



Transport Statement

Project: 5 – 9 The Rock, Bury

Client: Landa Corporation Ltd

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1 INTRODUCTION

1.1 Introduction

- 1.1.1 JNP Group have been appointed by Landa Corporation Ltd to prepare a Transport Statement in support of the change of use application comprising the conversion of first - fourth floor office space to accommodate the development twelve one – bedroom flatted dwellings at 5 – 9 The Rock, Bury. The ground floor is currently a vacant bank, and it is proposed that this will remain as commercial space in the post development scenario.
- 1.1.2 Pedestrian access to the flatted dwellings will be taken from North Back Rock to the north of the building. Access to both the bike store and bin store will also be taken from this location. It is understood that no dedicated parking is currently associated with the existing office space, and this car – free arrangement is proposed to be retained for the 12 proposed flatted dwellings.
- 1.1.3 This Transport Statement has been prepared to take account of national and local planning policy, including the National Planning Policy Framework (2021) and the Adopted Bury Unitary Development Plan (1997).

1.2 Report Structure

- 1.2.1 The structure of the report is listed below:
- **Section 2 – Policy and Good Practice Guidance:** This section summarises policy which is relevant to the Transport Statement;
 - **Section 3 – Baseline Conditions:** This section describes the existing highway conditions in the vicinity of the site, including access by sustainable modes of transport;
 - **Section 4 - Development Proposals:** This section describes the proposed residential development;
 - **Section 5 – Trip Generation:** This section sets out the methodology for calculating the proposed people trip generation;
 - **Section 6 – Summary and Conclusions:** This section concludes the report and summarises its findings.

2 POLICY AND GOOD PRACTICE GUIDANCE

2.1 Introduction

- 2.1.1 The following policy and guidance documents have been reviewed within the Transport Statement:

National Policy and Guidance

- National Planning Policy Framework (NPPF), 2021; and
- National Planning Practice Guidance.

Local Policy and Guidance

- Adopted Bury Unitary Development Plan (1997); and
- Development Control Policy Guidance Note 11: Parking Standards in Bury (2007)

2.2 National Planning Policy Framework (2021)

- 2.2.1 The Ministry of Housing, Communities and Local Government published the revised NPPF in July 2021, which replaces the previous versions of NPPF published in March 2012, July 2018 and February 2019.

- 2.2.2 National Planning Policy reflects and responds to growing concerns over environmental issues and a greater public awareness of the problems associated with unrestrained car use. Current policies place a greater emphasis on increasing accessibility by more sustainable modes, such as walking, cycling and public transport. The NPPF also states that sustainable developments are more favourable, and this approach should be reflected by local planning authorities in their local plans and the decision-making process.

- 2.2.3 Paragraph 104 of the NPPF states that transport should be considered from the earliest stages of plan making so that:

- *'The potential impacts of development on transport networks can be addressed;*
- *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

- 2.2.4 Paragraph 105 goes on to state that 'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions and improve air quality and public health'.

2.2.5 Paragraph 110 of NPPF provides information on the transport considerations that should be given in determining applications for development. These are as follows:

- ‘Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the development type and its location;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.’

2.2.6 Paragraph 111 reminds authorities that ‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’

2.2.7 Paragraph 113 states that all developments which will generate significant amounts of movement must be supported by a Travel Plan and a Transport Statement / Transport Assessment so that the cumulative impacts of the proposal can be assessed.

2.3 Planning Practice Guidance (2014)

2.3.1 Planning Practice Guidance provides advice on when Transport Assessments and Transport Statements are required, as well as the information they should contain.

2.3.2 Paragraph 15 of ‘Planning Practice Guidance on Travel Plans, Transport Assessments and Statements’ presents the level of detail that a Transport Assessment must go to and what must be included. The following criteria are necessary:

- Information about the proposed development, site layout (particularly proposed transport access and layout across all modes of transport);
- Information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
- Data about existing public transport provision, including provision/frequency of services and proposed public transport changes;
- A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and near the site;
- An assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);
- Data about current traffic flows on links and at junctions (including different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highway network;

- An analysis of the injury accident records on the public highway near the site access for the most recent three-year period, or five-year period if the proposed site has been identified as being within a high accident area;
- An assessment of the likely environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
- Measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle linkages) where these are necessary to make the development acceptable in planning terms;
- A description of parking facilities in the area and the parking strategy of the development;
- Ways of encouraging environmental sustainability by reducing the need to travel; and
- Measures to mitigate the residual impacts of the development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads).

2.4 Adopted Bury Unitary Development Plan (1997)

2.4.1 The adopted Bury Unitary Development Plan (1997) provides a "...response to the changes which have taken place in the local economy over recent years and the growing concern for the environmental quality of the area. Such matters can also be seen to be at the heart of the emerging interest in the concept of "sustainability" where it is recognised that, if development is to be sustainable, its impact should not result in the irreversible or unacceptable deterioration of the environment."

2.4.2 Policy HT1 – 'A balanced transport strategy' – states that:

- *"The Council will promote a balanced transportation strategy by ensuring that there is a co-ordinated approach to the formulation of policies and proposals for the alteration, upgrading or improvement of the transport network. This can be achieved by:*
 - *implementing measures designed to increase the attractiveness of public transport as a viable alternative to private transport;*
 - *facilitating better interchange between different modes of transport whether public or private;*
 - *improving the accessibility of public transport to those travellers whose mobility is impaired;*
 - *diverting road traffic, especially through traffic, onto major roads;*
 - *improving the capacity of major roads by selective improvement, also aimed at reducing road traffic accidents."*

2.4.3 Policy HT2/4 – 'Car Parking and New Development' – states that:

- *“The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.”*
- 2.4.4 It is noted that the development herein proposed is proposed as a car free development, in line with the current office provision. This will be discussed in greater detail in subsequent sections of this report.
- 2.4.5 Policy HT3 – ‘Public Transport’ – states that:
- *“The Council will encourage land use measures aimed at maintaining and increasing the use of public transport”.*
- 2.4.6 Policy HT4 – ‘New Development’ – states that:
- *“In considering the location of new or intensified development, the Council will encourage proposals which:*
 - *Support the principles of sustainable development;*
 - *Assist the implementation of a balanced transportation strategy; and*
 - *Minimise the environmental impact of traffic.*
 - *In particular, new development will be encouraged where use can be made of public transport or spare capacity in the existing highway network, provided that this is also in accordance with other policies of the Plan.”*
- 2.4.7 Policy HT6/1 – ‘Pedestrian and Cyclist Movement’ – states that:
- *“The Council will seek to ensure that pedestrians and cyclists are able to move safely and conveniently. This can be achieved by:*
 - *Eliminating points of conflict between pedestrians/cyclists and motor vehicles;*
 - *Providing direct and convenient routes;*
 - *Ensuring that routes are well lit and clearly signed;*
 - *Extending pedestrian areas, especially in Bury town centre and other other district or local centres, where appropriate;*
 - *Ensuring that all proposals for development recognise the needs of pedestrians and cyclists;*
 - *Making exemptions for cyclists in Traffic Regulation Orders and pedestrianisation schemes, where appropriate;*
 - *Providing secure cycle parking and identifying cycle routes, including recommended routes and cycle lanes through busy urban area, where appropriate.*
 - *In particular, new development will be encouraged where use can be made of public transport or spare capacity in the existing highway network, provided that this is also in accordance with other policies of the Plan.”*

2.5 Development Control Policy Guidance Note 11: Parking Standards in Bury (2007)

- 2.5.1 Development Control Policy Guidance Note 11 stipulates the required parking provision within the Bury Metropolitan District.
- 2.5.2 The area in which the development site is located is within what is defined with the parking standards as a 'High Access Area', being an area that is:
- *"...located within an 800 metre buffer zone from a GMPTE Metrolink stop / bus station and/or within a 400 metre buffer zone from a frequent bus stop."*
- 2.5.3 High Access Areas benefit from lower parking standards accordingly, with the standards for one – bed flats stipulated as:
- 1 car parking space per dwelling; and
 - 1 cycle parking space per 5 dwellings, provided within a secure long stay compound or locker;
- 2.5.4 The development herein is proposed as car free, and as such does not provide the required allocation of vehicle parking. This is considered appropriate given the highly sustainable location of the site.
- 2.5.5 26 cycle parking spaces are proposed (accommodated within 13 Sheffield stands) on the ground floor level (with access onto North Back Rock). It is considered that this over – provision against the standards will encourage a relatively high share of people travelling by this mode, either for short trips in the local area or as part of a longer journey via bus and MetroLink services accessible from the nearby Bury Interchange.
- 2.5.6 The review sets out the policies and guidance that the proposed residential development will accord with, both at a national and local level. The Transport Statement seeks to identify the sustainable travel opportunities available to future residents, which in turn assist in minimising the impact of the development on the surrounding highway network.
- 2.5.7 The development is proposed as car free but is provided with an 'excess' of cycle parking as compared to the stipulated parking standards. This overall arrangement is considered suitable given the proximity of the site to local amenities and public transport nodes.

