

Sports & Performance Cars

Proposed Employment Development, Holroyd Street, Rochdale

Transport Statement

240822

SEPTEMBER 2024



SCP GENERAL NOTES

Project No.: 240822-TA (0.0)

Title: Proposed Employment Development, Holroyd Street, Rochdale, Transport Statement

Client: Sports & Performance Cars

Date: 24 September 2024

Office: Manchester

Author	<u>Abbie Moore</u>	Reviewer	<u>Mark Devenish</u>
Date:	<u>18.09.2024</u>	Date:	<u>24.09.2024</u>

Revision	Date	Status	Prepared by	Approved by
00	24.08.2024	Draft	AM	MD

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

CONTENTS

1	INTRODUCTION	2
2	EXISTING CONDITIONS	3
3	PROPOSED DEVELOPMENT	8
4	ACCESSIBILITY	11
5	TRIP GENERATION.....	17
6	SUMMARY AND CONCLUSIONS.....	20

APPENDICES

APPENDIX A	ACCIDENT REPORT
APPENDIX B	SITE LAYOUT PLAN
APPENDIX C	VISIBILITY SPLAYS
APPENDIX D	SWEPT PATH ANALYSIS
APPENDIX E	TRICS REPORT

1 INTRODUCTION

- 1.1 SCP have been instructed by Sports & Performance Cars to produce a Transport Statement (TS) in support of the proposals for an office development located on land to the south of Holroyd Street, in Rochdale.
- 1.2 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform Rochdale Borough Council (RBC), as the local highway and planning authority and stakeholders regarding the nature and magnitude of their impact.

Structure of This Report

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

2 EXISTING CONDITIONS

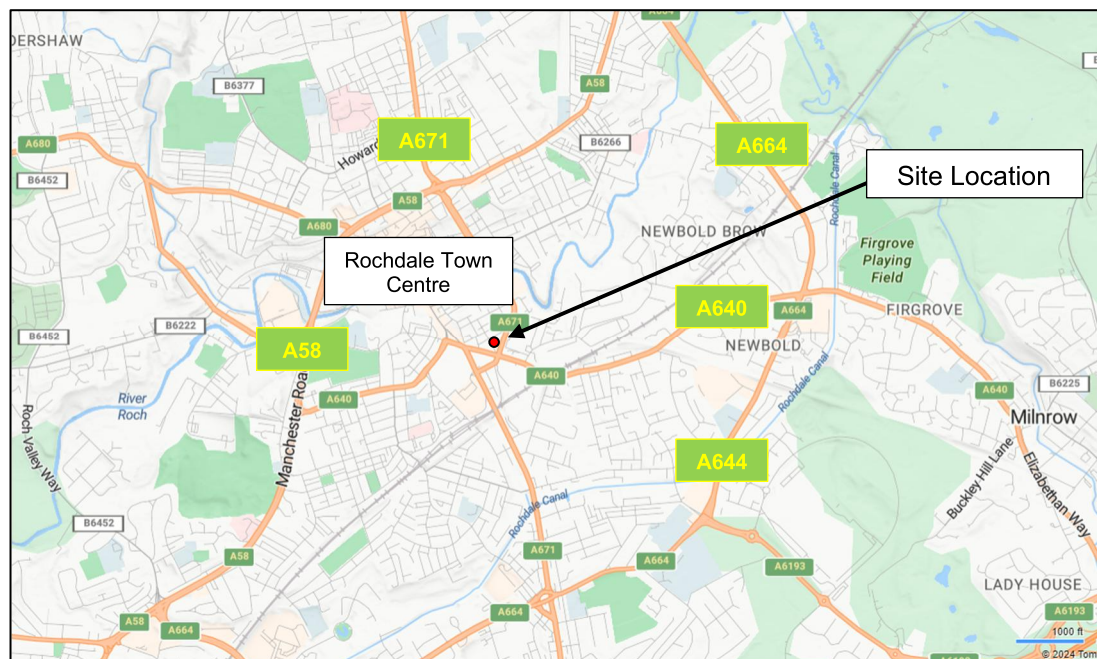
General

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

Site Location / Composition

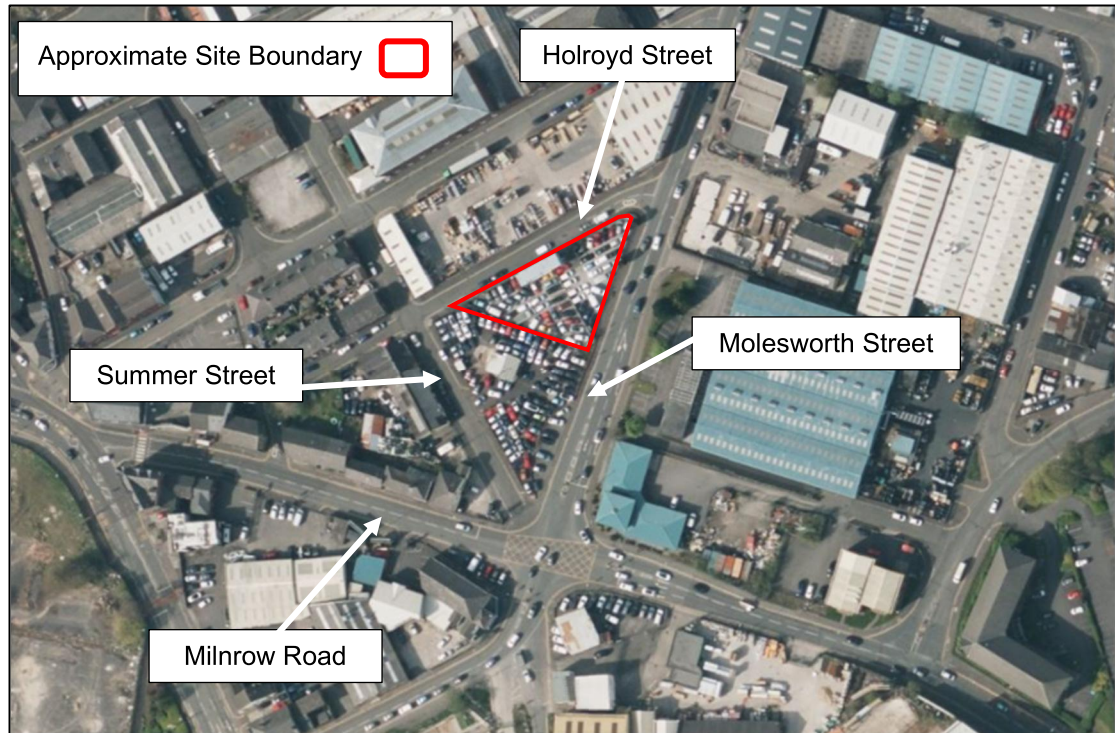
- 2.2 The application site currently comprises a car dealership (The Point Motor Company) to the south of Holroyd Street in Rochdale town centre. **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



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

Figure 2.2 – Site Location Plan – Local View



- 2.4 There is an existing vehicular entrance to the north of the site off Holroyd Street in the form of a dropped kerb arrangement as shown in **Figure 2.3**.

Figure 2.3 – Existing Site Access



Local Highway Network

Holroyd Street

- 2.5 Holroyd Street is located to the north of the site and provides a connection to the A671 Molesworth Street in the east, with Pickup Street to the west. Holroyd Street has a carriageway width of approximately 5.5m which benefits from street lighting columns as well as footways on both sides of the road. Holroyd Street is subject to a 20mph speed limit. Traffic regulation orders (TROs) are located on the northern side of the carriageway in the form of double yellow lines. To the south of the carriageway edge of Holroyd Street there is a section of parking available with restrictions in place whereby there is 'no loading' between 8am-9am and between 4.30-6.00pm.

