

Land at Parkfield House, Manchester Old Road, Middleton

Transport Statement

May 2025

REPORT

Document: Transport Statement

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1 INTRODUCTION

1.1 Preamble

- 1.1.1 Eddisons have been instructed by Muller Property Group to advise on the traffic and transport issues relating to a planning application for the demolition of an existing office building and its replacement with an 80-bed care home and 20 residential dwellings at Parkfield House in the Middleton area of Rochdale.
- 1.1.2 This Transport Statement (TS) has been prepared to consider the development in transport and highways terms in order to provide the necessary reassurance that the scheme can be accommodated by the local transport network and will not give rise to any traffic or road safety issues.

1.2 Format of Report

- 1.2.1 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport.
- 1.2.2 Section 4 discusses the traffic impact of the proposed development and a review of road safety is detailed in Section 5.
- 1.2.3 Section 6 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The site is located approximately 835-metres to the southwest of Middleton town-centre on the northern side of Manchester Old Road. The site is bordered to the north by Limefield playing fields leisure park, to the east by the Middleton Skatepark, to the south by the A576 Manchester Old Road and to the west by Parkfield Drive and associated residential properties. The location of the site is shown on **Plan 1**.

2.1.2 Parkfield House is a vacant office building comprising approximately 26,909 sqft (2,499.93 sqm) Gross Floor Area (GFA). Circa. 150 car parking spaces are provided at the front of the building with vehicular access from Manchester Old Road. Pedestrian access is also afforded from the main site entrance off Manchester Old Road.

2.2 Development Proposals

2.2.1 The proposals seek to demolish the existing vacant office building and replace it with a care home and residential dwellings.

2.2.2 The proposed site layout is shown in **Plan 2**.

2.2.3 The proposed care home will provide accommodation for up to 80-residents, whilst the residential element of the development consists of 20 dwellings.

2.3 Vehicle Access

2.3.1 The existing access off Manchester Old Road will be broadly retained, but will be modified to create a more suitable point of access into the site to serve both the care home and residential dwellings.

- 2.3.2 The proposed site access arrangements are shown in **Plan 3**.
- 2.3.3 The access arrangement has been proposed due to the Heritage/Design Officer requesting that the original stone pillars remain in place. It is understood that the highways team at the Council have been consulted and are content with the site access subject to visibility standards being demonstrated.
- 2.3.4 As can be seen on the plan, the access junction can achieve visibility splays of 2.4 metres by 43 metres, which are commensurate to roads subject to a 30mph speed limit, in line with the requirements of Manual for Streets guidance. It is therefore considered that site access will be acceptable to the LHA.
- 2.3.5 Whilst the access road will be 5.5 metres in width, the gap between the pillars (which are to be retained) are approximately 5.37 metres apart.
- 2.3.6 The above situation has been considered in relation to Figure 7.1 of Manual for Streets, as shown below in **Figure 2.1**,

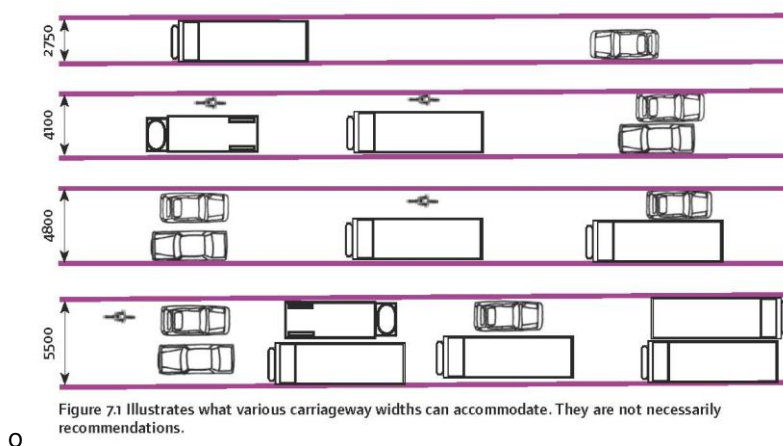


Figure 2.1 – Various Carriageway Widths (taken from MfS)

- 2.3.7 The Figure show that a carriageway width of 4.8 metres is sufficient to allow two cars to pass each other, hence the proposed 5.37 metres between the pillars will be more than sufficient.

- 2.3.8 The modifications to the existing gateway also involve the removal of part of the wall (which will be replenished) to create a pedestrian route. The gap (pinch point) between the wall and the gatepost to create the pedestrian entrance is 1.5 metres, but once within the site, the footway width will increase to 2 metres.
- 2.3.9 In regard to the above, consideration has been given to Figure 6.7 of Manual for Streets which is shown below in **Figure 2.2**. It provides an indication of various pedestrian types and the width each of them need to travel safely along a footway.

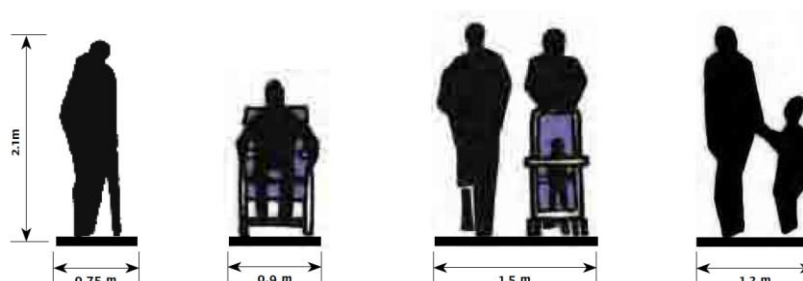


Figure 2.2 Extract from Manual for Streets

- 2.3.10 As can be seen, a 1.5 metre width of footway would be wide enough to adequately accommodate two adults and a pram. Even a footway of 1.2 metres would be wide enough to adequately accommodate an adult holding the hand of a small child, an adult using a walking stick (0.75 metres) and a person in a wheelchair (0.9 metres).

2.4 Waste Collection and Servicing

- 2.4.1 The internal layout has been designed to facilitate waste collections and allow refuse vehicles to enter the site, turn around and exit in a forward gear.
- 2.4.2 In order to demonstrate that the site can be adequately serviced, a swept path analysis for a 11.347 metre refuse vehicle has been undertaken and is shown in **Plan 4**. Bins will be wheeled from the bin store into an appropriate position on the internal access road ready for pick up on waste collection days.

- 2.4.3 This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues.
- 2.4.4 The plan also shows a refuse vehicle utilising the turning head provided to service the residential dwellings and a large car manoeuvring in and out of the spaces within the care home car park.
- 2.4.5 All of the land required for the vehicular access and servicing purposes is on land controlled by the applicant or on currently adopted highway.

2.5 Car Parking

- 2.5.1 In order to assess the required level of car parking consideration has been given to the car parking standards contained within Appendix C of Rochdale Councils' Unitary Development Plan.
- 2.5.2 It should be noted that the schedule provides maximum, rather than minimum standards for car parking.

Care Home

- 2.5.3 In order to consider the required parking provision for the proposed care home, reference has been made to the standards for 'Sheltered Housing' category, which is considered to best reflect the proposed facility.
- 2.5.4 The standards are as follows:
- 1-space per 3 beds
 - 1-space per full-time member of staff
- 2.5.5 The above standards equate to the following provision:
- 1-space per 3 beds – 80 beds = 27 spaces

- 1-space per full-time member of staff – anticipated 12 full-time staff = 6 spaces

2.5.6 The above would therefore equate to a maximum of 33 spaces being provided.

2.5.7 As such, the proposed 27 spaces are considered to provide an adequate level of provision and is therefore deemed acceptable. Furthermore, the proposed provision is consistent with other Muller schemes nationally and matches end-user requirements.

2.5.8 Space for an ambulance will also be provided, located close to the main entrance.

2.5.9 As will be detailed in the following section of the report, the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

2.5.10 This will clearly reduce the reliance on the private car, as well as the demand for car parking at the site.

Residential Dwellings

2.5.11 Each residential dwelling will have 2 parking spaces in accordance with the parking standards for dwellings with two or more bedrooms.

2.5.12 Cycle parking in the form of a secure, covered, cycle store for each dwelling will also be provided.

3 ACCESSIBILITY BY NON-CAR MODES

3.1 Introduction

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

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

3.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail.

3.2 Accessibility on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life.

3.2.2 This philosophy clearly encourages the opportunity to walk whatever the journey purpose and helps to create more active streets and a more vibrant neighbourhood.

- 3.2.3 The nearest footways are located along Manchester Old Road fronting the site and have a width of around 3-metres. These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of controlled and uncontrolled crossing points which facilitate access to the nearby day to day amenities within the area.
- 3.2.4 The CIHT document 'Planning for Walking' from 2015 states, in paragraph 2.1, that in 2012 that 79% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.
- 3.2.5 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1**.

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

Table 3.1 – IHT 'Providing for Journeys on Foot' Walk Distances

- 3.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that 'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 3.2.7 However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.

3.2.8 **Table 3.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 3.2 – Manual for Streets Walk Distances

3.2.9 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms that the 85th percentile walk distance for:

- All journey purposes – 1,930 metres;
- Commuting – 2, 400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres; and
- Personal business – 1,600 metres.

3.2.10 Overall, in Table 5.1, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 3.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

All Journeys	85 th Percentile Walk Distances				Overall Recommended Preferred Max
	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200/4,800m	1,600m	1,950m

Table 3.3 – WYG Report/NTS Data Walk Distances

- 3.2.11 In summary, it is considered that the distance of 1,950-metres, or around 2-kilometres, represents an acceptable maximum walking distance for the majority of land uses.
- 3.2.12 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death'.*
- 3.2.13 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 3.2.14 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all available pedestrian routes, has been provided in **Plan 5** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 3.2.15 In addition, to the pedestrian catchment plan, a review of the proximity of local facilities such as local shops/retail outlets and leisure facilities has been undertaken and the location of these is also shown in Plan 5.

- 3.2.16 The 2,000-metre pedestrian catchment illustrates that the majority of Middleton and some areas of Rhodes can be accessed, such as Boots Pharmacy, Leisure Park, Aldi, KFC, Middleton Archer Pub, Wilkinson, WHSmith, Argos, Middleton Post Office, Halifax, Sunny Brow Nursery School, Parkfield Primary School and Tesco.
- 3.2.17 **Table 3.5** below, shows the walking distance from the centre of the site to the local amenities in the vicinity of the site.
- 3.2.18 The table also confirms whether the amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Manchester old Road (Kings Drive) westbound Bus Stop	120m	1,,600m	YES
Limefield Playing Fields	180m	1,600m	YES
Manchester old Road (Kings Drive) eastbound Bus Stop	200m	1,600m	YES
Absolute Angling Rhodes Lodges	250m	1,600m	YES
Peterloo Medical Centre	300m	1,600m	YES
Middleton Archer Pub	450m	1,600m	YES
Middleton Shopping Centre	600m	1,600m	YES
KFC	600m	1,600m	YES
Aldi	650m	1,600m	YES
WHSmith	700m	1,600m	YES
Middleton Post Office	750m	1,600m	YES
Boots Pharmacy	750m	1,600m	YES
Sunny Brow Nursery School	970m	3,200m	YES
Parkfield Primary School	830m	3,200m	YES
Tesco Extra	990m	1,600m	YES
Tesco Express	1,550m	1,600m	YES

Table 3.5 - Distance from Site to Local Facilities

3.2.19 As can be seen in the above table, the site is located within proximity to a number of local amenities including primary services as well as leisure facilities.

3.2.20 All of the day to day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed many, including the nearest food store, pharmacy and nearest primary school, are within the 800 metres 'comfortable walk' from the site as contained within MfS guidance.

3.2.21 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that:

'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'

3.3.3 This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kilometres per hour and would encompass Middleton, Blackley, Langley, Simister and Stanycliffe.

3.3.4 As shown in **Figure 3.1** below, an on-road cycling route with other facilities, passes along Manchester Old Road directly in front of the proposed development, connecting with other traffic-free and on-road advisory routes in and around Middleton.

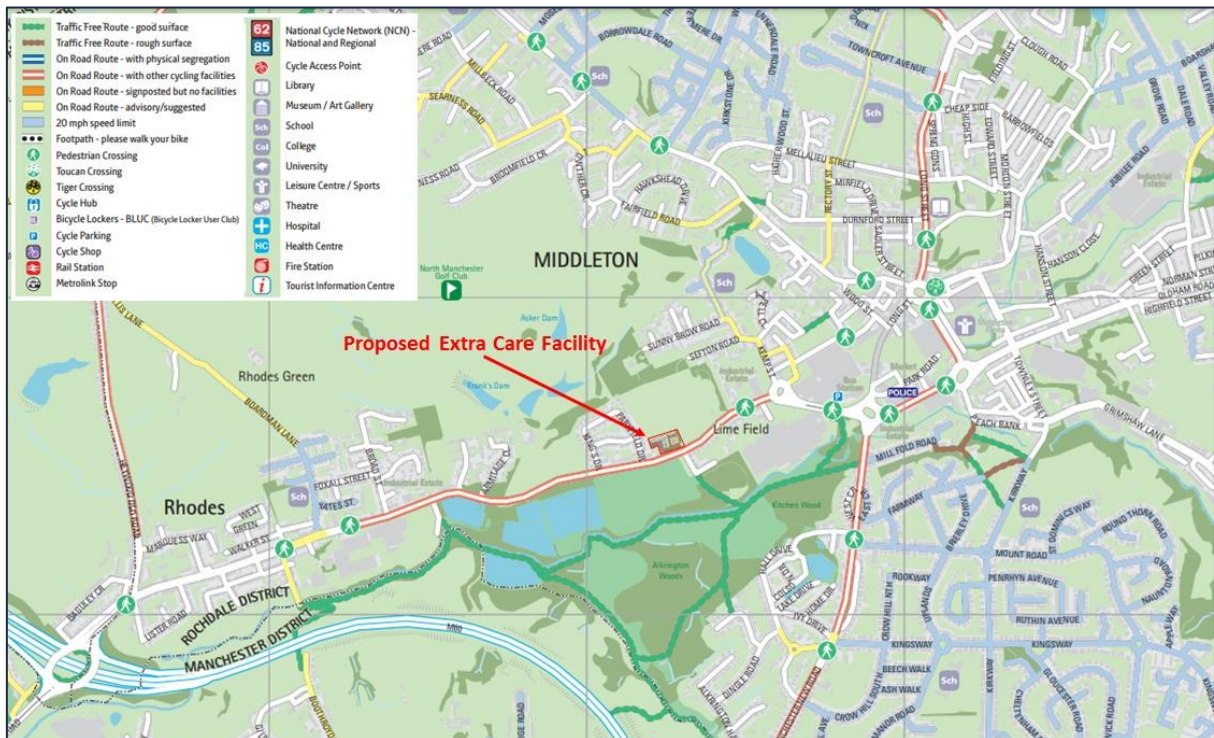


Figure 3.1 Cycle and Pedestrian Routes (Taken from TfGM Rochdale area Map).