3 BASELINE CONDITIONS

3.1 Introduction

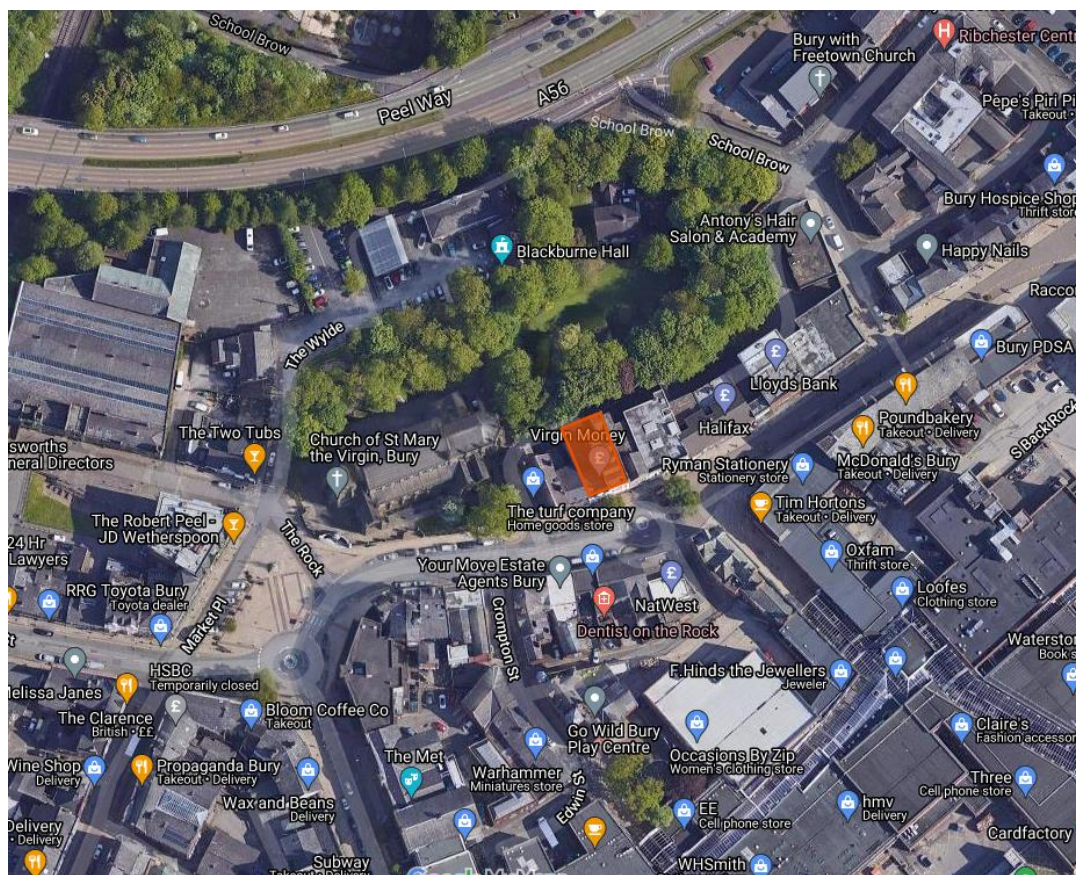
3.1.1 This section describes the existing site and highway conditions, providing a baseline against which the development proposals can be assessed. The proximity of the site to existing walking, cycling and public transport facilities is also considered within this section of the Transport Statement.

3.2 Site Location and Existing Use

3.2.1 The site is located within a five – storey building comprising numbers 5 – 9 The Rock, Bury. The ground floor currently comprises a vacant bank and the first to fourth floors comprise a total of approximately 755sqm of office space. The proposals will reconfigure the ground floor but retain it as commercial space. The four floors of office space above will be converted into 12 one-bedroom flats.

3.2.2 Figure 3.1 below shows the location of the site (edged and shaded red) in respect to the surrounding area.

Figure 3-1: Site Location Plan



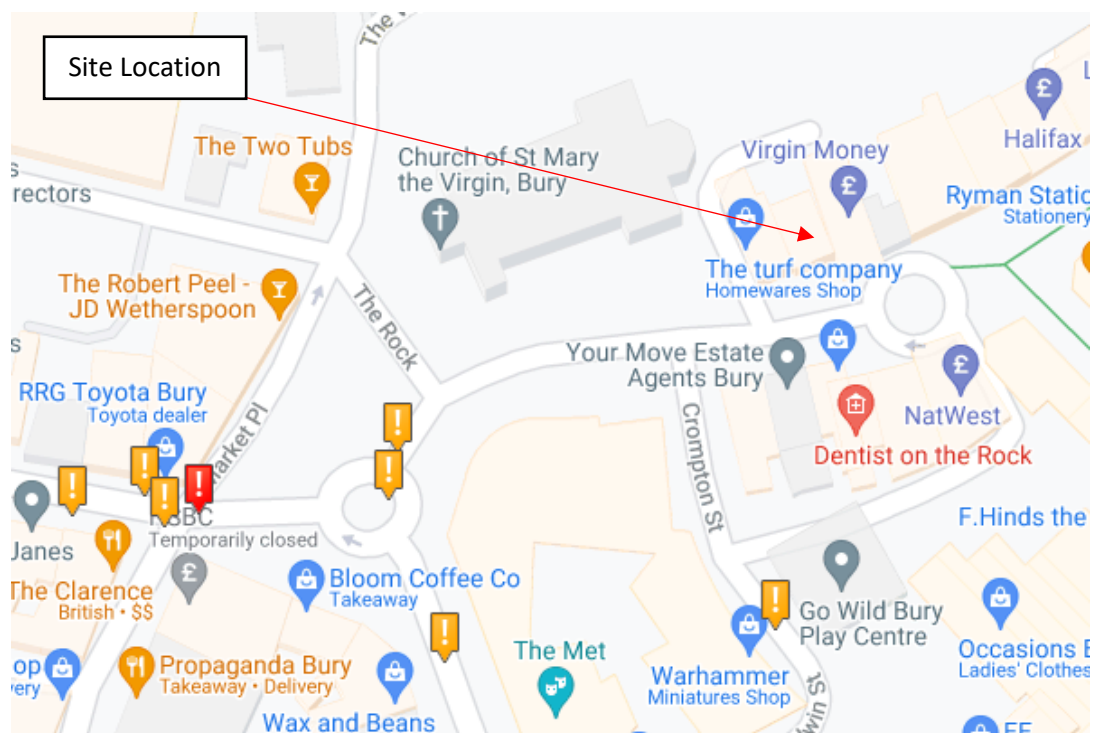
3.3 Surrounding Highway Network

- 3.3.1 The M66 at Junction 2 is accessible via an 8-minute drive via the A56 Peel Way. From here onwards connectivity is provided to Manchester to the south (via the M60), Huddersfield and Leeds to the east (via the M62) and Blackburn and Burnley to the north (via the A56).
- 3.3.2 The A56 also provides direct connectivity to Manchester to the south, and onwards to Chester to the south west.
- 3.3.3 Bury is also well situated with local towns in easy reach by public transport. These include Manchester, Rochdale, Bolton and Blackburn. Other smaller intermediate destinations are also readily accessible.
- 3.3.4 There are some parking restrictions in place along The Rock, with double yellow lining in the vicinity of nearby junctions and along North Back Road behind the site.
- 3.3.5 Four disabled parking spaces are available immediately to the south west, and a further four immediately to the east. Pay and display parking is available on the southern side of the carriageway in the immediate vicinity of the site, and on both sides of the carriageway away to the west in the vicinity of the Church of St Mary the Virgin, Bury.

3.4 Analysis of Collision Data

- 3.4.1 A review of the Crashmap database has been undertaken to determine the amount and frequency of collisions resulting in personal injury which have occurred in the vicinity of the site. Data has been reviewed for the latest five-year period, which covers 2016 to 2020. An extract of the map is provided below as Figure 3.2.

Figure 3-2: Collision Data



Source: www.crashmap.co.uk

- 3.4.2 As shown in Figure 3.2, no collisions have occurred along The Rock or in the immediate vicinity of the site in the latest five-year period. The nearest collisions occurred at the junction between The Rock and Market Street and were 'Slight' in severity. A further 'Slight' collision occurred on Edwin Street. A small cluster of four collisions occurred at the Market Place / Bolton Street / Silver Street junction, with one being classified as 'Serious'. A further 'Slight' collision also took place on Market Street. Given the relative distance of the above collisions from the site, and especially given the proposed car – free nature of the development, the proposals are not expected to have a detrimental impact on the safety and operation of the existing highway network.

3.5 Walking and Cycling Accessibility

Walking

- 3.5.1 Walking is a sustainable mode of travel which can replace shorter trips that are often made by car, particularly those under 2km.
- 3.5.2 The CIHT's 'Planning for Walking' (2015) guidance document recognises that most short journeys are made wholly on foot, however walking also forms part of longer, multi-modal journeys. The guidance states that people will choose to walk if the length of their journey is less than one mile (1.6km). A typical catchment area is around half this distance at 800m or a 10-minute walk.
- 3.5.3 The IHT document 'Guidelines for Providing Journeys on Foot' (2000) provides preferred maximum walking distances for the purposes of commuting and other journeys. The distances are as follows:
- Town centres: 800m;
 - Commuting/school/sightseeing: 2,000m; and
 - Elsewhere: 1,200km.
- 3.5.4 A range of amenities and services in Bury are well within a reasonable walking distance of the site, as summarised in Table 3.1.