A671 Molesworth Street

- 2.6 The A671 Molesworth Street fronts the eastern site boundary and links the A640 Milnrow Road in the south to the A671 John Street in the north. The A671 Molesworth Street is subject to a 30mph speed limit, benefits from regularly spaced street lighting columns with a footway on both sides of the road. The A671 Molesworth Street has a carriageway width of approximately 7.5m to the north, in the vicinity of the site, before widening to three lanes with a carriageway width of approximately 11m to the south at the Molesworth Street/ A640 Milnrow Road/ Railway Street signalised junction. The A671 Molesworth Street is protected by TROs in the form of double yellow lines on both sides of the carriageway.

Summer Street

- 2.7 Summer Street is located to the west of the site and is accessed via the Summer Street/ Holroyd Street junction. Summer Street is subject to a 20mph speed limit and has a carriageway width of approximately 5.5m. Summer Street benefits from regularly spaced street lighting columns with a footway on both sides of the road. The majority of Summer Street is protected by TROs in the form of double yellow lines on both sides of the carriageway.

Existing Road Safety Record

- 2.8 National Planning Practice Guidance (NPPG) states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works, or traffic management measures will help to alleviate the problems”.
- 2.9 A review of accident data covering the most recently available five-year period has been undertaken using Department for Transport (DfT) data. The study area analysed encompasses Jackson Street, the Jackson Street / Hamil Road junction and the B5051 Moorland Road / Jackson Street junction. The location and severity of any accidents within the study area during this period, is also presented in **Figure 2.4** below.

Figure 2.4 – Road Safety Record



- 2.10 The analysis shows that no accidents were recorded in the immediate vicinity of the site access, on Holroyd Street or the A671 Molesworth Street. Only 1 accident was recorded in the study area during the 5-year study period. A full report can be seen in **Appendix A**. The recorded accident took place on the A671 Molesworth Street/ A640 Milnrow Road/ Railway Street junction and resulted in ‘slight’ severity injuries.

- 2.11 The evidence presented above and illustrated in **Figure 2.4** demonstrates that the area in the vicinity of the site does not have any recorded highway safety problems that could be affected by the development proposals.

3 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals involve the construction of an office building (Class B1) with associated covered cycle storage and car parking, located in Rochdale town centre. In total there will be a floor area of as 787.3sqm shown below:

- *Ground Floor Area:* Approximately 246.1sqm
- *First Floor Area:* Approximately 270.6sqm
- *Second Floor Area:* Approximately 270.6sqm

Total: 787.3sqm

- 3.2 The proposed site layout plan and floor plans are contained in **Appendix B**.

Proposed Access Arrangement

- 3.3 As shown on the site layout plan, presented in **Appendix B**, it is proposed that the site access be located off Holroyd Street on the site's northern boundary, located to the west of the existing vehicular access. The access provides a 6m wide carriageway width as well as appropriate radii to allow two cars to access / egress the site simultaneously.
- 3.4 Pedestrian access will be provided from a separate dedicated access to the east of the vehicle access.
- 3.5 As shown on drawing number SCP/240822/D01 contained in **Appendix C**, 2.4m x 25m visibility, in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 20mph road, is achievable in both directions from the proposed access.

Servicing

- 3.6 Swept path analysis has been undertaken of the site access, as shown on drawing SCP/240822/ATR01 presented in **Appendix D**, which demonstrates that a refuse vehicle can access the site, reversing from Holroyd Street.

Parking

- 3.7 The proposed development will provide a total of 13 parking spaces (including 1 disabled bay).
- 3.8 Rochdale Borough Council's parking standards are set out in Rochdale's Core Strategy (2016) Appendix 5, which states a requirement of the following standards for offices:
- Maximum Standard for Car Parking Provision: 1 space per 35m²
 - Minimum Standard for Cycle Space Provision: 1 space per 400m² (min 2 spaces)

- Minimum Standard for Powered Two Wheeled Vehicle Parking Provision: 1 space per 1,400m²
- Minimum Standard for Disabled Car Parking Provision to be Provided: 10% of total capacity.

3.9 Applying these standards to the development, creates a need for approximately 22 parking spaces, 2 cycle spaces and 1 disabled bay.

3.10 The proposed provision is within RBC's standards, which is considered acceptable in this instance for the following reasons:-

- RBC's parking standards are given as a maximum
- As detailed in Chapter 4, the site benefits from high levels of accessibility, being within Rochdale town centre and associated facilities, amenities and numerous transport links, including bus stops and Rochdale Railway Station (700m walk distance). Therefore, prospective site users will not be wholly reliant on the private car to travel to/from the site;
- The general thrust of National and Local planning policy is also to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this highly accessible location and, by providing a level of parking below the Council's standards, will help to reduce the reliance on the use of the private car and meet these policy objectives, particularly given that cycle parking is proposed in excess of the Council's standards, as detailed below;
- As shown on the site layout plan, presented in [Appendix A](#), proposed cycle store has a gross floor area of approximately 46.5m² which is capable of accommodating a level of cycle parking well in excess of the Council's standards (Up to 44 spaces, two-per racking) which will encourage prospective site users to travel via bicycle;
- Any prospective site user will be in no doubt as to the level of parking provided at the scheme and will therefore be aware of the reduced level of parking

- 3.11 The proposed car parking provision is therefore considered to be acceptable in this highly accessible location, particularly given that the cycle parking proposed is in excess of the standards.

4 ACCESSIBILITY

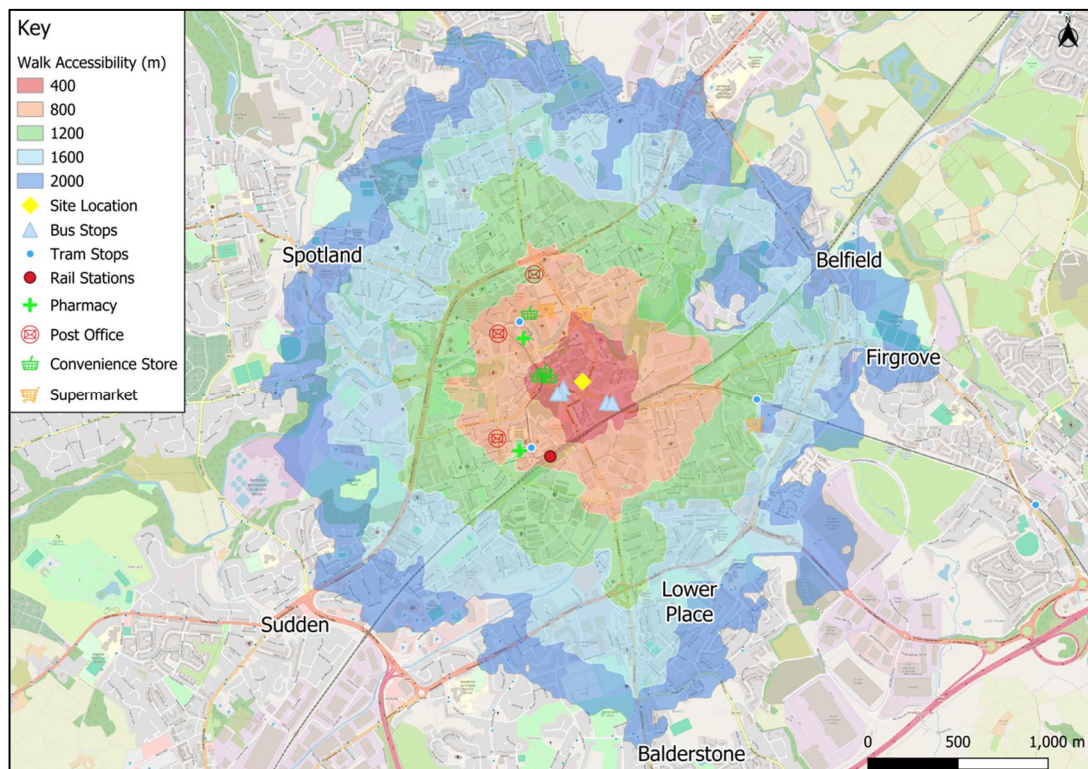
General

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

Pedestrian Accessibility

- 4.2 MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which site users may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