3.3.5 The site can therefore be considered as being accessible by cycle.

3.4 Access by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

3.4.2 The nearest bus stops to the site are along Manchester Old Road(Kings Drive), approximately 120-metres east (westbound) and 200-metres west (eastbound) of the site. Additional bus stops are located further along Manchester Old Road. All the nearest bus stops to the site are shown on Plan 5.

- 3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Appendix 1**.
- 3.4.4 The nearest bus stops to the site provide various services throughout the day to destinations such as Middleton, Crumpsall, Oldham and Manchester City Centre.
- 3.4.5 The above services operate from around 00:37 until 23:49 every day, with up to 19-services passing the site every hour throughout the day on Mondays to Saturdays and 8-services passing the site every hour on Sundays, making travel by public transport a real alternative to travelling by car for commuting trips.
- 3.4.6 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 3.6** below.

Destination	Journey Time
Higher Blackley	6 Minutes
Hollins	11 Minutes
Cheetham Hill Shopping Centre	17 Minutes
Higher Crumpsall North Manchester General Hospital	18 Minutes
Chadderton Town Hall	20 Minutes
Moston	20 Minutes
Oldham Bus Station	28 Minutes
Harpurhey (ASDA)	28 Minutes
Shudehill Interchange	38 Minutes
Piccadilly Gardens	42 Minutes
Higher Blackley	47 Minutes

Table 3.6 - Example Bus Journey Times from the Site

- 3.4.7 The above table demonstrates that Cheetham Hill is a 17-minute bus journey, Oldham is an approximately 28-minute bus journey from the site and Manchester City Centre is a 38-minute bus journey from the site.
- 3.4.8 It is therefore concluded that employment, health and retail centres are highly accessible by bus from the proposed development site.

3.5 Accessibility by Rail

3.5.1 The nearest train station to the site is Mills Hill railway station is located outside of the 2km catchment area. However, the station can be access via a 11-minute bus journey on service 59.

3.5.2 This station is managed by Northern has 2 platforms, offering 4-services per hour to destinations including Manchester Victoria, Rochdale, Burnley, Blackburn and Clitheroe on a 30-minute frequency during weekdays and Saturdays with an hourly service between Burnley, Manchester, Wigan and Southport on Sundays.

3.5.3 Manchester Victoria railway station can also be accessed via a direct 35-minute journey on service 156 from the site, providing access to destinations including Bolton, Blackburn, Blackpool, Southport, Kirkby, Clitheroe, Chester, Halifax, Leeds, Liverpool, Newcastle and Edinburgh.

3.5.4 It is therefore concluded that the site is highly accessible by rail.

3.6 Accessibility Summary

3.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed residential development.

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

- The site is accessible on foot and by cycle.
- The services from the bus stops on Manchester Old Road which connect the site with retail, employment and leisure facilities in Middleton, Crumpsall, Oldham and Manchester City Centre. It can therefore be concluded that the proposed development can be accessed by bus.

- The site is accessible via rail with Mills Hill railway station located a short bus journey from the site.

3.6.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the site is highly accessible by modes of transport other than the private car, the following section of this report will discuss the potential traffic generation of the proposals as well as providing an assessment of the general impact on the local highway network.

4.2 Existing Office Development Traffic

4.2.1 To establish a suitable trip generation for the existing office use on the site, the TRICS database has been analysed. Trip rates have been obtained for the 'Employment – Office (02-A)' category for sites of between 1,000 and 3,000sqm, excluding those located in Greater London and Ireland.

4.2.2 The peak hour person trip rates and forecast person generation for the existing office use are shown in **Table 4.1**, whilst the full TRICS Output is contained in **Appendix 2**.

Peak Hour	Person-trip rates		Person Trips		
	Arr	Dep	Arr	Dep	2-Way
08:00-09:00	2.968	0.212	74	5	79
17:00-18:00	0.469	3.052	12	76	88

Table 4.1 Summary of Existing Office Person-Trip Generation

4.2.3 As can be seen in Table 4.1, the existing office use could generate up to 79 two-way person-trips during the weekday AM peak and 88 two-way person trips during the PM peak.

- 4.2.4 In order to calculate the number of vehicle trips the existing office could generate, 2011 Middle Super Output Area (MSOA) modal split data has been sourced for the E02001155: Rochdale 024 MSOA, as summarised in **Table 4.2** below.

Travel Mode	Mode Split	
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	10	0%
Train	24	0%
Bus, minibus or coach	777	14%
Taxi	114	2%
Motorcycle, scooter or moped	28	1%
Driving a car or van	3438	63%
Passenger in a car or van	336	6%
Bicycle	61	1%
On foot	645	12%
Other method of travel to work	19	0%
Total	5452	100%

Table 4.2 Rochdale 024 MSOA Modal Split Data

- 4.2.5 The 63% 'Driving a car or van, modal split listed in Table 4.2 above, has been applied to the person-trip generation listed in Table 4.1 to produce the vehicular trip generation listed in **Table 4.3** below.

Peak Hour	Person Trips			Vehicle Trips		
	Arr	Dep	2-Way	Arr	Dep	2-Way
08:00-09:00	74	5	79	47	3	50
17:00-18:00	12	76	88	7	48	56

Table 4.3 Summary of Existing Office Person-Trip Generation

- 4.2.6 It can be seen in the table above that the existing office use could generate up to 50 two-way trips during the morning peak and 56 two-way trips during the evening peak hours.

4.3 Proposed Care Home Trip Generation

- 4.3.1 As previously stated, it is proposed to provide a care home which includes a total of 80 bedrooms.
- 4.3.2 To establish a suitable trip generation for the proposed residential use, the TRICS database has been analysed. Trip rates have been obtained for the 'Residential – Retire and Care Community' category, excluding those sites located in Greater London and Ireland.
- 4.3.3 The same methodology using person trips applied to the car ownership percentage has been used to calculate the peak hour vehicle trip generation as previously used for the existing office use.
- 4.3.4 **Table 4.4** below summarises the person and vehicle trip generation for the proposed care home, full TRICS outputs are included in **Appendix 3**.

Peak Hour	Person-trip rates		Person Trips			Vehicle Trips		
	Arr	Dep	Arr	Dep	2-Way	Arr	Dep	2-Way
08:00-09:00	0.189	0.091	15	7	22	10	5	14
17:00-18:00	0.131	0.136	10	11	21	7	7	13

Table 4.4 Summary of Proposed Care Home Trip Generation

- 4.3.5 As can be seen in Table 4.4 above the proposed care home is forecast to generate a total of 14 two-way trips during the weekday AM and 13 two-way trips during the PM peak periods, equating to an average of one trip every 5-minutes.

4.4 Proposed Residential Trip Generation

- 4.4.1 In addition to the care home, the proposed development includes the construction of 20 residential dwellings.
- 4.4.2 To establish a suitable trip generation for the proposed residential use, the TRICS database has been analysed. Trip rates have been obtained for the 'Residential – Mixed Private/Affordable Housing' category, excluding those sites located in Greater London and Ireland.
- 4.4.3 The same methodology has been used to calculate the peak hour vehicle trip generation as previously described for the existing office and care home.
- 4.4.4 **Table 4.5** below summarises the person and vehicle trip generation for the proposed residential element comprising 20 dwellings, full TRICS outputs are included in **Appendix 4**.

Peak Hour	Person-trip rates		Person Trips			Vehicle Trips		
	Arr	Dep	Arr	Dep	2-Way	Arr	Dep	2-Way
08:00-09:00	0.217	0.867	4	17	21	3	11	14
17:00-18:00	0.569	0.285	11	6	17	7	4	11

Table 4.5 Summary of Proposed Residential Dwellings Trip Generation

- 4.4.5 As can be seen in Table 4.5 above the proposed residential development is forecast to generate a total of 14 two-way trips during the weekday AM and 11 two-way trips during the PM peak periods.

4.5 Capacity Assessments Summary

- 4.5.1 This section of the Report has considered the impact of the proposal in transport terms.
- 4.5.2 The TRICS assessments have clearly demonstrated that the proposed development will result in a considerable reduction in traffic when compared to the previous office use on the site.
- 4.5.3 As such, it is considered that the predicted level of traffic can easily be accommodated onto the local highway network.
- 4.5.4 It can therefore be assumed that the impact of the proposals on the local highway network would be minimal and in any event, could not be considered to be severe, as is the test set out within the NPPF.

5 ROAD SAFETY

5.1.1 In order to consider the potential impact of the development on road safety, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken. The information provided on the website covered the five-year period 2019 to 2023 in the vicinity of the development site.

5.1.2 According to the data provided there have been a total of 3 recorded accidents within the study area as shown in **Figure 5.1** below.

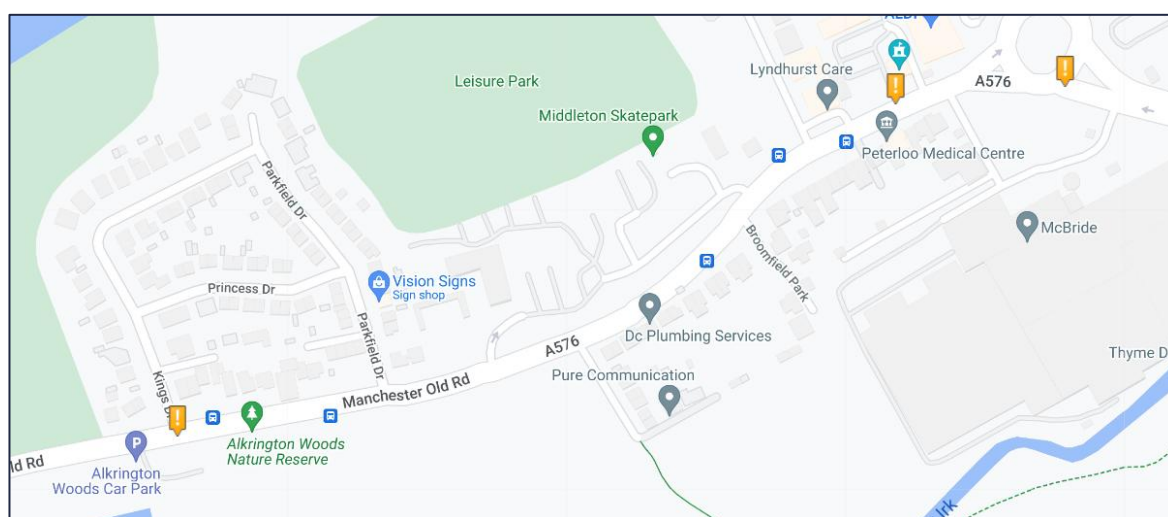


Figure 5.1 – CrashMap Accident Plot

5.1.3 A summary of the accidents is provided in **Table 5.1** below.

Date	Severity	Light Conditions	Weather	Road Conditions	Manoeuvre
15/02/2017	Slight	Daylight	Fine	Wet/Damp	Collision
08/03/2019	Slight	Daylight	Rain	Dry	Shunt
23/03/2020	Slight	Daylight	Fine	Dry	Shunt

Table 5.1 - Accident Summary

- 5.1.4 The data reviewed has not identified any untypical accidents.
- 5.1.5 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts.
- 5.1.6 It is not considered that the proposals for a residential development will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.
- 5.1.7 In view of this information, it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record, and it is highly unlikely that this situation should be materially worsened as a consequence of the development proposals.

6 CONCLUSIONS

6.1.1 Eddisons have been commissioned by Muller Property Group to produce a Transport Statement to for a proposed residential development at Parkfield House in Middleton.