Table 3-1: Amenities and Services in Walking Distance of the Site

Facilities	Distance (metres)	Walking Time (minutes)
Barber	60	1
Restaurant	80	1
Church	80	1
McDonalds	150	2
Coffee Shop/Café	170	2
Public House – The Bank	180	2
Nursery	120	2
Post Office	240	3
Bury Interchange – Bus Station	300	4
Supermarket – Heron Foods	350	4
Pharmacy	400	5
Bury Interchange – MetroLink Station	500	6
Supermarket - Asda	550	7

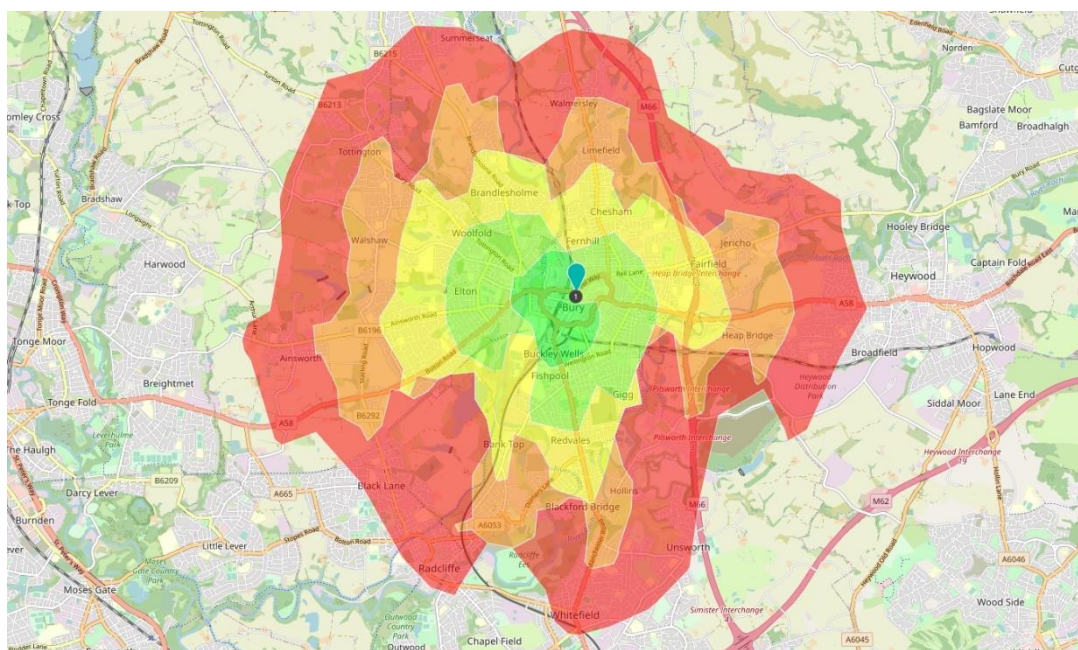
GP Surgery	650	8
Primary School	750	9
Secondary School	800	10

- 3.5.5 It is noted that the above is by no means an exhaustive list, and that in reality a significantly larger number and variety of amenities and services are available within an 800m walk of the site and just beyond that. It is also noted that the proximity to Bury Interchange provides ready onward connectivity to larger service centres with an even larger range of amenities, without the need for the utilisation of the private car.

Cycling

- 3.5.6 The CIHT's 'Planning for Cycling' (2014) guidance document states that the majority of cycling trips are made over short distances, with 80% being less than 5 miles (8km) and 40% being less than 2 miles (3.2km). Similarly, 'Chapter 10 – Cycling in New Developments' of the Sustrans Design Manual (draft, 2015) advises that distances up to five miles (8km) represents a reasonable cycling commute for most users.
- 3.5.7 The Department for Transport's 'Walking and Cycling Statistics, England: 2016' statistical release was published in January 2018. It states that shorter cycling trips under five miles (8km) made up 79% of all cycling trips in 2016, with 43% of all trips being under two miles (3.2km). The most common purpose for cycling trips is commuting, which accounts for an average of 36% of trips made by this mode.
- 3.5.8 Figure 3.3 below shows that the entirety of Bury and some of its surrounding suburbs are accessible within a comfortable cycle distance of the site. It is also of note that Bury Interchange is accessible within 1km of the site providing the opportunity for cycling to form one part of an extended multi-modal sustainable journey.

Figure 3-3: 5km Cycling Isochrone



3.6 Public Transport – Bus

3.6.1 The CIHT's 'Buses in Urban Developments' (2018) publication considers 400m as a maximum walking distance to bus stops. It recognises that in some instances it may be appropriate to increase this distance to 500m in order to access services on core bus corridors. For bus stops served by lower frequency routes, the recommended maximum walking distance reduces to 300m.

3.6.2 The bus station at Bury Interchange is located approximately 300m to the south of the site, accessible via a walk of approximately 4 minutes via Market Street. The entrance to the Metrolink station at Bury Interchange is slightly further; a 500m walking taking approximately 6 minutes from the site. The frequency, bus routes and journey times from this stop are shown in Table 3.2.

Table 3-2: Bus Services

Bus	Bus / Metrolink Route	Bus Frequency		
		Weekday	Saturday	Sunday
92	Manchester via Pilsworth & Prestwich	Hourly (Evening Only)	Hourly (Evening Only)	Hourly (Evening Only)
93	Manchester via Unsworth & Prestwich	Hourly (Evening Only)	Hourly (Evening Only)	Hourly (Evening Only)
94	North Manchester General Hospital	Hourly	Hourly	No service
95	Salford Shopping Centre	Hourly	Hourly	One service every two hours
97	Manchester via Unsworth & Prestwich	3 services per Hour	3 services per hour	2 services per hour
98	Manchester via Ainsworth & Radcliffe	3 services per Hour	3 services per Hour	2 services per hour
135	Manchester via Whitefield & Heaton Park	7 – 8 Services per Hour	7 – 8 Services per Hour	6 – 7 Services per Hour
163	Manchester via Heywood & Middleton	6 Services per Hour	6 Services per Hour	3 - 4 services per Hour
467	Rochdale via Fairfield & Bamford	2 Services per Hour	2 Services per Hour	Hourly
468	Rochdale via Fairfield & Bamford	2 Services per Hour	2 Services per Hour	Hourly
469	Tottington	4 Services per Hour	4 Services per Hour	2 Services per Hour
471	Rochdale via Heywood and Bolton via Broughton	6 Services per Hour	5 Services per Hour	2 Services per Hour

472	Ramsbottom via Walmersley	3 Services per Hour	3 Services per Hour	2 Services per Hour
474	Ramsbottom via Brandlesholme	3 Services per Hour	3 Services per Hour	2 Services per Hour
480	Bolton via Walshaw & Walves	Hourly	Hourly	No service
481	Blackburn via Walmersley & Rawtenstall	Hourly	Hourly	Hourly
483	Burnley via Walmersley & Rawtenstall	2 Services per Hour	2 Services per Hour	Hourly
494	Ferngrove	Hourly	Hourly	Hourly
511	Bolton via Walshaw & Withins	Hourly	Hourly	Hourly
512	Farnworth	Hourly	Hourly	One service every two hours
513	Farnworth	Hourly	Hourly	One service every two hours
524	Bolton via Radcliffe & Little Lever	5 Services per Hour	4 Services per Hour	2 Services per Hour
B1	Peel Brow via Summerseat & Ramsbottom	Hourly	Hourly	Hourly
B2	Nangreaves via Limefield & Walmersley	Hourly	Hourly	Hourly
B4	Heywood via Fairfield Hospital	Hourly	Hourly	Hourly
R2	Rochdale	Hourly	Hourly	Hourly
X63	Manchester Express via Heywood & Middleton	3 Daily Services (Morning)	No Service	No Service
Metrolink (Green Line)	Altrincham via Manchester (Market Street & St. Peter's Square)	5 Services per Hour	5 Services per Hour	5 Services per Hour
Metrolink (Yellow Line)	Manchester Piccadilly	5 Services per Hour	5 Services per Hour	5 Services per Hour

- 3.6.3 As demonstrated in Table 3.2, a range of bus and tram services are accessible in the vicinity of the site which provide access to a wide range of local areas. This includes Manchester, Rochdale, Burnley, Blackburn and Bolton. The frequency of the bus services will be suitable for many commuters as well as leisure and shopping trips. The above information was correct at the time of this report being prepared.

3.7 Summary

- 3.7.1 A review of the existing walking, cycling and public transport provision has confirmed that there a range of opportunities are available to travel by sustainable modes in the vicinity of the site. Many local amenities are services are within a reasonable walking distance, while the nearest bus stops 350 metres from the site, and the Metrolink tram services 500m from the site.

4 DEVELOPMENT PROPOSALS

4.1 Introduction

- 4.1.1 This section of the Transport Statement discusses the development proposals for the site. The access and servicing arrangements will also be discussed in this section of the report.

4.2 Development Proposals

- 4.2.1 The site is located within a five – storey building comprising numbers 5 – 9 The Rock, Bury. The ground floor currently comprises a vacant bank and the first to fourth floors comprise a total of approximately 755sqm of office space.
- 4.2.2 The four floors of office space above will be converted into 12 one-bedroom flats.
- 4.2.3 The proposals will reconfigure the ground floor but retain it as commercial space.
- 4.2.4 The existing and proposed layouts for the first to fourth floors are shown in drawings ‘9694/111 B’ and ‘9694/112 B’ included at the rear of this report in **Appendix B**.

4.3 Site Access

- 4.3.1 Vehicular access is currently taken directly on street from The Rock which will remain for public use as in the existing situation.
- 4.3.2 A narrow, occasionally utilised vehicular access (North Back Rock) runs to the rear of the building, and it is considered likely that it is utilised by other users of adjacent buildings to the site. Given the low speed, low traffic nature of the environment, it is considered appropriate that future residents utilise this route to access The Rock and continue onwards with their journeys from there.
- 4.3.3 Cyclists will also use this route to get to the main entrance of the proposed flats, with the proposed bike store directly accessible on the ground floor in the immediate vicinity of the entrance.
- 4.3.4 Given that the development will result in a decrease in vehicle trips as outlined in Section 5.4 below, it is considered appropriate that the current access arrangement is to remain unchanged.

