

Proposed Residential Development

Station Works, Bury Road, Radcliffe

NT/220470/TS – 27 September 2022

Introduction

1. SCP have been appointed to provide specialist transport planning advice in respect of proposals to bring forward a residential development on land at the former Station Works, Bury Road, Radcliffe.
2. The current proposals include a total of 30 dwellings served off a new, single vehicular access point.
3. This Technical Note has been prepared to support a planning application for the proposals with associated car parking and access.

Existing Site Context

4. The proposed development is located in the Radcliffe area of Bury, within an established residential area. The site is a brownfield site which previously accommodated a warehouse / industrial development, known as Station Works. The site closed and the buildings were demolished several years ago; concrete hardstanding remains.
5. The site was granted outline planning permission in June 2020 for a mixed-use development comprising two apartment blocks totalling 60 apartments with associated car parking (all matters reserved) under planning application ref: 61145. The application is still valid although this proposal seeks to replace the approved uses on the site.
6. The site is currently served from several access points on to Bury Road, which is a local road running in a north / south direction past the site. Bury Road connects to Spring Lane at a mini roundabout to the south of the site and A56 Manchester Road at a 4-arm signalised junction to the north-east of the site. Bury Road is subject to a 30mph speed limit and is covered by street lighting with footways present along both sides of the carriageway.
7. The carriageway along the site frontage is protected by TROs in the form of double yellow lines and signage preventing vehicles stopping at any time along the site frontage on both sides of the carriageway, due to on-road cycle lanes being present. The cycle lanes are intermittent along the whole length of Bury Road up to its junction with A56 Manchester Road and are operational

8. The location of the site is shown in **Figure 1**:

Road Safety

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occurring within the vicinity of the proposed site access and within the vicinity of the site over five years can be considered very low.

11. This suggests that the surrounding highway operates without concern and the proposals will not exacerbate highway safety at this location.

Accessibility

Walking

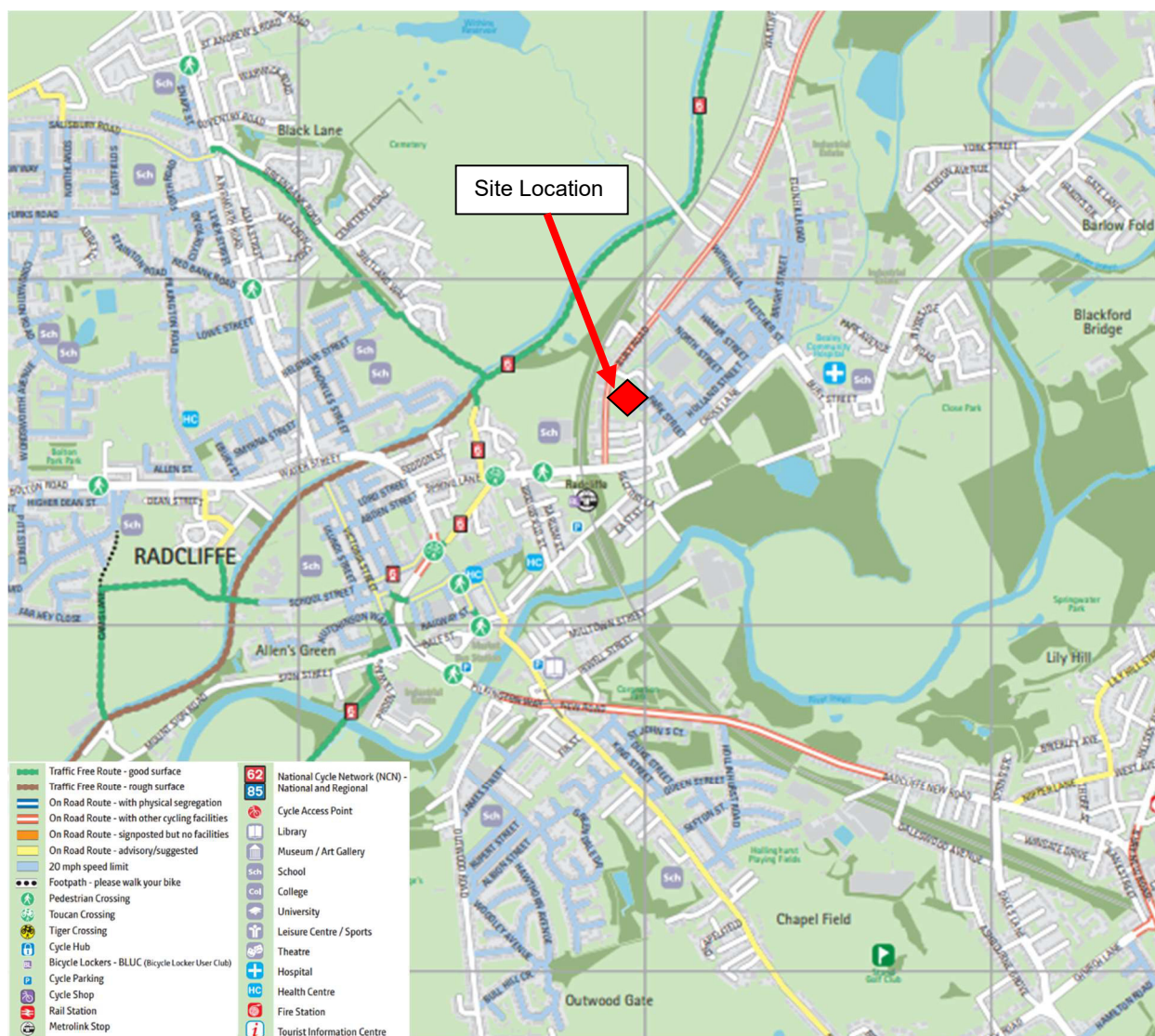
12. The site is located within an established residential area that benefits from good walking connections in the local area. Walking can be a viable option for travel in conjunction with other modes of transport, such as bus services. As noted above, footways are provided on both sides of the local roads, and together with street lighting, provide a suitable environment for journeys on foot.
13. The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas, which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
14. A distance of 2km from the site encompasses a wide area for local residents to access local facilities. Numerous facilities can be accessed within a 2km walk from the site, including convenience stores and supermarkets, a post office, healthcare and leisure facilities. Several primary and secondary schools are also located within walking distance from the site. Less than 100m from the proposed site access is a petrol station that also includes a small retail offering within the shop for everyday facilities.
15. The site benefits from being near to public transport options, as part of a combined journey, which is discussed in more detail below.

