 or more cars or vans in household	1%

- 6.6.2 Table 6.8 shows that 43% of households, the highest proportion, do not own a car or van. It can therefore be expected that 57% of future residents will own a car. Assuming one vehicle per residential unit, based on the fact that the development consists of only flats, this amounts to five additional cars as a result of the proposed development.
- 6.6.3 From observations, it is believed the internal car park has capacity to accommodate the anticipated extra demand. Additionally, the surrounding highway network is unrestricted with sufficient capacity along the site frontage to accommodate some additional on-street parking should there be demand.
- 6.6.4 It is considered that the internal car park with on-street parking will be able to accommodate parking for five additional vehicles.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 This report has been prepared by Curtins on behalf of Urban Rural Estates in order to assess the traffic, transport and highway implications associated with the proposed residential redevelopment of Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ.
- 7.1.2 The application site currently comprises of existing residential flats. The proposals include adding an additional floor to the development, creating eight additional residential units.
- 7.1.3 This report has assessed the accessibility of the site via non-car modes and has shown that the site is highly accessible via foot and cycle, with good public transport links provided.
- 7.1.4 A trip generation exercise has been carried out using the TRICS database in addition to locally derived Census statistics and the resultant impact calculated. This exercise concluded that the additional eight dwellings associated with the development could create an additional two vehicular movements in the morning peak hour. In the evening peak hour, the development could generate an additional three vehicular trips.
- 7.1.5 The proposals could result in an additional demand for seven car parking spaces. It is considered that there is suitable capacity within the site to accommodate the anticipated demand plus the potential for on-street parking along the site frontage without impacting on the character of the Crumpsall Lane Conversation Area or residential amenity.