4.4 Servicing

- 4.4.1 The current arrangement on site is for refuse collection to be taken from North Back Road, just to the north of its junction with The Rock. Future users of the building will need to move the wheeled bins from the bin store located on the ground floor of the building, round to this location on North Back Road on bin collection day and replace them in the bin store after they have been emptied. Deliveries will continue to take place on street.

4.5 Vehicle Parking Provision

- 4.5.1 No dedicated vehicle car parking is proposed as part of this development, in keeping with the existing arrangement.

- 4.5.2 A bike store with capacity for 26 bicycles (accessible via the main entrance onto North Back Rock) is proposed, well in excess of the stipulated bicycle parking standards for a development of this nature in this location.

5 TRIP GENERATION

5.1 Introduction

- 5.1.1 This section of the Transport Statement sets out the people trip generation associated with the replacement of 755sqm of office space across the first to fourth floors with 12 flatted dwellings.
- 5.1.2 Any trips associated with the previous (now vacant) bank on the ground floor will be replaced with a similar quantum of trips as the ground floor is due to be reconfigured but will remain as a commercial use post – development. For the purposed of this report therefore, the only trips that have been considered are those associated with the existing office spaces and the flatted dwellings that will replace them.
- 5.1.3 It is noted that both the existing and proposed uses are essentially car free as the building has no dedicated parking. Vehicle and Vehicle Occupant trips have therefore been re – distributed amongst other sustainable categories as detailed below. It is further noted that as Bury has no railway station, no Rail Passenger trips will be associated with the site in either the existing or proposed scenario. These Rail Passenger trips will therefore be split amongst other sustainable means accordingly.
- 5.1.4 Peak hours of 08:00 – 09:00 and 17:00 – 18:00 (AM and PM peaks respectively) have been considered, alongside the 12 Hour Weekday (07:00-19:00).

5.2 Existing Trip Generation

- 5.2.1 To identify the likely vehicular movements associated with the current Gross Floor Area (GFA) 755sqm of office space, trip generation has been established through an interrogation of the TRICS 7.8.3 database. The sample selection has been based on Sites of comparable scale and location.
- 5.2.2 The following criteria was used to ascertain the trip rates:
- Category '02 – Employment – A – Office';
 - Sites in England, excluding Greater London;
 - Weekday surveys only;
 - Sites of <1000sqm GFA; and
 - Town Centre and Edge of Town Centre locations.
- 5.2.3 Based on the above search criteria, seven sites were deemed suitable for comparison to the proposed development. A summary of each site is provided below in Table 5-1.

Table 5-1: Suitable Office Sites within the TRICS database

Reference	Nature of Development (Nature of Occupier)	Town/City	Gross Floor Area (sqm)	Date of Survey
CB-02-A-02	Office	Carlisle	925	24/06/16
DS-02-A-01	Office (Real Estate Developers)	Derby	594	25/09/19
ES-02-A-13	Office	Hove	280	04/07/18
HF-02-A-03	Office	St Albans	610	16/10/13
NF-02-A-02	Office (Financial Planners)	Great Yarmouth	894	11/09/17
NY-02-A-01	Office (Solicitors)	Harrogate	178	04/10/18
WK-02-A-01	Office	Coventry	960	17/10/13
Audit Reference: AUDIT-730701-211004-1001				

5.2.4 The TRICS outputs can be found in **Appendix C** at the rear of this report. The multi -modal trip rates for 'typical' offices are shown below in Table 5-2.

Table 5-2: Existing 'Typical' Office Multi - Modal Trip Rates (per 100sqm GFA)

	AM Arrivals	AM Departures	AM Total	PM Arrivals	PM Departures	PM Total	Total Arrivals	Total Departures	12 Hour Total
Vehicles	2.680	0.383	3.063	0.428	1.959	2.387	8.401	8.279	16.680
Vehicle Occupants	3.040	0.248	3.288	0.316	2.275	2.591	9.191	9.181	18.372
Cyclists	0.203	0.000	0.203	0.000	0.181	0.181	0.203	0.181	0.384
Pedestrian	0.541	0.045	0.586	0.068	0.315	0.383	3.989	3.874	7.863
Bus / Tram	0.203	0.000	0.203	0.000	0.248	0.248	0.543	0.542	1.085
Rail	0.000	0.000	0.000	0.000	0.090	0.090	0.228	0.226	0.454
People Trips	6.667	0.676	7.343	0.812	5.068	5.880	22.555	22.283	44.838

5.2.5 The above figures are however for 'typical' offices which have some provision for private vehicle parking. Given that the existing offices at the site do not have this provision, it is considered appropriate to redistribute the Vehicle and Vehicle Occupant trips amongst other sustainable modes. It is further noted that as Bury has no railway station, any Rail trips that would typically be expected at an office site will not take place, and these trips have also therefore been redistributed accordingly.

5.2.6 Vehicle, Vehicle Occupant and Rail trips have been split between Cyclist, Pedestrian and Bus / Tram modes in a 1:3:6 ratio, considered representative of the likely patterns of the site, given its proximity to the Bus / Tram stations at Bury Interchange and the onward routes from there to the centre of Manchester. The resultant reassigned multi - modal trip rates are shown overleaf in Table 5-3.

Table 5-3: Existing Reassigned Office Multi - Modal Trip Rates (per 100sqm GFA)

	AM Arrivals	AM Departures	AM Total	PM Arrivals	PM Departures	PM Total	Total Arrivals	Total Departures	12 Hour Total
Vehicles	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle Occupants	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Cyclists	0.775	0.088	1.167	0.106	0.850	0.956	2.927	2.890	5.817
Pedestrian	2.257	0.234	2.491	0.291	1.612	1.903	9.335	9.180	18.515
Bus / Tram	3.635	0.379	4.014	0.446	2.842	3.289	11.235	11.154	22.389
Rail	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
People Trips	6.667	0.701	7.672	0.844	5.305	6.148	23.497	23.224	46.721

5.2.7 The above trip rates have been applied to the 755sqm GFA of the existing office space at the site, with the resultant multi – modal trip generation shown in Table 5-4 below.

Table 5-4: Existing Reassigned Office Multi - Modal Trip Generation

	AM Arrivals	AM Departures	AM Total	PM Arrivals	PM Departures	PM Total	Total Arrivals	Total Departures	12 Hour Total
Vehicles	0	0	0	0	0	0	0	0	0
Vehicle Occupants	0	0	0	0	0	0	0	0	0
Cyclists	6	1	9	1	6	7	22	22	44
Pedestrian	17	2	19	2	12	14	70	69	140
Bus / Tram	27	3	30	3	21	25	85	84	169
Rail	0	0	0	0	0	0	0	0	0
People Trips	50	5	58	6	40	46	177	175	353

5.2.8 It is considered that the current 755sqm of office space has the potential to generate 58 people trips in the AM Peak, 46 people trips in the PM peak, and 353 people trips across the 12 hour weekday.

5.3 Proposed Trip Generation

5.3.1 To identify the likely vehicular movements associated with the proposed 12 flatted dwellings, trip generation has again been established through an interrogation of the TRICS 7.8.3 database. The sample selection has been based on Sites of comparable scale and location.

5.3.2 The following criteria was used to ascertain the trip rates:

- Category '03 – Residential – C – Flats (Privately Owned)';
- Sites in England, excluding Greater London;
- Weekday surveys only;
- Town Centre and Edge of Town Centre locations.

5.3.3 Based on the above criteria, ten sites were deemed suitable for comparison to the proposed development. A summary of each site is provided below in Table 5-5.

Table 5-5: Suitable Flats Sites within the TRICS database

Reference	Nature of Development	Town/City	Number of Dwellings	Date of Survey
BD-03-C-01	Flats	Leighton Buzzard	175	15/05/18
BD-03-C-02	Flats	Leighton Buzzard	62	15/05/18
BD-03-C-02	Flats	Dunstable	146	15/05/18
CB-03-C-01	Flats	Carlisle	40	12/06/14
EX-03-C-01	Flats	Southend – on – Sea	6	22/10/13
EX-03-C-02	Flats	Southend – on – Sea	94	22/10/13
HC-03-C-01	Flats	Portsmouth	90	05/06/18
HF-03-C-03	Flats	Borehamwood	91	14/11/19
NF-03-C-01	Flats	King's Lynn	51	11/12/14
SF-03-C-01	Flats	Bury St Edmunds	85	18/12/14
Audit Reference: AUDIT-730701-211004-1013				

5.3.4 A copy of the TRICS report is provided in **Appendix D** at the rear of this report. The multi-modal trip rates for 'typical' offices are shown below in Table 5-6.

Table 5-6: Proposed 'Typical' Private Flat Multi - Modal Trip Rates (per dwelling)

	AM Arrivals	AM Departures	AM Total	PM Arrivals	PM Departures	PM Total	12 Hour Total Arrivals	12 Hour Total Departures	12 Hour Total
Vehicles	0.054	0.177	0.231	0.174	0.098	0.272	1.174	1.205	2.379
Vehicle Occupants	0.065	0.301	0.366	0.270	0.131	0.401	1.692	1.702	3.394
Cyclists	0.002	0.011	0.013	0.008	0.004	0.012	0.038	0.040	0.078
Pedestrian	0.021	0.085	0.106	0.075	0.067	0.142	0.588	0.649	1.237
Bus / Tram	0.010	0.092	0.102	0.052	0.010	0.062	0.264	0.275	0.539
Rail	0.001	0.024	0.025	0.023	0.000	0.023	0.082	0.076	0.158
People Trips	0.153	0.690	0.843	0.602	0.310	0.912	3.838	3.947	7.785

5.3.5 As with the previously detailed office trip rates and trip generation figures, the above data are for 'typical' private which have some provision for private vehicle parking. Given that the proposed flats at the site will not have any dedicated parking provision, it is considered appropriate to redistribute the Vehicle and Vehicle Occupant trips amongst other sustainable modes. It is further noted that as Bury has no railway station, any Rail trips that would typically be expected to or from a private flat in the context will not take place, and these trips have also therefore been redistributed accordingly.

