

Technical Note

Proposed Residential Development Earl Street, Prestwich

Our reference: **LB/230198/TN01 – Rev00**

Author: Liam Bessell

Date: 02 January 2023

Reviewed: Peter Todd

Date: 04 January 2023

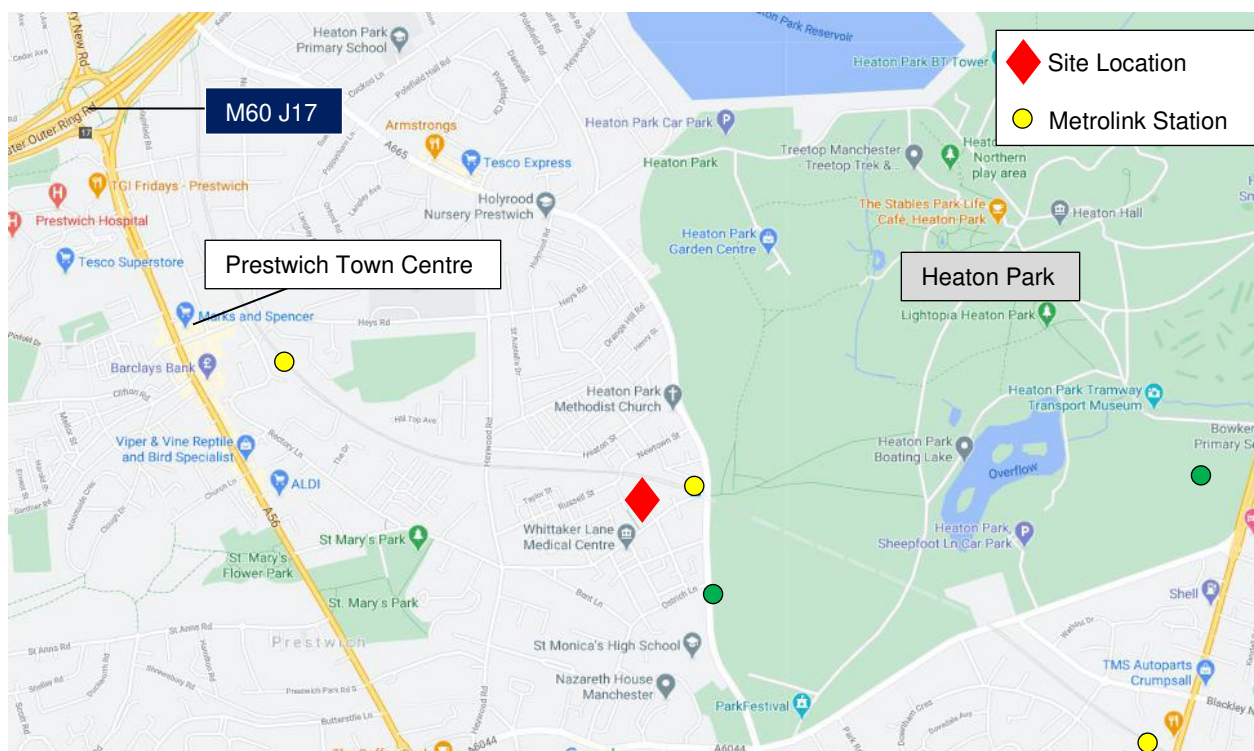
Introduction

1. SCP are instructed by Dreams Homes Construction to provide highway, traffic and transport advice in connection with a proposed residential development on land to the north-east of Earl, Street, Prestwich.
2. The application site currently comprises a former children's nursery, private garages and small areas of undeveloped land. The proposed development will provide 3no. houses, with further details on the proposed development provided later in this report.
3. This Technical Note (TN) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.

Existing Condition

4. The application site is located approximately 1.5km walking distance to the south-east of Prestwich Town Centre.
5. The location of the application site in relation to the wider highway network is shown on **Figure 1** below:-

Figure 1 – Site Location – Wider Highway Network



6. The site location in a more local context is shown on **Figure 2** below.

Figure 2 – Site Location – Local Highway Network



7. The application site is bounded by the residential dwellings to the north and south, undeveloped land to the east, and residential dwellings and Earl Street to the south-west.
8. The site comprises a former children's nursery (Friesner Nurseries) with a GFA of approximately 380sqm, private garages and undeveloped land.
9. Vehicular access to the site is currently provided along Earl Street via a wide simple priority access which has a carriageway width of approximately 4.3m. The layout of the access is show on the **Figure 3** below.

Figure 3 – Existing Site Access



Local Transport Network

10. Earl Street is located along the western boundary of the site and is a residential cul-de-sac which provides a link to Russell Street to the north-west.
11. Within the vicinity of the site, Earl Street has a carriageway width of approximately 8.0m and benefits footways and street lighting on both sides of the carriageway.
12. Within the vicinity of the site, Earl Street is subject to a mandatory speed limit of 30mph.
13. Public Right of Way (PROW) ref 5PRE runs to the south of the site and provides a link between Earl Street and Whittaker Lane. As a result, PROW 5PRE provides a direct footway link between the application site and Heaton Park Metrolink Stop / bus stops along Whittaker Lane and the A665 Bury Old Road.

Road Safety

14. The Planning Practice Guidance (PPG) '*Transport evidence bases in plan making and decision taking*' document 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*".

15. In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from CrashMap for the most recently available five year period ending 31st December 2022. The data shows that no accidents occurred along Earl Street, or the adjoining roads of Newton Street, Russell Street and Stanley Street over the five year period. As a result, no further analysis of the accident record is required.

Proposed Development

Overview

16. The proposed development will provide 3 dwellings comprising 2no. 4 bedroom houses and 1no. 3 bedroom house. The development proposals are shown on the site layout plan presented in **Appendix A**.

Proposed Access Arrangements

17. Vehicular access to the development and proposed parking will be provided via the existing access along Earl Street. This is considered acceptable given the proposals will result a significant reduction in trip generation and parking demand when compared to the existing use, as detailed later in this report.
18. The access will serve 6 parking spaces for the development, arranged perpendicular to the building. Swept path analysis of the proposed site access and parking arrangement is shown on Drawing Number SCP/231098/ATR01 presented in **Appendix B**, which demonstrates that cars can safely enter the site and access the parking spaces.
19. Pedestrian and cycle access to the site will be provided at the same location as the vehicular accesses.

Servicing

20. Servicing and refuse collection will take place along Earl Street as per the arrangement for the existing use at the site and existing properties along Earl Street.