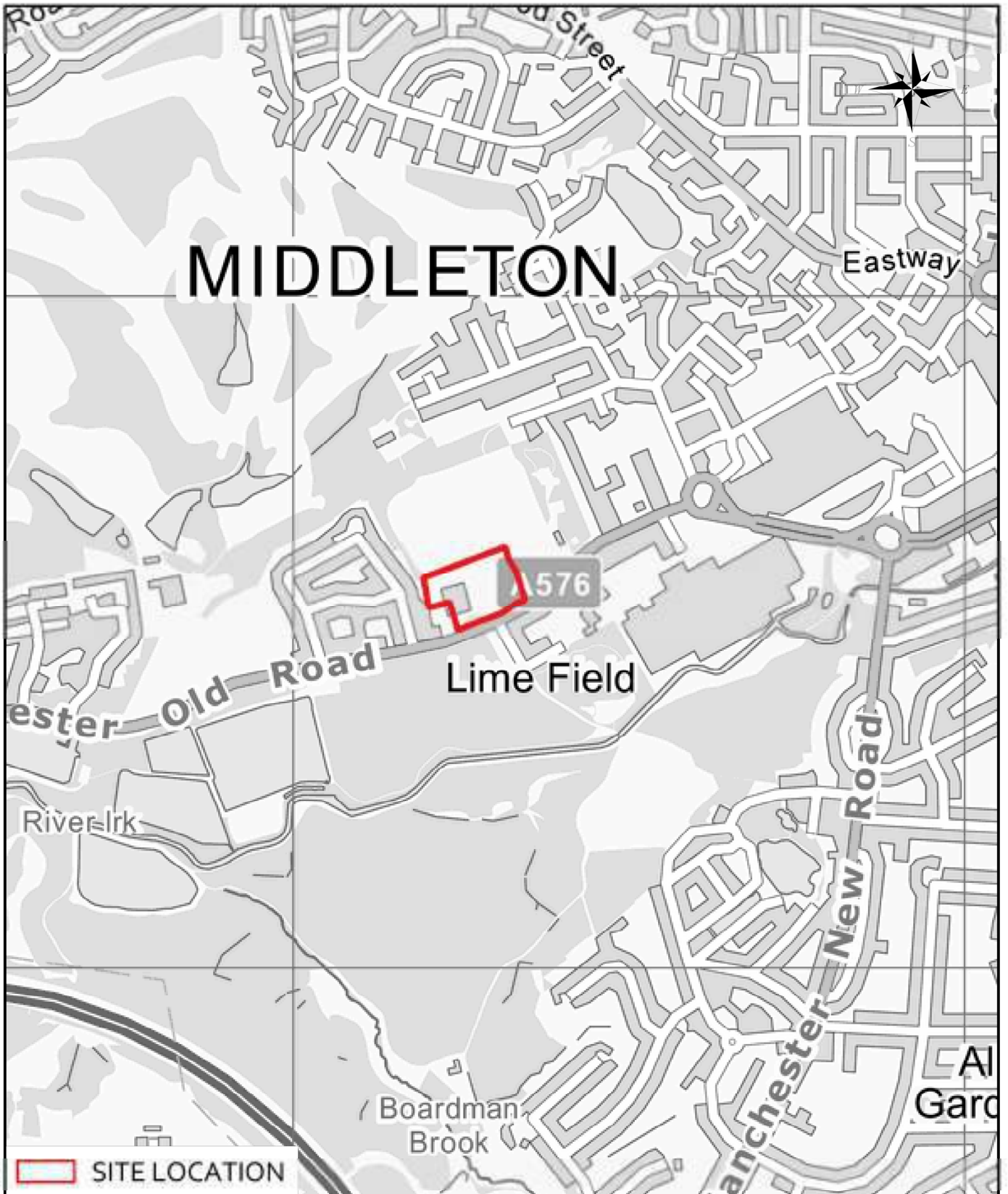
6.1.2 The following conclusions have been drawn with regard to the proposed development:

- The proposed development benefits from being highly accessible on foot with the existing pedestrian infrastructure providing access to a wide range of local amenities.
- The area surrounding the site is relatively flat making it highly conducive to cycling as a sustainable mode of travel.
- The proposed development is accessible by bus with the existing stops located within 350 metres of the site providing access to destinations including Bolton, Bury, Radcliffe and Blackrod.
- The site can be accessed and serviced in a safe and efficient manner and will not give rise to any road safety issues.
- The TRICS assessment has confirmed that the proposals are forecast to generate significantly fewer trips than those associated with the previous office use.
- The proposals will not have a material impact on the local road network.
- There is no evidence to suggest the development will have a detrimental impact on road safety in the area.

- 6.1.3 In conclusion, the proposals will provide a sustainable development in transport terms and planning permission should be granted in accordance with the National Planning Policy Framework.

PLANS





CLIENT: MULLER PROPERTY GROUP					Croft Transport Planning & Design 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning	
DRAWING TITLE: PARKFIELD HOUSE, MIDDLETON SITE LOCATION PLAN					DRAWING NUMBER: 3513-01	REVISION: -
DRAWN: HZ	DATE: 30.09.21	CHECKED: MC	DATE: 30.09.21	SCALE: NTS @ A4	Eddisons Incorporating Croft	

Accommodation Schedule

House Type	Amount	Floor Area (m²)
M	11	108
N	4	106.4
O	3	108
P	2	106.4
TOTAL	20	2144
Care Home	80 Bed	4109

* Plots with gable windows/detailing

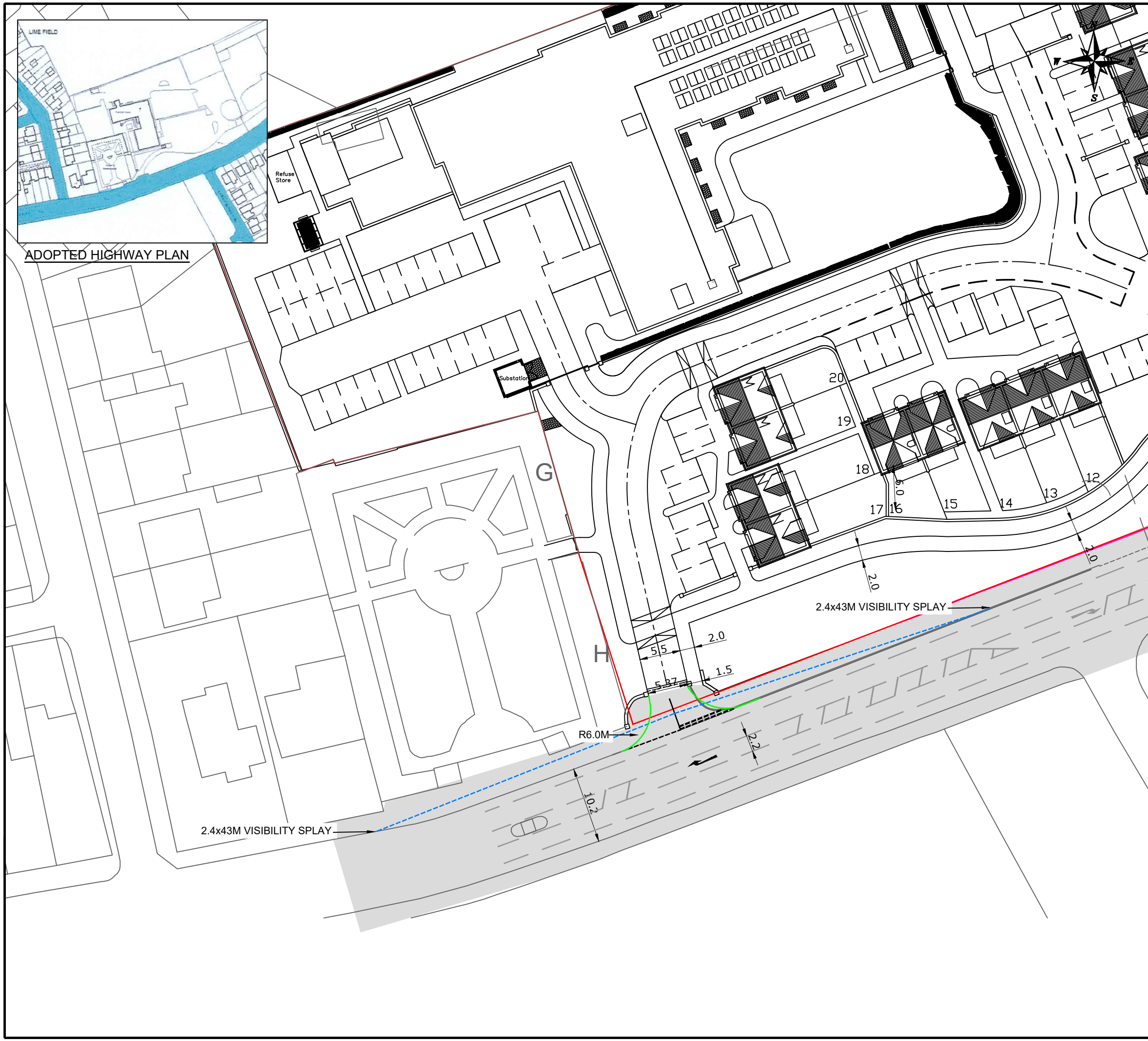
MÜLLER
PROPERTY GROUP



Project Parkfield House, Middleton, M24 4EB			
Client Muller Property Group			
Title Proposed Colour Site Plan			
Scale 1:250 @ A1	Date Nov 24	Job No 23590	Original
Drawn By TRM	Checked	Sequential No 002	Revision I
Category L	Client Element		

Bower Mattin
Unit 23/ 24
Beechfield House
Winterdon Way
Macclesfield
Cheshire
SK11 0LP
Telephone
01625-509187
E-Mail
architects@
bower-mattin.co.uk
Chartered Architects
Surveyors

C:\Users\Leon.Blythe\OneDrive - Begbies Traynor Group\Desktop\GA Work\3513-F02 & SP07 Rev G.dwg



ADOPTED HIGHWAY PLAN

NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

LOCAL AUTHORITY: ROCHDALE BOROUGH COUNCIL
TOTAL AREA OF SITE: 1.11Ha

SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

MULLER PROPERTY

PROJECT:

PARKFIELD HOUSE, MIDDLETON

DRAWING TITLE:

PROPOSED SITE ACCESS PLAN

SCALES:

1:500 @ A3

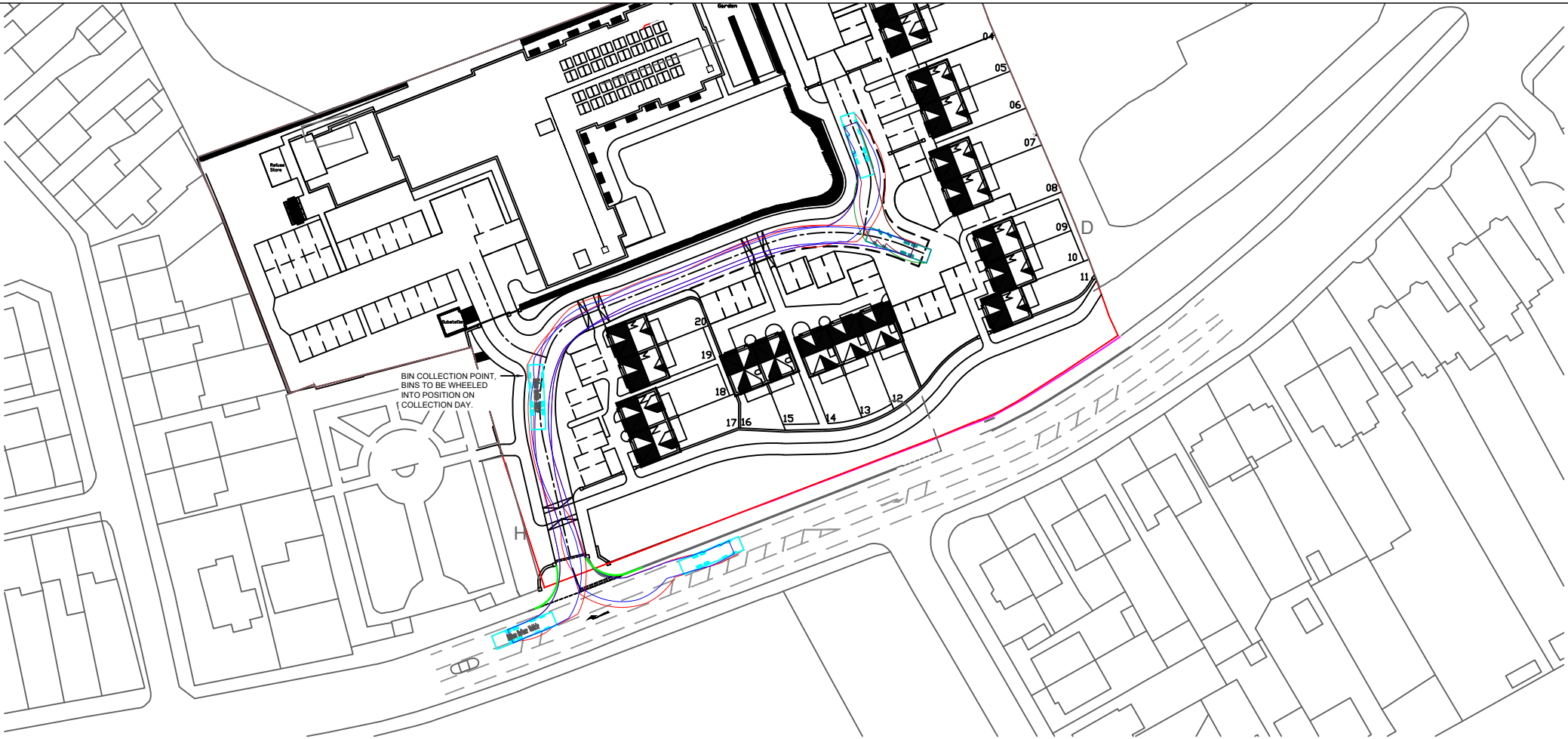
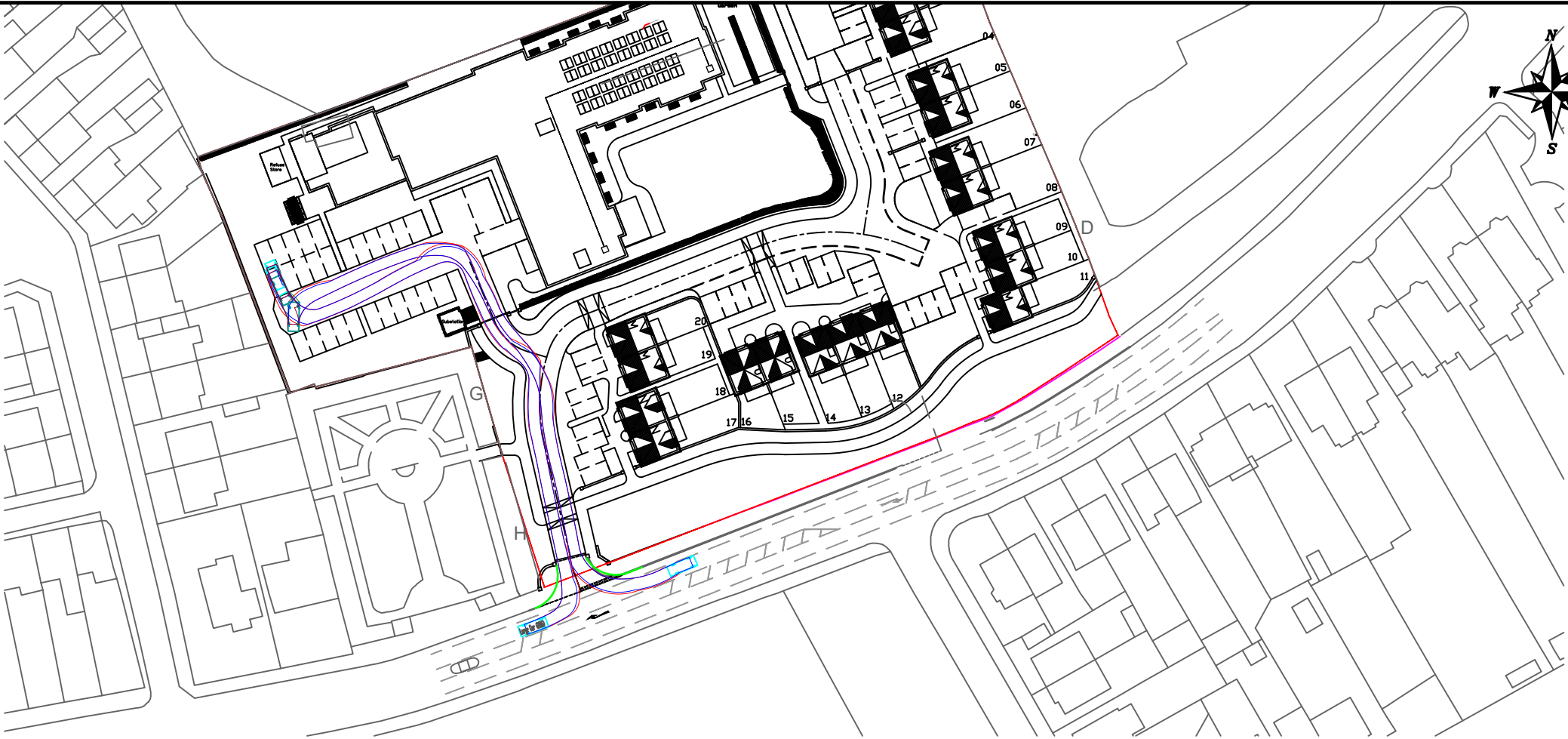
DRAWN:	CHECKED:	DATE:
LG	MR	MAR 23

