

Transport Statement

**Proposed Change of Use to Community Centre,
426-428 Rochdale Road, Middleton**

Hidayat Welfare Society

March 2024

Doc Ref: AM/240140/TS/1

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Document Revision Control

Revision	Date	Status	Prepared By	Approved By
1	08.03.24	Draft	AM & OP	MD

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Hidayat Welfare Society to produce a Transport Statement (TS) as part of a planning application for a change of use to a community centre.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.
- 1.3 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform Rochdale Borough Council (RBC), as the local highway and planning authority, together with stakeholders regarding the nature and magnitude of their impact.

Structure of This Report

- 1.4 The structure of this report is as follows:-
 - Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – assesses the likely trip generation of the site
 - Chapter 6 - provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

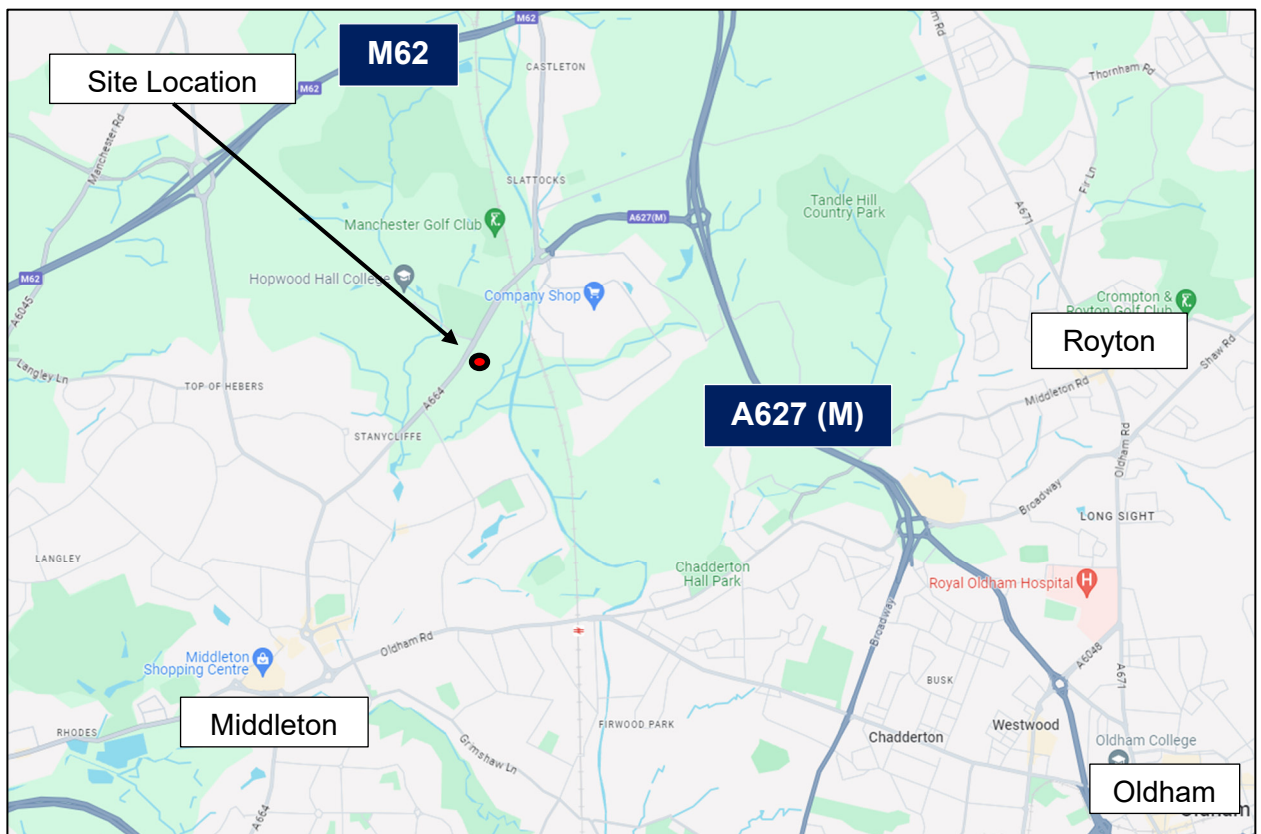
General

- 2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Location / Composition

- 2.2 The application site is a former nursing home located to the south of Rochdale Road, Middleton. **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



- 2.3 The application site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



- 2.4 The current gated accesses to the site are provided off the A664 Rochdale Road and can be seen in **Figure 2.3**. These accesses do not provide sufficient space for a vehicle waiting to enter to wait off the highway.

Figure 2.3 – Existing Access. Northern access (left) and southern access (right) on Rochdale Road



- 2.5 The more norther access is limited to left turn only movements by the central reservation on Rochdale Road, whilst right turn movements are possible at the southern access where the central reservation terminates.