Car Parking

21. BMBC's maximum parking standards for residential dwellings are outlined in the 'Development Control Policy Guidance Note 11 – Parking Standards in Bury for adoption – May 2007' document and are summarised below:

Residential Dwellings in 'High Access' Areas

- 2 bedroom dwellings – Maximum of 1.5 spaces;
- 4+ bedrooms – Maximum of 3 spaces.

22. The proposed development provides a combined total of 6no. parking spaces or 2no. parking spaces per dwelling which is broadly in accordance with the above maximum standards. The parking provision is considered acceptable in this instance for the following reasons:-

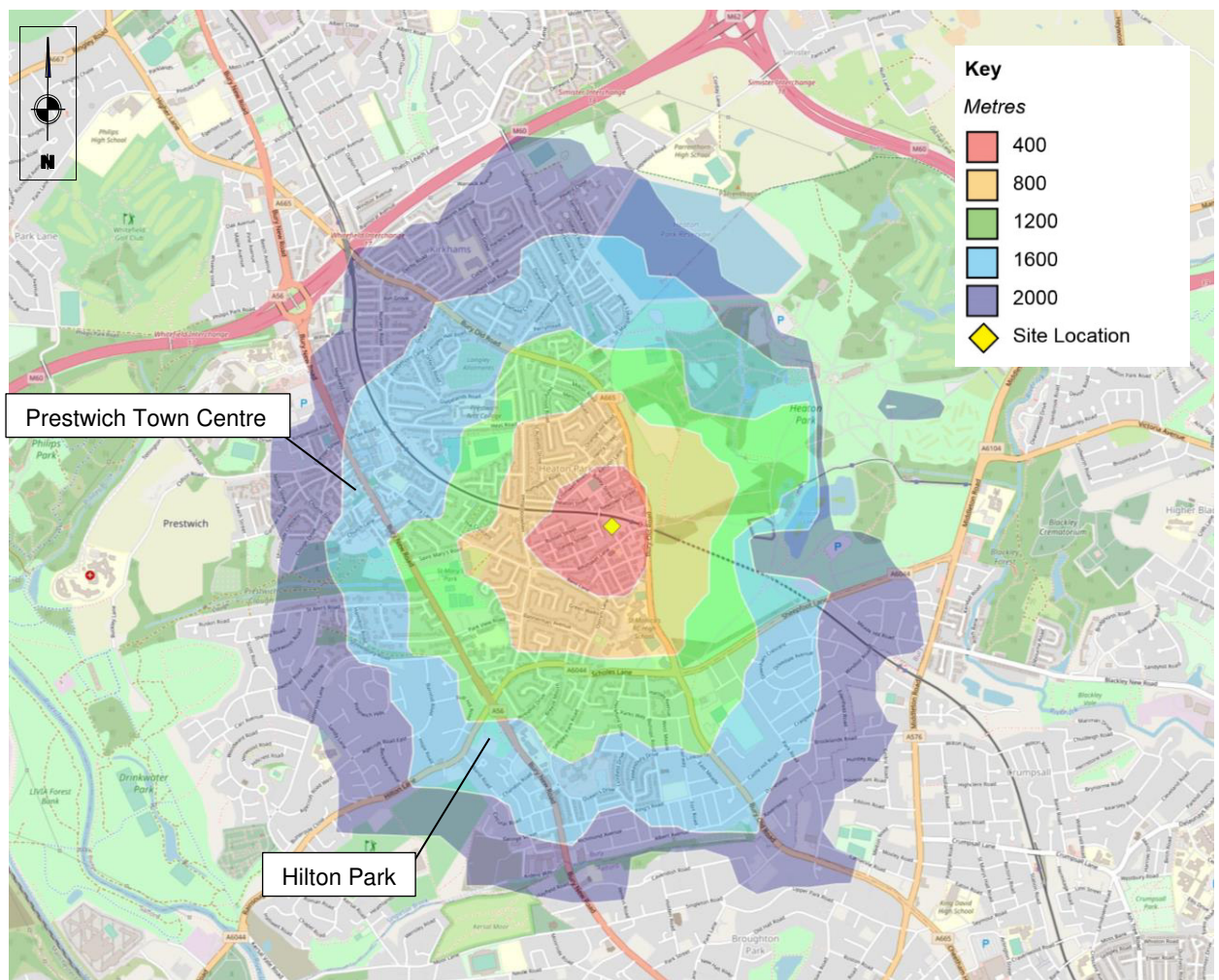
- As detailed in the following section, the site benefits from high levels of accessibility with a number of local facilities within short walking distance including a convenience store, bus stops and Heaton Park Metrolink stop which provides direct frequent services throughout the week between Bury and Manchester City Centre. Prestwich town centre is also within walking distance of the site which provides numerous additional facilities;
- The general thrust of National and Local planning policy is 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. As detailed later in this chapter, the proposed development is highly accessible and the reduced level of parking will help to encourage travel by sustainable modes;
- It has been demonstrated that no parking or safety issues have been recorded on the local highway network based on the most recently available 5 year accident record. As a result, the local highway network is considered to be operating in a safe manner; and
- As demonstrated later in this report, the proposals will result in a significant reduction in trip generation and associated parking demand when compared to the existing use at the site. The proposals will therefore result in a reduced parking demand on the surrounding highway network.

Accessibility

Pedestrians

23. 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.
24. The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site.
25. The 2km walk distance isochrones is shown on **Figure 4** overleaf:-

Figure 4 – 2km Walk Accessibility



26. There are a high number of facilities within close vicinity of the application site, including a range of retail units available along Whittaker Road and Bury Old Road including Premier Multisaver convenience store and the Royal Oak Public House.
27. In addition, Prestwich Town Centre is located approximately 1.5km walking distance to the north-west of the application site which provides an exhaustive list of facilities. A summary of some of the facilities within a 2km walk distance of the site are summarised below:-

Education – St Monicas High School, St Hildas CoE Primary School, The Heys School, Prestwich Prep School, Park View Primary School, Manchester Mesivta School, Sedgeley Park Community Primary School.

Retail – Tesco Superstore, Marks and Spencer, Aldi, Iceland Foods, Prestwich Post Office, convenience stores, banks, public houses, bars, cafes, restaurants, medical centres, GPs and various additional retail/commercial units along Bury Old Road, Bury New Road, Whittaker Lane and Prestwich Town Centre.

Leisure – Heaton Park, St Marys Park, Prestwich Library and Phoenix Youth and Community Centre.