Eddisons
340 Deansgate
Manchester
M3 4LY

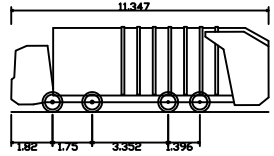
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
3513-F02	F

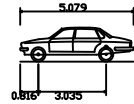
Eddisons



NOTES



Oldham Refuse Vehicle	11.347m
Overall Length	2.500m
Overall Width	3.751m
Overall Body Height	0.304m
Min Body Ground Clearance	2.500m
Track Width	6.00s
Lock to lock time	11.330m
Wall to Wall Turning Radius	



Large Car (2006)	5.079m
Overall Length	1.825m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock to lock time	5.900m
Kerb to Kerb Turning Radius	



REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
MULLER PROPERTY

PROJECT:
PARKFIELD HOUSE, MIDDLETON

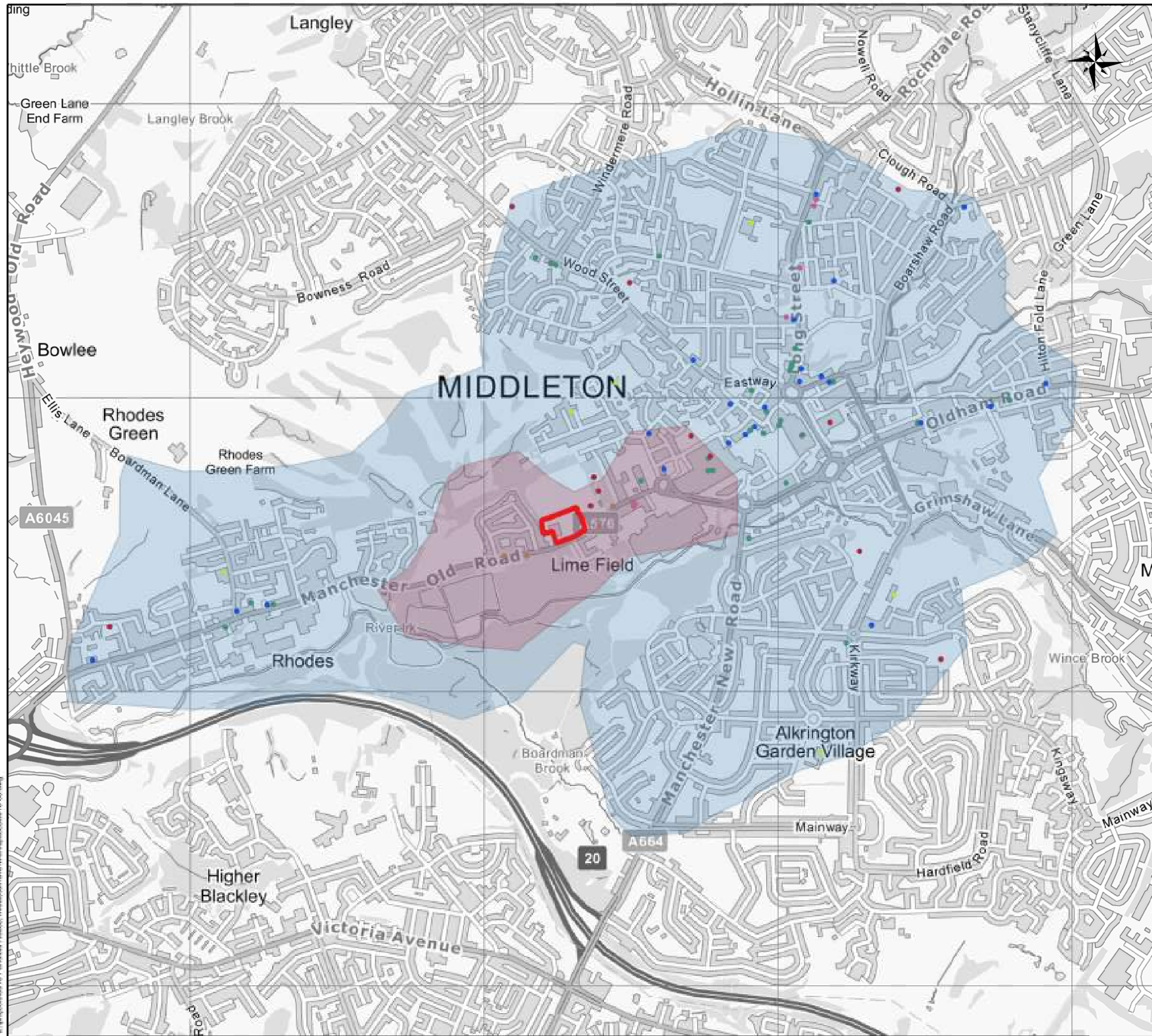
DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALES:	1:1000 @ A3		
DRAWN:	LB	CHECKED:	MR
DATE:	MAR 25		

Eddisons
340 Deansgate
Manchester
M3 4LY
Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	3513-SP07	REVISION:	B
-----------------	-----------	-----------	---

Eddisons



NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stop
- Cafe/Takeaway/Public House
- Education
- Healthcare
- Leisure/Sport
- Retail

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **MULLER PROPERTY GROUP**

PROJECT: **PARKFIELD HOUSE, MIDDLETON**

DRAWING TITLE: **800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES**

SCALE: **NTS @ A3**

DRAWN	CHECKED	DATE
HZ	MC	SEP 21

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER	REVISION
3513-03	

Eddisons

Incorporating
Croft

APPENDICES



APPENDIX 1

Bus Services

Service No.	Route	Monday - Friday			Saturday			Sunday	Weekday		Saturday		Sunday	
		<08:00	08:00-17:00	17:00>	<08:00	08:00-17:00	17:00>		Start	Stop	Start	Stop	Start	Stop
59	Manchester - Oldham	10 mins	10 mins	21 services	30 mins	10 mins	21 services	20 mins	00:37	23:49	00:37	23:49	00:37	23:49
	Oldham - Manchester	10 mins	10 mins	13 services	20 mins	10 mins	13 services	20 mins	04:35	23:38	05:16	23:38	06:17	23:39
115	Middleton - North Manchester General Hospital (Circular)	-	60 mins	-	-	60 mins	-	-	09:32	15:32	09:32	15:32	-	-
116	Middleton - North Manchester General Hospital (Circular)	-	60 mins	-	-	60 mins	-	-	09:48	14:48	09:48	14:48	-	-
125	Middleton - Circular	-	60 mins	-	-	60 mins	-	-	09:13	16:13	09:13	16:13	-	-
156	Middleton Bus Station - Shudehill Interchange	5 services	30 mins	8 services	-	30 mins	6 services	60 mins	06:04	22:36	08:21	22:36	08:34	22:36
	Shudehill Interchange - Middleton Bus Station	2 services	30 mins	9 services	-	30 mins	7 services	60 mins	07:23	22:39	08:05	22:39	08:41	22:39
764	Newhouse Academy - Victoria Avenue	-	1 service	-	-	-	-	-	14:59	14:59	-	-	-	-

APPENDIX 2

TRICS Output for Existing Office Use

Calculation Reference: AUDIT-851401-210923-0949

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	SO SLOUGH	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	SW SWANSEA	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1230 to 2555 (units: sqm)
Range Selected by User: 1000 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 14/03/19

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	3 days
Tuesday	2 days
Thursday	4 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

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:

Development Zone	2
Built-Up Zone	3
High Street	1
No Sub Category	3

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:

Not Known 9 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	5 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
125,001 to 250,000	6 days
500,001 or More	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	5 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	1 days
No	8 days

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

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 BROMHAM ROAD BEDFORD	OFFICES		BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		1469 sqm	
	Survey date: MONDAY		14/10/13	Survey Type: MANUAL
2	DU-02-A-01 GREENMARKET DUNDEE	OFFICES		DUNDEE CITY
	Edge of Town Centre Development Zone Total Gross floor area:		3200 sqm	
	Survey date: THURSDAY		27/04/17	Survey Type: MANUAL
3	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES		GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2500 sqm	
	Survey date: MONDAY		26/09/16	Survey Type: MANUAL
4	LC-02-A-09 FURTHERGATE BLACKBURN	OFFICES		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area:		2600 sqm	
	Survey date: TUESDAY		04/06/13	Survey Type: MANUAL
5	NY-02-A-02 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES		NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		1930 sqm	
	Survey date: THURSDAY		14/03/19	Survey Type: MANUAL
6	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES		SLOUGH
	Town Centre High Street Total Gross floor area:		1800 sqm	
	Survey date: THURSDAY		27/02/14	Survey Type: MANUAL
7	SW-02-A-02 KINGS ROAD SWANSEA	OFFICE		SWANSEA
	Edge of Town Centre Development Zone Total Gross floor area:		2225 sqm	
	Survey date: THURSDAY		24/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	TW-02-A-07	OFFICES		TYNE & WEAR
	MULGRAVE TERRACE			
	GATESHEAD			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2090	sqm	
	Survey date: MONDAY	13/06/16		Survey Type: MANUAL
9	WY-02-A-05	OFFICES		WEST YORKSHIRE
	PIONEER WAY			
	CASTLEFORD			
	WHITWOOD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	1230	sqm	
	Survey date: TUESDAY	23/05/17		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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1992	0.603	9	1992	0.045	9	1992	0.648
08:00 - 09:00	9	1992	1.947	9	1992	0.245	9	1992	2.192
09:00 - 10:00	9	1992	1.378	9	1992	0.435	9	1992	1.813
10:00 - 11:00	9	1992	0.881	9	1992	0.725	9	1992	1.606
11:00 - 12:00	9	1992	0.580	9	1992	0.463	9	1992	1.043
12:00 - 13:00	9	1992	0.714	9	1992	0.703	9	1992	1.417
13:00 - 14:00	9	1992	0.714	9	1992	0.630	9	1992	1.344
14:00 - 15:00	9	1992	0.508	9	1992	0.603	9	1992	1.111
15:00 - 16:00	9	1992	0.430	9	1992	0.720	9	1992	1.150
16:00 - 17:00	9	1992	0.446	9	1992	1.501	9	1992	1.947
17:00 - 18:00	9	1992	0.285	9	1992	1.612	9	1992	1.897
18:00 - 19:00	8	2087	0.066	8	2087	0.593	8	2087	0.659
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.552			8.275			16.827