Cycling

16. Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time which is often quicker than driving or using public transport and is subject to fewer traffic and congestion delays.

17. Transport policy identifies that cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
18. **Figure 2** shows a detailed cycle plan of the cycling infrastructure in the vicinity of the site.

Figure 2 – Cycle Routes near Proposed Development



Source: TfGM Cycle Map

19. As the plan above shows, Bury Road provides an on-road cycle route and provides links to other cycle routes within the local area, including facilitating access to Route 6 of the National Cycle Network, which is a national, long distance cycle route and travels through Greater Manchester. Near to the site, Route 6 utilises the Manchester, Bolton and Bury canal towpath to provide a largely traffic-free route between Bury and Radcliffe town centres.

20. The topography within the local area is relatively flat providing a suitable environment for cycle-based commuting and leisure trips.

Public Transport

21. In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
22. The site is located approximately 150m from bus stops on Bury Road, which can be reached in less than a 5-minute walk to the north and south of the site. The stops serve bus services 513, 886, 887 and 888. Other bus stops can be found on A6053 Spring Lane, south-west of the site near to Radcliffe Metrolink Station within a 5-minute walk from the site (300m). These bus stops serve bus routes 886, 888, 894 and 899 with bus service 524 being served from bus stops on Spring Lane south-east of the site.
23. A summary of the frequency of the routes is provided in **Table 1**.

Table 1 – Bus Route Summary

Bus Service Number	Route	Frequency (Minutes)		
		Monday – Friday	Saturday	Sunday
513	Farnworth – Whitefield – Bury	60	60	120
524	Bolton – Little Lever – Radcliffe – Bury	12	15	30
886	School service: Tottington High School - Radcliffe	One AM One PM	-	-
887	School service: Bury C of E High School – Pendlebury	One AM One PM	-	-
888	School service: Bury C of E High School – Radcliffe – Bradley Fold	One AM One PM	-	-
894	School service: St Monica's RC High School – Unsworth – Radcliffe	One AM One PM	-	-
899	School service: Derby High School – Starling	One AM One PM	-	-

Source: TfGM

24. Bus service 524 provides frequent services between Bolton and Bury whilst there are several bus services providing connections to schools within the area. The services provide a viable alternative for residents living at the proposed development to travel around the local area without reliance on the use of a car.
25. The nearest Metrolink stop to the site is in Radcliffe, located 400m south-west of the proposed development, equivalent to an approximate 5-minute walk. The Radcliffe stop serves the Bury line providing connections between Bury and Manchester City Centre as well as Bury and Altrincham; the service runs on a 12-minute frequency during the week. The journey from Radcliffe tram station to Market Street in Central Manchester takes approximately 25 minutes and the service connects to several transport hubs for access to destinations elsewhere in the Greater Manchester conurbation.

Proposed Development

26. The proposals are for the construction of 30 affordable homes with a total of 48 car parking spaces. The accommodation schedule is as follows:

- 1-bed – 10 houses.
- 2-bed – 6 houses.
- 3-bed – 14 houses.

27. Twenty of the residential units will be provided as two-storey semi-detached houses, with the remaining ten units being provided as flats.
28. The site layout is contained in **Appendix 1**.

Access

29. A new access from Bury Road will be constructed to serve the proposed development with all existing access points being stopped up. The access will be 5.5m wide with junction radii of 10m. 2m wide footways will be provided on either side of the carriageway and tie-in to the existing footways along Bury Road; footways are provided throughout the site. Internally, the carriageway width will be 5.5m with turning heads provided to allow a large vehicle to manoeuvre within the site and depart the site in forward gear.
30. The speed limit along Bury Road is 30mph which gives a 'y' requirement of 43m based on Manual for Streets guidance with a setback distance of 2.4m. The required visibility splays are shown in **Appendix 2** along with the access arrangements.