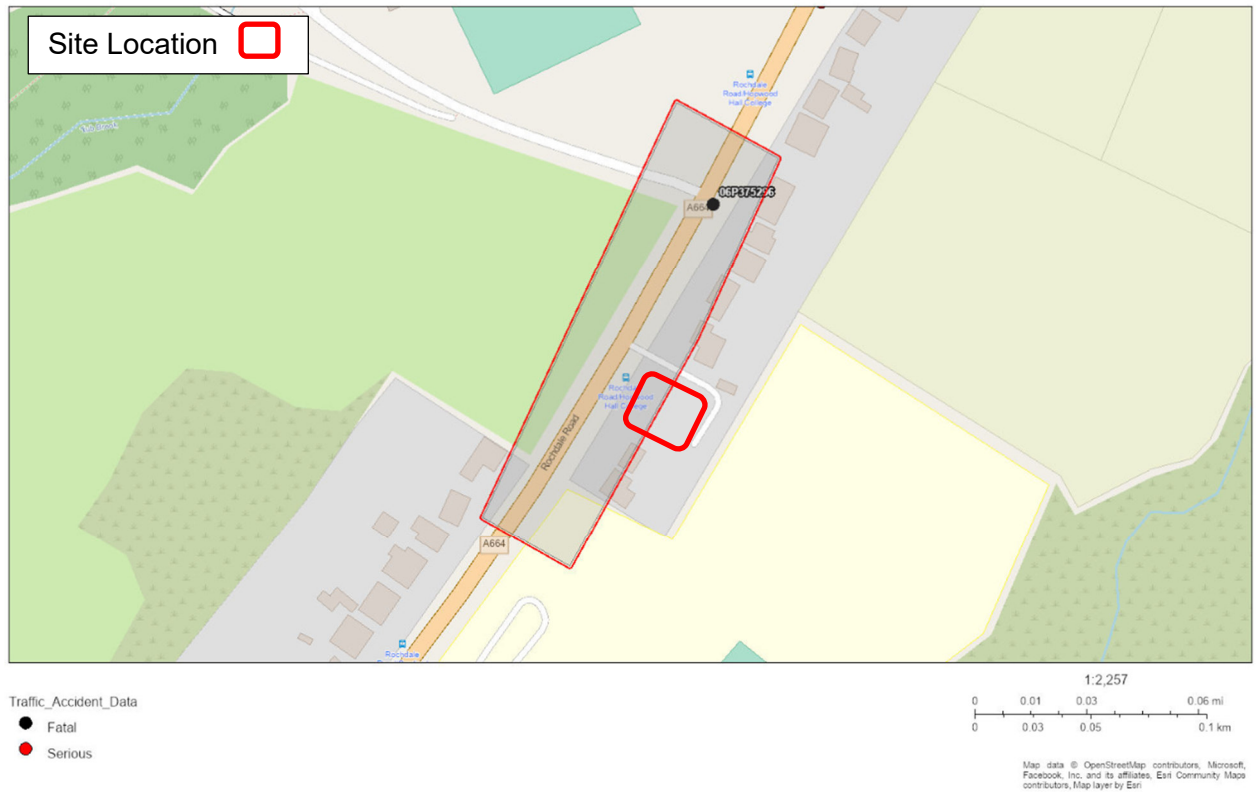
Local Highway Network

- 2.6 The A664 Rochdale Road is located along the sites north-western site boundary and provides a connection between the Slattocks Roundabout to the north-east and Long Street to the south-west of the site. In the vicinity of the site, the A664 Rochdale Road has carriageway width of approximately 16m which includes a central reserve, bus lane and cycle lane as well as two-way traffic lanes. The bus lane is located to the northern side of the carriageway and there are cycle lanes located on both sides of the carriageway. In the same area the A664 Rochdale Road benefits from street lighting columns as well as footways on both sides of the road, being subject to a 30mph speed limit within the vicinity of the site.

Existing Road Safety Record

- 2.7 National Planning Practice Guidance (NPPG) states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”*.
- 2.8 In order to identify any critical locations on the network with a poor accident record, a review of accident data covering the most recently available five-year period has been undertaken using the Department for Transport (DfT) data, ending November 2022. The study area encompasses the A664 Rochdale Road in the vicinity of the site and the Rochdale Road/ Hopwood Hall College Access junction. The location and severity of any accidents within the study area during this period, are shown in **Figure 2.4** below.

Figure 2.4 – Road Safety Record



- 2.9 The analysis shows that only 1 accident was recorded in the study area, at the Rochdale Road/ Hopwood Hall College Access junction to the north-east of the site. The 1 accident was recorded as fatal. This is the only accident recorded in the most recent 5-year period and occurred some 80m north of the site frontage, therefore can be described as an isolated incident not associated with the site access. The evidence illustrated in [Figure 2.3](#) demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that would be affected by the development proposals. A full report can be seen in [Appendix A](#).

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals involve a change of use to a community centre. The proposed site layout plan is contained in **Appendix B**.
- 3.2 The community centre will accommodate the following:
- Classrooms (estimated 5)
 - 5 guest bedrooms for foreign students
 - Offices for admin
 - Space for funerals

Proposed Access Arrangement

- 3.3 Access to the proposed development will be provided from the A664 Rochdale Road, in the same location as the existing access, as shown on in the proposed site plan at **Appendix B**. The proposed accesses will act in a one-way system to allow an easy flow through the site and remove the need for an internal turning area. Ingress to the site will be taken from the northern access, with egress taken from the southern access.
- 3.4 As shown on drawing number SCP/240140/D01, presented in **Appendix C**, 2.4m x 43m visibility, in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 30mph road, is achievable from the site egress point.
- 3.5 Pedestrian and cycle access will be provided from the same location as the access from Rochdale Road.

Servicing

- 3.6 The servicing arrangements will follow the existing arrangements and the arrangements of neighbouring properties whereby bin collection is taken from the A664 Rochdale Road.