5.3.6 Vehicle, Vehicle Occupant and Rail trips have been split between Cyclist, Pedestrian and Bus / Tram modes in a 1:3:6 ratio, considered representative of the likely patterns of the site, given its proximity to the Bus / Tram stations at Bury Interchange and the onward routes from there to the centre of Manchester. The resultant reassigned multi-modal trip rates are shown overleaf in Table 5-7.

Table 5-7: Proposed Reassigned Private Flat Multi - Modal Trip Rates (per dwelling)

	AM Arrivals	AM Departures	AM Total	PM Arrivals	PM Departures	PM Total	12 Hour Total Arrivals	12 Hour Total Departures	12 Hour Total
Vehicles	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle Occupants	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Cyclists	0.014	0.094	0.114	0.084	0.040	0.124	0.510	0.516	1.026
Pedestrian	0.057	0.236	0.293	0.215	0.136	0.351	1.472	1.544	3.016
Bus / Tram	0.082	0.393	0.475	0.332	0.147	0.480	2.033	2.065	4.098
Rail	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
People Trips	0.153	0.723	0.882	0.631	0.323	0.954	4.015	4.125	8.140

5.3.7 The above trip rates have been applied to the 12 proposed private flats at the site, with the resultant multi – modal trip generation shown in below.

Table 5-8: Proposed Reassigned Private Flat Multi - Modal Trip Generation

	AM Arrivals	AM Departures	AM Total	PM Arrivals	PM Departures	PM Total	12 Hour Total Arrivals	12 Hour Total Departures	12 Hour Total
Vehicles	0	0	0	0	0	0	0	0	0
Vehicle Occupants	0	0	0	0	0	0	0	0	0
Cyclists	0	1	1	1	0	1	6	6	12
Pedestrian	1	3	4	3	2	4	18	19	36
Bus / Tram	1	5	6	4	2	6	24	25	49
Rail	0	0	0	0	0	0	0	0	0
People Trips	2	9	11	8	4	11	48	49	98

5.3.8 It is considered that the proposed 12 private flats have the potential to generate 11 people trips in the AM Peak, 11 people trips in the PM peak, and 98 people trips across the 12 hour weekday.

5.4 Net Difference in Trip Generation

5.4.1 To assess the potentially impact of the proposed development, the net difference in multi modal trip generation between the existing 755sqm of office space (Table 5-4Table 5-2) and the multi modal trip generation of the proposed 12 flatted dwellings (Table 5-8) has been calculated and is shown in Table 5-9 below.

Table 5-9: Potential Net Difference in Multi Modal Trips in the Post – Development Scenario

Time	Inbound	Outbound	Two-Way
	Trips	Trips	Trips
08:00 – 09:00	-48	3	-47
17:00 – 18:00	1	-36	-35
07:00 – 19:00	-129	-126	-255

**Errors in arithmetic are due to rounding*

5.4.2 Given that the above calculations, it is considered that there will be an overall net decrease in multi – modal trips generated by the 12 proposed flatted dwellings in comparison to the 755sqm of existing office space, in both the AM and PM peak periods and across the 12 – hour weekday. It is therefore not considered that the proposed development will have a

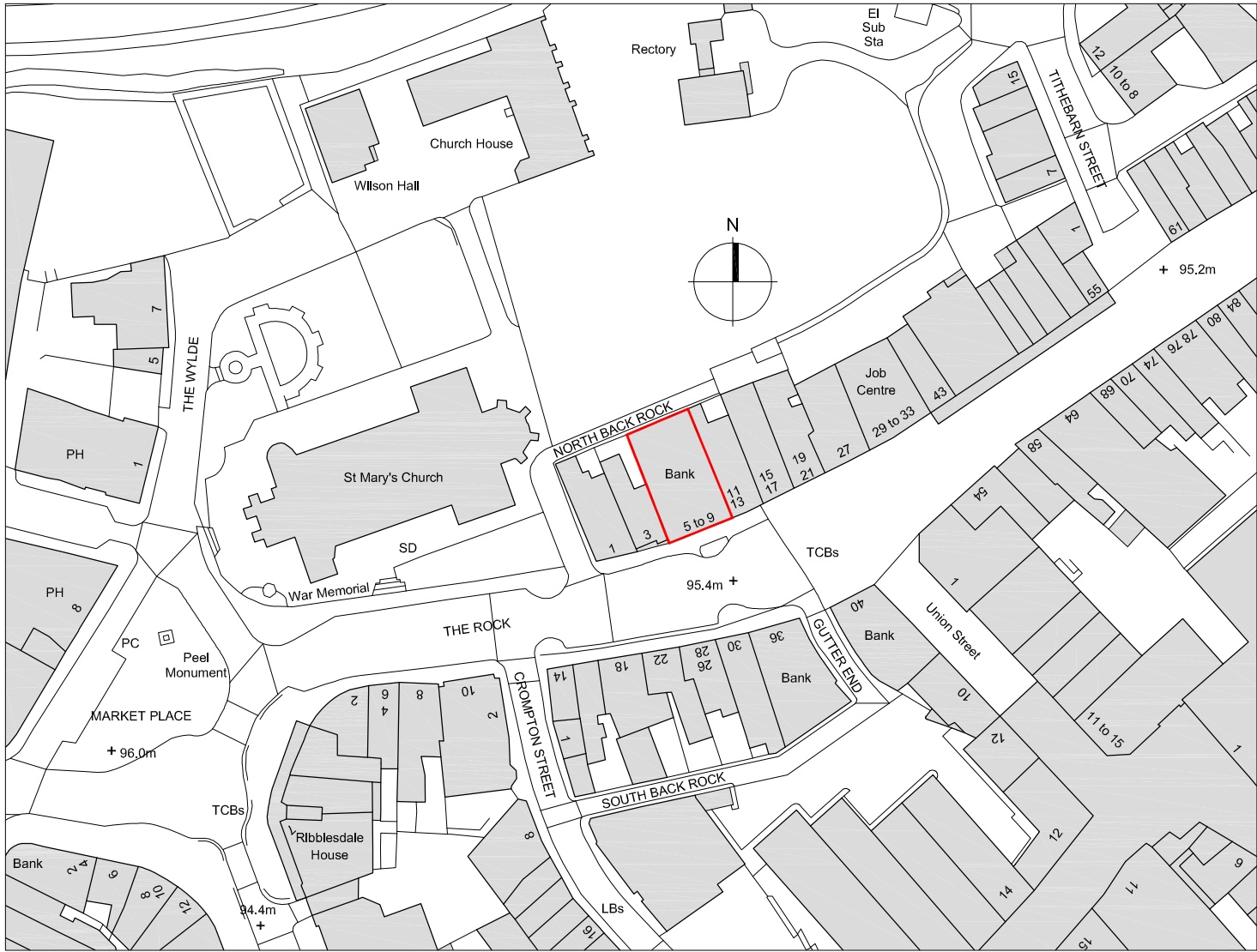
detrimental impact upon the operation of the public highway or the capacity of the local public transport network.

6 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 JNP Group have been appointed by Landa Corporation Ltd to prepare a Transport Statement in support of the change of use application comprising the conversion of first - fourth floor office space to accommodate the development twelve one – bedroom flatted dwellings at 5 – 9 The Rock, Bury.
- 6.1.2 The ground floor is currently a vacant bank, and it is proposed that this will remain as commercial space in the post development scenario.
- 6.1.3 This Transport Statement has been prepared to take account of national and local planning policy, including the National Planning Policy Framework (2021); National Planning Practice Guidance (2014); the Adopted Bury Unitary Development Plan (1997); and Development Control Policy Guidance Note 11: Parking Standards in Bury (2007).
- 6.1.4 A review of the baseline conditions in the vicinity of the site has confirmed it is in a suitable location for using sustainable modes of travel. A range of amenities and services are within a reasonable walking distance, including restaurants, schools, a supermarket, a variety of other shops and bus and tram links at Bury Interchange.
- 6.1.5 The nearest bus stops are within 300m of Penn House and provide regular services to a range of local destinations, including but not limited to Manchester, Blackburn and Bolton. The tram station located approximately 500m walking distance from the site and can be used for travel to the centre of Manchester and a number of its suburbs and satellite towns.
- 6.1.6 The site is therefore considered suitable for car – free development with no dedicated car parking proposed to be provided, in line with the current arrangement. Pay and display parking is available on The Rock in the immediate vicinity of The Rock and is considered suitable to accommodate occasional vehicle trips to and from the site by visitors.
- 6.1.7 The development proposals comprise the replacement of 755sqm of office space on the first to fourth floors 12 flatted dwellings. The existing site access and servicing arrangements will be retained. The main entrance to the building will be on its northern side, onto North Back Rock. The cycle store with capacity for the storage of 26 bicycles will be provided (in excess of the locally stipulated standards) in the immediate vicinity of the main entrance, with the bin store beyond this.
- 6.1.8 A review of the trip generation associated with the development has demonstrated that multi modal trip generation is expected to fall in the post – development scenario, with a reduction of 47 trips in the AM peak and 35 trips in the PM peak. Considering this and given the likelihood of residents all but solely utilising sustainable modes of transport, the development is not expected to have a detrimental impact on the safety and operation of the surrounding highway network. Given the overall reduction in multi modal trips, the development is not expected to have any implications for the capacity of the local public transport network either.
- 6.1.9 In summary, this report has identified that the proposals will not generate unacceptable impacts on highways safety or capacity, the two grounds for which a recommendation for refusal is warranted under paragraph 111 of the NPPF (2021).