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	1230 - 2555 (units: sqm)
Survey date range:	01/01/13 - 14/03/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
08:00 - 09:00	9	1992	0.028	9	1992	0.028	9	1992	0.056
09:00 - 10:00	9	1992	0.033	9	1992	0.039	9	1992	0.072
10:00 - 11:00	9	1992	0.050	9	1992	0.050	9	1992	0.100
11:00 - 12:00	9	1992	0.006	9	1992	0.006	9	1992	0.012
12:00 - 13:00	9	1992	0.022	9	1992	0.022	9	1992	0.044
13:00 - 14:00	9	1992	0.011	9	1992	0.006	9	1992	0.017
14:00 - 15:00	9	1992	0.033	9	1992	0.039	9	1992	0.072
15:00 - 16:00	9	1992	0.011	9	1992	0.011	9	1992	0.022
16:00 - 17:00	9	1992	0.011	9	1992	0.006	9	1992	0.017
17:00 - 18:00	9	1992	0.028	9	1992	0.033	9	1992	0.061
18:00 - 19:00	8	2087	0.000	8	2087	0.000	8	2087	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.233			0.240			0.473

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
08:00 - 09:00	9	1992	0.011	9	1992	0.011	9	1992	0.022
09:00 - 10:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
10:00 - 11:00	9	1992	0.006	9	1992	0.006	9	1992	0.012
11:00 - 12:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
12:00 - 13:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
13:00 - 14:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
14:00 - 15:00	9	1992	0.006	9	1992	0.006	9	1992	0.012
15:00 - 16:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
16:00 - 17:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
17:00 - 18:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
18:00 - 19:00	8	2087	0.000	8	2087	0.000	8	2087	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1992	0.022	9	1992	0.000	9	1992	0.022
08:00 - 09:00	9	1992	0.050	9	1992	0.000	9	1992	0.050
09:00 - 10:00	9	1992	0.011	9	1992	0.000	9	1992	0.011
10:00 - 11:00	9	1992	0.028	9	1992	0.017	9	1992	0.045
11:00 - 12:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
12:00 - 13:00	9	1992	0.017	9	1992	0.017	9	1992	0.034
13:00 - 14:00	9	1992	0.022	9	1992	0.006	9	1992	0.028
14:00 - 15:00	9	1992	0.011	9	1992	0.017	9	1992	0.028
15:00 - 16:00	9	1992	0.006	9	1992	0.022	9	1992	0.028
16:00 - 17:00	9	1992	0.011	9	1992	0.017	9	1992	0.028
17:00 - 18:00	9	1992	0.006	9	1992	0.039	9	1992	0.045
18:00 - 19:00	8	2087	0.000	8	2087	0.048	8	2087	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.184			0.183			0.367

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1992	0.653	9	1992	0.045	9	1992	0.698
08:00 - 09:00	9	1992	2.154	9	1992	0.151	9	1992	2.305
09:00 - 10:00	9	1992	1.657	9	1992	0.396	9	1992	2.053
10:00 - 11:00	9	1992	0.971	9	1992	0.669	9	1992	1.640
11:00 - 12:00	9	1992	0.731	9	1992	0.480	9	1992	1.211
12:00 - 13:00	9	1992	0.837	9	1992	0.831	9	1992	1.668
13:00 - 14:00	9	1992	0.870	9	1992	0.736	9	1992	1.606
14:00 - 15:00	9	1992	0.603	9	1992	0.742	9	1992	1.345
15:00 - 16:00	9	1992	0.502	9	1992	0.898	9	1992	1.400
16:00 - 17:00	9	1992	0.485	9	1992	1.679	9	1992	2.164
17:00 - 18:00	9	1992	0.262	9	1992	1.969	9	1992	2.231
18:00 - 19:00	8	2087	0.042	8	2087	0.731	8	2087	0.773
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.767			9.327			19.094

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1992	0.067	9	1992	0.022	9	1992	0.089
08:00 - 09:00	9	1992	0.329	9	1992	0.056	9	1992	0.385
09:00 - 10:00	9	1992	0.664	9	1992	0.173	9	1992	0.837
10:00 - 11:00	9	1992	0.787	9	1992	0.536	9	1992	1.323
11:00 - 12:00	9	1992	0.558	9	1992	0.893	9	1992	1.451
12:00 - 13:00	9	1992	1.094	9	1992	1.685	9	1992	2.779
13:00 - 14:00	9	1992	1.439	9	1992	1.200	9	1992	2.639
14:00 - 15:00	9	1992	0.881	9	1992	0.630	9	1992	1.511
15:00 - 16:00	9	1992	0.591	9	1992	0.491	9	1992	1.082
16:00 - 17:00	9	1992	0.279	9	1992	0.524	9	1992	0.803
17:00 - 18:00	9	1992	0.167	9	1992	0.653	9	1992	0.820
18:00 - 19:00	8	2087	0.012	8	2087	0.150	8	2087	0.162
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	6.868			7.013			13.881		

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1992	0.011	9	1992	0.000	9	1992	0.011
08:00 - 09:00	9	1992	0.245	9	1992	0.006	9	1992	0.251
09:00 - 10:00	9	1992	0.418	9	1992	0.045	9	1992	0.463
10:00 - 11:00	9	1992	0.234	9	1992	0.112	9	1992	0.346
11:00 - 12:00	9	1992	0.201	9	1992	0.257	9	1992	0.458
12:00 - 13:00	9	1992	0.184	9	1992	0.307	9	1992	0.491
13:00 - 14:00	9	1992	0.190	9	1992	0.307	9	1992	0.497
14:00 - 15:00	9	1992	0.195	9	1992	0.184	9	1992	0.379
15:00 - 16:00	9	1992	0.123	9	1992	0.195	9	1992	0.318
16:00 - 17:00	9	1992	0.112	9	1992	0.190	9	1992	0.302
17:00 - 18:00	9	1992	0.000	9	1992	0.218	9	1992	0.218
18:00 - 19:00	8	2087	0.006	8	2087	0.096	8	2087	0.102
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.919			1.917			3.836

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1992	0.022	9	1992	0.000	9	1992	0.022
08:00 - 09:00	9	1992	0.190	9	1992	0.000	9	1992	0.190
09:00 - 10:00	9	1992	0.117	9	1992	0.028	9	1992	0.145
10:00 - 11:00	9	1992	0.045	9	1992	0.039	9	1992	0.084
11:00 - 12:00	9	1992	0.011	9	1992	0.000	9	1992	0.011
12:00 - 13:00	9	1992	0.017	9	1992	0.033	9	1992	0.050
13:00 - 14:00	9	1992	0.033	9	1992	0.089	9	1992	0.122
14:00 - 15:00	9	1992	0.089	9	1992	0.039	9	1992	0.128
15:00 - 16:00	9	1992	0.039	9	1992	0.045	9	1992	0.084
16:00 - 17:00	9	1992	0.022	9	1992	0.045	9	1992	0.067
17:00 - 18:00	9	1992	0.033	9	1992	0.173	9	1992	0.206
18:00 - 19:00	8	2087	0.024	8	2087	0.138	8	2087	0.162
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.642			0.629			1.271

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1992	0.775	9	1992	0.067	9	1992	0.842
08:00 - 09:00	9	1992	2.968	9	1992	0.212	9	1992	3.180
09:00 - 10:00	9	1992	2.868	9	1992	0.642	9	1992	3.510
10:00 - 11:00	9	1992	2.064	9	1992	1.372	9	1992	3.436
11:00 - 12:00	9	1992	1.506	9	1992	1.702	9	1992	3.208
12:00 - 13:00	9	1992	2.148	9	1992	2.873	9	1992	5.021
13:00 - 14:00	9	1992	2.555	9	1992	2.338	9	1992	4.893
14:00 - 15:00	9	1992	1.780	9	1992	1.612	9	1992	3.392
15:00 - 16:00	9	1992	1.261	9	1992	1.651	9	1992	2.912
16:00 - 17:00	9	1992	0.909	9	1992	2.455	9	1992	3.364
17:00 - 18:00	9	1992	0.469	9	1992	3.052	9	1992	3.521
18:00 - 19:00	8	2087	0.084	8	2087	1.162	8	2087	1.246
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.387			19.138			38.525

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1992	0.329	9	1992	0.022	9	1992	0.351
08:00 - 09:00	9	1992	1.105	9	1992	0.123	9	1992	1.228
09:00 - 10:00	9	1992	0.870	9	1992	0.234	9	1992	1.104
10:00 - 11:00	9	1992	0.664	9	1992	0.497	9	1992	1.161
11:00 - 12:00	9	1992	0.469	9	1992	0.324	9	1992	0.793
12:00 - 13:00	9	1992	0.391	9	1992	0.407	9	1992	0.798
13:00 - 14:00	9	1992	0.485	9	1992	0.391	9	1992	0.876
14:00 - 15:00	9	1992	0.318	9	1992	0.402	9	1992	0.720
15:00 - 16:00	9	1992	0.307	9	1992	0.508	9	1992	0.815
16:00 - 17:00	9	1992	0.329	9	1992	1.015	9	1992	1.344
17:00 - 18:00	9	1992	0.123	9	1992	0.926	9	1992	1.049
18:00 - 19:00	8	2087	0.036	8	2087	0.419	8	2087	0.455
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.426			5.268			10.694

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1992	0.011	9	1992	0.011	9	1992	0.022
08:00 - 09:00	9	1992	0.011	9	1992	0.006	9	1992	0.017
09:00 - 10:00	9	1992	0.061	9	1992	0.045	9	1992	0.106
10:00 - 11:00	9	1992	0.050	9	1992	0.050	9	1992	0.100
11:00 - 12:00	9	1992	0.028	9	1992	0.022	9	1992	0.050
12:00 - 13:00	9	1992	0.084	9	1992	0.084	9	1992	0.168
13:00 - 14:00	9	1992	0.011	9	1992	0.022	9	1992	0.033
14:00 - 15:00	9	1992	0.022	9	1992	0.017	9	1992	0.039
15:00 - 16:00	9	1992	0.045	9	1992	0.056	9	1992	0.101
16:00 - 17:00	9	1992	0.028	9	1992	0.017	9	1992	0.045
17:00 - 18:00	9	1992	0.011	9	1992	0.028	9	1992	0.039
18:00 - 19:00	8	2087	0.000	8	2087	0.000	8	2087	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.362			0.358			0.720

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
08:00 - 09:00	9	1992	0.011	9	1992	0.000	9	1992	0.011
09:00 - 10:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
10:00 - 11:00	9	1992	0.006	9	1992	0.000	9	1992	0.006
11:00 - 12:00	9	1992	0.000	9	1992	0.006	9	1992	0.006
12:00 - 13:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
13:00 - 14:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
14:00 - 15:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
15:00 - 16:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
16:00 - 17:00	9	1992	0.000	9	1992	0.006	9	1992	0.006
17:00 - 18:00	9	1992	0.000	9	1992	0.000	9	1992	0.000
18:00 - 19:00	8	2087	0.000	8	2087	0.006	8	2087	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.018			0.035

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

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

APPENDIX 3

TRICS Output for Proposed Extra Care Facility

Calculation Reference: AUDIT-851401-210923-0916

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : O - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	DV DEVON	2 days
	NS NORTH SOMERSET	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 36 to 149 (units:)
 Range Selected by User: 36 to 100 (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: 01/01/13 to 27/11/15

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

Selected survey days:

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

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

Selected survey types:

Manual count	10 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	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out 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	8
Out of Town	2

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

Secondary Filtering selection:

Use Class:

n/a 10 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	3 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	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	1 days
No	9 days

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

PTAL Rating:

No PTAL Present	10 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-03-O-01	RETIREMENT VILLAGE	BRISTOL CITY
	HOLLWAY ROAD		
	BRISTOL		
	STOCKWOOD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	58	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
2	BR-03-O-02	RETIREMENT VILLAGE	BRISTOL CITY
	MEG THATCHERS GARDENS		
	BRISTOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	49	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
3	DV-03-O-01	RETIREMENT VILLAGE	DEVON
	ST MARYCHURCH ROAD		
	TORQUAY		
	ST MARYCHURCH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: TUESDAY	29/09/15	Survey Type: MANUAL
4	DV-03-O-02	RETIREMENT VILLAGE	DEVON
	SIDMOUTH ROAD		
	NEAR HONITON		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total No of Dwellings:	66	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
5	HF-03-O-01	RETIREMENT VILLAGE	HERTFORDSHIRE
	THE COMMON		
	BERKHAMSTED		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total No of Dwellings:	149	
	Survey date: FRIDAY	27/11/15	Survey Type: MANUAL
6	KC-03-O-01	RETIREMENT VILLAGE	KENT
	RUMFIELDS ROAD		
	BROADSTAIRS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/11/15	Survey Type: MANUAL
7	KC-03-O-02	RETIREMENT VILLAGE	KENT
	EASTERN AVENUE		
	ASHFORD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: FRIDAY	20/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NS-03-O-01	RETIREMENT VILLAGE	NORTH SOMERSET
	DIAMOND BATCH		
	WESTON SUPER MARE		
	WORLE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	137	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
9	OX-03-O-01	RETIREMENT VILLAGE	OXFORDSHIRE
	RUSKIN ROAD		
	BANBURY		
	EASINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	11/11/15	Survey Type: MANUAL
10	SC-03-O-01	RETIREMENT VILLAGE	SURREY
	WESTFIELD ROAD		
	WOKING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: WEDNESDAY	18/11/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL TOTAL 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	10	69	0.074	10	69	0.041	10	69	0.115
08:00 - 09:00	10	69	0.136	10	69	0.071	10	69	0.207
09:00 - 10:00	10	69	0.164	10	69	0.118	10	69	0.282
10:00 - 11:00	10	69	0.160	10	69	0.157	10	69	0.317
11:00 - 12:00	10	69	0.157	10	69	0.154	10	69	0.311
12:00 - 13:00	10	69	0.131	10	69	0.163	10	69	0.294
13:00 - 14:00	10	69	0.163	10	69	0.183	10	69	0.346
14:00 - 15:00	10	69	0.126	10	69	0.158	10	69	0.284
15:00 - 16:00	10	69	0.141	10	69	0.155	10	69	0.296
16:00 - 17:00	10	69	0.107	10	69	0.129	10	69	0.236
17:00 - 18:00	10	69	0.070	10	69	0.093	10	69	0.163
18:00 - 19:00	10	69	0.057	10	69	0.055	10	69	0.112
19:00 - 20:00	10	69	0.039	10	69	0.054	10	69	0.093
20:00 - 21:00	10	69	0.030	10	69	0.046	10	69	0.076
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.555			1.577			3.132