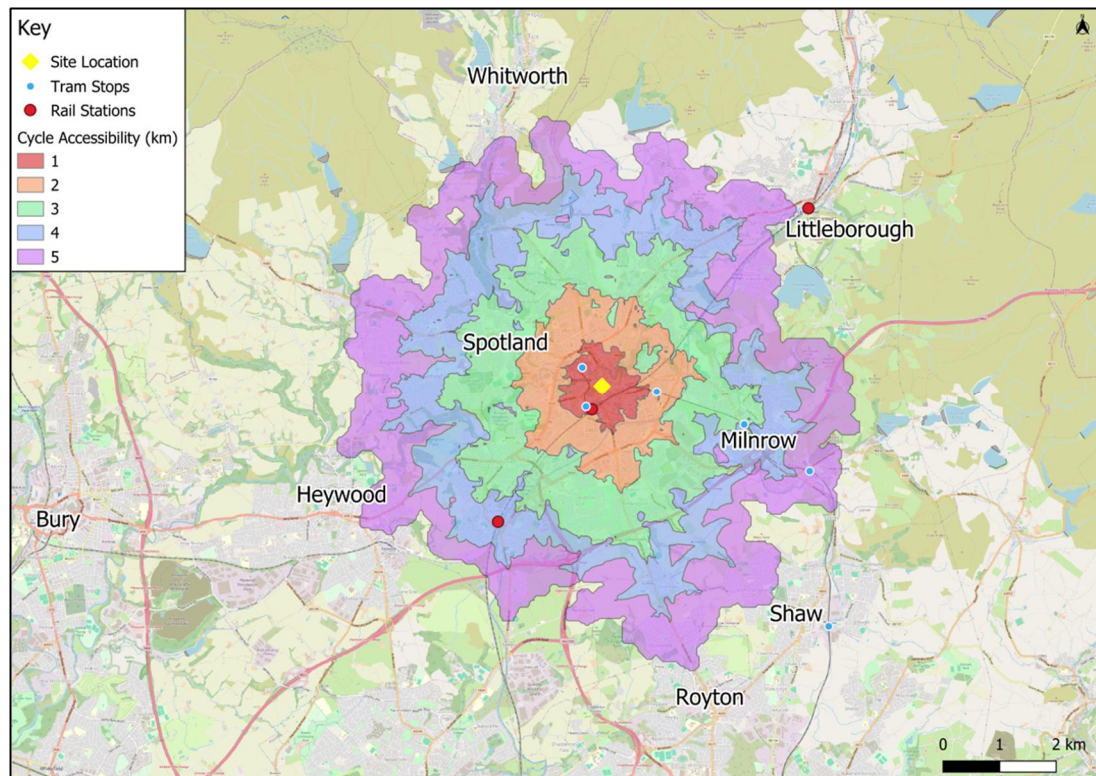


- 4.4 The site is within an acceptable walk distance of Rochdale town centre in addition to the nearby residential areas of Sudden, Lower Place, Scotland which provides a catchment for prospective staff members. Furthermore, there are numerous facilities within an acceptable walk distance which staff can access on foot during their lunchbreaks, including a supermarket and various convenience stores, takeaways and cafes etc.
- 4.5 The site is also within a reasonable walk distance of numerous transport links including several bus services and Rochdale Railway Station, as detailed later, to encourage prospective staff to travel via sustainable modes.
- 4.6 Overall, the site benefits from good levels of accessibility by foot with several residential areas nearby, which provide a catchment for prospective staff members, as well as public transport options and local facilities which staff can access on foot during their lunchbreaks, including a supermarket and various convenience stores, takeaways and cafes etc., reducing the need for staff to travel by car.

Cycle Accessibility

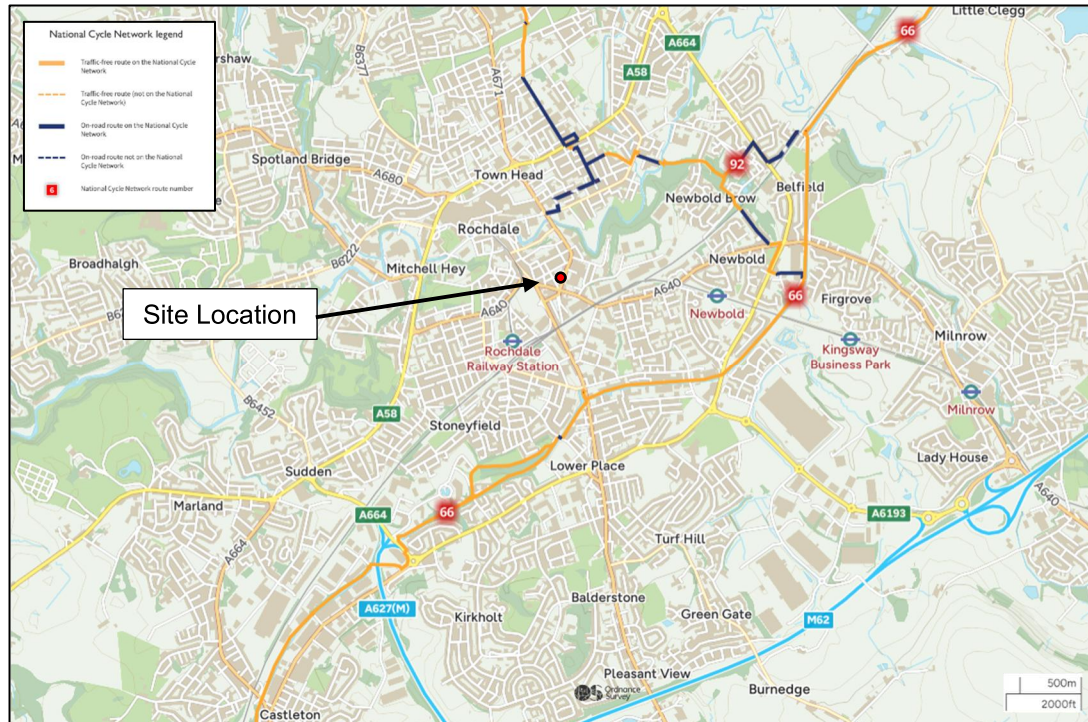
- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 GIS TRACC software has again been used to assess the accessibility of the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

Figure 4.2 - Cycle Accessibility 5km Isochrone



- 4.9 The plan demonstrates that the nearby areas of Milnrow, Spotland, and Heywood, amongst others, are all located within the 5km catchment area from the development site. The site is therefore well located to encourage prospective staff to travel to/from work via bicycle.
- 4.10 As shown in **Figure 4.3**, several National Cycle Routes (NCR) surround the site. NCR 66 is located to the south of the site. NCR 66 provides a connection between Todmorden and NCR 68 to the north, with Middleton in the south. NCR 92 is located to the north of the site and provides a route between NCR 66 to the east, and Whitworth to the west.