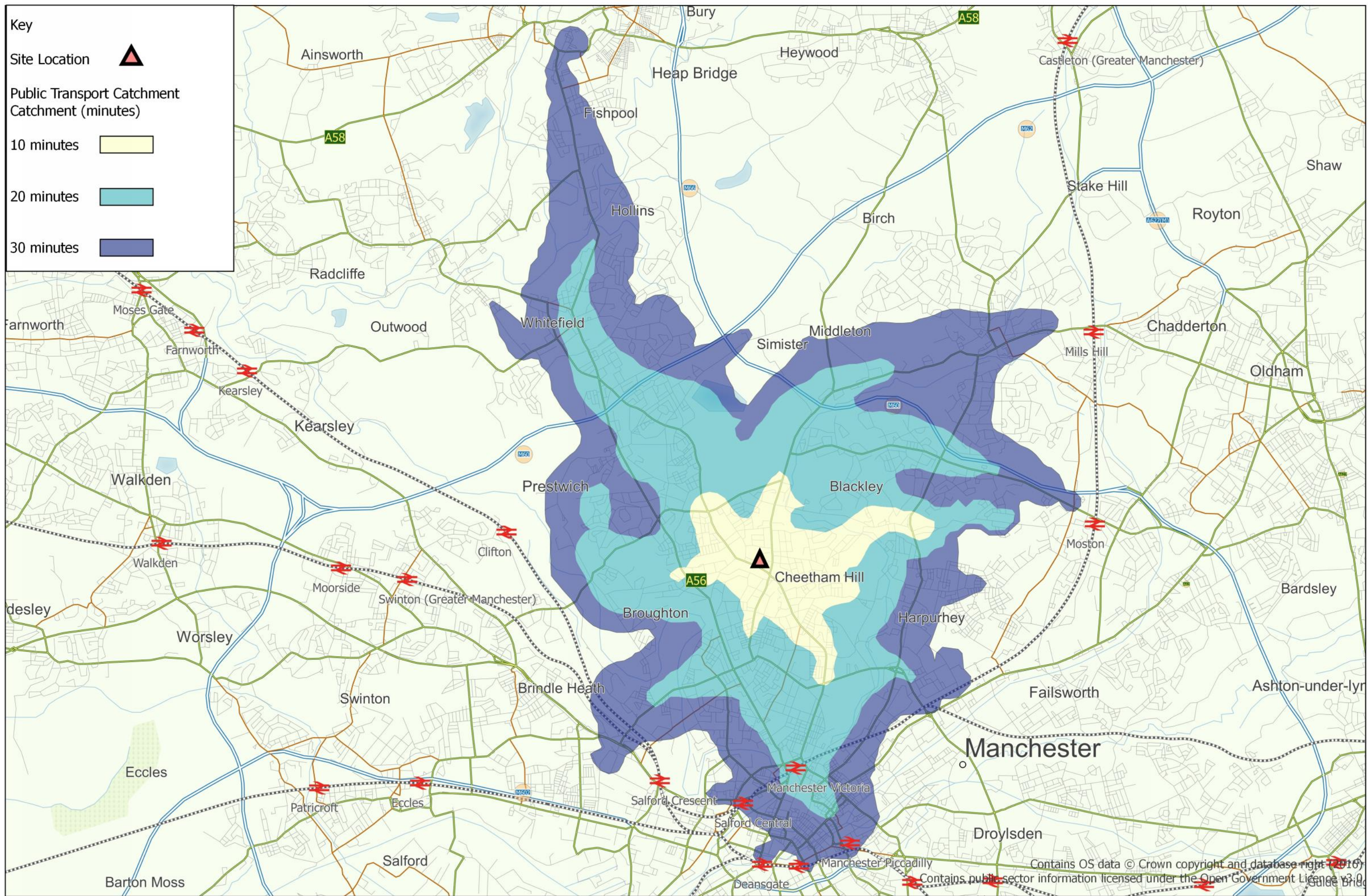
7.2 Conclusion

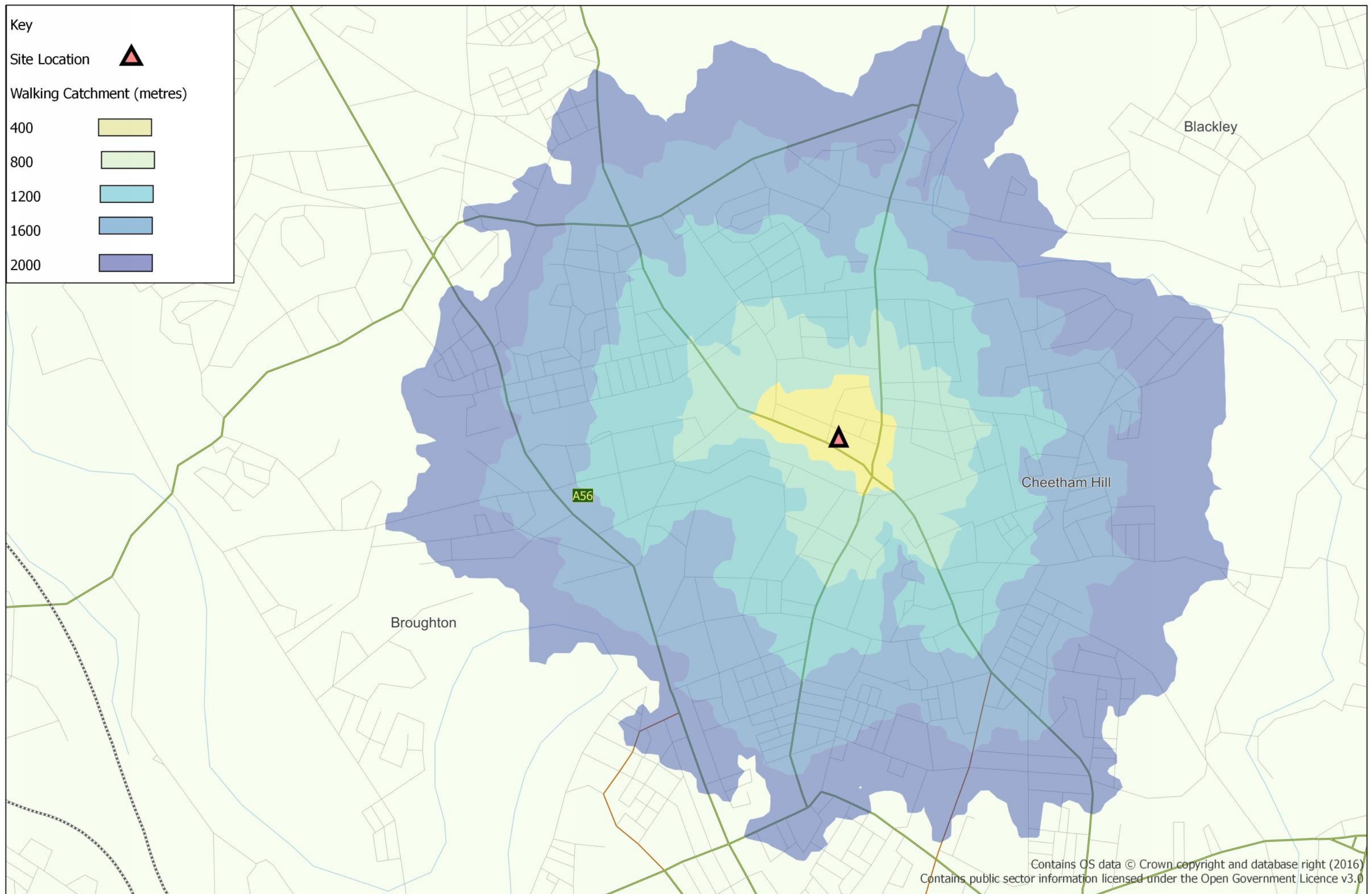
- 7.2.1 In conclusion, this Transport Statement demonstrates that the proposed development of Berkeley Court can be accommodated within the existing traffic and transport infrastructure surrounding the development site. The site is well served by pedestrian links and public transport and there will be a negligible increase in person trips and vehicular trips following the redevelopment of the site.
- 7.2.2 The current application proposals are considered to suitably address the highways and transportation reasons for refusal of the previous application for the site for the following reasons;
 - The proposals will not alter the proposed site layout and will therefore have no detrimental impact on the visual appearance of the street-scene and the character and appearance of the Crumpsall Lane Conservation Area.