Car and Cycle Parking

31. The scheme will provide 48 car parking spaces in total. A centrally located parking area is provided for the flats, for which 14 parking spaces are provided; this comprises ten standard spaces, three standard spaces also including electric vehicle charge points, and one accessible space with an EV charge point.
32. Car parking standards for Bury Council are outlined in the Development Control Policy Guidance Note No.11, as follows:

DWELLINGS	SPACES (MAXIMUM STANDARD)
1-Bed	1
2-Bed	1.5
3-Bed	2
Minimum standard of disabled car spaces – 5% of total parking	

33. It should be noted that the parking figures are defined by high or low access areas. A high access area is defined as a site located within an 800m buffer zone from Metrolink stop(s) and / or within 400m distance from a high frequency bus service. The standards in the table above are based on a high access area.
34. Minimum standards are also provided for cycle parking, with flats and apartments providing one space per five dwellings with a minimum of four spaces. The flats will contain 12 secure cycle lockers, which will be located in the car park. A cycle locker will be provided for each house and stored in the garden.
35. The proposed development parking provision is in accordance with these standards.

Refuse Collection and Deliveries

36. General deliveries, including refuse collection, will be taken from within the development. A swept path assessment of a 11.85m refuse vehicle arriving and departing the site, which is anticipated to be the largest sized vehicle serving the site, is contained in **Appendix 2**.

Traffic Impact

37. In order to assess the vehicle impact for the proposed development, the TRICS database version 7.9.2 has been interrogated for surveys of residential developments within the 'affordable/local authority' category, with London, Northern Ireland and Ireland sites excluded.
38. The TRICS output for affordable houses and flats is contained in **Appendix 3** whilst the vehicle trips are summarised in **Table 2** for 30 dwellings:

Table 2 – Vehicle Trip Generation for 20 Houses and 10 Flats

	HOUSES		FLATS	
	ARRIVALS	DEPARTURES	ARRIVALS	DEPARTURES
AM PEAK (09:00 – 10:00)	3	5	1	1
PM PEAK (13:00 – 14:00)	6	3	1	1

39. As the TRICS output shows, the proposed development could generate 11 vehicles either arriving or departing in the site in the busiest peak hour. This results in a demand of approximately one vehicle every six minutes either arriving or departing the site, which would not cause a detrimental impact on the surrounding highway network.

40. To validate that the proposed development would not be detrimental on the local highway network, the anticipated vehicular impact of the approved development (ref: 61145) is provided below in **Table 3**:

**Table 3 – Vehicle Trip Generation for Approved Development of 60 Apartments
(Planning Ref: 61145)**

	ARRIVALS	DEPARTURES	TOTAL
AM PEAK (09:00 – 10:00)	5 (-1)	13 (-7)	18 (-8)
PM PEAK (13:00 – 14:00)	14 (-7)	8 (-4)	22 (-11)

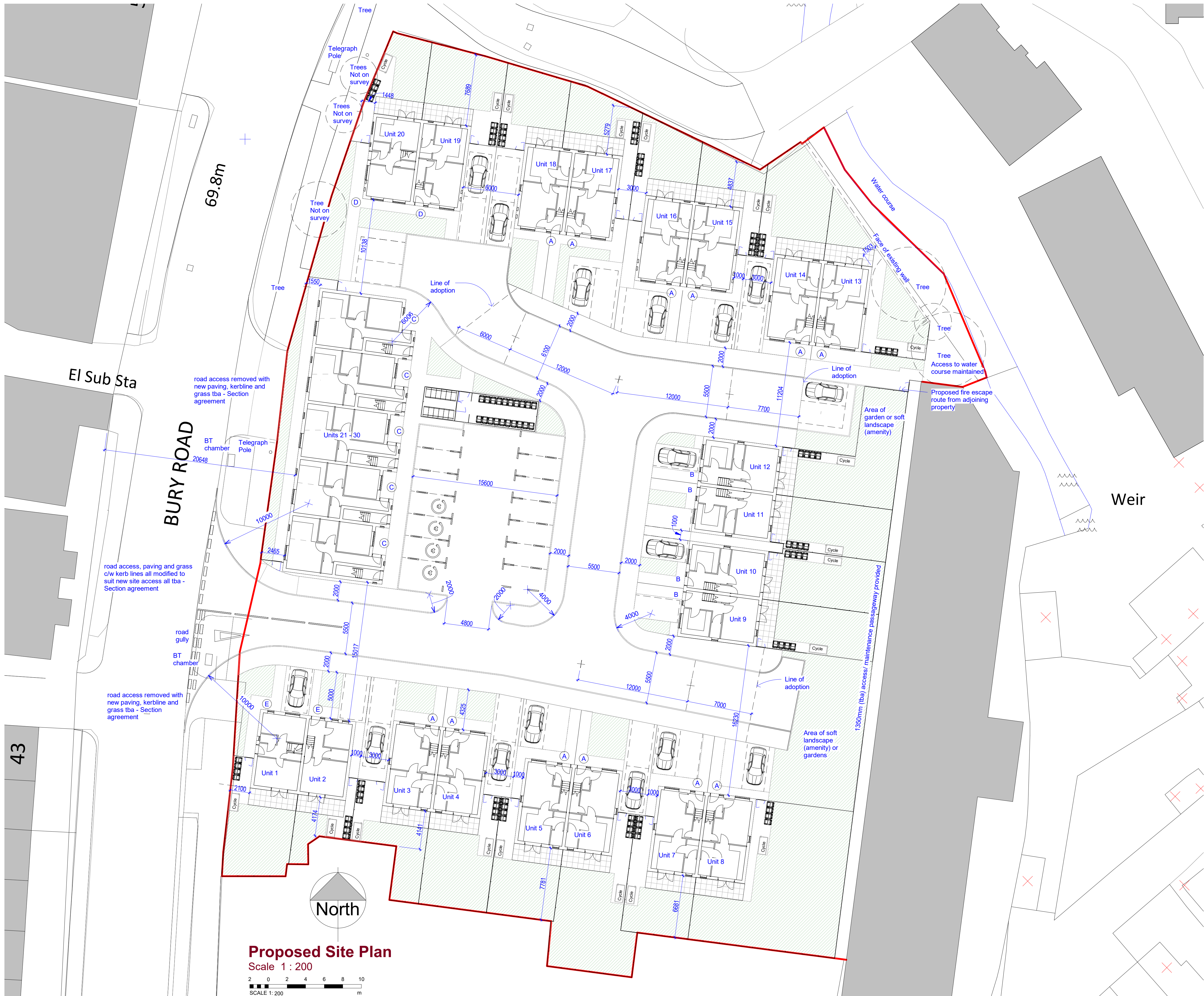
41. Table 3 demonstrates that the proposal to bring forward 30 dwellings on this site would result in 8 less vehicle trips in the AM peak and 11 less vehicle trips in the PM peak when compared to the approved development for 60 apartments.
42. Furthermore, the site is situated in an area that has good access to public transport options, with the Metrolink network and a high frequency bus service being less than a 5-minute walk from the site along with facilities, such as convenience stores, being located nearby.