Figure 4.3 - National Cycle Routes



- 4.11 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective staff.

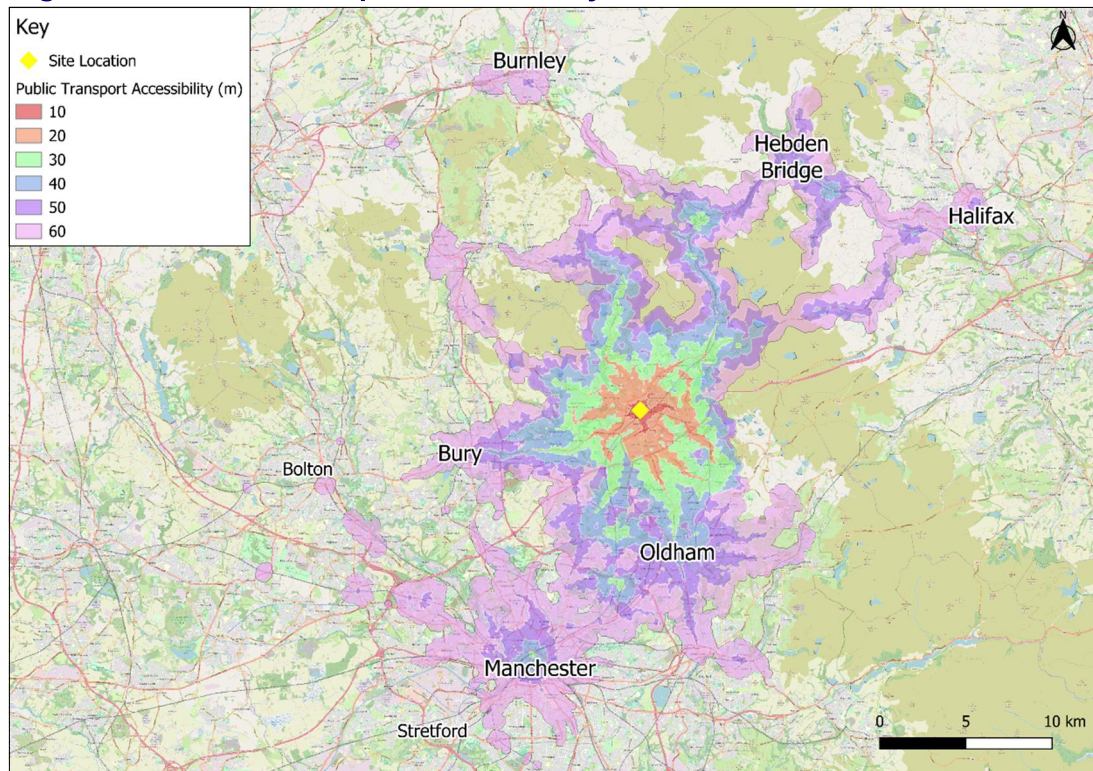
Public Transport

- 4.12 The closest bus stop is located on the northern carriageway of the A640 Milnrow Road, within a 2-minute walk (130m walking distance) from the site location. Additional bus stops are located on both sides of Oldham Road within a reasonable walk distance of the site (3 minute/ 220m walk distance). The services provided from these bus stops are shown in **Table 4.1** below.

Table 4.1: Bus Services				
Bus Services	Route	Approximate Frequency (Mins)		
		Mon-Fri	Sat	Sun
435	Rochdale - Buckstones (Circular)	Every hour	Every hour	Every hour
451	Rochdale - Peppermint Bridge circular	Every hour	Every hour	Every hour
455	Rochdale - Littleborough	Every hour	Every hour	-
832	Blue Coat School - Norden	<i>Schl</i>	-	-
406	Rochdale - Kirkholt circular	Every 20 mins	Every 20 mins	Every 30 mins
409	Rochdale - Ashton	Every 10-20 mins	Every 10-20 mins	Every 30 mins
436	Rochdale - Buckstones (Circular)	Every hour	Every hour	Every hour
447	Rochdale - Wallbank	Every hour	Every hour	Every hour

- 4.13 As shown in **Table 4.1** prospective staff of the site will have access to bus services stopping reasonably close to the site which provide access to key destinations at a high frequency.
- 4.14 In terms of rail services, Rochdale Railway Station can be accessed in under a 10-minute walk time (or <700m walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Leeds city centre, Blackburn, Todmorden, and Manchester Victoria, amongst others.
- 4.15 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.4 – Public Transport Accessibility 60m Isochrone



- 4.16 The above demonstrates that the site is within a close proximity to a number of bus and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester city centre, Oldham, Bury and Halifax amongst others, are in an acceptable 60-minute commute time.

Summary

- 4.17 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes. These findings demonstrate that prospective staff will not be reliant on the private car to travel for to work.

5 TRIP GENERATION

Overview

- 5.1 This Chapter provides an estimate of the trips generated by the proposed development during the weekday AM and PM peak hours.

Trip Generation – Existing Development

- 5.2 As detailed earlier, the site currently comprises a car dealership with a site area of approximately 1065sqm (0.1065 Hectares).
- 5.3 In order to estimate the level of trips that could be generated by the extant use, the trip rates have been obtained from the industry standard TRICS Database. The selection criteria for the TRICS based trip rates is as follows:
- i) Car Showrooms
 - ii) Total Vehicle surveys
 - iii) Sites in Greater London and Ireland excluded
 - iv) Selection by Site Area
 - v) Only sites in 'Town Centre' locations have been selected
- 5.4 The multi modal TRICS outputs for the proposed development are presented in **Appendix E** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per Hectare) Associated with the Existing Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	62.581	22.581	21.935	58.71

- 5.5 The calculated trip generation associated with the existing use of the site is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – Approx. 0.1065 Hectares				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	7	2	2	6

Trip Generation – Proposed Development

5.6 In order to estimate the trip generating potential of the proposed development, average trip rates from the industry standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:

- vi) Employment
- vii) Office
- viii) Multi modal surveys
- ix) Sites in Greater London and Ireland excluded
- x) Section by Gross Floor Area
- xi) Only sites in 'Town Centre' locations have been selected

5.7 The multi modal TRICS outputs for the proposed development are presented in **Appendix E** and are summarised in **Table 5.3** below.

Table 5.3 - Estimated Trip Rates (Per 100sqm) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.733	0.108	0.096	0.626
Cycles	0.045	0.001	0	0.036
Pedestrians	0.4	0.062	0.126	0.413
Pub. Trans.	0.847	0.013	0.061	0.754

5.8 The estimated trip generation associated with the proposed development is therefore as summarised in **Table 5.4** below.

Table 5.4 - Estimated Trip Generation – Approx. 787sqm				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	6	1	1	5
Cycles	0	0	0	0
Pedestrians	3	0	1	3
Pub. Trans.	7	0	0	6

Net Trip Generation

- 5.9 The net trip generation is equal to the sum of the trip generation estimates associated with the proposed development, minus the approved trip generation estimates associated with the extant use, as summarised in **Table 5.5** below.