- There are no proposals to alter the site access arrangement and therefore vehicular/pedestrian conflicts will not be increased.
- It has been demonstrated that the proposed development will not result in an over intensification of the existing use and any additional car parking can be accommodated within the existing site. Notwithstanding this, it is considered that there is ample spare capacity along the site frontage to accommodate on-street parking.

7.2.3 It is therefore considered that there are no outstanding highways and transportation reasons to refuse planning permission for an additional eight residential dwellings at the Berkeley Court site.

Appendix A Accessibility Catchment Plans





64740 Berkeley Court, Crumpsall, Manchester

Transport Statement



Appendix B TRICS Output Report

Calculation Reference: AUDIT-148302-170703-0747

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 102 (units:)
 Range Selected by User: 6 to 154 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 18/12/14

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	3 days
Wednesday	3 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	13 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)	9

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

Selected Location Sub Categories:

Residential Zone

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

13 days

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

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	12 days

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

Travel Plan:

No

13 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

13 days

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

LIST OF SITES relevant to selection parameters

1	BR-03-C-01 CLARENCE ROAD	FLATS & TERRACED	BRISTOL CITY
	BRISTOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 102 Survey date: MONDAY 09/11/09		Survey Type: MANUAL
2	CA-03-C-02 WESTFIELD ROAD	BLOCK OF FLATS	CAMBRIDGESHIRE
	NETHERTON PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 44 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
3	CB-03-C-03 LOUND STREET	FLATS & BUNGALOWS	CUMBRIA
	KENDAL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 33 Survey date: MONDAY 09/06/14		Survey Type: MANUAL
4	DC-03-C-02 PALM COURT	FLATS IN BLOCKS	DORSET
	SPA ROAD WEYMOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 14 Survey date: FRIDAY 28/03/14		Survey Type: MANUAL
5	DS-03-C-01 DRAGE STREET	BLOCK OF FLATS	DERBYSHIRE
	LITTLE CHESTER DERBY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 8 Survey date: THURSDAY 25/06/09		Survey Type: MANUAL
6	EX-03-C-01 WESTCLIFF PARADE	FLATS	ESSEX
	WESTCLIFF SOUTHEND-ON-SEA Edge of Town Centre Residential Zone Total Number of dwellings: 6 Survey date: TUESDAY 22/10/13		Survey Type: MANUAL
7	EX-03-C-02 WESTCLIFF PARADE	BLOCK OF FLATS	ESSEX
	WESTCLIFF SOUTHEND-ON-SEA Edge of Town Centre Residential Zone Total Number of dwellings: 94 Survey date: TUESDAY 22/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-C-02	FLATS		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	21/10/10		Survey Type: MANUAL
9	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL
10	OX-03-C-01	BLOCK OF FLATS		OXFORDSHIRE
	OXFORD ROAD			
	COWLEY			
	OXFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: WEDNESDAY	20/10/10		Survey Type: MANUAL
11	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14		Survey Type: MANUAL
12	SF-03-C-03	BLOCKS OF FLATS		SUFFOLK
	TOLLGATE LANE			
	BURY ST EDMUNDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	30		
	Survey date: WEDNESDAY	03/12/14		Survey Type: MANUAL
13	TV-03-C-02	FLATS		TEES VALLEY
	ACKLAM ROAD			
	LINTHORPE			
	MIDDLESBROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	85		
	Survey date: WEDNESDAY	29/06/11		Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

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	13	45	0.048	13	45	0.129	13	45	0.177
08:00 - 09:00	13	45	0.072	13	45	0.241	13	45	0.313
09:00 - 10:00	13	45	0.088	13	45	0.115	13	45	0.203
10:00 - 11:00	13	45	0.096	13	45	0.127	13	45	0.223
11:00 - 12:00	13	45	0.112	13	45	0.105	13	45	0.217
12:00 - 13:00	13	45	0.117	13	45	0.098	13	45	0.215
13:00 - 14:00	13	45	0.112	13	45	0.115	13	45	0.227
14:00 - 15:00	13	45	0.120	13	45	0.139	13	45	0.259
15:00 - 16:00	13	45	0.108	13	45	0.084	13	45	0.192
16:00 - 17:00	13	45	0.137	13	45	0.088	13	45	0.225
17:00 - 18:00	13	45	0.253	13	45	0.119	13	45	0.372
18:00 - 19:00	13	45	0.162	13	45	0.101	13	45	0.263
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.991			1.794			3.785

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.

Parameter summary

Trip rate parameter range selected:	6 - 102 (units:)
Survey date range:	01/01/09 - 18/12/14
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 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	13	45	0.002	13	45	0.002	13	45	0.004
08:00 - 09:00	13	45	0.000	13	45	0.000	13	45	0.000
09:00 - 10:00	13	45	0.000	13	45	0.000	13	45	0.000
10:00 - 11:00	13	45	0.002	13	45	0.002	13	45	0.004
11:00 - 12:00	13	45	0.003	13	45	0.003	13	45	0.006
12:00 - 13:00	13	45	0.002	13	45	0.002	13	45	0.004
13:00 - 14:00	13	45	0.002	13	45	0.002	13	45	0.004
14:00 - 15:00	13	45	0.003	13	45	0.003	13	45	0.006
15:00 - 16:00	13	45	0.000	13	45	0.000	13	45	0.000
16:00 - 17:00	13	45	0.002	13	45	0.002	13	45	0.004
17:00 - 18:00	13	45	0.003	13	45	0.003	13	45	0.006
18:00 - 19:00	13	45	0.003	13	45	0.002	13	45	0.005
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.021			0.043

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.