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: 36 - 149 (units:)
 Survey date range: 01/01/13 - 27/11/15
 Number of weekdays (Monday-Friday): 10
 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/O - RETIREMENT AND CARE COMMUNITY

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	10	69	0.000	10	69	0.000	10	69	0.000
08:00 - 09:00	10	69	0.006	10	69	0.006	10	69	0.012
09:00 - 10:00	10	69	0.012	10	69	0.012	10	69	0.024
10:00 - 11:00	10	69	0.010	10	69	0.010	10	69	0.020
11:00 - 12:00	10	69	0.012	10	69	0.012	10	69	0.024
12:00 - 13:00	10	69	0.010	10	69	0.010	10	69	0.020
13:00 - 14:00	10	69	0.016	10	69	0.016	10	69	0.032
14:00 - 15:00	10	69	0.017	10	69	0.016	10	69	0.033
15:00 - 16:00	10	69	0.009	10	69	0.009	10	69	0.018
16:00 - 17:00	10	69	0.010	10	69	0.012	10	69	0.022
17:00 - 18:00	10	69	0.001	10	69	0.001	10	69	0.002
18:00 - 19:00	10	69	0.003	10	69	0.003	10	69	0.006
19:00 - 20:00	10	69	0.000	10	69	0.000	10	69	0.000
20:00 - 21:00	10	69	0.003	10	69	0.003	10	69	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.110			0.219

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

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	10	69	0.006	10	69	0.004	10	69	0.010
08:00 - 09:00	10	69	0.006	10	69	0.004	10	69	0.010
09:00 - 10:00	10	69	0.001	10	69	0.004	10	69	0.005
10:00 - 11:00	10	69	0.000	10	69	0.000	10	69	0.000
11:00 - 12:00	10	69	0.001	10	69	0.001	10	69	0.002
12:00 - 13:00	10	69	0.001	10	69	0.001	10	69	0.002
13:00 - 14:00	10	69	0.003	10	69	0.001	10	69	0.004
14:00 - 15:00	10	69	0.000	10	69	0.001	10	69	0.001
15:00 - 16:00	10	69	0.001	10	69	0.001	10	69	0.002
16:00 - 17:00	10	69	0.000	10	69	0.000	10	69	0.000
17:00 - 18:00	10	69	0.000	10	69	0.000	10	69	0.000
18:00 - 19:00	10	69	0.001	10	69	0.001	10	69	0.002
19:00 - 20:00	10	69	0.000	10	69	0.000	10	69	0.000
20:00 - 21:00	10	69	0.000	10	69	0.000	10	69	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			0.038

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
 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	10	69	0.003	10	69	0.003	10	69	0.006
08:00 - 09:00	10	69	0.003	10	69	0.000	10	69	0.003
09:00 - 10:00	10	69	0.000	10	69	0.003	10	69	0.003
10:00 - 11:00	10	69	0.003	10	69	0.000	10	69	0.003
11:00 - 12:00	10	69	0.001	10	69	0.001	10	69	0.002
12:00 - 13:00	10	69	0.000	10	69	0.001	10	69	0.001
13:00 - 14:00	10	69	0.000	10	69	0.000	10	69	0.000
14:00 - 15:00	10	69	0.000	10	69	0.001	10	69	0.001
15:00 - 16:00	10	69	0.000	10	69	0.000	10	69	0.000
16:00 - 17:00	10	69	0.000	10	69	0.000	10	69	0.000
17:00 - 18:00	10	69	0.000	10	69	0.000	10	69	0.000
18:00 - 19:00	10	69	0.001	10	69	0.000	10	69	0.001
19:00 - 20:00	10	69	0.000	10	69	0.001	10	69	0.001
20:00 - 21:00	10	69	0.000	10	69	0.000	10	69	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.010			0.021

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

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	10	69	0.083	10	69	0.041	10	69	0.124
08:00 - 09:00	10	69	0.154	10	69	0.071	10	69	0.225
09:00 - 10:00	10	69	0.179	10	69	0.122	10	69	0.301
10:00 - 11:00	10	69	0.179	10	69	0.190	10	69	0.369
11:00 - 12:00	10	69	0.187	10	69	0.183	10	69	0.370
12:00 - 13:00	10	69	0.161	10	69	0.196	10	69	0.357
13:00 - 14:00	10	69	0.192	10	69	0.226	10	69	0.418
14:00 - 15:00	10	69	0.152	10	69	0.192	10	69	0.344
15:00 - 16:00	10	69	0.167	10	69	0.181	10	69	0.348
16:00 - 17:00	10	69	0.138	10	69	0.149	10	69	0.287
17:00 - 18:00	10	69	0.107	10	69	0.123	10	69	0.230
18:00 - 19:00	10	69	0.075	10	69	0.067	10	69	0.142
19:00 - 20:00	10	69	0.045	10	69	0.068	10	69	0.113
20:00 - 21:00	10	69	0.042	10	69	0.058	10	69	0.100
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.861			1.867			3.728

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

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	10	69	0.017	10	69	0.016	10	69	0.033
08:00 - 09:00	10	69	0.023	10	69	0.017	10	69	0.040
09:00 - 10:00	10	69	0.042	10	69	0.033	10	69	0.075
10:00 - 11:00	10	69	0.023	10	69	0.039	10	69	0.062
11:00 - 12:00	10	69	0.048	10	69	0.048	10	69	0.096
12:00 - 13:00	10	69	0.046	10	69	0.044	10	69	0.090
13:00 - 14:00	10	69	0.042	10	69	0.044	10	69	0.086
14:00 - 15:00	10	69	0.023	10	69	0.044	10	69	0.067
15:00 - 16:00	10	69	0.030	10	69	0.036	10	69	0.066
16:00 - 17:00	10	69	0.030	10	69	0.020	10	69	0.050
17:00 - 18:00	10	69	0.017	10	69	0.013	10	69	0.030
18:00 - 19:00	10	69	0.006	10	69	0.012	10	69	0.018
19:00 - 20:00	10	69	0.001	10	69	0.013	10	69	0.014
20:00 - 21:00	10	69	0.003	10	69	0.001	10	69	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.351			0.380			0.731

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

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	10	69	0.001	10	69	0.000	10	69	0.001
08:00 - 09:00	10	69	0.004	10	69	0.000	10	69	0.004
09:00 - 10:00	10	69	0.006	10	69	0.012	10	69	0.018
10:00 - 11:00	10	69	0.007	10	69	0.003	10	69	0.010
11:00 - 12:00	10	69	0.007	10	69	0.012	10	69	0.019
12:00 - 13:00	10	69	0.003	10	69	0.000	10	69	0.003
13:00 - 14:00	10	69	0.003	10	69	0.006	10	69	0.009
14:00 - 15:00	10	69	0.010	10	69	0.006	10	69	0.016
15:00 - 16:00	10	69	0.006	10	69	0.004	10	69	0.010
16:00 - 17:00	10	69	0.003	10	69	0.001	10	69	0.004
17:00 - 18:00	10	69	0.001	10	69	0.000	10	69	0.001
18:00 - 19:00	10	69	0.000	10	69	0.000	10	69	0.000
19:00 - 20:00	10	69	0.003	10	69	0.001	10	69	0.004
20:00 - 21:00	10	69	0.000	10	69	0.000	10	69	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.045			0.099

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

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	10	69	0.001	10	69	0.000	10	69	0.001
08:00 - 09:00	10	69	0.000	10	69	0.000	10	69	0.000
09:00 - 10:00	10	69	0.000	10	69	0.000	10	69	0.000
10:00 - 11:00	10	69	0.001	10	69	0.000	10	69	0.001
11:00 - 12:00	10	69	0.000	10	69	0.001	10	69	0.001
12:00 - 13:00	10	69	0.000	10	69	0.000	10	69	0.000
13:00 - 14:00	10	69	0.000	10	69	0.000	10	69	0.000
14:00 - 15:00	10	69	0.000	10	69	0.000	10	69	0.000
15:00 - 16:00	10	69	0.000	10	69	0.000	10	69	0.000
16:00 - 17:00	10	69	0.000	10	69	0.000	10	69	0.000
17:00 - 18:00	10	69	0.000	10	69	0.000	10	69	0.000
18:00 - 19:00	10	69	0.001	10	69	0.000	10	69	0.001
19:00 - 20:00	10	69	0.000	10	69	0.000	10	69	0.000
20:00 - 21:00	10	69	0.000	10	69	0.000	10	69	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.001			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.

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

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	10	69	0.110	10	69	0.061	10	69	0.171
08:00 - 09:00	10	69	0.189	10	69	0.091	10	69	0.280
09:00 - 10:00	10	69	0.247	10	69	0.177	10	69	0.424
10:00 - 11:00	10	69	0.244	10	69	0.237	10	69	0.481
11:00 - 12:00	10	69	0.248	10	69	0.250	10	69	0.498
12:00 - 13:00	10	69	0.210	10	69	0.255	10	69	0.465
13:00 - 14:00	10	69	0.244	10	69	0.286	10	69	0.530
14:00 - 15:00	10	69	0.186	10	69	0.260	10	69	0.446
15:00 - 16:00	10	69	0.218	10	69	0.257	10	69	0.475
16:00 - 17:00	10	69	0.171	10	69	0.171	10	69	0.342
17:00 - 18:00	10	69	0.131	10	69	0.136	10	69	0.267
18:00 - 19:00	10	69	0.084	10	69	0.078	10	69	0.162
19:00 - 20:00	10	69	0.054	10	69	0.086	10	69	0.140
20:00 - 21:00	10	69	0.045	10	69	0.060	10	69	0.105
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.381			2.405			4.786

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	69	0.065	10	69	0.033	10	69	0.098
08:00 - 09:00	10	69	0.120	10	69	0.055	10	69	0.175
09:00 - 10:00	10	69	0.126	10	69	0.087	10	69	0.213
10:00 - 11:00	10	69	0.116	10	69	0.109	10	69	0.225
11:00 - 12:00	10	69	0.126	10	69	0.125	10	69	0.251
12:00 - 13:00	10	69	0.097	10	69	0.125	10	69	0.222
13:00 - 14:00	10	69	0.118	10	69	0.139	10	69	0.257
14:00 - 15:00	10	69	0.094	10	69	0.126	10	69	0.220
15:00 - 16:00	10	69	0.106	10	69	0.125	10	69	0.231
16:00 - 17:00	10	69	0.087	10	69	0.103	10	69	0.190
17:00 - 18:00	10	69	0.058	10	69	0.077	10	69	0.135
18:00 - 19:00	10	69	0.045	10	69	0.049	10	69	0.094
19:00 - 20:00	10	69	0.036	10	69	0.048	10	69	0.084
20:00 - 21:00	10	69	0.028	10	69	0.041	10	69	0.069
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.222			1.242			2.464

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	69	0.001	10	69	0.001	10	69	0.002
08:00 - 09:00	10	69	0.003	10	69	0.004	10	69	0.007
09:00 - 10:00	10	69	0.015	10	69	0.004	10	69	0.019
10:00 - 11:00	10	69	0.026	10	69	0.030	10	69	0.056
11:00 - 12:00	10	69	0.015	10	69	0.013	10	69	0.028
12:00 - 13:00	10	69	0.020	10	69	0.023	10	69	0.043
13:00 - 14:00	10	69	0.019	10	69	0.020	10	69	0.039
14:00 - 15:00	10	69	0.012	10	69	0.010	10	69	0.022
15:00 - 16:00	10	69	0.013	10	69	0.010	10	69	0.023
16:00 - 17:00	10	69	0.010	10	69	0.015	10	69	0.025
17:00 - 18:00	10	69	0.007	10	69	0.012	10	69	0.019
18:00 - 19:00	10	69	0.007	10	69	0.001	10	69	0.008
19:00 - 20:00	10	69	0.001	10	69	0.004	10	69	0.005
20:00 - 21:00	10	69	0.000	10	69	0.003	10	69	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.149			0.150			0.299

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.