Table 5.5 – Net Trip Generation				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	-1	-1	-1	-1

- 5.10 As detailed above, it is estimated that the scheme will generate a net decrease of 2 two-way vehicle movements in the AM and PM peak hours, when compared to the extant planning permission. Volumetrically, this equates to a reduction in 1 additional vehicle movement every 30 minutes or so in both the AM and PM peak hours.
- 5.11 Having regard to the above, the proposed development is not anticipated to result in an intensification of the local highway network and no further detailed assessment is required.

6 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Sports & Performance Cars produce a Transport Statement (TS) in support of the proposals for an office development located on land to the south of Holroyd Street, in Rochdale.
- 6.2 It is proposed that the site access be located off Holroyd Street on the site's northern boundary. Pedestrian and cycle access will be provided from the same location as the vehicular access, which would replace the existing access, also on Holroyd Street.
- 6.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.4 It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective site users will not be reliant on the private car.
- 6.5 The proposed level of car parking spaces within the site is considered adequate to accommodate the expected demand whilst encouraging travel by sustainable modes, in the context of the town centre location.
- 6.6 It is estimated that the scheme will generate a net decrease of 2 two-way vehicle movements in the AM and PM peak hours, when compared to the existing use of the site. Volumetrically, this equates to a reduction in 1 additional vehicle movement every 30 minutes or so in both the AM and PM peak hours. Having regard to this, the proposed development is not anticipated to result in an intensification of the local highway network.
- 6.7 It is therefore concluded that the application proposals are acceptable with regard to transport.

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APPENDIX A

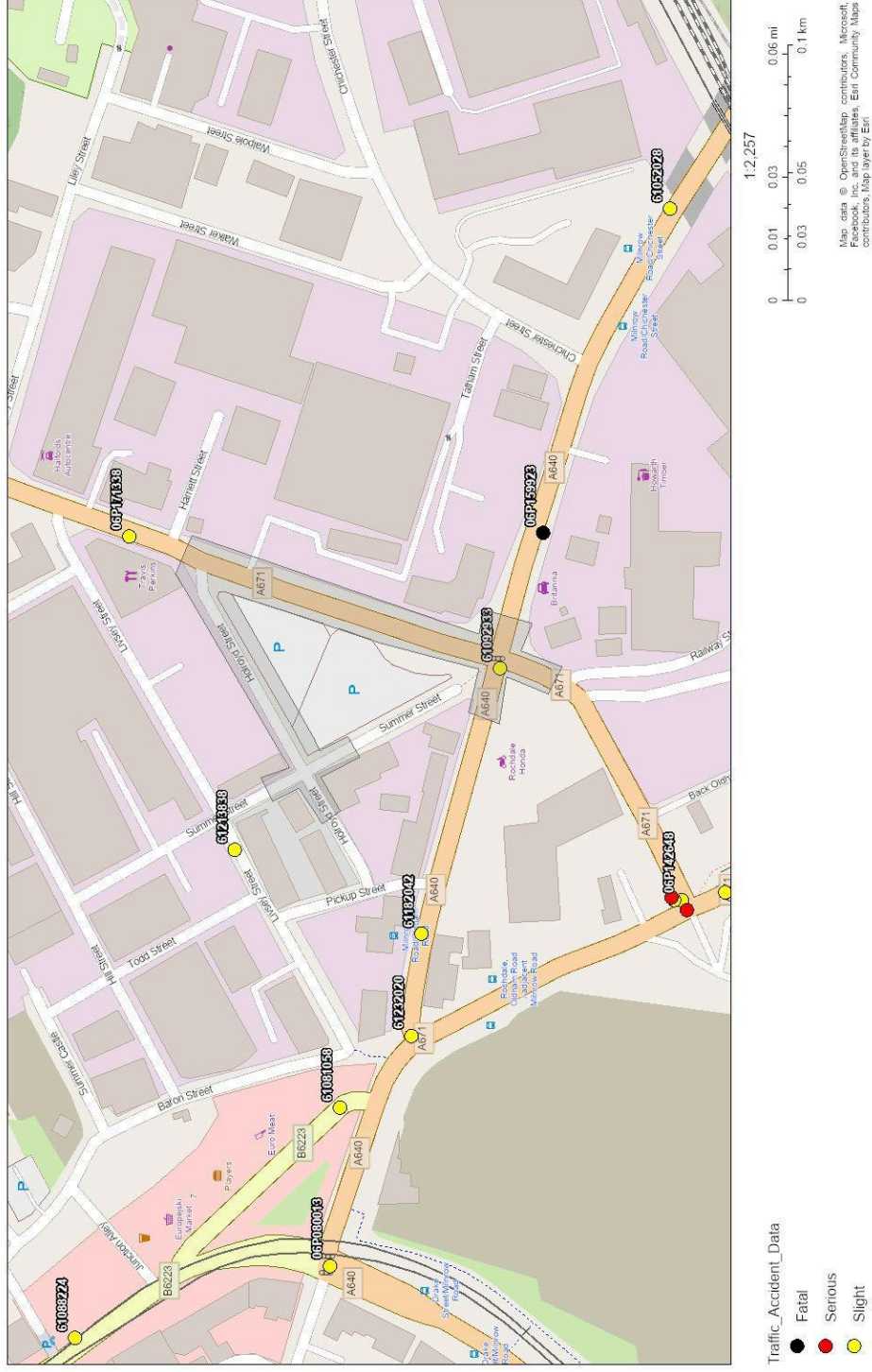


Screening Report

Area of Interest (AOI) Information

Area : 4,365.88 m²

Sept 25 2024 9:53:05 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Accidents	1	N/A	N/A
Vehicles	2	N/A	N/A
Casualties	2	N/A	N/A

Accidents

#	Accident Reference	Accident Severity	Year	Easting	Northing	Number of Vehicles	Number of Casualties	Date
1	61092933	Slight	2021	390,164	413,023	2	2	27/09/2021

#	Day of Week	Time	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit	Junction Detail
1	Monday	5:25 PM	Rochdale	A	640	Single carriageway	30	Crossroads

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

#	Pedestrian Crossing - Physical Facilities			Did Police Officer Attend Scene of Accident		Count	
1	No physical crossing facilities within 50 metres			Yes	1		

Vehicles

#	Accident Reference	Year	Vehicle Reference	Vehicle Type	Towing and Articulation	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction Location
1	61092933	2021	1	Van / Goods 3.5 tonnes mgw or under	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road
2	61092933	2021	2	Taxi/Private hire car	No tow/articulation	Overtaking - nearside	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road

#	Skidding and Overturning	Hit Object in Carriageway	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle	Driver Home Area Type	Count
1	None	None	Front	Journey as part of work	Male	36 - 45	3	Data missing or out of range	1
2	None	None	Offside	Journey as part of work	Male	56 - 65	9	Data missing or out of range	1

Casualties

#	Accident_Reference	Year	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty Severity
1	61092933	2021	1	1	Driver or rider	Male	36 - 45	Slight
2	61092933	2021	2	2	Driver or rider	Male	56 - 65	Slight

#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Count
1	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Van / Goods vehicle (3.5 tonnes mgw or under) occupant	1
2	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Taxi/Private hire car occupant	1