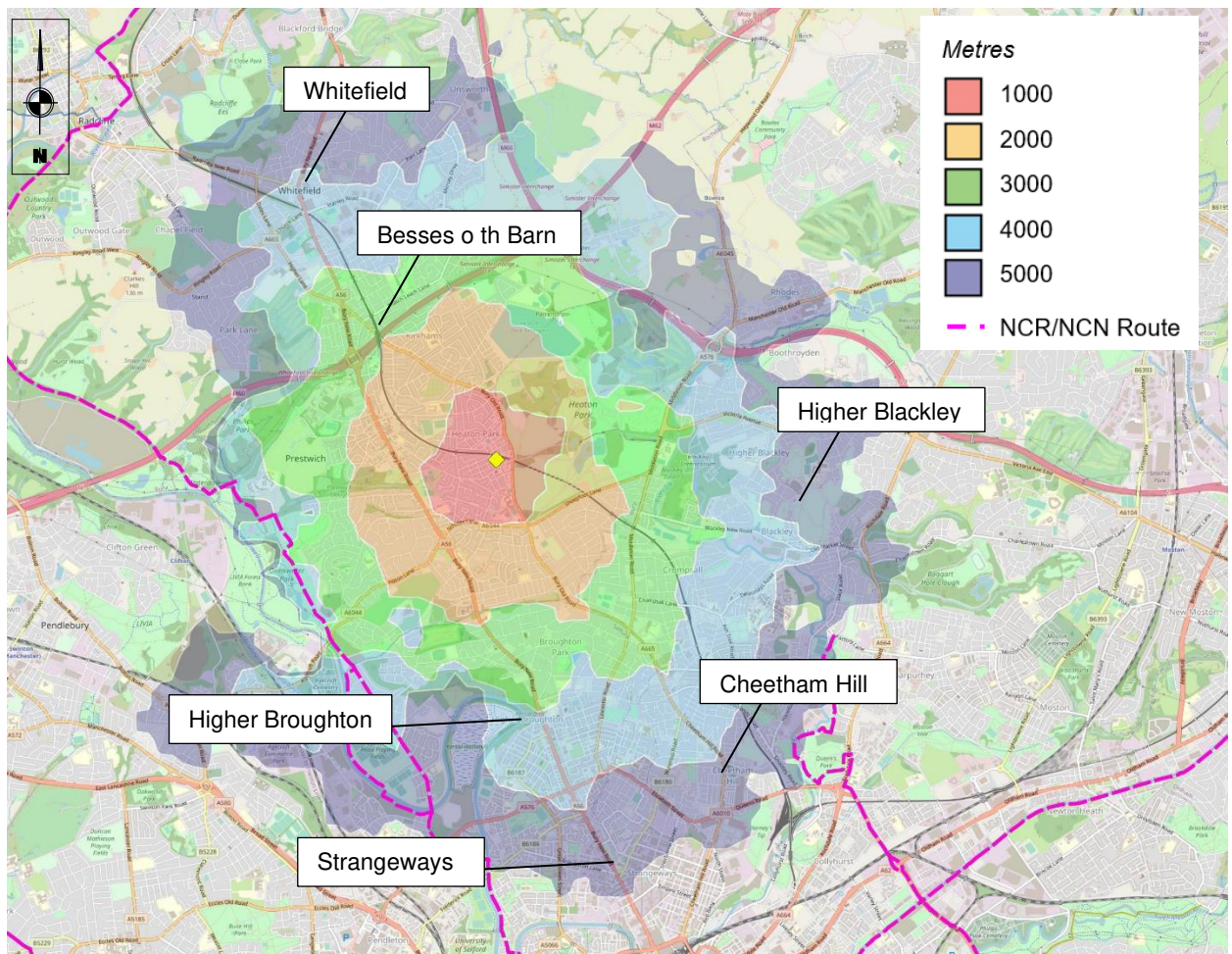
Transport – Nearby Bus Stops along Whittaker Lane and Bury Old Road, and Heaton Park Metrolink Stop.

28. Off-site pedestrian facilities within the surrounding area are generally good and local roads benefit from footways and lighting on both sides.

Cyclists

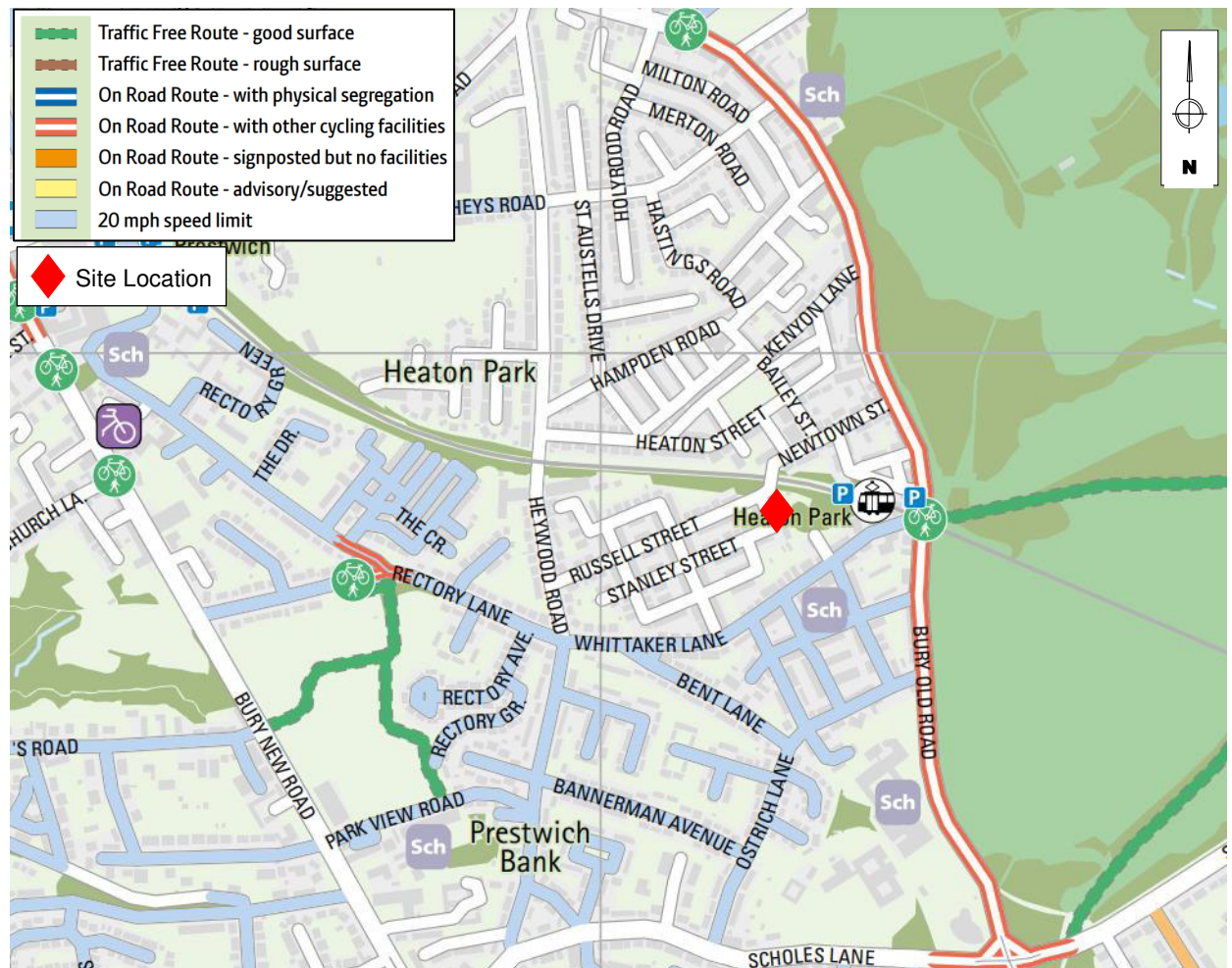
29. Transport Policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5000m as a whole journey or as part of a longer journey by public transport.
30. **Figure 5** below illustrates the 5km cycle catchment of the site, which is equivalent to a 25 minute cycle. This demonstrates that Besses-o-th Barn, Whitefield and Cheetham Hill, amongst other locations are within an acceptable cycle distance of the site.