Conclusion

43. Planning permission is sought for the construction of 30 affordable dwellings with associated car parking on land at the former Station Works, Bury Road, Radcliffe.
44. The site is located on the grounds of the former Station Works which contained warehousing / industrial uses. The site was subject to a planning application for 60 residential apartments, which received planning approval in 2020 under application ref: 61145.
45. The proposed development seeks to replace the approved use of the site. It will be served from a new access road on Bury Road, which will involve the stopping up of the existing access points that served the former Station Works.
46. The proposals include 48 car parking spaces which is in accordance with the parking standards set by Bury Council and will include an accessible parking space along with four electric vehicle charging points.
47. The proposed development will provide a new access onto Bury Road. A 5.5m wide carriageway and 2m wide footways will be provided. Visibility splays appropriate for the speed of the road are achievable from the proposed site access.
48. All operational vehicles such as refuse collection can be accommodated within the site.
49. Investigations into the traffic generating potential of the proposed development reveal that it would generate less vehicle movements than the previously consented scheme in 2020, which would be imperceptible on the highway network.
50. It has been demonstrated that the site is in a sustainable location with good accessibility on foot and by cycle, with frequent bus and Metrolink services available within a short walk from the development.
51. Having regard to the above, it is concluded that there are no highway or transport related reasons to withhold planning permission for the scheme.

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APPENDIX 1



© This Drawing & Design is the copyright of Jenkins Design Services Ltd and should not be reproduced without written consent.

Contractors are to check all levels & dimensions on site prior to site works commencing & report discrepancies to the Designers.

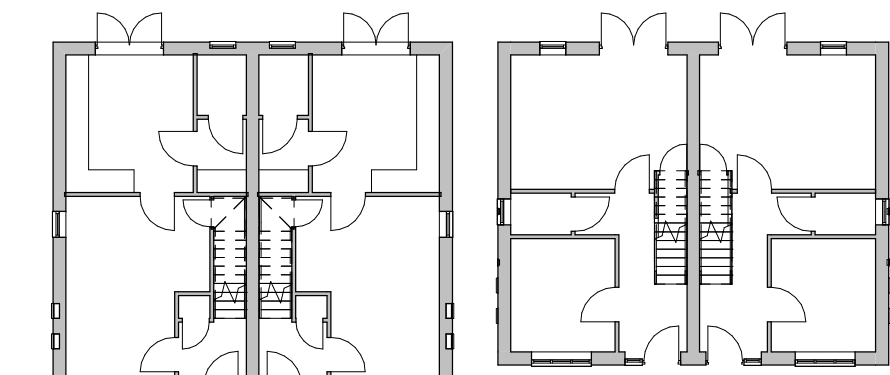
DO NOT SCALE FROM THIS DRAWING

PRELIMINARY

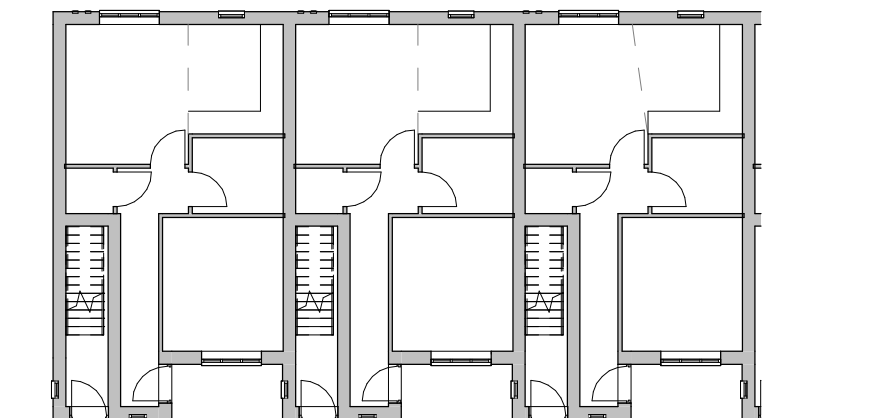
ACCOMMODATION SCHEDULE

- A - 12 No. 3 bed units
- B - 4 No. 2 bed units
- C - 10 No. 1 bed units
- D - 2 No. 3 bed units
- E - 2 No. 2 bed units