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APPENDIX B

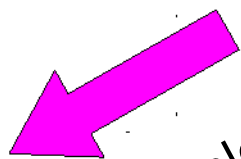
LIVSEY STREET

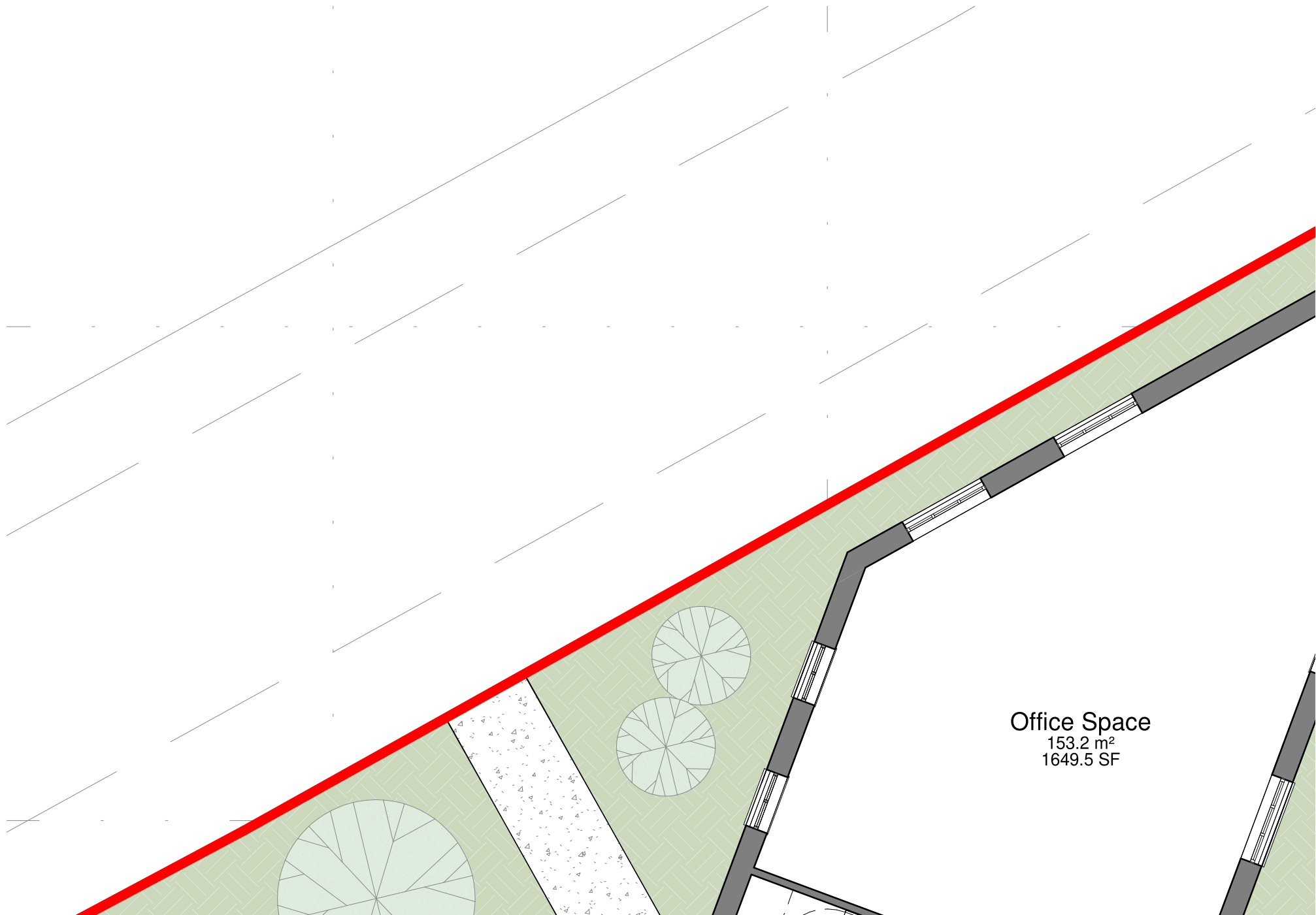
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SUM

28

Rochdale Bus Station
(400m)





Office Space
153.2 m²
1649.5 SF



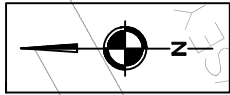
1

Proposed East Elevation

1 : 100

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APPENDIX C



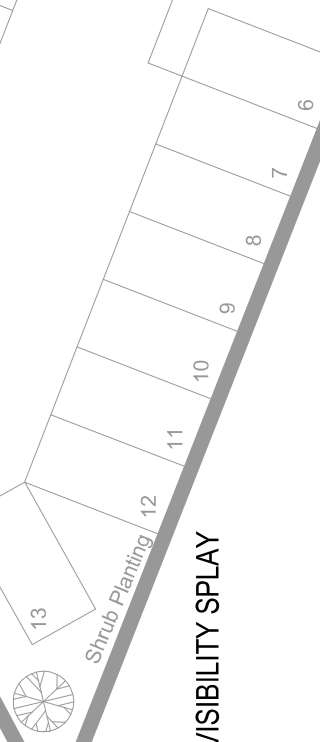
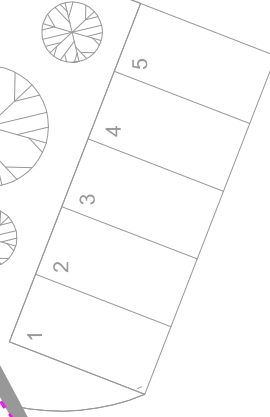
Depot

HOLROYD STREET

SUMMER STREET

2.4m x 25m VISIBILITY SPLAY

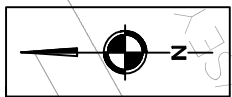
2.4m x 25m VISIBILITY SPLAY



Shrub Planting

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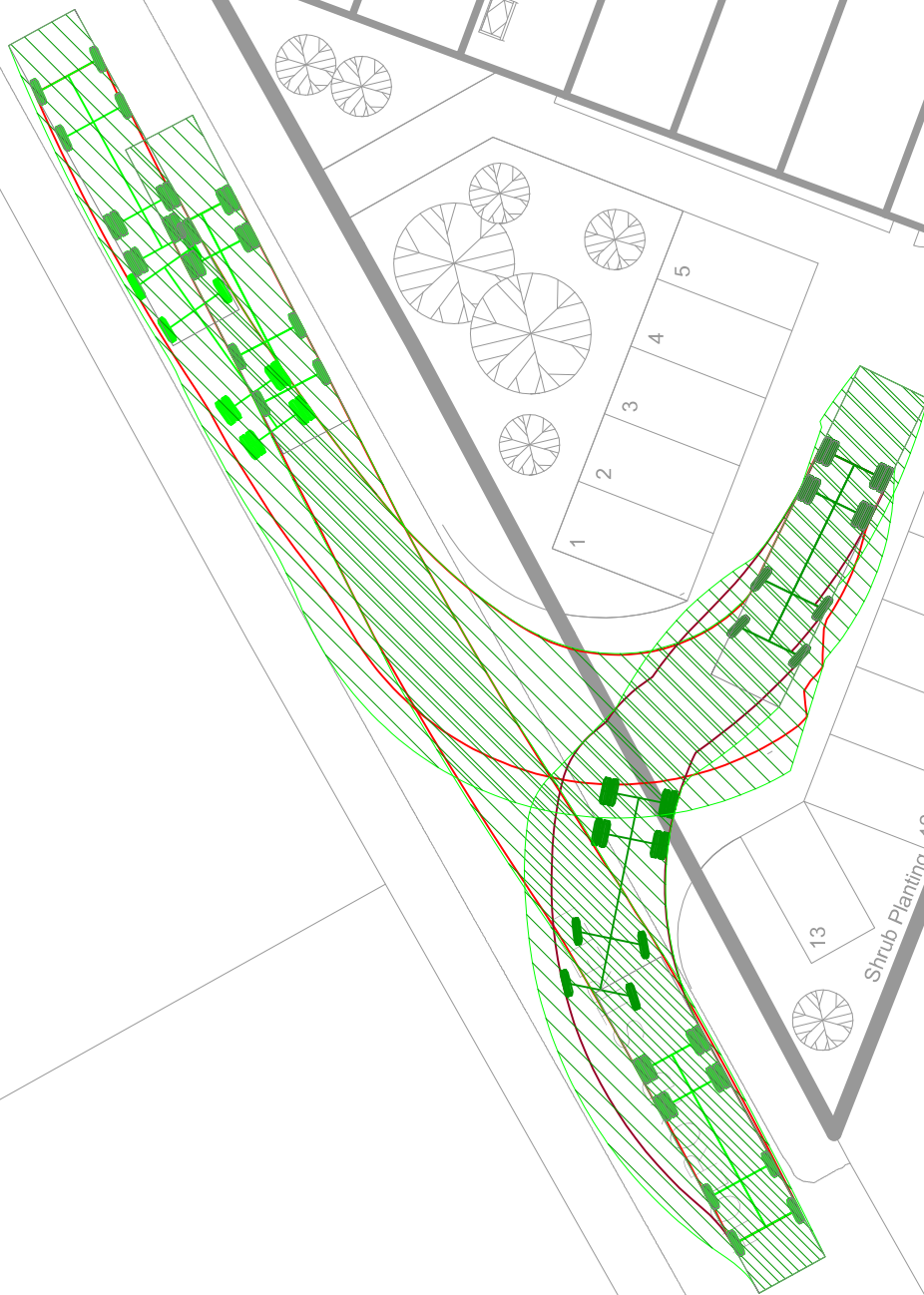
APPENDIX D