APPENDIX A: SITE LOCATION PLAN

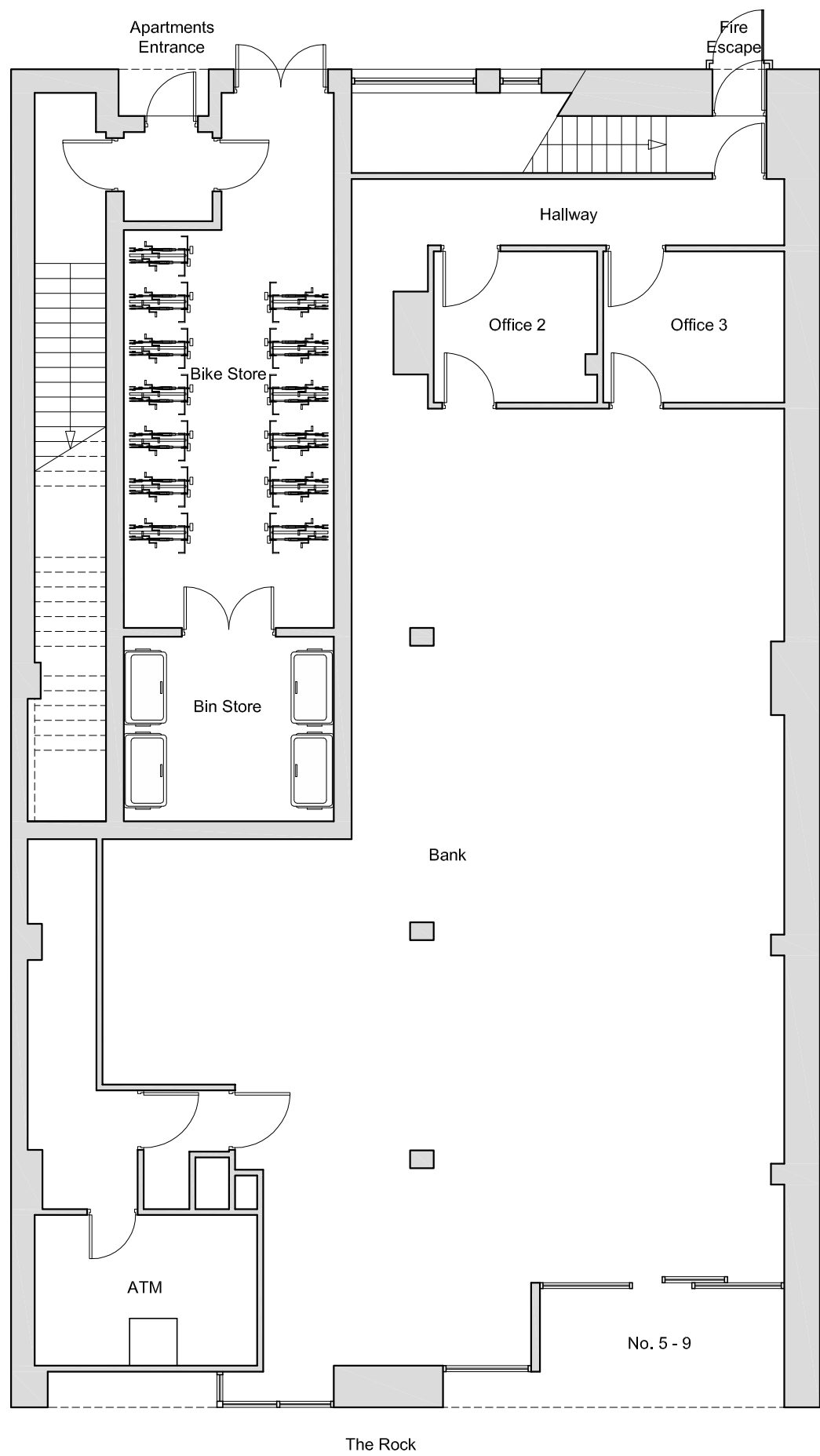


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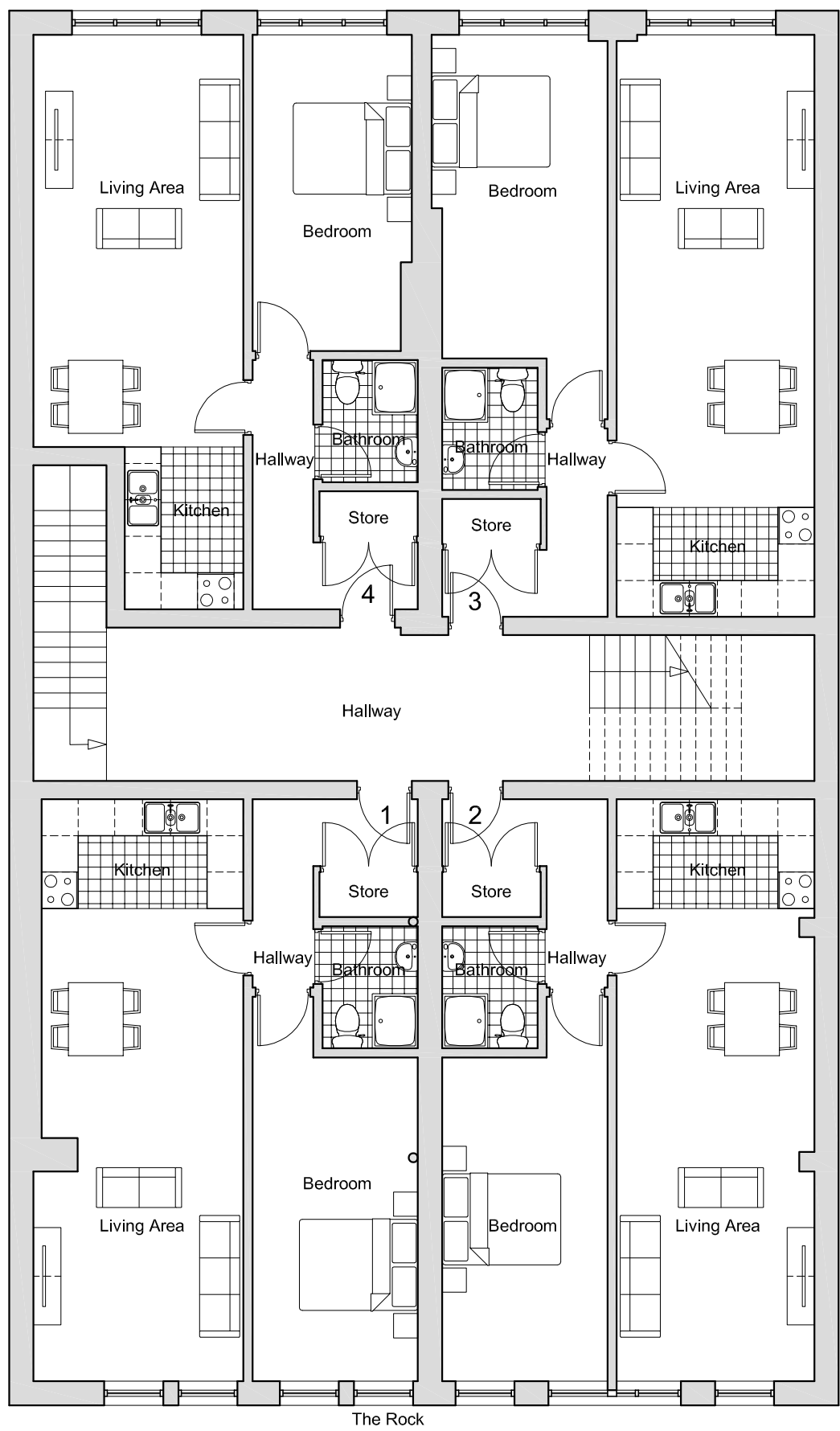
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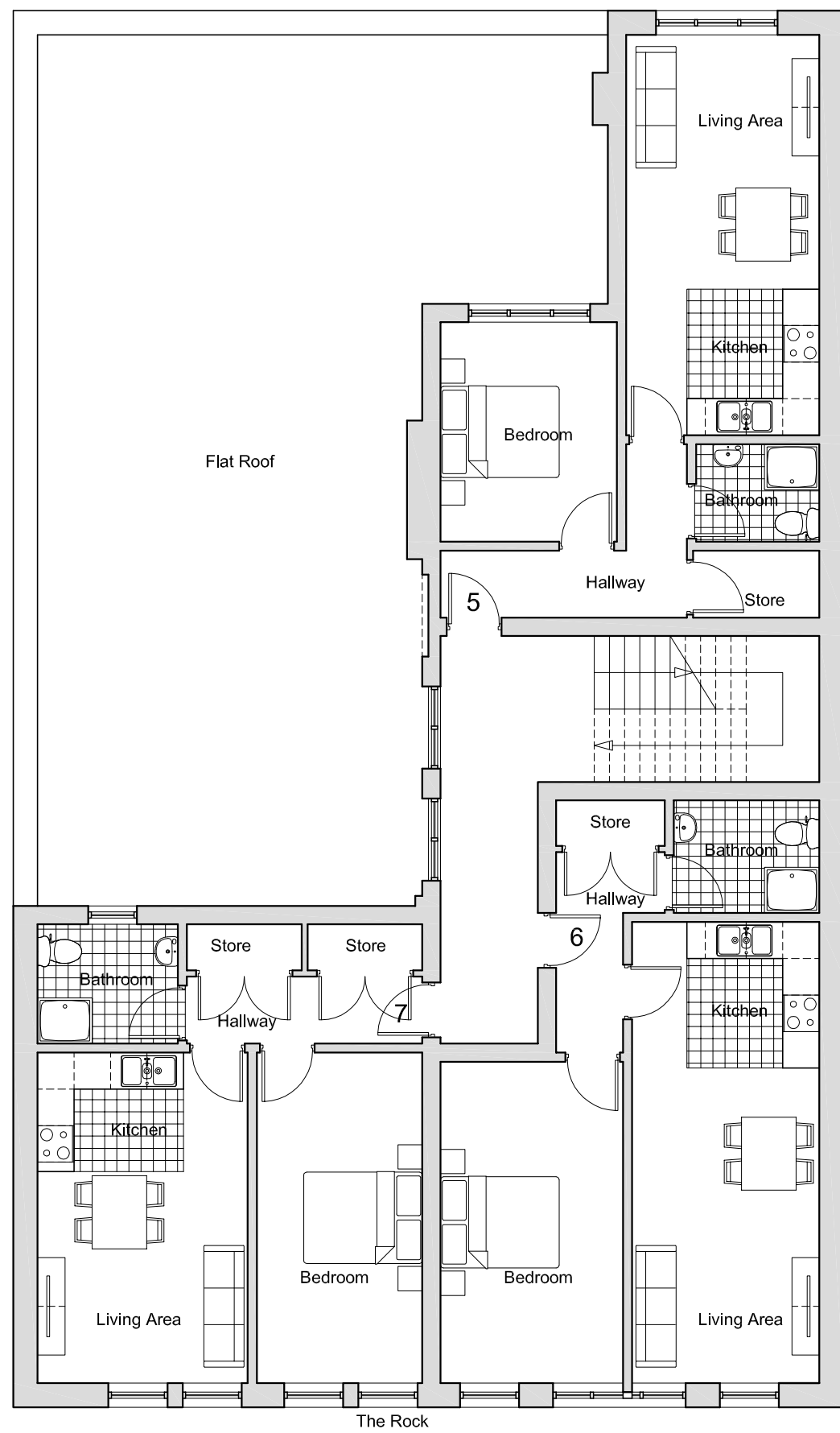
APPENDIX B: EXISTING AND PROPOSED SITE LAYOUT PLANS