Figure 5 – 5km Cycle Accessibility



31. National Cycle Route (NCR) 6 is located approximately 3.0km to the west of the application site and can be accessed safely via St Marys Park/Drinkwater Park. NCR6 is a mostly traffic free routes and provides cycle access towards Bury town centre and Manchester city centre.
32. The Greater Manchester Cycle Map on Transport for greater Manchester's (TfGM) website shows nearby local cycle routes and are shown on **Figure 6** below.

Figure 6 – TfGM's Greater Manchester Cycle Map



Source: TfGM

33. As can be seen from **Figure 6**, the A665 Bury Old Road provides on-road cycle facilities which route via Sedgley Park towards the south-east.
34. Heaton Park provides traffic free cycle routes onto the surrounding highway network including Sheepfoot Lane to the south-east, Middleton Road to the east and north-east, and Heywood Road to the north.
35. The residential streets to the south and north-west of the site provide a network of 20mph roads which link onto Bury New Road to the south-west and Prestwich Town Centre to the north-west.

Public Transport

36. 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."
37. The nearest bus stops to the site are located less than 200m walking distance to the south of the site along Whittaker Lane. Further bus stops are provided between 300m-350m walking distance to the east of the site along the A665 Bury Old Road. A summary of the services provided from these stops are summarised in **Table 1** below:-

Table 1 – Bus Timetable Summary

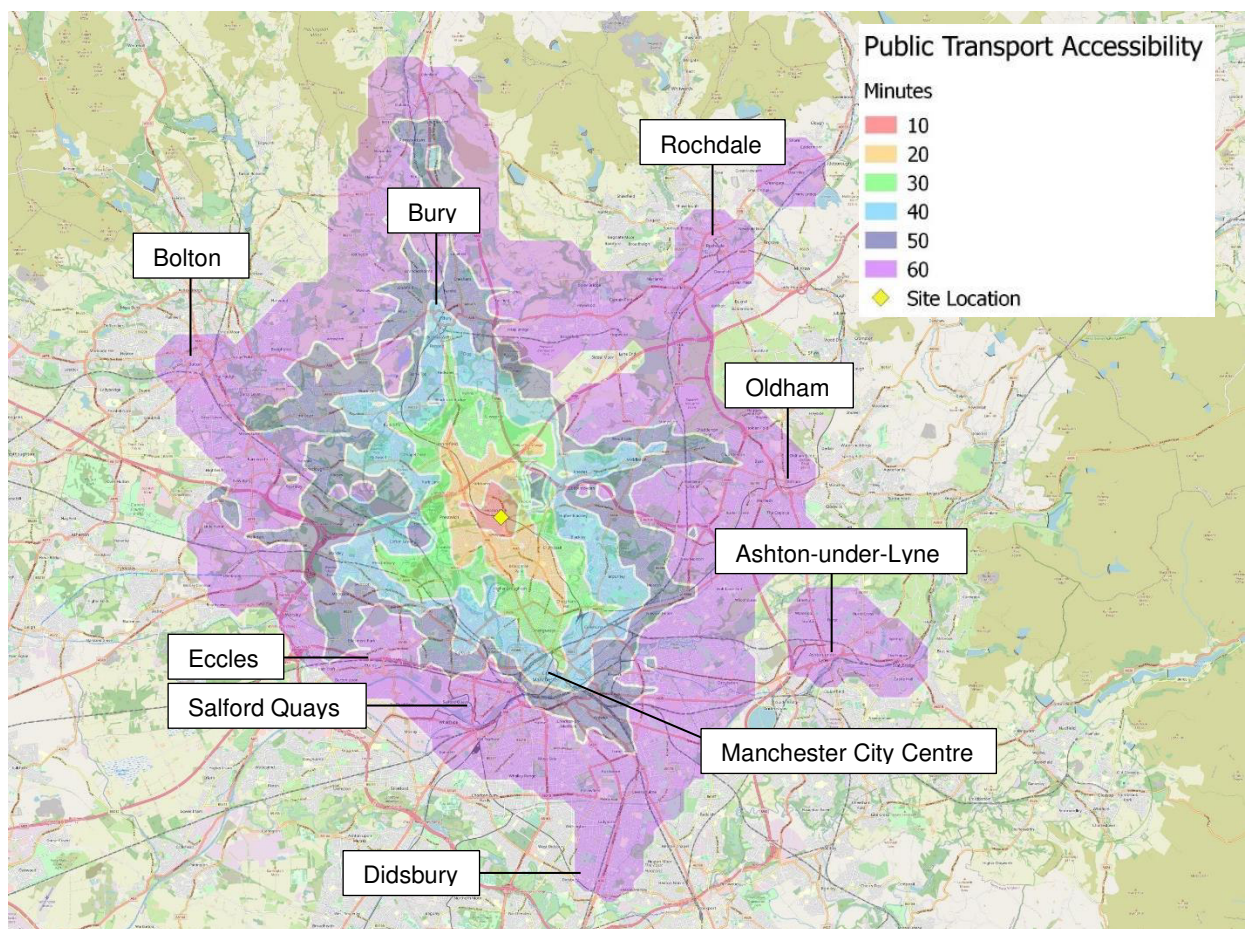
Service Number	Bus Stop		Route	Average Daytime Frequency (mins)		
	A665 Bury Old Rd	Whittaker Ln		Mon-Fri	Sat	Sun
66		X	Eccles - Worsley - Swinton - Pendlebury - Prestwich	60	60	120
90	X	X	Simister - Prestwich - Kersal - Heaton Park circular	60	60	No Service
94	X		Bury - Hollins - Prestwich - Bowker Vale - Higher Crumpsall	60	60	120
135	X		Bury - Whitefield - Cheetham Hill - Piccadilly Gardens	10	10	15