APPENDIX 4

TRICS Output for Proposed Residential Use

Calculation Reference: AUDIT-851401-221219-1244

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	9 days
	HC HAMPSHIRE	1 days
	KC KENT	2 days
	OX OXFORDSHIRE	2 days
	RE READING	1 days
	SC SURREY	2 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	11 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
	DC DORSET	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	7 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CM CARMARTHENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 150 (units:)
Range Selected by User: 9 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 09/06/22

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	5 days
Tuesday	13 days
Wednesday	13 days
Thursday	10 days
Friday	7 days

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

Selected survey types:

Manual count	48 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	2
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	21
Neighbourhood Centre (PPS6 Local Centre)	14

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:

Industrial Zone	1
Residential Zone	31
Village	13
No Sub Category	3

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	48 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	14 days
5,001 to 10,000	11 days
10,001 to 15,000	8 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	9 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	4 days
25,001 to 50,000	10 days
50,001 to 75,000	5 days
75,001 to 100,000	7 days
100,001 to 125,000	4 days
125,001 to 250,000	14 days
250,001 to 500,000	3 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	37 days
1.6 to 2.0	7 days

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

Travel Plan:

Yes	35 days
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	48 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BA-03-M-01 FROME ROAD RADSTOCK	NELSON WARD DRIVE	BATH & NORTH EAST SOMERSET
	Edge of Town Centre No Sub Category Total No of Dwellings: 141 Survey date: TUESDAY 02/10/18		Survey Type: MANUAL
2	CA-03-M-01 BANNOLD ROAD WATERBEACH	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 52 Survey date: WEDNESDAY 20/06/18		Survey Type: MANUAL
3	CA-03-M-02 FORDHAM ROAD SOHAM	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 87 Survey date: WEDNESDAY 26/05/21		Survey Type: MANUAL
4	CB-03-M-04 STANHOPE ROAD CARLISLE	SEMI-DETACHED & TERRACED	CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 20 Survey date: FRIDAY 24/06/16		Survey Type: MANUAL
5	CM-03-M-02 COLLEGE ROAD CARMARTHEN	HOUSES & FLATS	CARMARTHENSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 49 Survey date: TUESDAY 14/10/14		Survey Type: MANUAL
6	DC-03-M-02 KINGS ROAD DORCHESTER FORDINGTON	TERRACED & BUNGALOWS	DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: FRIDAY 16/09/16		Survey Type: MANUAL
7	DV-03-M-02 SAINT PETER ' SQUAY TOTNES	MIXED HOUSES & FLATS	DEVON
	Edge of Town Residential Zone Total No of Dwellings: 90 Survey date: FRIDAY 29/03/19		Survey Type: MANUAL
8	DY-03-M-01 COCKAYNE STREET DERBY BOULTON	TERRACED / SEMI DETACHED	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 Survey date: TUESDAY 21/10/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-M-05	HOUSES & FLATS	EAST SUSSEX
	A26 CROWBOROUGH RD		
	NEAR UCKFIELD		
	FIVE ASH DOWN VILLAGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	138	
	Survey date: MONDAY	30/06/14	Survey Type: MANUAL
10	ES-03-M-09	DETACHED / SEMI-DETACHED	EAST SUSSEX
	STATION ROAD		
	NORTHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	16	
	Survey date: WEDNESDAY	17/05/17	Survey Type: MANUAL
11	ES-03-M-10	MIXED HOUSES & FLATS	EAST SUSSEX
	DITTONS ROAD		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	108	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
12	ES-03-M-14	MIXED HOUSES & FLATS	EAST SUSSEX
	KINGS DRIVE		
	EASTBOURNE		
	UPPERTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	119	
	Survey date: THURSDAY	15/11/18	Survey Type: MANUAL
13	ES-03-M-15	MIXED HOUSES	EAST SUSSEX
	FIELD END		
	MARESFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	80	
	Survey date: WEDNESDAY	13/03/19	Survey Type: MANUAL
14	ES-03-M-16	MIXED HOUSES & FLATS	EAST SUSSEX
	BARNHORN ROAD		
	BEXHILL		
	LITTLE COMMON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	119	
	Survey date: WEDNESDAY	10/07/19	Survey Type: MANUAL
15	ES-03-M-18	MIXED HOUSES	EAST SUSSEX
	NORTH COMMON ROAD		
	WIVELSFIELD GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	75	
	Survey date: TUESDAY	15/06/21	Survey Type: MANUAL
16	ES-03-M-19	MIXED HOUSES & FLATS	EAST SUSSEX
	PARK ROAD		
	HAILSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	149	
	Survey date: THURSDAY	17/06/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	ES-03-M-20 HOREBEECH LANE HORAM	MIXED HOUSES & FLATS	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	47	
	Survey date: TUESDAY	05/10/21	Survey Type: MANUAL
18	GM-03-M-01 PARK ROAD ROCHDALE	TERRACED & FLATS	GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	25/11/14	Survey Type: MANUAL
19	HC-03-M-15 COOMBE ROAD YATELEY	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	150	
	Survey date: MONDAY	16/05/22	Survey Type: MANUAL
20	KC-03-M-02 HERMITAGE LANE MAIDSTONE BARMING	MIXED HOUSES AND FLATS	KENT
	Edge of Town No Sub Category		
	Total No of Dwellings:	119	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
21	KC-03-M-03 BUNYARD WAY MAIDSTONE ALLINGTON	MIXED HOUSES & FLATS	KENT
	Edge of Town Residential Zone		
	Total No of Dwellings:	140	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
22	NF-03-M-04 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	70	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
23	NF-03-M-05 CAISTOR LANE NEAR NORWICH PORINGLAND	MIXED HOUSES	NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	150	
	Survey date: MONDAY	16/09/19	Survey Type: MANUAL
24	NF-03-M-39 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	61	
	Survey date: WEDNESDAY	14/10/20	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	NF-03-M-42	MIXED HOUSES	NORFOLK
	STALHAM ROAD		
	HOVETON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	120	
	Survey date: THURSDAY	16/09/21	Survey Type: MANUAL
26	NF-03-M-43	MIXED HOUSES	NORFOLK
	PIGOT LANE		
	NEAR NORWICH		
	FRAMINGHAM EARL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	100	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
27	NF-03-M-45	MIXED HOUSES	NORFOLK
	MILL LANE		
	NEAR NORWICH		
	HORSFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	125	
	Survey date: WEDNESDAY	15/09/21	Survey Type: MANUAL
28	NF-03-M-51	MIXED HOUSES	NORFOLK
	MENDHAM LANE		
	HARLESTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	120	
	Survey date: WEDNESDAY	29/09/21	Survey Type: MANUAL
29	OX-03-M-01	MIXED HOUSES	OXFORDSHIRE
	WENMAN ROAD		
	THAME		
	Edge of Town		
	Industrial Zone		
	Total No of Dwellings:	100	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
30	OX-03-M-02	MIXED HOUSES & FLATS	OXFORDSHIRE
	GODSTOW ROAD		
	OXFORD		
	WOLVERCOTE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
31	RE-03-M-02	TERRACED HOUSES & FLATS	READING
	ADDISON ROAD		
	READING		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	37	
	Survey date: TUESDAY	07/06/22	Survey Type: MANUAL
32	SC-03-M-08	MIXED HOUSES & FLATS	SURREY
	CHOBHAM LANE		
	LONGCROSS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	107	
	Survey date: TUESDAY	12/11/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

33	SC-03-M-10 AARONS HILL GODALMING	MIXED HOUSES & FLATS	SURREY
	Edge of Town Residential Zone Total No of Dwellings: 108 Survey date: THURSDAY 09/06/22		Survey Type: MANUAL
34	SM-03-M-01 MILTON HILL TAUNTON MONKTON HEATHFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 135 Survey date: WEDNESDAY 26/09/18	DETACHED & TERRACED HOUSES	SOMERSET
35	SP-03-M-01 WIMPSON LANE SOUTHAMPTON MAYBUSH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: FRIDAY 03/10/14	HOUSES & FLATS	SOUTHAMPTON
36	TW-03-M-02 BENTON ROAD NEWCASTLE UPON TYNE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 108 Survey date: FRIDAY 19/10/18	MIXED HOUSES & FLATS	TYNE & WEAR
37	WK-03-M-02 BISHOPTON LANE STRATFORD UPON AVON BISHOPTON Edge of Town Residential Zone Total No of Dwellings: 130 Survey date: FRIDAY 29/06/18	MIXED HOUSES	WARWICKSHIRE
38	WS-03-M-05 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 92 Survey date: THURSDAY 23/10/14	MIXED HOUSING	WEST SUSSEX
39	WS-03-M-06 SOUTHFIELDS CLOSE CHICHESTER Edge of Town Residential Zone Total No of Dwellings: 67 Survey date: TUESDAY 27/01/15	SEMI DETACHED / DETACHED	WEST SUSSEX

LIST OF SITES relevant to selection parameters (Cont.)

40	WS-03-M-07	HOUSES & FLATS	WEST SUSSEX
	ROSE GREEN ROAD		
	BOGNOR REGIS		
	ALDWICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: WEDNESDAY	05/03/14	Survey Type: MANUAL
41	WS-03-M-13	TERRACED & FLATS	WEST SUSSEX
	IRENE AVENUE		
	WORTHING		
	LANCING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
42	WS-03-M-18	MIXED HOUSES & FLATS	WEST SUSSEX
	WESTLOATS LANE		
	BOGNOR REGIS		
	NORTH BERSTED		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	86	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL
43	WS-03-M-19	MIXED HOUSES & FLATS	WEST SUSSEX
	ADLINGTON GARDENS		
	BOGNOR REGIS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL
44	WS-03-M-20	MIXED HOUSES & FLATS	WEST SUSSEX
	OLD GUILDFORD ROAD		
	HORSHAM		
	BROADBRIDGE HEATH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	121	
	Survey date: THURSDAY	24/10/19	Survey Type: MANUAL
45	WS-03-M-22	MIXED HOUSES & FLATS	WEST SUSSEX
	RUSPER ROAD		
	CRAWLEY		
	IFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: MONDAY	19/10/20	Survey Type: MANUAL
46	WS-03-M-23	MIXED HOUSES & FLATS	WEST SUSSEX
	STANE STREET		
	CHICHESTER		
	WESTHAMPNETT		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	13/10/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

47	WS-03-M-24	MIXED HOUSES	WEST SUSSEX
	COPTHORNE WAY		
	NEAR CRAWLEY		
	COPTHORNE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	80	
	Survey date: FRIDAY	08/10/21	Survey Type: MANUAL
48	WS-03-M-25	MIXED HOUSES	WEST SUSSEX
	CLAPPERS LANE		
	BRACKLESHAM BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: WEDNESDAY	24/11/21	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/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.81

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	48	90	0.077	48	90	0.280	48	90	0.357
08:00 - 09:00	48	90	0.130	48	90	0.369	48	90	0.499
09:00 - 10:00	48	90	0.136	48	90	0.176	48	90	0.312
10:00 - 11:00	48	90	0.135	48	90	0.153	48	90	0.288
11:00 - 12:00	48	90	0.141	48	90	0.153	48	90	0.294
12:00 - 13:00	48	90	0.160	48	90	0.152	48	90	0.312
13:00 - 14:00	48	90	0.167	48	90	0.159	48	90	0.326
14:00 - 15:00	48	90	0.151	48	90	0.180	48	90	0.331
15:00 - 16:00	48	90	0.269	48	90	0.180	48	90	0.449
16:00 - 17:00	48	90	0.254	48	90	0.157	48	90	0.411
17:00 - 18:00	48	90	0.332	48	90	0.159	48	90	0.491
18:00 - 19:00	48	90	0.278	48	90	0.162	48	90	0.440
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.457			2.305			4.762

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

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

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Parameter summary

Trip rate parameter range selected:	9 - 150 (units:)
Survey date range:	01/01/14 - 09/06/22
Number of weekdays (Monday-Friday):	48
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	48	90	0.003	48	90	0.004	48	90	0.007
08:00 - 09:00	48	90	0.006	48	90	0.007	48	90	0.013
09:00 - 10:00	48	90	0.001	48	90	0.001	48	90	0.002
10:00 - 11:00	48	90	0.001	48	90	0.001	48	90	0.002
11:00 - 12:00	48	90	0.002	48	90	0.002	48	90	0.004
12:00 - 13:00	48	90	0.001	48	90	0.001	48	90	0.002
13:00 - 14:00	48	90	0.002	48	90	0.002	48	90	0.004
14:00 - 15:00	48	90	0.001	48	90	0.001	48	90	0.002
15:00 - 16:00	48	90	0.007	48	90	0.007	48	90	0.014
16:00 - 17:00	48	90	0.004	48	90	0.003	48	90	0.007
17:00 - 18:00	48	90	0.002	48	90	0.002	48	90	0.004
18:00 - 19:00	48	90	0.002	48	90	0.002	48	90	0.004
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.033			0.065

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	48	90	0.001	48	90	0.001	48	90	0.002
08:00 - 09:00	48	90	0.001	48	90	0.001	48	90	0.002
09:00 - 10:00	48	90	0.002	48	90	0.002	48	90	0.004
10:00 - 11:00	48	90	0.002	48	90	0.002	48	90	0.004
11:00 - 12:00	48	90	0.002	48	90	0.001	48	90	0.003
12:00 - 13:00	48	90	0.001	48	90	0.002	48	90	0.003
13:00 - 14:00	48	90	0.002	48	90	0.002	48	90	0.004
14:00 - 15:00	48	90	0.000	48	90	0.001	48	90	0.001
15:00 - 16:00	48	90	0.002	48	90	0.001	48	90	0.003
16:00 - 17:00	48	90	0.001	48	90	0.001	48	90	0.002
17:00 - 18:00	48	90	0.000	48	90	0.000	48	90	0.000
18:00 - 19:00	48	90	0.000	48	90	0.001	48	90	0.001
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.015			0.029