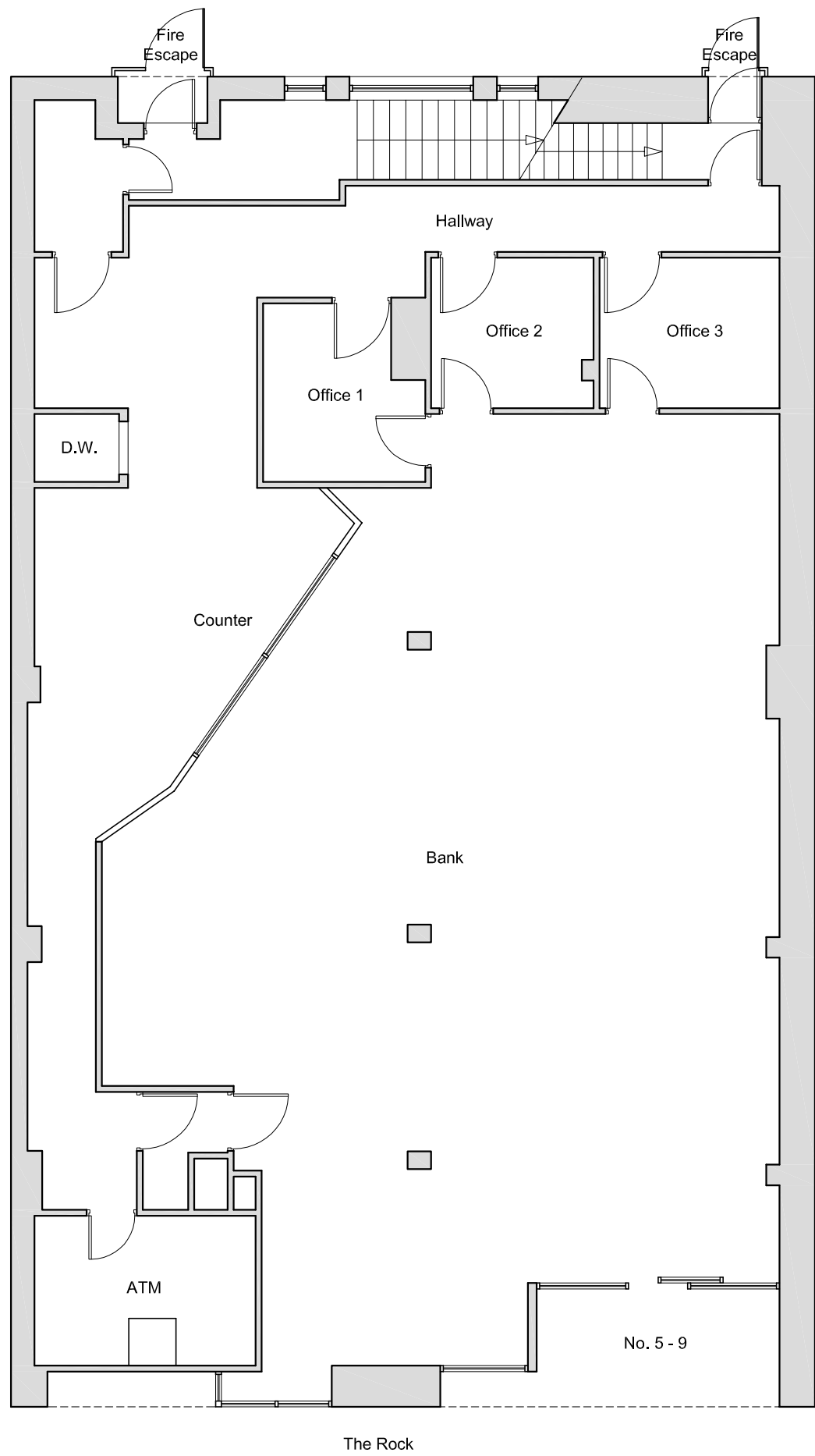
Proposed G/F Plan 1:100



Proposed 1/F Plan 1:100

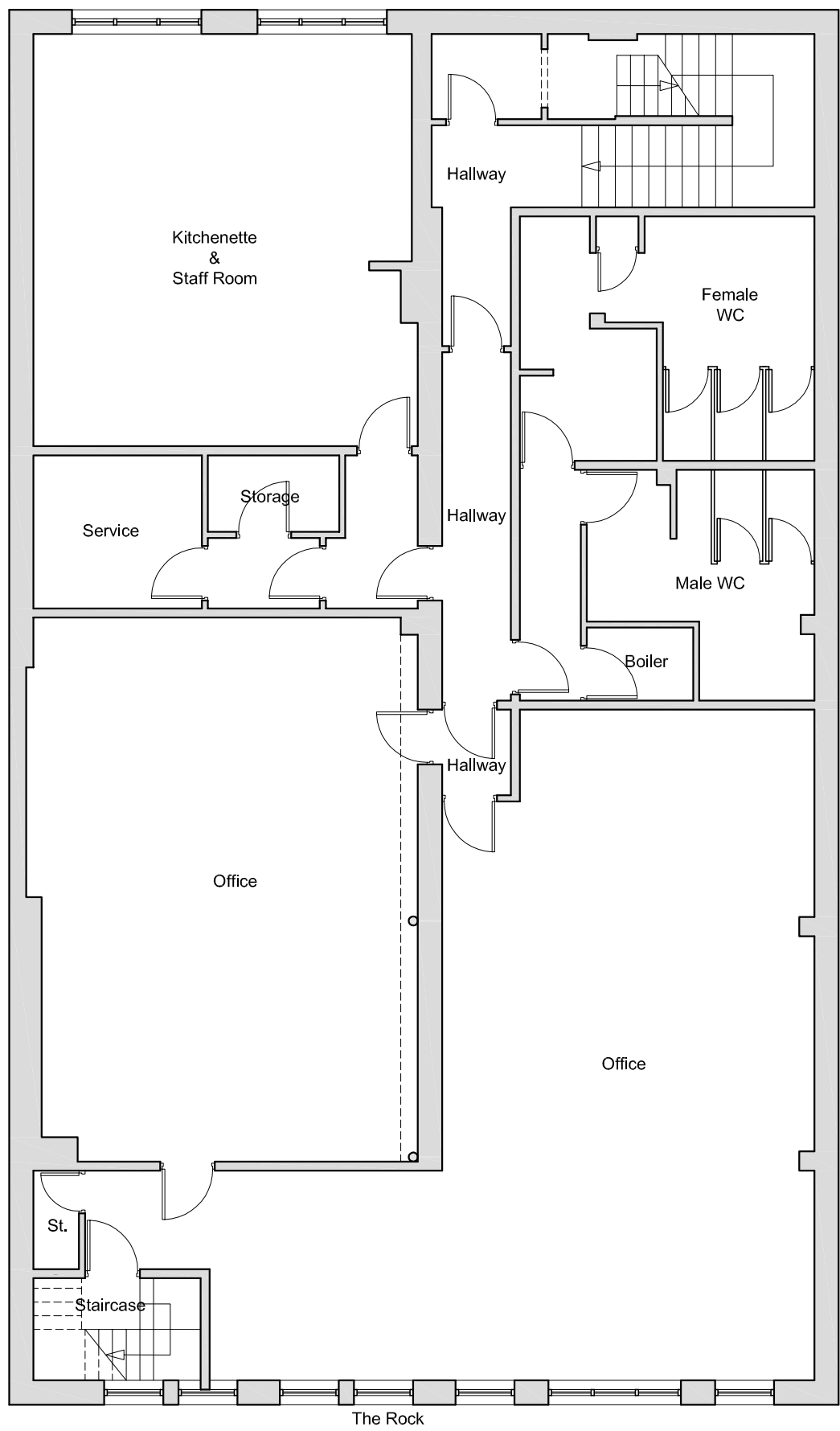
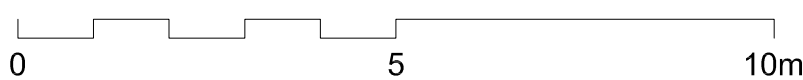