Parking

- 3.7 Given the unique nature of the site, the proposed parking provision of 23 parking spaces is considered acceptable.
- 3.8 During periods of educational use; it is proposed that 11 of these spaces would be reserved for use by staff and teachers to accommodate the full demand if all staff were present at the same time. The remaining 12 spaces would be available for drop off spaces for the students and parents utilising the classes.
- 3.9 This level of car parking is considered appropriate to meet the demand of staff, whilst visitors would be from the local community and many would travel by non-car modes or car sharing.
- 3.10 In the event of a funeral, the full car park would be made available to attendees, equating to 1 space per 3 attendees based on the expected number of people to be accommodated. This is considered a conservative estimate of the likely car occupancy and can therefore be accommodated within the site.

4.0 ACCESSIBILITY

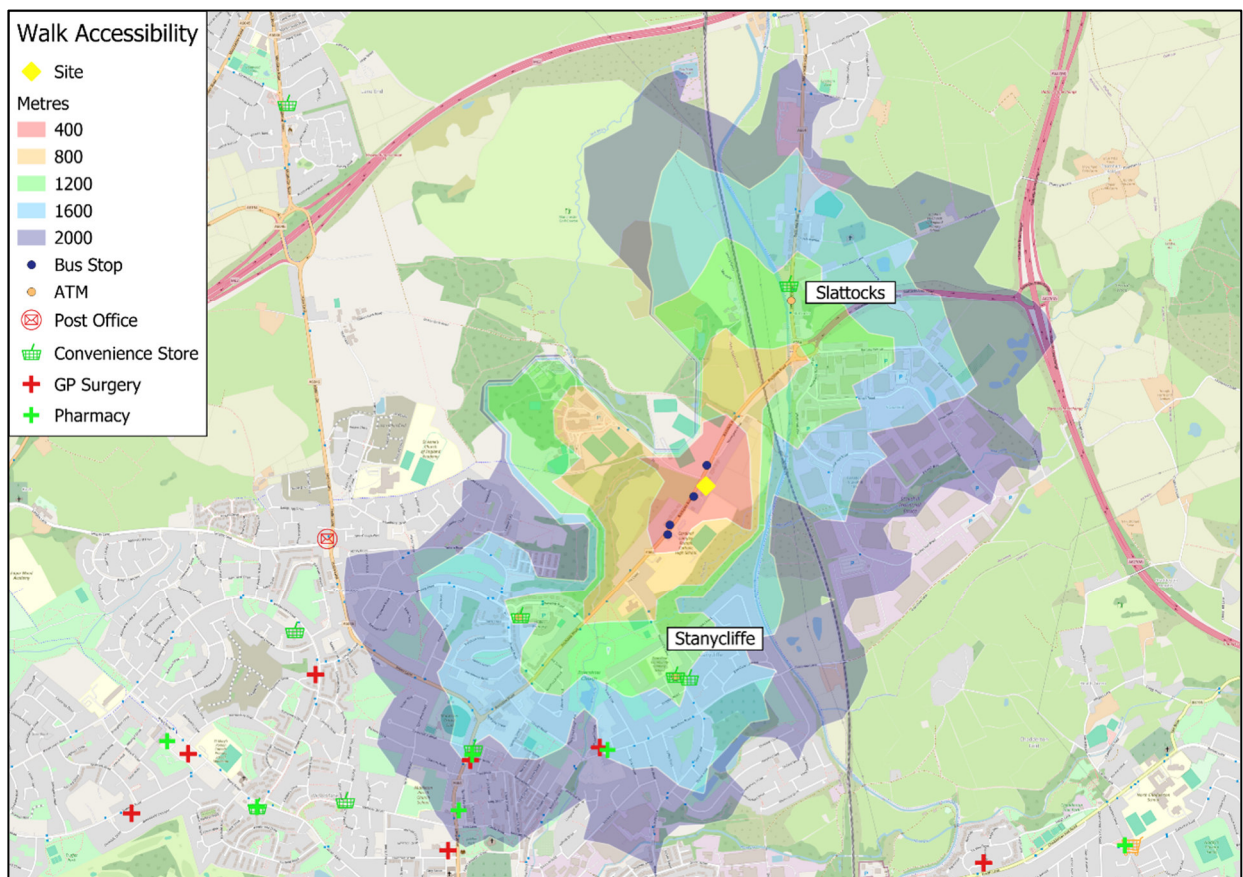
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.2 Manual for Streets (MfS) 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, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