STREET

Depot

SUMMER STREET



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APPENDIX E

Calculation Reference: AUDIT-726001-240920-0930

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days

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

SCP York Street Manchester

Licence No: 726001

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: Site area
 Actual Range: 0.07 to 0.50 (units: hect)
 Range Selected by User: 0.06 to 2.00 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/99 to 12/11/23

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	1 days
Wednesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	5 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	5
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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	1
Built-Up Zone	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:Use Class:

Sui Generis	5 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection (Cont.):Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 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:

100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No	5 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-14-A-01	VAUXHALL	CAMBRIDGESHIRE
	HISTON ROAD		
	CAMBRIDGE		
	Edge of Town Centre		
	No Sub Category		
	Total Site area:	0.50 hect	
	Survey date: FRIDAY	05/11/04	Survey Type: MANUAL
2	EX-14-A-01	FORD	ESSEX
	109 RAINSFORD ROAD		
	CHELMSFORD		
	Edge of Town Centre		
	Residential Zone		
	Total Site area:	0.19 hect	
	Survey date: TUESDAY	15/10/13	Survey Type: MANUAL
3	KS-14-A-01	MAZDA	KIRKLEES
	ST ANDREWS ROAD		
	HUDDERSFIELD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Site area:	0.30 hect	
	Survey date: FRIDAY	14/03/03	Survey Type: MANUAL
4	LN-14-A-02	CAR SHOWROOM	LINCOLNSHIRE
	GT NORTHERN TERRACE		
	LINCOLN		
	Edge of Town Centre		
	Industrial Zone		
	Total Site area:	0.07 hect	
	Survey date: WEDNESDAY	04/10/17	Survey Type: MANUAL
5	WM-14-A-05	EVANS HALSHAW	WEST MIDLANDS
	HAGLEY ROAD		
	STOURBRIDGE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Site area:	0.49 hect	
	Survey date: WEDNESDAY	29/11/17	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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TOTAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	4	0.34	27.206	4	0.34	7.353	4	0.34	34.559
08:00 - 09:00	5	0.31	62.581	5	0.31	22.581	5	0.31	85.162
09:00 - 10:00	5	0.31	41.935	5	0.31	28.387	5	0.31	70.322
10:00 - 11:00	5	0.31	38.065	5	0.31	38.065	5	0.31	76.130
11:00 - 12:00	5	0.31	36.774	5	0.31	38.710	5	0.31	75.484
12:00 - 13:00	5	0.31	40.000	5	0.31	45.161	5	0.31	85.161
13:00 - 14:00	5	0.31	42.581	5	0.31	34.839	5	0.31	77.420
14:00 - 15:00	5	0.31	34.194	5	0.31	34.194	5	0.31	68.388
15:00 - 16:00	5	0.31	30.968	5	0.31	34.194	5	0.31	65.162
16:00 - 17:00	5	0.31	33.548	5	0.31	43.226	5	0.31	76.774
17:00 - 18:00	5	0.31	21.935	5	0.31	58.710	5	0.31	80.645
18:00 - 19:00	5	0.31	3.226	5	0.31	14.839	5	0.31	18.065
19:00 - 20:00	2	0.34	0.000	2	0.34	2.941	2	0.34	2.941
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			413.013			403.200			816.213

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:
Survey date date range:
Number of weekdays (Monday-Friday):
Number of Saturdays:
Number of Sundays:
Surveys automatically removed from selection:
Surveys manually removed from selection:

0.07 to 0.50 (units: hect)
01/01/99 - 12/11/23
5
0
0
0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-726001-240920-0909

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	SO SLOUGH	1 days
	SS SOUTHEND ON SEA	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
08	NORTH WEST	
	BB BLACKBURN WITH DARWEN	1 days
	GM GREATER MANCHESTER	3 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	WR WREXHAM	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	GC GLASGOW CITY	2 days

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

SCP York Street Manchester

Licence No: 726001

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: 960 to 45000 (units: sqm)
 Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 23/11/22

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	4 days
Tuesday	5 days
Wednesday	3 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	19 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	19
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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:

Commercial Zone	5
Built-Up Zone	13
High Street	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	19 days - Selected

Secondary Filtering selection:Use Class:

Not Known	19 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	7 days
50,001 to 100,000	2 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	5 days
500,001 or More	8 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	12 days
1.1 to 1.5	5 days
1.6 to 2.0	1 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:

Not Known	1 days
Yes	3 days
No	15 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	19 days
-----------------	---------

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	BB-02-A-01	TOWN HALL	BLACKBURN WITH DARWEN
	KING WILLIAM STREET		
	BLACKBURN		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	11225 sqm	
	Survey date: THURSDAY	17/06/04	Survey Type: MANUAL
2	BR-02-A-02	PLANNING & ENGINEERING	BRISTOL CITY
	ST THOMAS STREET		
	BRISTOL		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5736 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
3	EB-02-A-06	REGUS OFFICES	CITY OF EDINBURGH
	ST ANDREW SQUARE		
	EDINBURGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4500 sqm	
	Survey date: WEDNESDAY	16/03/16	Survey Type: MANUAL
4	GC-02-A-01	CALL CENTRE	GLASGOW CITY
	ROBERTSON STREET		
	GLASGOW		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	10000 sqm	
	Survey date: MONDAY	16/06/08	Survey Type: MANUAL
5	GC-02-A-02	CALL CENTRE	GLASGOW CITY
	ROBERTSON STREET		
	GLASGOW		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	9000 sqm	
	Survey date: THURSDAY	19/06/08	Survey Type: MANUAL
6	GM-02-A-07	LAW OFFICES	GREATER MANCHESTER
	MOSELEY STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
7	GM-02-A-08	REGUS	GREATER MANCHESTER
	FOUNTAIN STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