N.B. School services not included

38. In summary, the bus services at the nearby bus stops provide connections to destinations throughout to Prestwich town centre, Bury town centre and Manchester city centre.
39. The combined frequency of the commuter services within the vicinity of the site is up to 8 services per hour during the weekday peak hours.
40. In terms of tram services, the nearest Metrolink Stop is Heaton Park which is located less than 300m walking distance to the east of the application site and can be accessed via PROW 5PRE/Whittaker Lane.
41. Heaton Park Metrolink Stop is on the Bury to Manchester Piccadilly and Bury to Altrincham lines and provides direct services to locations including Radcliffe, Sale and Manchester city centre, amongst others.

42. The stop is served by 1 tram service every 12 minutes on both lines in either direction. Trams on both lines run between approximately 0600 to 0000 Mondays to Thursdays, 0600 to 0100 Fridays and Saturdays, and 0700 to 2000 Sundays.
43. **Figure 7** overleaf indicates a 60 minute public transport journey from the site, which includes the time to walk to the bus stop or Metrolink stop or train station. The analysis demonstrates that it is possible to reach areas Bolton, Bury, Rochdale, Oldham, Salford Quays and Manchester City Centre, amongst others, in an acceptable 60 minute commute time.

Figure 7 – Public Transport Accessibility



44. In summary the application site is extremely well located to encourage other modes of travel other than the private car. The site has a number of local facilities within short walking distance including a convenience store, bus stops, Heaton Park Metrolink stop which provide direct frequent services throughout the week between Bury and Manchester City Centre. Prestwich town centre is also within walking distance of the site which provides numerous additional facilities.

Anticipated Transport Impacts

Overview

45. This section sets out the methodology used to estimate the number of trips generated by the existing uses of the site in comparison to the proposed uses of the site and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generation - Existing Use of the Site

46. As set out earlier in Chapter 2, the application site currently former children's nursery (Friesner Nurseries) with a GFA of approximately 380sqm.
47. In order to estimate the trip generating potential of the existing uses of the site, average trip rates from the industry-standard TRICS Database have been obtained. The search criteria for the TRICS based trip rates is as follows:-
- i) Education;
 - ii) Nursery;
 - iii) Multi-modal surveys;
 - iv) Sites in Greater London and Ireland excluded;
 - v) Selection by GFA;
 - vi) Weekday surveys only; and
 - vii) 'Town Centre', 'Edge of Town Centre' and 'Free Standing' locations excluded.
48. The multi modal TRICS outputs for the proposed development are presented in **Appendix C** and are summarised in **Table 2** below.

Table 2 - Estimated Trip Rates (Per 100 sqm) Associated with the Existing Nursery				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	3.652	3.156	2.270	2.908
Cycles	0.071	0.035	0.035	0.071
Pedestrians	1.809	0.887	1.206	1.950
Pub. Trans.	0.390	0.106	0.106	0.106

49. The estimated trip generation associated with the existing nursery is therefore as summarised in **Table 3** below.

Table 3 – Estimated Trip Generation – Based on Existing Nursery GFA of 380sqm				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	14	12	9	11
Cycles	0	0	0	0
Pedestrians	7	3	5	7
Pub. Trans.	1	0	0	0

Trip Generation - Proposed Use of the Site

50. In order to estimate the trip generating potential of the proposed residential use, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS-based trip rates is as follows:-
- i) Residential;
 - ii) Houses Privately Owned;
 - iii) Multi modal surveys;
 - iv) Sites in Greater London and Ireland excluded;
 - v) Selection by number of dwellings;
 - vi) Weekday surveys only; and
 - viii) 'Town Centre', 'Edge of Town Centre' and 'Free Standing' locations excluded.

51. The multi modal TRICS outputs for the proposed development are presented in **Appendix D** and are summarised in **Table 4** below.

Table 4 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Residential Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.123	0.323	0.323	0.138
Cycles	0.000	0.015	0.031	0.000
Pedestrians	0.015	0.200	0.123	0.000
Pub. Trans.	0.000	0.062	0.062	0.031

52. The estimated trip generation associated with the proposed development is therefore as summarised in **Table 5** below.

Table 5 – Estimated Trip Generation – Based on 3 Dwellings				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0	1	1	0
Cycles	0	0	0	0
Pedestrians	0	1	0	0
Pub. Trans.	0	0	0	0

Net Trip Generation

53. The net peak hour trip generating potential of the scheme is equal to the number of trips that could be generated by the existing uses subtracted from the number of trips that could be generated by the proposed development. This is summarised in **Table 6** below:

Table 6 – Net Development Trip Generation (Vehicles)

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Existing Nursery	14	12	9	11
Proposed Residential Use	0	1	1	0
Net Trip Generation	-14	-11	-8	-11

54. Based on the trip net trip generation, the proposed development will result in a reduction of 25 two-way vehicles during the AM peak hour and a reduction of 19 two-way vehicles during the PM peak hour.
55. Volumetrically, this equates to a reduction in vehicle movements by once every 2-3 minutes or so during the AM peak hour and once every 3-4 minutes or so during the PM peak hours. The scheme is therefore considered to provide a significant betterment over the existing use of the site in terms of highway impact.