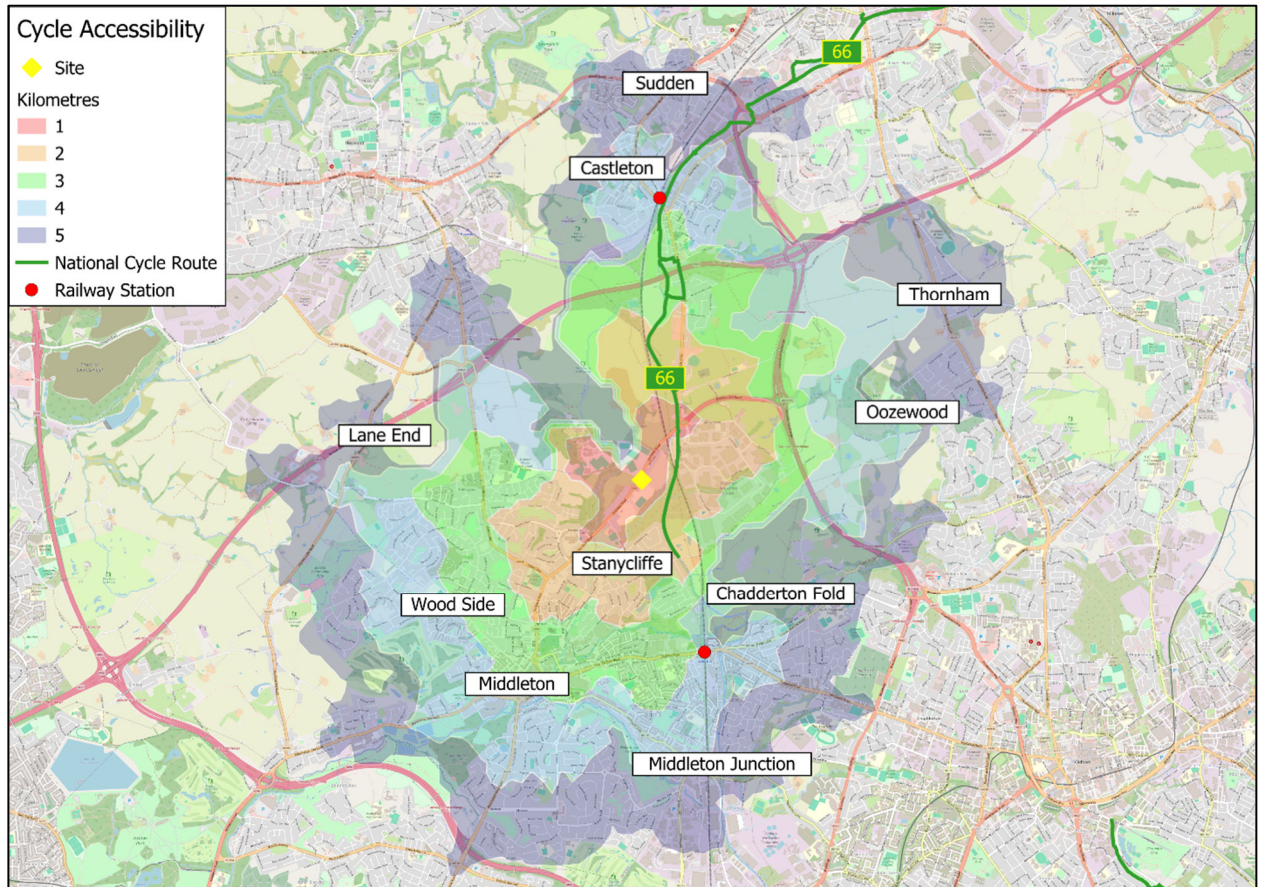


- 4.4 The site is within acceptable walking distance of Slattocks and Stanycliffe, as well as an array of amenities the local area has to offer.
- 4.5 The topography of the local area is generally flat and conducive to pedestrian trips, and the area benefits from natural surveillance from the businesses and residential properties that abut all the main walking routes.
- 4.6 The area surrounding the site benefits from a good level of pedestrian provision with wide footways and street lighting on both sides of Rochdale Road.
- 4.7 Overall, the site benefits from good levels of accessibility by foot, with local amenities being only a short walk from the site.

Cycle Accessibility

- 4.8 Transport policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.9 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 5km Isochrone



- 4.10 The plan demonstrates that Castleton, Middleton, Chadderton Fold and Thornham, amongst others, are located within the 5km catchment area from the development site. Furthermore, **Figure 4.2** demonstrates the sites close proximity to National Cycle Route (NCR) 66. NCR 66 provides a route from Stanycliffe, close to the application site, to areas such as Castleton, Newbold and further north, Littleborough.
- 4.11 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents of the site, particularly given that cycle parking is proposed.

Public Transport

Bus

- 4.12 The development is well placed to encourage travel by bus. Guidance published by the CIHT ‘Planning for Public Transport in Developments’ (1999), recommends that *“Bus stops are located to minimise passengers’ walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.”*
- 4.13 The nearest bus stops are located on both sides of Rochdale Road, approximately 140m north of the site. **Table 4.1** details the services from these bus stops.