Parameter summary

Trip rate parameter range selected: 6 - 102 (units:)
 Survey date range: 01/01/09 - 18/12/14
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	13	45	0.000	13	45	0.002	13	45	0.002
08:00 - 09:00	13	45	0.002	13	45	0.002	13	45	0.004
09:00 - 10:00	13	45	0.002	13	45	0.002	13	45	0.004
10:00 - 11:00	13	45	0.000	13	45	0.000	13	45	0.000
11:00 - 12:00	13	45	0.003	13	45	0.003	13	45	0.006
12:00 - 13:00	13	45	0.005	13	45	0.005	13	45	0.010
13:00 - 14:00	13	45	0.002	13	45	0.002	13	45	0.004
14:00 - 15:00	13	45	0.003	13	45	0.002	13	45	0.005
15:00 - 16:00	13	45	0.002	13	45	0.002	13	45	0.004
16:00 - 17:00	13	45	0.000	13	45	0.000	13	45	0.000
17:00 - 18:00	13	45	0.000	13	45	0.000	13	45	0.000
18:00 - 19:00	13	45	0.000	13	45	0.000	13	45	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.020			0.039

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.

Parameter summary

Trip rate parameter range selected:	6 - 102 (units:)
Survey date range:	01/01/09 - 18/12/14
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PSVS

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	13	45	0.000	13	45	0.000	13	45	0.000
08:00 - 09:00	13	45	0.000	13	45	0.000	13	45	0.000
09:00 - 10:00	13	45	0.000	13	45	0.000	13	45	0.000
10:00 - 11:00	13	45	0.000	13	45	0.000	13	45	0.000
11:00 - 12:00	13	45	0.000	13	45	0.000	13	45	0.000
12:00 - 13:00	13	45	0.000	13	45	0.000	13	45	0.000
13:00 - 14:00	13	45	0.000	13	45	0.000	13	45	0.000
14:00 - 15:00	13	45	0.000	13	45	0.000	13	45	0.000
15:00 - 16:00	13	45	0.000	13	45	0.000	13	45	0.000
16:00 - 17:00	13	45	0.000	13	45	0.000	13	45	0.000
17:00 - 18:00	13	45	0.002	13	45	0.002	13	45	0.004
18:00 - 19:00	13	45	0.000	13	45	0.000	13	45	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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.

Parameter summary

Trip rate parameter range selected: 6 - 102 (units:)
 Survey date range: 01/01/09 - 18/12/14
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	13	45	0.005	13	45	0.007	13	45	0.012
08:00 - 09:00	13	45	0.003	13	45	0.012	13	45	0.015
09:00 - 10:00	13	45	0.005	13	45	0.005	13	45	0.010
10:00 - 11:00	13	45	0.000	13	45	0.007	13	45	0.007
11:00 - 12:00	13	45	0.005	13	45	0.005	13	45	0.010
12:00 - 13:00	13	45	0.002	13	45	0.005	13	45	0.007
13:00 - 14:00	13	45	0.002	13	45	0.003	13	45	0.005
14:00 - 15:00	13	45	0.000	13	45	0.002	13	45	0.002
15:00 - 16:00	13	45	0.010	13	45	0.005	13	45	0.015
16:00 - 17:00	13	45	0.007	13	45	0.002	13	45	0.009
17:00 - 18:00	13	45	0.009	13	45	0.000	13	45	0.009
18:00 - 19:00	13	45	0.012	13	45	0.000	13	45	0.012
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.053			0.113

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.

Parameter summary

Trip rate parameter range selected: 6 - 102 (units:)
 Survey date range: 01/01/09 - 18/12/14
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	13	45	0.067	13	45	0.151	13	45	0.218
08:00 - 09:00	13	45	0.105	13	45	0.316	13	45	0.421
09:00 - 10:00	13	45	0.110	13	45	0.141	13	45	0.251
10:00 - 11:00	13	45	0.122	13	45	0.167	13	45	0.289
11:00 - 12:00	13	45	0.148	13	45	0.153	13	45	0.301
12:00 - 13:00	13	45	0.151	13	45	0.139	13	45	0.290
13:00 - 14:00	13	45	0.146	13	45	0.137	13	45	0.283
14:00 - 15:00	13	45	0.139	13	45	0.196	13	45	0.335
15:00 - 16:00	13	45	0.182	13	45	0.129	13	45	0.311
16:00 - 17:00	13	45	0.186	13	45	0.129	13	45	0.315
17:00 - 18:00	13	45	0.314	13	45	0.168	13	45	0.482
18:00 - 19:00	13	45	0.218	13	45	0.151	13	45	0.369
19:00 - 20:00	2	15	0.267	2	15	0.467	2	15	0.734
20:00 - 21:00	2	15	0.067	2	15	0.100	2	15	0.167
21:00 - 22:00	2	15	0.267	2	15	0.100	2	15	0.367
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.489			2.644			5.133	

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.