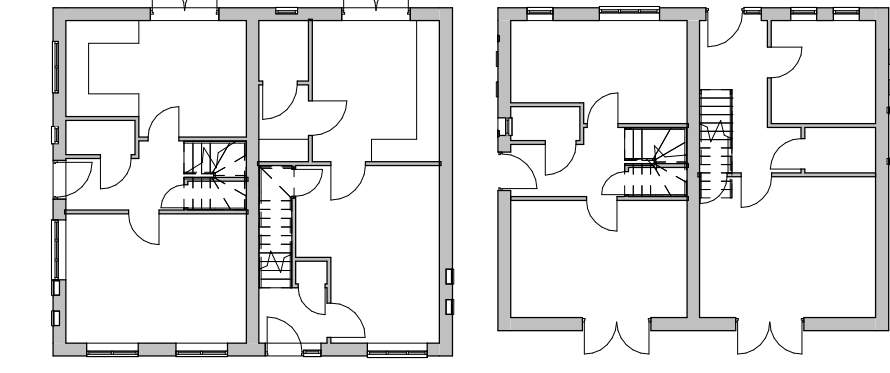
Totalling 30 units



Ground Floor Plan
Ground Floor Plan



Ground Floor Plan
Ground Floor Plan



Ground Floor Plan
Ground Floor Plan

H	Topographical survey added to set site boundary, roads and buildings. Site roads revised to accommodate paving to adoptable standards. Residential plots and house positions moved to suit	NM	TR	22.08.22
G	Layout amended to address Highway comments in relation to estate road adoption requirements	TR	CM	19.07.22
F	Layout amended in response to initial comments received from the Planning Officer	CM	TR	24.03.22
E	Plan layout amended to reflect Jigsaw Homes Group accommodation schedule	DD	TR	07.01.22
D	Plan layout amended to reflect Jigsaw Homes Group drawing received 13.10.21	CN	TR	06.05.21
C	Gated fire door access introduced through site	CM	TR	06.05.21
B	Site boundary adapted in line with Title Plan GM685098	CM	TR	24.02.21
A	Layout updated to align with client feedback	CM	TR	01.02.21
Rev	Description	By	Chk	Date

Project:	Station works				
	Bury Road, Radcliffe, M26 2UA				
Title:	Proposed Site Plan				
Client:	Payul Cook Developments/ Jigsaw Homes				
Drawn By:	NM	Checked By:	TR	on	22.08.22
Original Size:	A1	Project Number:	22049		
Drawing Number:	S1-00-DR-A-0002				REV H

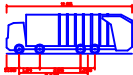


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APPENDIX 2



NOTES



11.5m Length
2.5m Width
4.0m Height
1.5m Wheelbase
1.5m Overhang
1.5m Ground Clearance
1.5m Turning Radius
1.5m Wheel Offset
1.5m Wheel Track
1.5m Wheel Offset
1.5m Wheel Track
1.5m Wheel Offset
1.5m Wheel Track

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

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Transportation Planning : Infrastructure Design

Client Name:

JENKINS DESIGN

Project Title:

PROPOSED RESIDENTIAL
DEVELOPMENT, BURY ROAD,
RADCLIFFE

Drawing Title:

VISIBILITY SPLAYS AND SWEEP PATH
ASSESSMENT

Drawn By:

NT

Status:

-

Checked:

SS

Scale:

1:500 @ A3

Drawing No.

SCP/220470/ATR01

Rev.

-

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APPENDIX 3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	2 days
HC HAMPSHIRE	3 days
OX OXFORDSHIRE	1 days
SC SURREY	1 days
03 SOUTH WEST	
BR BRISTOL CITY	2 days
DV DEVON	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	2 days
NT NOTTINGHAMSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	2 days
08 NORTH WEST	
CH CHESHIRE	1 days
09 NORTH	
DH DURHAM	1 days
TV TEES VALLEY	1 days
TW TYNE & WEAR	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: 6 to 91 (units:)
 Range Selected by User: 6 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: 01/01/00 to 07/10/16

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

Selected survey days:

Monday	2 days
Tuesday	8 days
Wednesday	4 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	20 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

SCP York Street Manchester

Licence No: 726001

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	12
Built-Up Zone	3
No Sub Category	5

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	20 days
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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:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
15,001 to 20,000	6 days
20,001 to 25,000	2 days
25,001 to 50,000	4 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:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	9 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	11 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:

Not Known	3 days
No	17 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	20 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-D-01	BLOCKS OF FLATS	BRISTOL CITY
	HONEY GARSTON ROAD		
	BRISTOL		
	HARTCLIFFE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	02/10/03	Survey Type: MANUAL
2	BR-03-D-03	BLOCKS OF FLATS	BRISTOL CITY
	BRISTOL ROAD		
	BRISTOL		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	28	
	Survey date: TUESDAY	13/10/09	Survey Type: MANUAL
3	CH-03-D-01	BLOCK OF FLATS	CHESHIRE
	HEATH LANE		
	CHESTER		
	BOUGHTON HEATH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: THURSDAY	24/05/12	Survey Type: MANUAL
4	DH-03-D-01	BLOCKS OF FLATS	DURHAM
	DRYBURN ROAD		
	DURHAM		
	FRAMWELLGATE MOOR		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	20/06/02	Survey Type: MANUAL
5	DV-03-D-01	BLOCKS OF FLATS	DEVON
	WONFORD ROAD		
	EXETER		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	54	
	Survey date: WEDNESDAY	12/11/03	Survey Type: MANUAL
6	ES-03-D-01	BLOCKS OF FLATS	EAST SUSSEX
	LEWES ROAD		
	BRIGHTON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	91	
	Survey date: TUESDAY	20/11/07	Survey Type: MANUAL
7	ES-03-D-06	FLATS & HOUSES	EAST SUSSEX
	WELLINGTON ROAD		
	BRIGHTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	15	
	Survey date: THURSDAY	16/10/14	Survey Type: MANUAL
8	HC-03-D-02	FLATS	HAMPSHIRE
	BOURNEMOUTH ROAD		
	EASTLEIGH		
	AMPFIELD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	10	
	Survey date: FRIDAY	16/11/07	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-D-04 ROMSEY ROAD WINCHESTER	BLOCK OF FLATS		HAMPSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		23	
	Survey date: WEDNESDAY		02/12/09	Survey Type: MANUAL
10	HC-03-D-05 WORTING ROAD BASINGSTOKE	BLOCK OF FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		29	
	Survey date: MONDAY		18/10/10	Survey Type: MANUAL
11	LN-03-D-01 WOODFIELD AVENUE LINCOLN BIRCHWOOD	BLOCKS OF FLATS		LINCOLNSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		20	
	Survey date: TUESDAY		10/09/02	Survey Type: MANUAL
12	LN-03-D-02 ADDISON DRIVE LINCOLN	FLATS		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		22	
	Survey date: WEDNESDAY		01/07/15	Survey Type: MANUAL
13	NF-03-D-01 DICKENS AVENUE GREAT YARMOUTH	BLOCK OF FLATS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		15	
	Survey date: TUESDAY		20/09/05	Survey Type: MANUAL
14	NT-03-D-02 WATCOMBE ROAD NOTTINGHAM CARRINGTON	BLOCK OF FLATS		NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		22	
	Survey date: TUESDAY		23/06/15	Survey Type: MANUAL
15	OX-03-D-01 FAIRLAWN END OXFORD UPPER WOLVERCOTE	FLATS		OXFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		6	
	Survey date: TUESDAY		05/10/10	Survey Type: MANUAL
16	SC-03-D-01 KINGSTON ROAD STAINES	BLOCKS OF FLATS		SURREY
	Edge of Town Centre Residential Zone Total No of Dwellings:		42	
	Survey date: TUESDAY		04/11/03	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

17	TV-03-D-01	BLOCKS OF FLATS	TEES VALLEY
	GRANGE ROAD		
	MIDDLESBROUGH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	61	
	Survey date: FRIDAY	19/10/01	Survey Type: MANUAL
18	TW-03-D-01	BLOCKS OF FLATS	TYNE & WEAR
	CRAWHALL ROAD		
	NEWCASTLE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: TUESDAY	26/04/05	Survey Type: MANUAL
19	WY-03-D-01	BLOCKS OF FLATS	WEST YORKSHIRE
	NORTH STREET		
	LEEDS		
	LOVELL PARK		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	45	
	Survey date: WEDNESDAY	19/11/03	Survey Type: MANUAL
20	WY-03-D-02	BLOCKS OF FLATS	WEST YORKSHIRE
	REYHILL GROVE		
	BRADFORD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	44	
	Survey date: MONDAY	09/05/05	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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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): 2.44

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	20	32	0.055	20	32	0.117	20	32	0.172
08:00 - 09:00	20	32	0.083	20	32	0.123	20	32	0.206
09:00 - 10:00	20	32	0.083	20	32	0.093	20	32	0.176
10:00 - 11:00	20	32	0.059	20	32	0.090	20	32	0.149
11:00 - 12:00	20	32	0.072	20	32	0.076	20	32	0.148
12:00 - 13:00	20	32	0.093	20	32	0.114	20	32	0.207
13:00 - 14:00	20	32	0.107	20	32	0.106	20	32	0.213
14:00 - 15:00	20	32	0.101	20	32	0.097	20	32	0.198
15:00 - 16:00	20	32	0.090	20	32	0.107	20	32	0.197
16:00 - 17:00	20	32	0.165	20	32	0.107	20	32	0.272
17:00 - 18:00	20	32	0.140	20	32	0.114	20	32	0.254
18:00 - 19:00	20	32	0.145	20	32	0.112	20	32	0.257
19:00 - 20:00	2	18	0.114	2	18	0.086	2	18	0.200
20:00 - 21:00	2	18	0.200	2	18	0.200	2	18	0.400
21:00 - 22:00	2	18	0.086	2	18	0.086	2	18	0.172
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.593			1.628			3.221