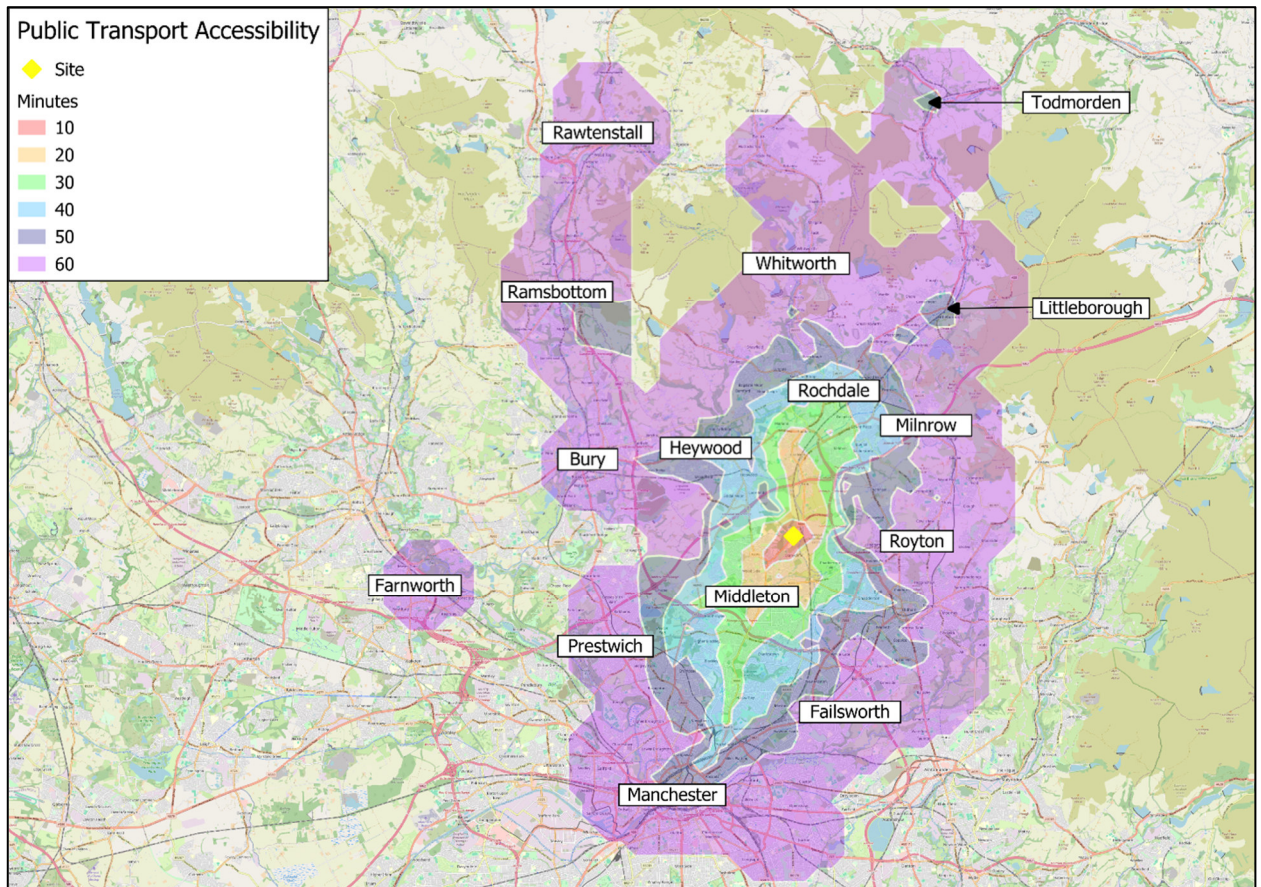
Table 4.1: Bus Service Details				
Bus Service	Route	Frequency (Approx.)		
		Mon-Fri	Sat	Sun
17	Manchester - Norden	Every 10 mins	Every 15 mins	Every 15 mins
17A	Manchester - Rochdale	One service a day (First: 04:55, Last 05:48)	-	-
788	Alkington - Cardinal Langley High School	<i>Schl</i>	-	-
R7	Rochdale - Middleton	Every hour	Every hour	Every hour

- 4.14 The above demonstrates that prospective site users will have access to bus services stopping close to the site which will provide a viable option for site users to travel by bus.

Rail

- 4.15 In terms of rail services, Mills Hill Railway Station is located approximately 2.8km (12-minute cycle) south of the site and is therefore well within an acceptable cycle distance. Mills Hill Railway Station offers regular direct services throughout the week including services Rochdale, Blackburn and Clitheroe. Services to Rochdale run every 30 minutes, and services to Blackburn and Clitheroe run hourly.
- 4.16 GIS TRACC software has been used to assess the accessibility of the development by public transport for a 60-minute commute from the site, as shown in **Figure 4.3**.

Figure 4.3 – 60 Minute Public Transport Catchment Isochrone



- 4.17 The above demonstrates that the site is within close proximity to a number of bus and railway links, serving both the local area and other destinations further afield. The figure shows that key areas of Todmorden, Bury, Farnworth, Manchester, Middleton and Failsworth, amongst others, are in an acceptable 60-minute commute time.

Accessibility Summary

Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard.

5.0 TRIP GENERATION

General

- 5.1 This Chapter provides an estimate of the trips generated by the proposed development and the existing use.

Trip Generation – Existing Use

- 5.2 The site is understood to currently comprise of a nursing home with approximately 32 bedrooms. In order to estimate the level of trips that could be generated by the existing nursing home if brought back in use, trip rates have been obtained from the from the industry-standard TRICS Database. The selection criteria for the TRICS based trip rates is as follows:

- i) Residential;
- ii) Assisted Living;
- iii) Total Vehicle surveys;
- iv) Selection by Per dwelling;
- v) Weekday surveys only; and
- vi) Only sites in 'Suburban Area' and 'Edge of Town' locations have been selected.

- 5.3 The TRICS output for the estimated trip generation associated with the existing nursing home with approximately 32 bedrooms, is therefore as summarised in **Table 5.1** below and shown in **Appendix D**.

Table 5.1 - Estimated Trip Rates (Per 100sqm) and Trip Generation Associated with the Existing Development				
	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Trip Rates	0.067	0.029	0.043	0.069
Trip Generation	2	1	1	2

Trip Generation – Proposed Development

- 5.4 In order to estimate the trip generating potential of the proposed development, a first principles approach has been used.