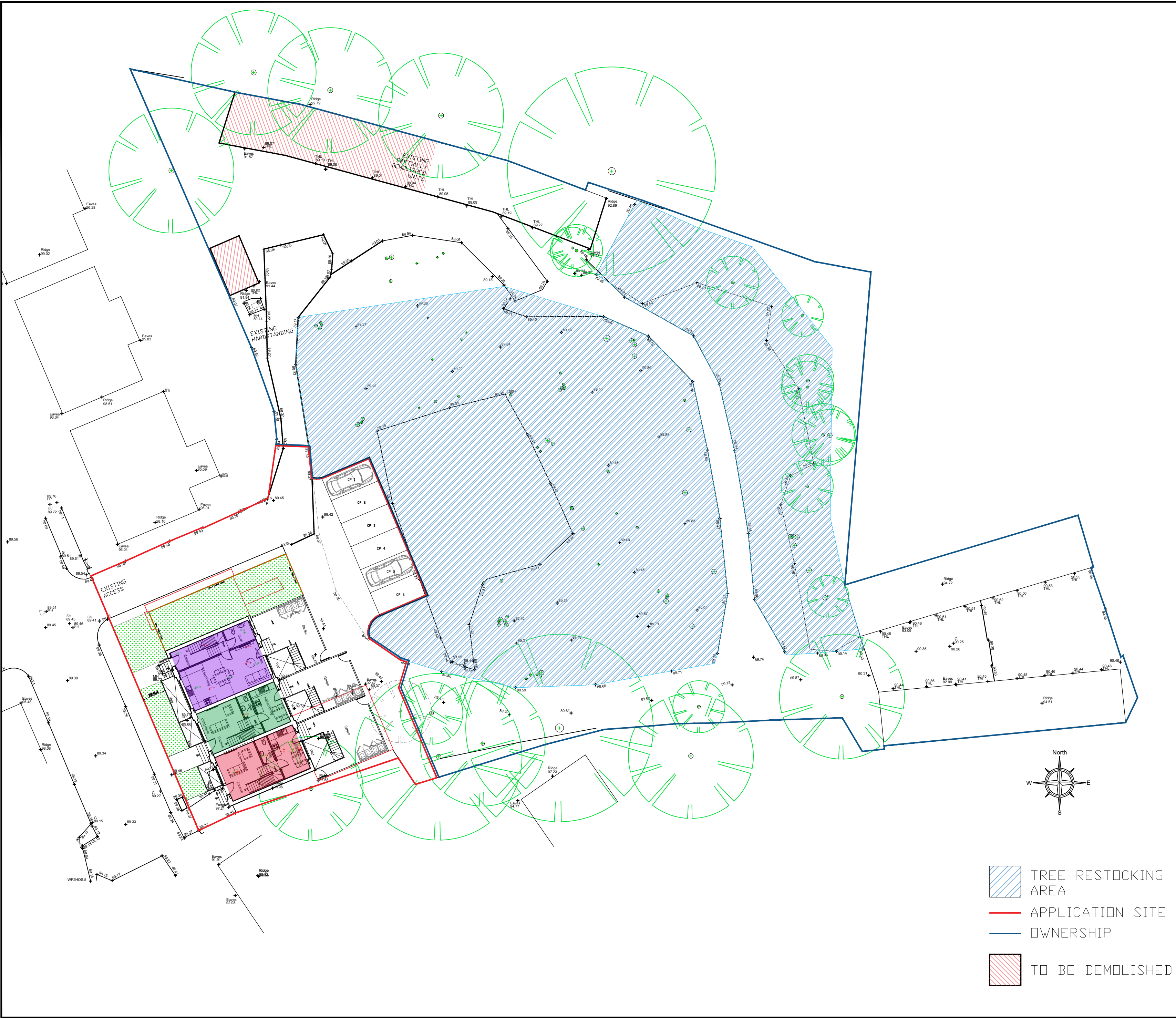
Conclusions

56. SCP are instructed by Dreams Homes Construction to provide highway, traffic and transport advice in connection with a proposed residential development of 3no. houses on land to the north-east of Earl, Street, Prestwich.
57. This Technical Note has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
58. Vehicular access to the development will be provided via the existing access along Earl Street. This is considered acceptable given the proposals will provide a significant reduction in trip generation and parking demand when compared to the existing use.
59. Pedestrian and cycle access to the site will be provided at the same location as the vehicular access.

60. The personal injury accident data for the most recently available five year period in the vicinity of the site has been reviewed. The data shows that no accidents occurred along Earl Street, or the adjoining roads of Newton Street, Russell Street and Stanley Street over the five year period. As a result, no further analysis of the accident record is required.
61. The proposed development has been found to be very well located to encourage travel by sustainable modes. In particular, the site has a number of local facilities within short walking distance including a convenience store, bus stops Heaton Park Metrolink stop which provide direct frequent services throughout the week between Bury and Manchester City Centre. Prestwich town centre is also within walking distance of the site which provides numerous additional facilities.
62. Based on the trip net trip generation, the proposed development will result in a reduction of 25 two-way vehicles during the AM peak hour and a reduction of 19 two-way vehicles during the PM peak hour. Volumetrically, this equates to a reduction in vehicle movements by once every 2-3 minutes or so during the AM peak hour and once every 3-4minutes or so during the PM peak hours. The scheme is therefore considered to provide a significant betterment over the existing use of the site in terms of highway impact.
63. Having regard to the above, it is concluded that there is no highway-related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

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APPENDIX A



- TREE RESTOCKING AREA
- APPLICATION SITE
- OWNERSHIP
- TO BE DEMOLISHED

NOTES
ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO ANY MANUFACTURING OR FABRICATION AND ANY ANOMALIES TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.



KEY		
BASEMENT FLOOR		FLOOR AREA (m²)
Dwelling 1 - 4bed, 1 bath	49.7	
Dwelling 2 - 3bed, 1 bath	33.0	
Dwelling 3 - 4bed, 1 bath	35.5	
GROUND FLOOR		
Dwelling 1 - 4bed, 1 bath	49.0	
Dwelling 2 - 3bed, 1 bath	33.6	
Dwelling 3 - 4bed, 1 bath	36.8	
FIRST FLOOR		
Dwelling 1 - 4bed, 1 bath	47.4	
Dwelling 2 - 3bed, 1 bath	35.1	
Dwelling 3 - 4bed, 1 bath	36.4	
TOTAL		
Dwelling 1 - 4bed, 1 bath	146.1	
Dwelling 2 - 3bed, 1 bath	101.7	
Dwelling 3 - 4bed, 1 bath	108.7	
NET SALEABLE FLOOR AREA =		356.5 (N.B excluding Lightwells)

E	LANDSCAPING INFO ADDED	TB	09.11.23
D	CAR PARKING CH.	TB	03.11.23
C	CAR PARKING CH.	TB	24.10.23
B	CAR PARKING CH.	II	02.10.23
A	FIRST ISSUE	II	13.07.23
REV	AMENDMENTS	BY	DATE

PROJECT
PROPOSED RESIDENTIAL DEV.
LAND TO REAR OF EARL STREET
PRESTWICH M25 1GQ

CLIENT
MR. MEDHI YAZDANPANH

DRAWING TITLE
SITE PLAN AS PROPOSED

DRAWN	II	DATE	02.10.23
CHECKED		SCALE	1:250 (A2)
APPROVED			



HOWARD & SEDDON A.R.I.B.A.
CHARTERED ARCHITECTS
64 WASHWAY ROAD
SALE, CHESHIRE, M33 7RE
TEL NO. 0161 - 973 8296
FAX NO. 0161 - 962 3485
E-MAIL : ADMIN@HOWARDANDEDSDON.CO.UK

JOB No.	14,347	DRG No.	100	REVISION	E
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APPENDIX B



A diagram showing a car on a platform. The car's length is labeled as 4.572. The platform's length is labeled as 2.578. The distance from the left edge of the platform to the left end of the car is labeled as 0.551.

Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

REV	DESCRIPTION	DATE	BY
-	-	-	-
	-		

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

DREAMS HOMES CONSTRUCTION

Project Title:

EARL STREET, PRESTWICH

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:

OP

Date:

21.12.2023

Checked:

LB

Scale:

1:200 @ A3

Status:

PLANNING

Approve:

approved:

Drawing No.

SCP/231098/ATR01

ev.

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APPENDIX C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	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: Gross floor area
 Actual Range: 185 to 725 (units: sqm)
 Range Selected by User: 176 to 750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 21/05/19

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	7
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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:

E(f) 7 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:

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

100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	3 days
2.1 to 2.5	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:

No 7 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 7 days

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

LIST OF SITES relevant to selection parameters

1	CA-04-D-02	NURSERY	CAMBRIDGESHIRE
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: TUESDAY	18/10/16	Survey Type: MANUAL
2	ES-04-D-01	NURSERY	EAST SUSSEX
	CONNAUGHT ROAD		
	BRIGHTON		
	HOVE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	185 sqm	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
3	GM-04-D-01	NURSERY	GREATER MANCHESTER
	RUFFORD ROAD		
	MANCHESTER		
	WHALLEY RANGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	200 sqm	
	Survey date: MONDAY	16/11/09	Survey Type: MANUAL
4	KC-04-D-01	NURSERY	KENT
	PEMBURY ROAD		
	TONBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	210 sqm	
	Survey date: WEDNESDAY	09/12/09	Survey Type: MANUAL
5	LN-04-D-01	NURSERY	LINCOLNSHIRE
	NEWARK ROAD		
	LINCOLN		
	SWALLOW BECK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	600 sqm	
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL
6	TW-04-D-02	NURSERY	TYNE & WEAR
	ETTRICK GROVE		
	SUNDERLAND		
	HIGH BARNES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	28/11/12	Survey Type: MANUAL
7	TW-04-D-03	NURSERY	TYNE & WEAR
	JUBILEE ROAD		
	NEWCASTLE UPON TYNE		
	GOSFORTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	725 sqm	
	Survey date: TUESDAY	21/05/19	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 04 - EDUCATION/D - NURSERY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	403	1.489	7	403	0.638	7	403	2.127
08:00 - 09:00	7	403	3.652	7	403	3.156	7	403	6.808
09:00 - 10:00	7	403	1.064	7	403	0.709	7	403	1.773
10:00 - 11:00	7	403	0.177	7	403	0.071	7	403	0.248
11:00 - 12:00	7	403	0.355	7	403	0.461	7	403	0.816
12:00 - 13:00	7	403	0.674	7	403	0.993	7	403	1.667
13:00 - 14:00	7	403	0.957	7	403	1.099	7	403	2.056
14:00 - 15:00	7	403	0.319	7	403	0.390	7	403	0.709
15:00 - 16:00	7	403	1.489	7	403	1.241	7	403	2.730
16:00 - 17:00	7	403	2.092	7	403	2.057	7	403	4.149
17:00 - 18:00	7	403	2.270	7	403	2.908	7	403	5.178
18:00 - 19:00	7	403	0.355	7	403	1.135	7	403	1.490
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.893			14.858			29.751

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:	185 - 725 (units: sqm)
Survey date range:	01/01/08 - 21/05/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

OFF-LINE VERSION SCP York street Manchester

Licence No: 726001

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	403	0.071	7	403	0.000	7	403	0.071
08:00 - 09:00	7	403	0.071	7	403	0.035	7	403	0.106
09:00 - 10:00	7	403	0.000	7	403	0.000	7	403	0.000
10:00 - 11:00	7	403	0.000	7	403	0.000	7	403	0.000
11:00 - 12:00	7	403	0.000	7	403	0.000	7	403	0.000
12:00 - 13:00	7	403	0.106	7	403	0.035	7	403	0.141
13:00 - 14:00	7	403	0.035	7	403	0.071	7	403	0.106
14:00 - 15:00	7	403	0.000	7	403	0.000	7	403	0.000
15:00 - 16:00	7	403	0.000	7	403	0.071	7	403	0.071
16:00 - 17:00	7	403	0.000	7	403	0.000	7	403	0.000
17:00 - 18:00	7	403	0.035	7	403	0.071	7	403	0.106
18:00 - 19:00	7	403	0.000	7	403	0.000	7	403	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00	1	400	0.000	1	400	0.000	1	400	0.000
21:00 - 22:00	1	400	0.000	1	400	0.000	1	400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.318			0.283			0.601

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.

OFF-LINE VERSION SCP York street Manchester

Licence No: 726001

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	403	1.489	7	403	0.355	7	403	1.844
08:00 - 09:00	7	403	1.809	7	403	0.887	7	403	2.696
09:00 - 10:00	7	403	0.674	7	403	0.248	7	403	0.922
10:00 - 11:00	7	403	0.284	7	403	0.213	7	403	0.497
11:00 - 12:00	7	403	0.816	7	403	0.957	7	403	1.773
12:00 - 13:00	7	403	1.454	7	403	1.525	7	403	2.979
13:00 - 14:00	7	403	0.567	7	403	0.922	7	403	1.489
14:00 - 15:00	7	403	0.319	7	403	0.390	7	403	0.709
15:00 - 16:00	7	403	0.993	7	403	0.887	7	403	1.880
16:00 - 17:00	7	403	1.135	7	403	1.348	7	403	2.483
17:00 - 18:00	7	403	1.206	7	403	1.950	7	403	3.156
18:00 - 19:00	7	403	0.071	7	403	0.993	7	403	1.064
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	10.817			10.675			21.492		

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 04 - EDUCATION/D - NURSERY
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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	403	0.603	7	403	0.000	7	403	0.603
08:00 - 09:00	7	403	0.390	7	403	0.106	7	403	0.496
09:00 - 10:00	7	403	0.248	7	403	0.071	7	403	0.319
10:00 - 11:00	7	403	0.035	7	403	0.000	7	403	0.035
11:00 - 12:00	7	403	0.000	7	403	0.248	7	403	0.248
12:00 - 13:00	7	403	0.390	7	403	0.461	7	403	0.851
13:00 - 14:00	7	403	0.035	7	403	0.106	7	403	0.141
14:00 - 15:00	7	403	0.000	7	403	0.000	7	403	0.000
15:00 - 16:00	7	403	0.035	7	403	0.142	7	403	0.177
16:00 - 17:00	7	403	0.000	7	403	0.177	7	403	0.177
17:00 - 18:00	7	403	0.106	7	403	0.106	7	403	0.212
18:00 - 19:00	7	403	0.000	7	403	0.355	7	403	0.355
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.842			1.772			3.614

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.