8	GM-02-A-11	OFFICES		GREATER MANCHESTER
	SAINT PETER'S SQUARE MANCHESTER			
	Town Centre Built-Up Zone			
	Total Gross floor area:			6420 sqm
	Survey date: FRIDAY			22/04/22
9	MS-02-A-01	OFFICES		MERSEYSIDE
	CASTLE STREET LIVERPOOL			
	Town Centre Commercial Zone			
	Total Gross floor area:			9000 sqm
	Survey date: TUESDAY			19/06/07
10	PB-02-A-03	OFFICES		PETERBOROUGH
	NEW ROAD PETERBOROUGH			
	Town Centre Built-Up Zone			
	Total Gross floor area:			8793 sqm
	Survey date: TUESDAY			16/12/14
11	SC-02-A-10	GOVERNMENT OFFICE		SURREY
	WALNUT TREE CLOSE GUILDFORD			
	Town Centre Built-Up Zone			
	Total Gross floor area:			4312 sqm
	Survey date: TUESDAY			19/06/01
12	SO-02-A-01	COUNCIL OFFICES		SLOUGH
	HIGH STREET SLOUGH			
	Town Centre High Street			
	Total Gross floor area:			1800 sqm
	Survey date: THURSDAY			27/02/14
13	SS-02-A-01	HMRC		SOUTHEND ON SEA
	VICTORIA AVENUE SOUTHEND-ON-SEA			
	Town Centre Built-Up Zone			
	Total Gross floor area:			45000 sqm
	Survey date: WEDNESDAY			23/10/13
14	TV-02-A-04	COUNCIL OFFICES		TEES VALLEY
	CORPORATION ROAD MIDDLESBROUGH			
	Town Centre Commercial Zone			
	Total Gross floor area:			3950 sqm
	Survey date: TUESDAY			08/10/13
15	TW-02-A-02	UNION OFFICES		TYNE & WEAR
	JOHN DOBSON STREET NEWCASTLE-UPON-TYNE			
	Town Centre Built-Up Zone			
	Total Gross floor area:			1675 sqm
	Survey date: TUESDAY			03/05/05
				Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	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
17	WM-02-A-03	BANK ADMIN		WEST MIDLANDS
	BRUNSWICK STREET			
	BIRMINGHAM			
	BRINDLEY PLACE			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:	8200 sqm		
	Survey date: THURSDAY	27/11/08		Survey Type: MANUAL
18	WM-02-A-05	OFFICES		WEST MIDLANDS
	WARWICK ROAD			
	COVENTRY			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	960 sqm		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL
19	WR-02-A-01	COUNCIL OFFICES		WREXHAM
	RHOSDDU ROAD			
	WREXHAM			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: MONDAY	05/07/04		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
Total People to Total Vehicles ratio (all time periods and directions): 4.20

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	19	7543	0.394	19	7543	0.047	19	7543	0.441
08:00 - 09:00	19	7543	0.733	19	7543	0.108	19	7543	0.841
09:00 - 10:00	19	7543	0.519	19	7543	0.142	19	7543	0.661
10:00 - 11:00	19	7543	0.257	19	7543	0.158	19	7543	0.415
11:00 - 12:00	19	7543	0.188	19	7543	0.171	19	7543	0.359
12:00 - 13:00	19	7543	0.167	19	7543	0.169	19	7543	0.336
13:00 - 14:00	19	7543	0.154	19	7543	0.162	19	7543	0.316
14:00 - 15:00	19	7543	0.128	19	7543	0.158	19	7543	0.286
15:00 - 16:00	19	7543	0.149	19	7543	0.319	19	7543	0.468
16:00 - 17:00	19	7543	0.149	19	7543	0.622	19	7543	0.771
17:00 - 18:00	19	7543	0.096	19	7543	0.626	19	7543	0.722
18:00 - 19:00	19	7543	0.045	19	7543	0.194	19	7543	0.239
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.979			2.876			5.855

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:	960 - 45000 (units: sqm)
Survey date date range:	01/01/00 - 23/11/22
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. 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 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	19	7543	0.009	19	7543	0.000	19	7543	0.009
08:00 - 09:00	19	7543	0.045	19	7543	0.001	19	7543	0.046
09:00 - 10:00	19	7543	0.019	19	7543	0.001	19	7543	0.020
10:00 - 11:00	19	7543	0.009	19	7543	0.006	19	7543	0.015
11:00 - 12:00	19	7543	0.005	19	7543	0.006	19	7543	0.011
12:00 - 13:00	19	7543	0.005	19	7543	0.006	19	7543	0.011
13:00 - 14:00	19	7543	0.006	19	7543	0.003	19	7543	0.009
14:00 - 15:00	19	7543	0.001	19	7543	0.003	19	7543	0.004
15:00 - 16:00	19	7543	0.004	19	7543	0.008	19	7543	0.012
16:00 - 17:00	19	7543	0.002	19	7543	0.018	19	7543	0.020
17:00 - 18:00	19	7543	0.000	19	7543	0.036	19	7543	0.036
18:00 - 19:00	19	7543	0.001	19	7543	0.015	19	7543	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.106			0.103			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 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	19	7543	0.126	19	7543	0.013	19	7543	0.139
08:00 - 09:00	19	7543	0.400	19	7543	0.062	19	7543	0.462
09:00 - 10:00	19	7543	0.421	19	7543	0.239	19	7543	0.660
10:00 - 11:00	19	7543	0.405	19	7543	0.426	19	7543	0.831
11:00 - 12:00	19	7543	0.481	19	7543	0.534	19	7543	1.015
12:00 - 13:00	19	7543	1.246	19	7543	1.760	19	7543	3.006
13:00 - 14:00	19	7543	1.759	19	7543	1.331	19	7543	3.090
14:00 - 15:00	19	7543	0.896	19	7543	0.809	19	7543	1.705
15:00 - 16:00	19	7543	0.523	19	7543	0.557	19	7543	1.080
16:00 - 17:00	19	7543	0.303	19	7543	0.521	19	7543	0.824
17:00 - 18:00	19	7543	0.126	19	7543	0.413	19	7543	0.539
18:00 - 19:00	19	7543	0.030	19	7543	0.162	19	7543	0.192
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.716			6.827			13.543

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 PUBLIC TRANSPORT USERS
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	19	7543	0.337	19	7543	0.001	19	7543	0.338
08:00 - 09:00	19	7543	0.847	19	7543	0.013	19	7543	0.860
09:00 - 10:00	19	7543	0.503	19	7543	0.028	19	7543	0.531
10:00 - 11:00	19	7543	0.160	19	7543	0.052	19	7543	0.212
11:00 - 12:00	19	7543	0.107	19	7543	0.068	19	7543	0.175
12:00 - 13:00	19	7543	0.087	19	7543	0.104	19	7543	0.191
13:00 - 14:00	19	7543	0.054	19	7543	0.073	19	7543	0.127
14:00 - 15:00	19	7543	0.078	19	7543	0.110	19	7543	0.188
15:00 - 16:00	19	7543	0.047	19	7543	0.235	19	7543	0.282
16:00 - 17:00	19	7543	0.050	19	7543	0.563	19	7543	0.613
17:00 - 18:00	19	7543	0.061	19	7543	0.754	19	7543	0.815
18:00 - 19:00	19	7543	0.008	19	7543	0.213	19	7543	0.221
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.339			2.214			4.553		

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.