- 5.5 In terms of the classroom, there is estimated to be approximately 40 to 60 students attending the classrooms on site. Of this number, it is estimated that at least half, if not more, will commute on foot from the local residential area, as well as utilising the established public transport networks. Therefore, from the remaining 30 pupils, there are likely to be drop off and pick up which could result in a total of up to 60 vehicle movements per day the education facility is in use.
- 5.6 Furthermore, for these classes, there are proposals for up to 5 teaching staff creating an additional circa 10 vehicle movements a day, based on the assumption that all staff would drive to the site which therefore creates a robust assessment as it is likely some could travel on foot from the local residential areas. Similarly, there could be up to 6 office/admin staff on the site per day which could result in a total of circa 12 vehicle movements daily.
- 5.7 In terms of the funeral arrangements, it is estimated that 1 space per 3 attendees is considered a conservative estimate of the likely car occupancy.
- 5.8 On the infrequent occasion where the site would be used as a funeral venue, this could create further trips with there being approximately 50-70 attendees on average. It is anticipated that the attendees for these would be from the local community, whilst vehicle trips are likely to be car shared with family and friends. It is estimated that 1 space per 3 attendees is considered a conservative estimate of the likely car occupancy.
- 5.9 This first principles assessment creates an extremely robust assessment because it is not considering that all staff and students would not be on the site at the same time. The assessment provides a worst case scenario.

Trip Generation Summary

- 5.10 The majority of the trips generated would occur outside of the peak hours and the proposals will not create a significant increase in trip generation and vehicle movements to the site.
- 5.11 It is considered that the number of vehicle trips estimated through the first principles approach for the proposed development represents an over-estimation in the case of this scheme. Notwithstanding this the effect of this additional traffic on the local highway network will be barely perceptible during the peak hours.
- 5.12 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required.

6.0 SUMMARY & CONCLUSIONS

- 6.1 SCP have been instructed by Hidayat Welfare Society to produce a Transport Statement (TS) as part of a planning application for a change of use from a nursing home to a community centre.
- 6.2 Vehicular access to the proposed development will be provided from the A664 Rochdale Road, in the same location as the existing accesses. The proposed accesses will act in a one-way system to allow an easy flow through the site and remove the need for an internal turning area.
- 6.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site no accidents were recorded along the site frontage with only 1 accidents recorded in the study area, at the Rochdale Road/ Hopwood Hall College Access junction. The 1 accident was fatal however the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.4 It has been demonstrated that the development benefits from good levels of accessibility by sustainable modes. These findings demonstrate that prospective site users will not be reliant on the private car to travel for to work.
- 6.5 A total of 23 car parking spaces are proposed. It is proposed that 11 of these spaces would be reserved for use by staff and teachers to accommodate the full demand if all staff were present at the same time. The remaining 12 spaces would be available for drop off spaces for the students and parents utilising the classes. in the event of a funeral, the full car park would be made available to attendees. This level of car parking is considered appropriate to meet the demand of staff, whilst visitors would be from the local community and would be required to travel by sustainable transport modes.
- 6.6 The proposals would not result in a significant traffic impact relative to the existing use of the site, particularly during peak periods.
- 6.7 Having regard to the analysis presented in this TS, it is considered that the application proposals are acceptable with regard to transport.

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APPENDIX A



Screening Report

Area of Interest (AOI) Information

Area : 4,530.05 m²

Feb 28 2024 14:38:43 Greenwich Mean Time

Summary

Name	Count	Area(m ²)	Length(m)
Accidents	1	N/A	N/A
Vehicles	2	N/A	N/A
Casualties	1	N/A	N/A

Accidents

#	Accident Reference	Accident Severity	Year	Easting	Northing	Number of Vehicles	Number of Casualties	Date
1	06P375296	Fatal	2020	388,100	407,828	2	1	23/09/2020

#	Day of Week	Time	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit	Junction Detail
1	Wednesday	4:12 PM	Rochdale	A	664	Single carriageway	30	T or staggered junction

#	Junction Control	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control
1	Auto traffic signal	Daylight	Fine no high winds	Dry	None	None	Rural	None within 50 metres

#	Pedestrian Crossing - Physical Facilities	Did Police Officer Attend Scene of Accident	Count
1	Pedestrian phase at traffic signal junction	Yes	1

Vehicles

#	Accident Reference	Year	Vehicle Reference	Vehicle Type	Towing and Articulation	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction Location
1	06P375296	2020	1	Van / Goods 3.5 tonnes mgw or under	No tow/articulation	Turning right	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road
2	06P375296	2020	2	Motorcycle over 500cc	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road

#	Skidding and Overturning	Hit Object in Carriageway	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle	Driver Home Area Type	Count
1	None	None	Offside	Journey as part of work	Male	16 - 20	6	Urban area	1
2	None	Bollard or refuge	Front	Not known	Male	26 - 35	18	Urban area	1