Parameter summary

Trip rate parameter range selected:	6 - 102 (units:)
Survey date range:	01/01/09 - 18/12/14
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 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	13	45	0.014	13	45	0.040	13	45	0.054
08:00 - 09:00	13	45	0.017	13	45	0.065	13	45	0.082
09:00 - 10:00	13	45	0.026	13	45	0.060	13	45	0.086
10:00 - 11:00	13	45	0.040	13	45	0.034	13	45	0.074
11:00 - 12:00	13	45	0.036	13	45	0.026	13	45	0.062
12:00 - 13:00	13	45	0.041	13	45	0.041	13	45	0.082
13:00 - 14:00	13	45	0.038	13	45	0.031	13	45	0.069
14:00 - 15:00	13	45	0.033	13	45	0.038	13	45	0.071
15:00 - 16:00	13	45	0.062	13	45	0.040	13	45	0.102
16:00 - 17:00	13	45	0.065	13	45	0.045	13	45	0.110
17:00 - 18:00	13	45	0.077	13	45	0.053	13	45	0.130
18:00 - 19:00	13	45	0.064	13	45	0.031	13	45	0.095
19:00 - 20:00	2	15	0.033	2	15	0.067	2	15	0.100
20:00 - 21:00	2	15	0.067	2	15	0.100	2	15	0.167
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.613			0.671			1.284	

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.

Parameter summary

Trip rate parameter range selected: 6 - 102 (units:)
 Survey date range: 01/01/09 - 18/12/14
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	13	45	0.003	13	45	0.031	13	45	0.034
08:00 - 09:00	13	45	0.005	13	45	0.046	13	45	0.051
09:00 - 10:00	13	45	0.002	13	45	0.007	13	45	0.009
10:00 - 11:00	13	45	0.002	13	45	0.002	13	45	0.004
11:00 - 12:00	13	45	0.002	13	45	0.003	13	45	0.005
12:00 - 13:00	13	45	0.010	13	45	0.009	13	45	0.019
13:00 - 14:00	13	45	0.002	13	45	0.003	13	45	0.005
14:00 - 15:00	13	45	0.007	13	45	0.002	13	45	0.009
15:00 - 16:00	13	45	0.021	13	45	0.005	13	45	0.026
16:00 - 17:00	13	45	0.031	13	45	0.007	13	45	0.038
17:00 - 18:00	13	45	0.024	13	45	0.000	13	45	0.024
18:00 - 19:00	13	45	0.012	13	45	0.003	13	45	0.015
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.121			0.118			0.239	

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.

Parameter summary

Trip rate parameter range selected: 6 - 102 (units:)
 Survey date range: 01/01/09 - 18/12/14
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	13	45	0.000	13	45	0.014	13	45	0.014
08:00 - 09:00	13	45	0.002	13	45	0.014	13	45	0.016
09:00 - 10:00	13	45	0.000	13	45	0.005	13	45	0.005
10:00 - 11:00	13	45	0.002	13	45	0.003	13	45	0.005
11:00 - 12:00	13	45	0.000	13	45	0.002	13	45	0.002
12:00 - 13:00	13	45	0.003	13	45	0.002	13	45	0.005
13:00 - 14:00	13	45	0.002	13	45	0.003	13	45	0.005
14:00 - 15:00	13	45	0.000	13	45	0.002	13	45	0.002
15:00 - 16:00	13	45	0.003	13	45	0.000	13	45	0.003
16:00 - 17:00	13	45	0.014	13	45	0.000	13	45	0.014
17:00 - 18:00	13	45	0.014	13	45	0.000	13	45	0.014
18:00 - 19:00	13	45	0.005	13	45	0.000	13	45	0.005
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.045			0.090

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.