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:	6 - 91 (units:)
Survey date range:	01/01/00 - 07/10/16
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	20	32	0.003	20	32	0.006	20	32	0.009
08:00 - 09:00	20	32	0.003	20	32	0.011	20	32	0.014
09:00 - 10:00	20	32	0.002	20	32	0.005	20	32	0.007
10:00 - 11:00	20	32	0.005	20	32	0.002	20	32	0.007
11:00 - 12:00	20	32	0.005	20	32	0.003	20	32	0.008
12:00 - 13:00	20	32	0.002	20	32	0.000	20	32	0.002
13:00 - 14:00	20	32	0.002	20	32	0.003	20	32	0.005
14:00 - 15:00	20	32	0.003	20	32	0.000	20	32	0.003
15:00 - 16:00	20	32	0.002	20	32	0.000	20	32	0.002
16:00 - 17:00	20	32	0.002	20	32	0.003	20	32	0.005
17:00 - 18:00	20	32	0.005	20	32	0.005	20	32	0.010
18:00 - 19:00	20	32	0.005	20	32	0.005	20	32	0.010
19:00 - 20:00	2	18	0.000	2	18	0.000	2	18	0.000
20:00 - 21:00	2	18	0.000	2	18	0.000	2	18	0.000
21:00 - 22:00	2	18	0.000	2	18	0.000	2	18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.043			0.082

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	20	32	0.017	20	32	0.055	20	32	0.072
08:00 - 09:00	20	32	0.058	20	32	0.171	20	32	0.229
09:00 - 10:00	20	32	0.100	20	32	0.139	20	32	0.239
10:00 - 11:00	20	32	0.089	20	32	0.101	20	32	0.190
11:00 - 12:00	20	32	0.118	20	32	0.137	20	32	0.255
12:00 - 13:00	20	32	0.078	20	32	0.083	20	32	0.161
13:00 - 14:00	20	32	0.075	20	32	0.086	20	32	0.161
14:00 - 15:00	20	32	0.131	20	32	0.114	20	32	0.245
15:00 - 16:00	20	32	0.179	20	32	0.093	20	32	0.272
16:00 - 17:00	20	32	0.126	20	32	0.083	20	32	0.209
17:00 - 18:00	20	32	0.145	20	32	0.098	20	32	0.243
18:00 - 19:00	20	32	0.078	20	32	0.067	20	32	0.145
19:00 - 20:00	2	18	0.257	2	18	0.029	2	18	0.286
20:00 - 21:00	2	18	0.086	2	18	0.000	2	18	0.086
21:00 - 22:00	2	18	0.057	2	18	0.029	2	18	0.086
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.594			1.285			2.879

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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Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	20	32	0.002	20	32	0.034	20	32	0.036
08:00 - 09:00	20	32	0.006	20	32	0.042	20	32	0.048
09:00 - 10:00	20	32	0.000	20	32	0.034	20	32	0.034
10:00 - 11:00	20	32	0.009	20	32	0.017	20	32	0.026
11:00 - 12:00	20	32	0.011	20	32	0.022	20	32	0.033
12:00 - 13:00	20	32	0.006	20	32	0.019	20	32	0.025
13:00 - 14:00	20	32	0.022	20	32	0.008	20	32	0.030
14:00 - 15:00	20	32	0.019	20	32	0.014	20	32	0.033
15:00 - 16:00	20	32	0.011	20	32	0.008	20	32	0.019
16:00 - 17:00	20	32	0.026	20	32	0.006	20	32	0.032
17:00 - 18:00	20	32	0.023	20	32	0.002	20	32	0.025
18:00 - 19:00	20	32	0.009	20	32	0.003	20	32	0.012
19:00 - 20:00	2	18	0.000	2	18	0.029	2	18	0.029
20:00 - 21:00	2	18	0.000	2	18	0.000	2	18	0.000
21:00 - 22:00	2	18	0.029	2	18	0.000	2	18	0.029
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.173			0.238			0.411

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.

Calculation Reference: AUDIT-726001-220916-0922

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
11	SCOTLAND	
	MO MORAY	2 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: 14 to 54 (units:)
 Range Selected by User: 14 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: 01/01/00 to 22/10/21

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Thursday	2 days
Friday	2 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	3
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3

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.

SCP York Street Manchester

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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 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:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 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 10 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

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

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LIST OF SITES relevant to selection parameters

1	DV-03-B-01	TERRACED		DEVON
	HAM DRIVE			
	PLYMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	35		
	Survey date: WEDNESDAY	06/07/05		Survey Type: MANUAL
2	ES-03-B-01	BUNGALOWS		EAST SUSSEX
	BOWLEY ROAD			
	HAILSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: THURSDAY	03/07/03		Survey Type: MANUAL
3	LC-03-B-02	SEMI DETACHED/TERRACED		LANCASHIRE
	BILLINGE STREET			
	BLACKBURN			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	15		
	Survey date: MONDAY	10/06/13		Survey Type: MANUAL
4	LE-03-B-01	SEMI-DETACHED & TERRACED		LEICESTERSHIRE
	COLEMAN ROAD			
	LEICESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	38		
	Survey date: FRIDAY	22/10/21		Survey Type: MANUAL
5	MO-03-B-01	SEMI DETACHED		MORAY
	HAWTHORN ROAD			
	ELGIN			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	15		
	Survey date: FRIDAY	12/05/06		Survey Type: MANUAL
6	MO-03-B-02	BUNGALOWS		MORAY
	PLUSCARDEN ROAD			
	ELGIN			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	40		
	Survey date: WEDNESDAY	10/05/06		Survey Type: MANUAL
7	MS-03-B-01	TERRACED		MERSEYSIDE
	TARBOCK ROAD			
	LIVERPOOL			
	SPEKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: TUESDAY	18/06/13		Survey Type: MANUAL
8	SF-03-B-01	SEMI D./TERRACED		SUFFOLK
	A1144 ST PETERS STREET			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	46		
	Survey date: TUESDAY	20/09/05		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	WY-03-B-02	MIXED HOUSES	WEST YORKSHIRE
	WHITEACRE STREET		
	HUDDERSFIELD		
	DEIGHTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
10	WY-03-B-03	TERRACED HOUSES	WEST YORKSHIRE
	LINCOLN GREEN ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total No of Dwellings:	29	
	Survey date: THURSDAY	19/09/13	Survey Type: MANUAL