Casualties

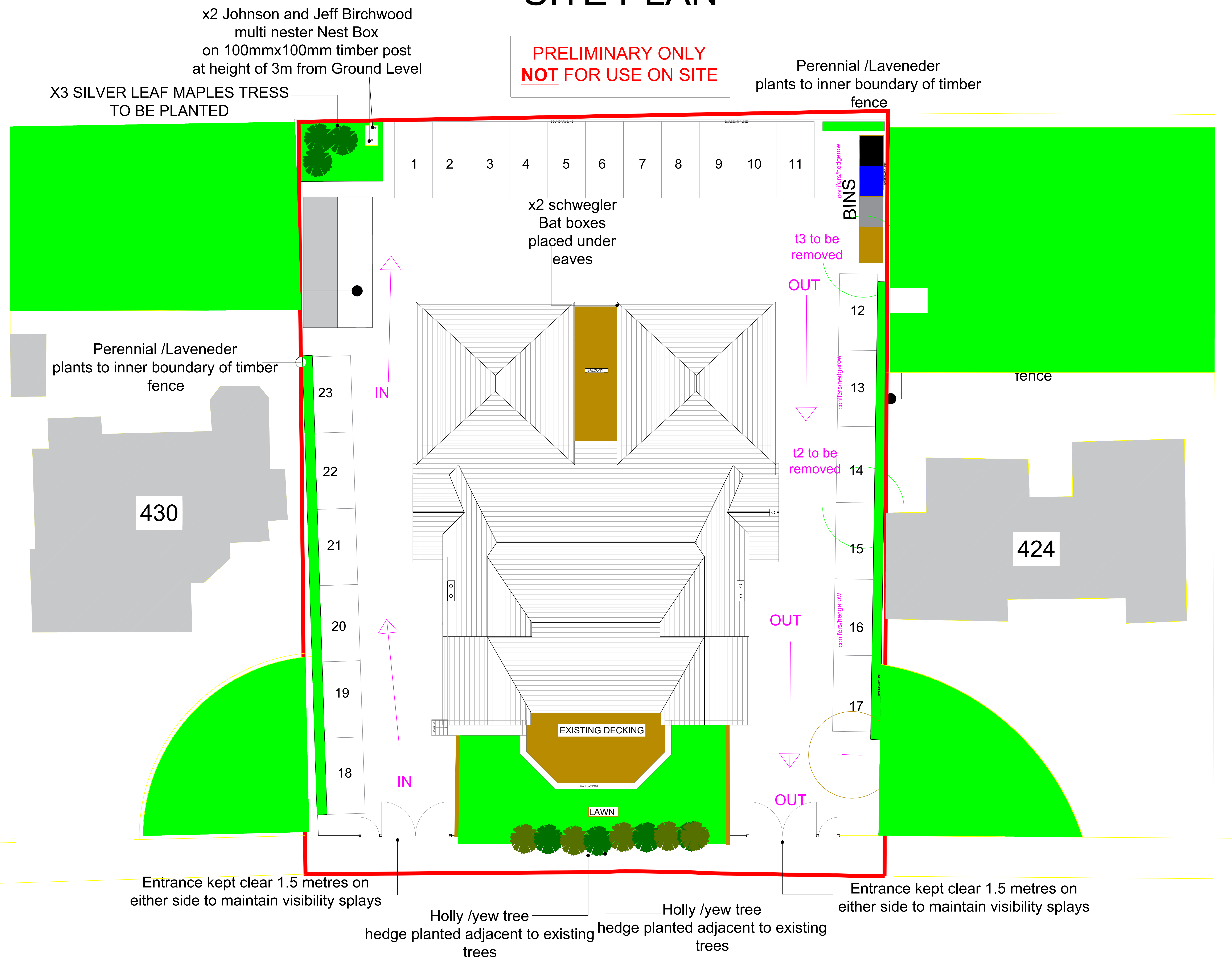
#	Accident_Reference	Year	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty Severity
1	06P375296	2020	2	1	Driver or rider	Male	26 - 35	Fatal

#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Count
1	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle over 500cc rider or passenger	1

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APPENDIX B

AS PROPOSED SITE PLAN



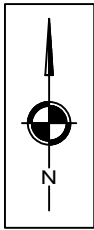
ALL DRAINAGE TO
EXISTING SEWER

ALL TREES TO BE RETAINED
WHERE POSSIBLE

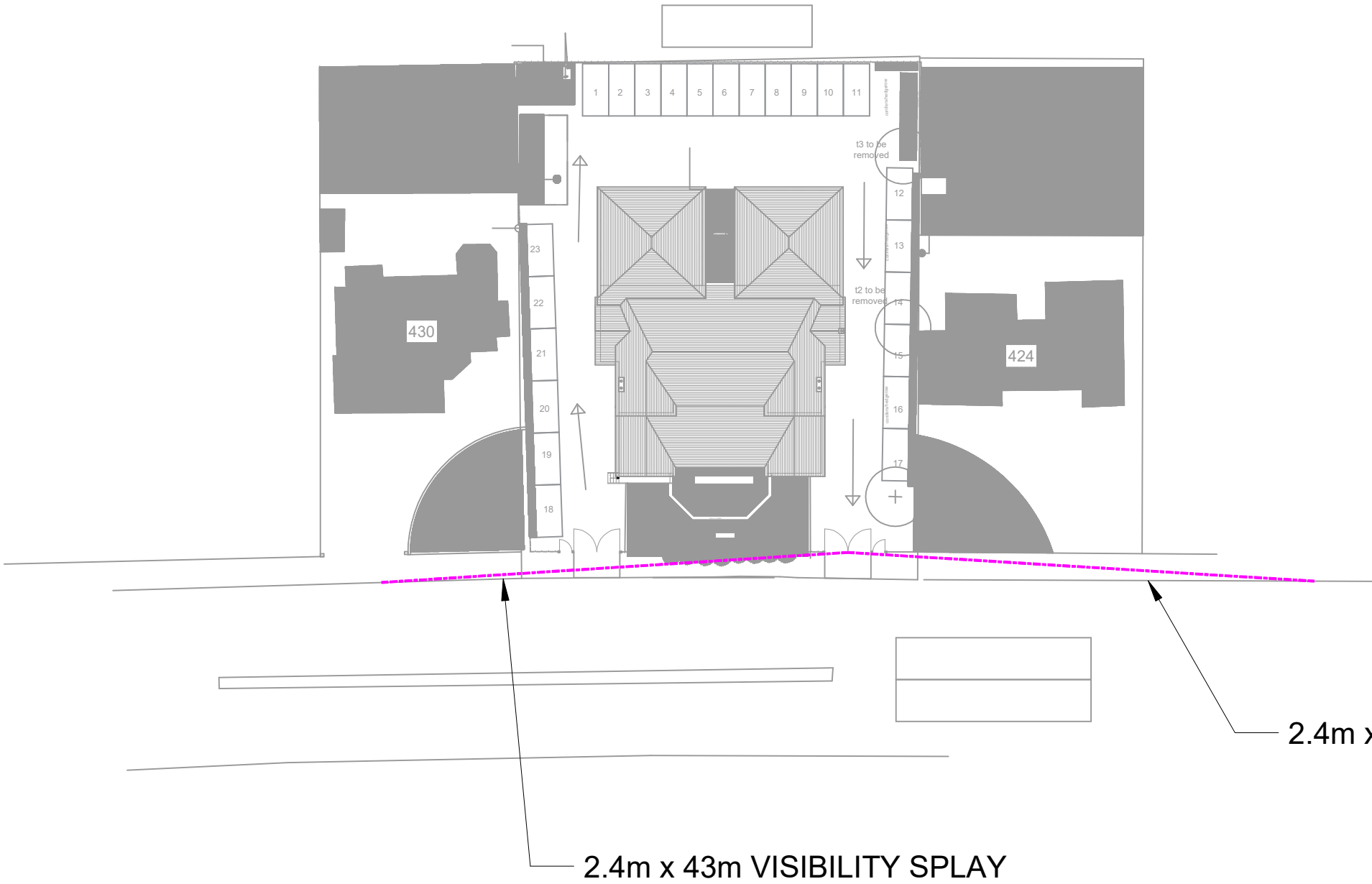
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APPENDIX C