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	48	90	0.001	48	90	0.001	48	90	0.002
08:00 - 09:00	48	90	0.001	48	90	0.001	48	90	0.002
09:00 - 10:00	48	90	0.000	48	90	0.000	48	90	0.000
10:00 - 11:00	48	90	0.000	48	90	0.000	48	90	0.000
11:00 - 12:00	48	90	0.000	48	90	0.000	48	90	0.000
12:00 - 13:00	48	90	0.000	48	90	0.000	48	90	0.000
13:00 - 14:00	48	90	0.000	48	90	0.000	48	90	0.000
14:00 - 15:00	48	90	0.000	48	90	0.000	48	90	0.000
15:00 - 16:00	48	90	0.002	48	90	0.002	48	90	0.004
16:00 - 17:00	48	90	0.000	48	90	0.000	48	90	0.000
17:00 - 18:00	48	90	0.000	48	90	0.000	48	90	0.000
18:00 - 19:00	48	90	0.000	48	90	0.000	48	90	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	48	90	0.003	48	90	0.010	48	90	0.013
08:00 - 09:00	48	90	0.003	48	90	0.017	48	90	0.020
09:00 - 10:00	48	90	0.002	48	90	0.003	48	90	0.005
10:00 - 11:00	48	90	0.003	48	90	0.003	48	90	0.006
11:00 - 12:00	48	90	0.003	48	90	0.003	48	90	0.006
12:00 - 13:00	48	90	0.003	48	90	0.004	48	90	0.007
13:00 - 14:00	48	90	0.004	48	90	0.002	48	90	0.006
14:00 - 15:00	48	90	0.006	48	90	0.006	48	90	0.012
15:00 - 16:00	48	90	0.015	48	90	0.006	48	90	0.021
16:00 - 17:00	48	90	0.009	48	90	0.010	48	90	0.019
17:00 - 18:00	48	90	0.012	48	90	0.006	48	90	0.018
18:00 - 19:00	48	90	0.009	48	90	0.006	48	90	0.015
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.076			0.148

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	48	90	0.085	48	90	0.389	48	90	0.474
08:00 - 09:00	48	90	0.154	48	90	0.620	48	90	0.774
09:00 - 10:00	48	90	0.163	48	90	0.243	48	90	0.406
10:00 - 11:00	48	90	0.167	48	90	0.206	48	90	0.373
11:00 - 12:00	48	90	0.186	48	90	0.206	48	90	0.392
12:00 - 13:00	48	90	0.210	48	90	0.197	48	90	0.407
13:00 - 14:00	48	90	0.222	48	90	0.205	48	90	0.427
14:00 - 15:00	48	90	0.201	48	90	0.232	48	90	0.433
15:00 - 16:00	48	90	0.448	48	90	0.241	48	90	0.689
16:00 - 17:00	48	90	0.378	48	90	0.224	48	90	0.602
17:00 - 18:00	48	90	0.469	48	90	0.221	48	90	0.690
18:00 - 19:00	48	90	0.398	48	90	0.225	48	90	0.623
19:00 - 20:00	1	119	0.168	1	119	0.017	1	119	0.185
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.400			3.243			6.643

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	48	90	0.026	48	90	0.050	48	90	0.076
08:00 - 09:00	48	90	0.059	48	90	0.200	48	90	0.259
09:00 - 10:00	48	90	0.052	48	90	0.039	48	90	0.091
10:00 - 11:00	48	90	0.038	48	90	0.049	48	90	0.087
11:00 - 12:00	48	90	0.037	48	90	0.041	48	90	0.078
12:00 - 13:00	48	90	0.050	48	90	0.033	48	90	0.083
13:00 - 14:00	48	90	0.041	48	90	0.039	48	90	0.080
14:00 - 15:00	48	90	0.042	48	90	0.069	48	90	0.111
15:00 - 16:00	48	90	0.203	48	90	0.067	48	90	0.270
16:00 - 17:00	48	90	0.078	48	90	0.049	48	90	0.127
17:00 - 18:00	48	90	0.068	48	90	0.052	48	90	0.120
18:00 - 19:00	48	90	0.049	48	90	0.047	48	90	0.096
19:00 - 20:00	1	119	0.008	1	119	0.008	1	119	0.016
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.751			0.743			1.494

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
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	48	90	0.000	48	90	0.022	48	90	0.022
08:00 - 09:00	48	90	0.001	48	90	0.023	48	90	0.024
09:00 - 10:00	48	90	0.004	48	90	0.006	48	90	0.010
10:00 - 11:00	48	90	0.003	48	90	0.006	48	90	0.009
11:00 - 12:00	48	90	0.005	48	90	0.007	48	90	0.012
12:00 - 13:00	48	90	0.006	48	90	0.009	48	90	0.015
13:00 - 14:00	48	90	0.005	48	90	0.006	48	90	0.011
14:00 - 15:00	48	90	0.006	48	90	0.007	48	90	0.013
15:00 - 16:00	48	90	0.033	48	90	0.008	48	90	0.041
16:00 - 17:00	48	90	0.016	48	90	0.004	48	90	0.020
17:00 - 18:00	48	90	0.013	48	90	0.005	48	90	0.018
18:00 - 19:00	48	90	0.011	48	90	0.003	48	90	0.014
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.106			0.209

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	48	90	0.000	48	90	0.009	48	90	0.009
08:00 - 09:00	48	90	0.000	48	90	0.006	48	90	0.006
09:00 - 10:00	48	90	0.000	48	90	0.002	48	90	0.002
10:00 - 11:00	48	90	0.000	48	90	0.003	48	90	0.003
11:00 - 12:00	48	90	0.001	48	90	0.001	48	90	0.002
12:00 - 13:00	48	90	0.002	48	90	0.001	48	90	0.003
13:00 - 14:00	48	90	0.001	48	90	0.001	48	90	0.002
14:00 - 15:00	48	90	0.001	48	90	0.001	48	90	0.002
15:00 - 16:00	48	90	0.004	48	90	0.001	48	90	0.005
16:00 - 17:00	48	90	0.006	48	90	0.000	48	90	0.006
17:00 - 18:00	48	90	0.006	48	90	0.000	48	90	0.006
18:00 - 19:00	48	90	0.005	48	90	0.002	48	90	0.007
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.027			0.053

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	48	90	0.000	48	90	0.002	48	90	0.002
08:00 - 09:00	48	90	0.000	48	90	0.001	48	90	0.001
09:00 - 10:00	48	90	0.000	48	90	0.000	48	90	0.000
10:00 - 11:00	48	90	0.000	48	90	0.000	48	90	0.000
11:00 - 12:00	48	90	0.000	48	90	0.000	48	90	0.000
12:00 - 13:00	48	90	0.000	48	90	0.000	48	90	0.000
13:00 - 14:00	48	90	0.000	48	90	0.000	48	90	0.000
14:00 - 15:00	48	90	0.000	48	90	0.000	48	90	0.000
15:00 - 16:00	48	90	0.003	48	90	0.000	48	90	0.003
16:00 - 17:00	48	90	0.000	48	90	0.000	48	90	0.000
17:00 - 18:00	48	90	0.000	48	90	0.000	48	90	0.000
18:00 - 19:00	48	90	0.000	48	90	0.000	48	90	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	48	90	0.000	48	90	0.033	48	90	0.033
08:00 - 09:00	48	90	0.001	48	90	0.030	48	90	0.031
09:00 - 10:00	48	90	0.005	48	90	0.008	48	90	0.013
10:00 - 11:00	48	90	0.003	48	90	0.008	48	90	0.011
11:00 - 12:00	48	90	0.006	48	90	0.009	48	90	0.015
12:00 - 13:00	48	90	0.007	48	90	0.010	48	90	0.017
13:00 - 14:00	48	90	0.006	48	90	0.007	48	90	0.013
14:00 - 15:00	48	90	0.006	48	90	0.008	48	90	0.014
15:00 - 16:00	48	90	0.039	48	90	0.009	48	90	0.048
16:00 - 17:00	48	90	0.022	48	90	0.004	48	90	0.026
17:00 - 18:00	48	90	0.019	48	90	0.005	48	90	0.024
18:00 - 19:00	48	90	0.016	48	90	0.005	48	90	0.021
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.130			0.136			0.266

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.81

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	48	90	0.116	48	90	0.482	48	90	0.598
08:00 - 09:00	48	90	0.217	48	90	0.867	48	90	1.084
09:00 - 10:00	48	90	0.221	48	90	0.293	48	90	0.514
10:00 - 11:00	48	90	0.212	48	90	0.266	48	90	0.478
11:00 - 12:00	48	90	0.232	48	90	0.259	48	90	0.491
12:00 - 13:00	48	90	0.269	48	90	0.244	48	90	0.513
13:00 - 14:00	48	90	0.274	48	90	0.254	48	90	0.528
14:00 - 15:00	48	90	0.256	48	90	0.316	48	90	0.572
15:00 - 16:00	48	90	0.706	48	90	0.322	48	90	1.028
16:00 - 17:00	48	90	0.487	48	90	0.287	48	90	0.774
17:00 - 18:00	48	90	0.569	48	90	0.285	48	90	0.854
18:00 - 19:00	48	90	0.472	48	90	0.283	48	90	0.755
19:00 - 20:00	1	119	0.176	1	119	0.025	1	119	0.201
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.358			4.200			8.558

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	48	90	0.061	48	90	0.243	48	90	0.304
08:00 - 09:00	48	90	0.101	48	90	0.331	48	90	0.432
09:00 - 10:00	48	90	0.111	48	90	0.149	48	90	0.260
10:00 - 11:00	48	90	0.104	48	90	0.121	48	90	0.225
11:00 - 12:00	48	90	0.113	48	90	0.126	48	90	0.239
12:00 - 13:00	48	90	0.130	48	90	0.123	48	90	0.253
13:00 - 14:00	48	90	0.137	48	90	0.127	48	90	0.264
14:00 - 15:00	48	90	0.126	48	90	0.155	48	90	0.281
15:00 - 16:00	48	90	0.232	48	90	0.145	48	90	0.377
16:00 - 17:00	48	90	0.216	48	90	0.135	48	90	0.351
17:00 - 18:00	48	90	0.298	48	90	0.139	48	90	0.437
18:00 - 19:00	48	90	0.253	48	90	0.147	48	90	0.400
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.109			1.966			4.075

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	48	90	0.011	48	90	0.028	48	90	0.039
08:00 - 09:00	48	90	0.022	48	90	0.029	48	90	0.051
09:00 - 10:00	48	90	0.022	48	90	0.023	48	90	0.045
10:00 - 11:00	48	90	0.027	48	90	0.029	48	90	0.056
11:00 - 12:00	48	90	0.023	48	90	0.023	48	90	0.046
12:00 - 13:00	48	90	0.025	48	90	0.025	48	90	0.050
13:00 - 14:00	48	90	0.025	48	90	0.026	48	90	0.051
14:00 - 15:00	48	90	0.023	48	90	0.022	48	90	0.045
15:00 - 16:00	48	90	0.025	48	90	0.024	48	90	0.049
16:00 - 17:00	48	90	0.031	48	90	0.018	48	90	0.049
17:00 - 18:00	48	90	0.028	48	90	0.015	48	90	0.043
18:00 - 19:00	48	90	0.020	48	90	0.012	48	90	0.032
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.282			0.274			0.556

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	48	90	0.001	48	90	0.003	48	90	0.004
08:00 - 09:00	48	90	0.000	48	90	0.001	48	90	0.001
09:00 - 10:00	48	90	0.000	48	90	0.001	48	90	0.001
10:00 - 11:00	48	90	0.001	48	90	0.000	48	90	0.001
11:00 - 12:00	48	90	0.001	48	90	0.001	48	90	0.002
12:00 - 13:00	48	90	0.002	48	90	0.001	48	90	0.003
13:00 - 14:00	48	90	0.001	48	90	0.002	48	90	0.003
14:00 - 15:00	48	90	0.001	48	90	0.001	48	90	0.002
15:00 - 16:00	48	90	0.001	48	90	0.001	48	90	0.002
16:00 - 17:00	48	90	0.003	48	90	0.001	48	90	0.004
17:00 - 18:00	48	90	0.003	48	90	0.002	48	90	0.005
18:00 - 19:00	48	90	0.003	48	90	0.001	48	90	0.004
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.015			0.032

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL Scooters

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	48	90	0.000	48	90	0.000	48	90	0.000
08:00 - 09:00	48	90	0.000	48	90	0.000	48	90	0.000
09:00 - 10:00	48	90	0.000	48	90	0.000	48	90	0.000
10:00 - 11:00	48	90	0.000	48	90	0.000	48	90	0.000
11:00 - 12:00	48	90	0.000	48	90	0.000	48	90	0.000
12:00 - 13:00	48	90	0.000	48	90	0.000	48	90	0.000
13:00 - 14:00	48	90	0.000	48	90	0.000	48	90	0.000
14:00 - 15:00	48	90	0.000	48	90	0.000	48	90	0.000
15:00 - 16:00	48	90	0.000	48	90	0.000	48	90	0.000
16:00 - 17:00	48	90	0.000	48	90	0.000	48	90	0.000
17:00 - 18:00	48	90	0.000	48	90	0.000	48	90	0.000
18:00 - 19:00	48	90	0.000	48	90	0.000	48	90	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

MÜLLER