Parameter summary

Trip rate parameter range selected: 6 - 102 (units:)
 Survey date range: 01/01/09 - 18/12/14
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL COACH 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	13	45	0.000	13	45	0.000	13	45	0.000
08:00 - 09:00	13	45	0.000	13	45	0.000	13	45	0.000
09:00 - 10:00	13	45	0.000	13	45	0.000	13	45	0.000
10:00 - 11:00	13	45	0.000	13	45	0.000	13	45	0.000
11:00 - 12:00	13	45	0.000	13	45	0.000	13	45	0.000
12:00 - 13:00	13	45	0.000	13	45	0.000	13	45	0.000
13:00 - 14:00	13	45	0.000	13	45	0.000	13	45	0.000
14:00 - 15:00	13	45	0.000	13	45	0.000	13	45	0.000
15:00 - 16:00	13	45	0.000	13	45	0.000	13	45	0.000
16:00 - 17:00	13	45	0.000	13	45	0.000	13	45	0.000
17:00 - 18:00	13	45	0.005	13	45	0.002	13	45	0.007
18:00 - 19:00	13	45	0.000	13	45	0.000	13	45	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.002			0.007

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.

Parameter summary

Trip rate parameter range selected:	6 - 102 (units:)
Survey date range:	01/01/09 - 18/12/14
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 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	13	45	0.003	13	45	0.045	13	45	0.048
08:00 - 09:00	13	45	0.007	13	45	0.060	13	45	0.067
09:00 - 10:00	13	45	0.002	13	45	0.012	13	45	0.014
10:00 - 11:00	13	45	0.003	13	45	0.005	13	45	0.008
11:00 - 12:00	13	45	0.002	13	45	0.005	13	45	0.007
12:00 - 13:00	13	45	0.014	13	45	0.010	13	45	0.024
13:00 - 14:00	13	45	0.003	13	45	0.007	13	45	0.010
14:00 - 15:00	13	45	0.007	13	45	0.003	13	45	0.010
15:00 - 16:00	13	45	0.024	13	45	0.005	13	45	0.029
16:00 - 17:00	13	45	0.045	13	45	0.007	13	45	0.052
17:00 - 18:00	13	45	0.043	13	45	0.002	13	45	0.045
18:00 - 19:00	13	45	0.017	13	45	0.003	13	45	0.020
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.170			0.164			0.334

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.

Parameter summary

Trip rate parameter range selected: 6 - 102 (units:)
 Survey date range: 01/01/09 - 18/12/14
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TOTAL PEOPLE

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	13	45	0.089	13	45	0.242	13	45	0.331
08:00 - 09:00	13	45	0.132	13	45	0.454	13	45	0.586
09:00 - 10:00	13	45	0.143	13	45	0.218	13	45	0.361
10:00 - 11:00	13	45	0.165	13	45	0.213	13	45	0.378
11:00 - 12:00	13	45	0.191	13	45	0.189	13	45	0.380
12:00 - 13:00	13	45	0.208	13	45	0.196	13	45	0.404
13:00 - 14:00	13	45	0.189	13	45	0.179	13	45	0.368
14:00 - 15:00	13	45	0.179	13	45	0.239	13	45	0.418
15:00 - 16:00	13	45	0.278	13	45	0.179	13	45	0.457
16:00 - 17:00	13	45	0.302	13	45	0.182	13	45	0.484
17:00 - 18:00	13	45	0.443	13	45	0.223	13	45	0.666
18:00 - 19:00	13	45	0.311	13	45	0.186	13	45	0.497
19:00 - 20:00	2	15	0.300	2	15	0.533	2	15	0.833
20:00 - 21:00	2	15	0.133	2	15	0.200	2	15	0.333
21:00 - 22:00	2	15	0.267	2	15	0.100	2	15	0.367
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		3.330			3.533			6.863	

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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Parameter summary

Trip rate parameter range selected: 6 - 102 (units:)
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