AS PROPOSED
SITE PLAN



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

S|C|P
Transportation Planning : Infrastructure Design
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www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
AL SADIQ ACADEMY

Project Title:
426-428 ROCHDALE ROAD, MIDDLETON

Drawing Title:
VISIBILITY SPLAYS

Drawn By:	AM	Date:	08.03.2024
Checked:	MD	Scale:	1:500 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	Rev.
SCP/240140/D01	

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APPENDIX D

Calculation Reference: AUDIT-726001-240228-0216

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : P - ASSISTED LIVING
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

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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: Total Bedrooms
Actual Range: 40 to 98 (units:)
Range Selected by User: 11 to 125 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 27/09/22

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

Selected survey days:

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

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	6
------------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days
----	--------

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

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

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

Travel Plan:

No	6 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

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LIST OF SITES relevant to selection parameters

1	NF-03-P-01	ASSISTED LIVING		NORFOLK
	MOUNTBATTEN DRIVE			
	NORWICH			
	Edge of Town			
	Residential Zone			
	Total Total Bedrooms:	40		
	Survey date: FRIDAY	08/11/19	Survey Type: MANUAL	
2	NF-03-P-02	ASSISTED LIVING		NORFOLK
	LAKENFIELDS			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Total Bedrooms:	40		
	Survey date: FRIDAY	22/11/19	Survey Type: MANUAL	
3	NY-03-P-01	ASSISTED LIVING		NORTH YORKSHIRE
	FENNELL GROVE			
	RIPON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Total Bedrooms:	60		
	Survey date: TUESDAY	24/05/22	Survey Type: MANUAL	
4	PB-03-P-01	ASSISTED LIVING		PETERBOROUGH
	THISTLE DRIVE			
	PETERBOROUGH			
	STANGROUND			
	Edge of Town			
	Residential Zone			
	Total Total Bedrooms:	98		
	Survey date: MONDAY	26/09/22	Survey Type: MANUAL	
5	TW-03-P-01	ASSISTED LIVING		TYNE & WEAR
	KENTON ROAD			
	NEWCASTLE UPON TYNE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Total Bedrooms:	56		
	Survey date: THURSDAY	07/10/21	Survey Type: MANUAL	
6	WS-03-P-01	ASSISTED LIVING		WEST SUSSEX
	DURRINGTON LANE			
	WORTHING			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Total Bedrooms:	81		
	Survey date: WEDNESDAY	18/05/22	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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

TOTAL VEHICLES

Calculation factor: 1 TOTBED

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	6	63	0.059	6	63	0.029	6	63	0.088
08:00 - 09:00	6	63	0.067	6	63	0.029	6	63	0.096
09:00 - 10:00	6	63	0.139	6	63	0.112	6	63	0.251
10:00 - 11:00	6	63	0.131	6	63	0.112	6	63	0.243
11:00 - 12:00	6	63	0.104	6	63	0.104	6	63	0.208
12:00 - 13:00	6	63	0.096	6	63	0.112	6	63	0.208
13:00 - 14:00	6	63	0.123	6	63	0.125	6	63	0.248
14:00 - 15:00	6	63	0.093	6	63	0.131	6	63	0.224
15:00 - 16:00	6	63	0.083	6	63	0.075	6	63	0.158
16:00 - 17:00	6	63	0.061	6	63	0.096	6	63	0.157
17:00 - 18:00	6	63	0.043	6	63	0.069	6	63	0.112
18:00 - 19:00	6	63	0.027	6	63	0.019	6	63	0.046
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.026			1.013			2.039

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.

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Parameter summary

Trip rate parameter range selected: 40 - 98 (units:)
 Survey date range: 01/01/15 - 27/09/22
 Number of weekdays (Monday-Friday): 6
 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.