S|C|P

APPENDIX D

Calculation Reference: AUDIT-726001-231219-1202

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
11	SCOTLAND	
	AG ANGUS	1 days

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

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Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 6 to 10 (units:)
Range Selected by User: 6 to 10 (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: 01/01/10 to 08/06/21

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:

Tuesday	4 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	8 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	7
Village	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	2 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:Use Class:

C3	8 days
----	--------

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

Population within 500m Range:

All Surveys Included

SCP York Street Manchester

Licence No: 726001

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

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	2 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:

Yes	1 days
No	7 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	8 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	AG-03-A-01	BUNGALOWS/DET.	ANGUS
	KEPTIE ROAD ARBROATH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7		
	Survey date: TUESDAY 22/05/12		Survey Type: MANUAL
2	HF-03-A-04	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 8		
	Survey date: TUESDAY 08/06/21		Survey Type: MANUAL
3	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
	ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8		
	Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
4	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY THETFORD		
	Edge of Town Residential Zone Total No of Dwellings: 10		
	Survey date: WEDNESDAY 16/09/15		Survey Type: MANUAL
5	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10		
	Survey date: WEDNESDAY 10/05/17		Survey Type: MANUAL
6	PB-03-A-03	DETACHED	PETERBOROUGH
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 9		
	Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
7	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE LOWESTOFT		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7		
	Survey date: TUESDAY 23/10/12		Survey Type: MANUAL
8	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
	ARLINGTON AVENUE LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 6		
	Survey date: FRIDAY 21/10/11		Survey Type: MANUAL

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.98

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	8	8	0.077	8	8	0.308	8	8	0.385
08:00 - 09:00	8	8	0.123	8	8	0.323	8	8	0.446
09:00 - 10:00	8	8	0.108	8	8	0.231	8	8	0.339
10:00 - 11:00	8	8	0.169	8	8	0.108	8	8	0.277
11:00 - 12:00	8	8	0.062	8	8	0.154	8	8	0.216
12:00 - 13:00	8	8	0.200	8	8	0.169	8	8	0.369
13:00 - 14:00	8	8	0.215	8	8	0.277	8	8	0.492
14:00 - 15:00	8	8	0.200	8	8	0.169	8	8	0.369
15:00 - 16:00	8	8	0.215	8	8	0.138	8	8	0.353
16:00 - 17:00	8	8	0.246	8	8	0.215	8	8	0.461
17:00 - 18:00	8	8	0.323	8	8	0.138	8	8	0.461
18:00 - 19:00	8	8	0.154	8	8	0.108	8	8	0.262
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.092			2.338			4.430

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

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

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

Parameter summary

Trip rate parameter range selected:	6 - 10 (units:)
Survey date date range:	01/01/10 - 08/06/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	8	0.000	8	8	0.077	8	8	0.077
08:00 - 09:00	8	8	0.000	8	8	0.015	8	8	0.015
09:00 - 10:00	8	8	0.000	8	8	0.015	8	8	0.015
10:00 - 11:00	8	8	0.015	8	8	0.015	8	8	0.030
11:00 - 12:00	8	8	0.015	8	8	0.015	8	8	0.030
12:00 - 13:00	8	8	0.000	8	8	0.015	8	8	0.015
13:00 - 14:00	8	8	0.015	8	8	0.000	8	8	0.015
14:00 - 15:00	8	8	0.000	8	8	0.000	8	8	0.000
15:00 - 16:00	8	8	0.062	8	8	0.000	8	8	0.062
16:00 - 17:00	8	8	0.031	8	8	0.000	8	8	0.031
17:00 - 18:00	8	8	0.031	8	8	0.000	8	8	0.031
18:00 - 19:00	8	8	0.000	8	8	0.000	8	8	0.000
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.169			0.152			0.321

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	8	0.062	8	8	0.154	8	8	0.216
08:00 - 09:00	8	8	0.015	8	8	0.200	8	8	0.215
09:00 - 10:00	8	8	0.000	8	8	0.108	8	8	0.108
10:00 - 11:00	8	8	0.077	8	8	0.092	8	8	0.169
11:00 - 12:00	8	8	0.108	8	8	0.062	8	8	0.170
12:00 - 13:00	8	8	0.062	8	8	0.062	8	8	0.124
13:00 - 14:00	8	8	0.092	8	8	0.123	8	8	0.215
14:00 - 15:00	8	8	0.108	8	8	0.062	8	8	0.170
15:00 - 16:00	8	8	0.231	8	8	0.138	8	8	0.369
16:00 - 17:00	8	8	0.215	8	8	0.092	8	8	0.307
17:00 - 18:00	8	8	0.123	8	8	0.000	8	8	0.123
18:00 - 19:00	8	8	0.108	8	8	0.077	8	8	0.185
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.201			1.170			2.371

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	8	0.046	8	8	0.015	8	8	0.061
08:00 - 09:00	8	8	0.000	8	8	0.062	8	8	0.062
09:00 - 10:00	8	8	0.000	8	8	0.015	8	8	0.015
10:00 - 11:00	8	8	0.000	8	8	0.000	8	8	0.000
11:00 - 12:00	8	8	0.000	8	8	0.000	8	8	0.000
12:00 - 13:00	8	8	0.000	8	8	0.000	8	8	0.000
13:00 - 14:00	8	8	0.015	8	8	0.015	8	8	0.030
14:00 - 15:00	8	8	0.000	8	8	0.000	8	8	0.000
15:00 - 16:00	8	8	0.015	8	8	0.015	8	8	0.030
16:00 - 17:00	8	8	0.046	8	8	0.000	8	8	0.046
17:00 - 18:00	8	8	0.062	8	8	0.031	8	8	0.093
18:00 - 19:00	8	8	0.000	8	8	0.000	8	8	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.184			0.153			0.337

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.