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

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): 2.53

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	30	0.060	10	30	0.129	10	30	0.189
08:00 - 09:00	10	30	0.139	10	30	0.268	10	30	0.407
09:00 - 10:00	10	30	0.195	10	30	0.225	10	30	0.420
10:00 - 11:00	10	30	0.149	10	30	0.175	10	30	0.324
11:00 - 12:00	10	30	0.159	10	30	0.136	10	30	0.295
12:00 - 13:00	10	30	0.182	10	30	0.162	10	30	0.344
13:00 - 14:00	10	30	0.146	10	30	0.152	10	30	0.298
14:00 - 15:00	10	30	0.185	10	30	0.179	10	30	0.364
15:00 - 16:00	10	30	0.228	10	30	0.232	10	30	0.460
16:00 - 17:00	10	30	0.179	10	30	0.159	10	30	0.338
17:00 - 18:00	10	30	0.278	10	30	0.169	10	30	0.447
18:00 - 19:00	10	30	0.142	10	30	0.116	10	30	0.258
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.042			2.102			4.144

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:	14 - 54 (units:)
Survey date range:	01/01/00 - 22/10/21
Number of weekdays (Monday-Friday):	10
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

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	30	0.020	10	30	0.020	10	30	0.040
08:00 - 09:00	10	30	0.003	10	30	0.017	10	30	0.020
09:00 - 10:00	10	30	0.010	10	30	0.023	10	30	0.033
10:00 - 11:00	10	30	0.013	10	30	0.000	10	30	0.013
11:00 - 12:00	10	30	0.007	10	30	0.010	10	30	0.017
12:00 - 13:00	10	30	0.007	10	30	0.003	10	30	0.010
13:00 - 14:00	10	30	0.003	10	30	0.003	10	30	0.006
14:00 - 15:00	10	30	0.007	10	30	0.007	10	30	0.014
15:00 - 16:00	10	30	0.030	10	30	0.007	10	30	0.037
16:00 - 17:00	10	30	0.020	10	30	0.026	10	30	0.046
17:00 - 18:00	10	30	0.030	10	30	0.020	10	30	0.050
18:00 - 19:00	10	30	0.020	10	30	0.013	10	30	0.033
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.170			0.149			0.319

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

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	30	0.023	10	30	0.063	10	30	0.086
08:00 - 09:00	10	30	0.089	10	30	0.460	10	30	0.549
09:00 - 10:00	10	30	0.139	10	30	0.126	10	30	0.265
10:00 - 11:00	10	30	0.103	10	30	0.152	10	30	0.255
11:00 - 12:00	10	30	0.103	10	30	0.132	10	30	0.235
12:00 - 13:00	10	30	0.169	10	30	0.146	10	30	0.315
13:00 - 14:00	10	30	0.106	10	30	0.083	10	30	0.189
14:00 - 15:00	10	30	0.149	10	30	0.172	10	30	0.321
15:00 - 16:00	10	30	0.421	10	30	0.262	10	30	0.683
16:00 - 17:00	10	30	0.159	10	30	0.136	10	30	0.295
17:00 - 18:00	10	30	0.212	10	30	0.209	10	30	0.421
18:00 - 19:00	10	30	0.132	10	30	0.126	10	30	0.258
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.805			2.067			3.872

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

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	10	30	0.000	10	30	0.020	10	30	0.020
08:00 - 09:00	10	30	0.000	10	30	0.073	10	30	0.073
09:00 - 10:00	10	30	0.013	10	30	0.036	10	30	0.049
10:00 - 11:00	10	30	0.003	10	30	0.003	10	30	0.006
11:00 - 12:00	10	30	0.013	10	30	0.017	10	30	0.030
12:00 - 13:00	10	30	0.023	10	30	0.010	10	30	0.033
13:00 - 14:00	10	30	0.030	10	30	0.010	10	30	0.040
14:00 - 15:00	10	30	0.026	10	30	0.017	10	30	0.043
15:00 - 16:00	10	30	0.053	10	30	0.010	10	30	0.063
16:00 - 17:00	10	30	0.010	10	30	0.010	10	30	0.020
17:00 - 18:00	10	30	0.026	10	30	0.003	10	30	0.029
18:00 - 19:00	10	30	0.010	10	30	0.000	10	30	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.207			0.209			0.416

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.