Proposed 2/F Plan 1:100

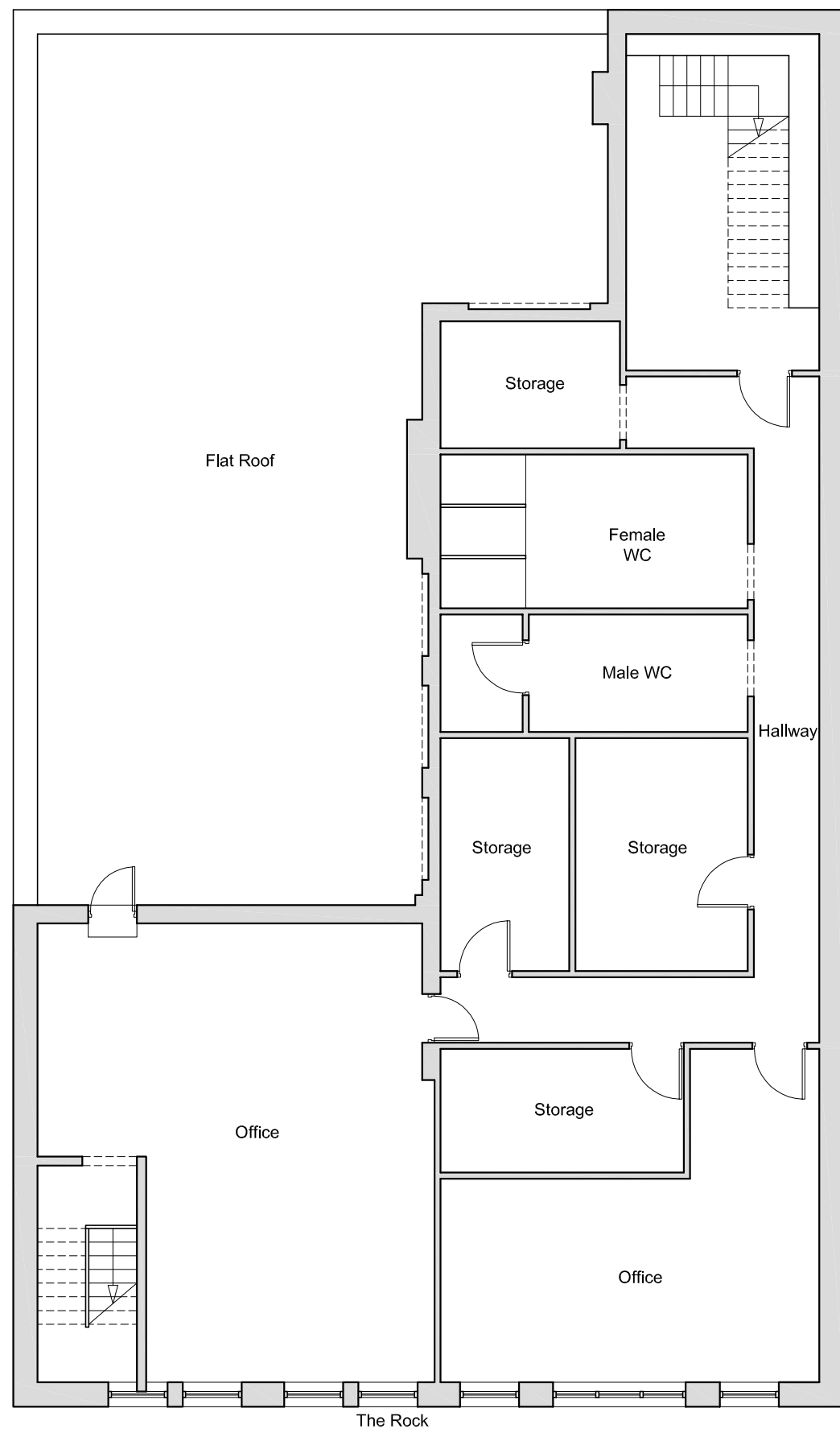


Existing G/F Plan 1:100

Scale Bar 1:100



Existing 1/F Plan 1:100



Existing 2/F Plan 1:100

All dimensions are to be checked on site, any discrepancies are to be reported to the Architect before work commences. Do not scale from this drawing.

This drawing is to be read in conjunction with all relevant consultants and specialists drawings / documents, any discrepancies are to be reported to the Architect before the affected work commences.

All structural components shown are indicative only. Details / calculations of structural members are to be provided by the Structural Engineer.

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A	First Issue	29/07/2021
B	For Planning Submission	02/08/2021

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Manchester, M5 4QH, UK

Client:

Landa Corporation Ltd

Project:

5-9 The Rock, Bury BL9 0YB

Drawing Title:

Existing & Proposed G/F - 2/F Plans

Scale:

1:100 @ A1

Date:

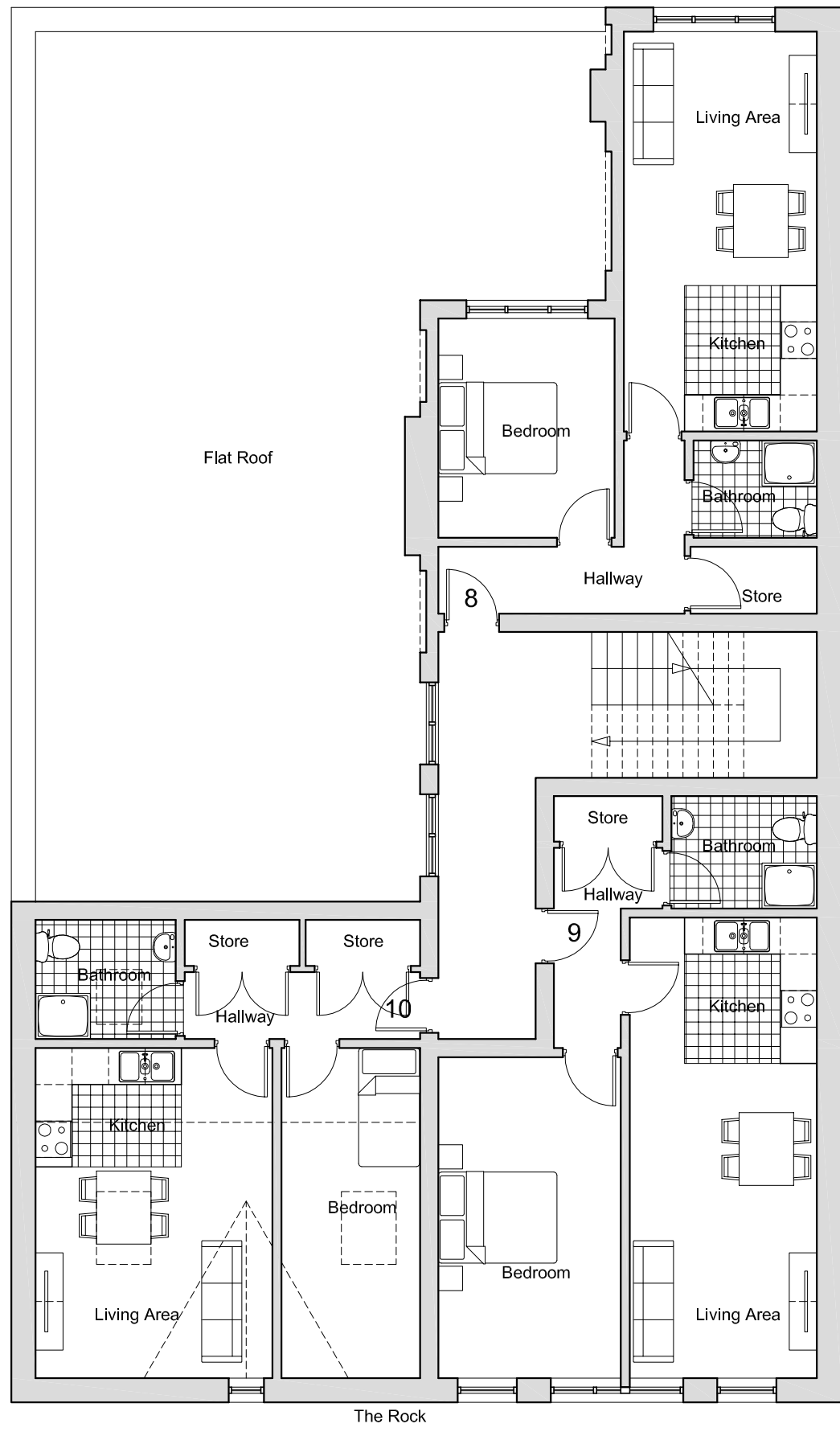
July 2021

Drawing No:

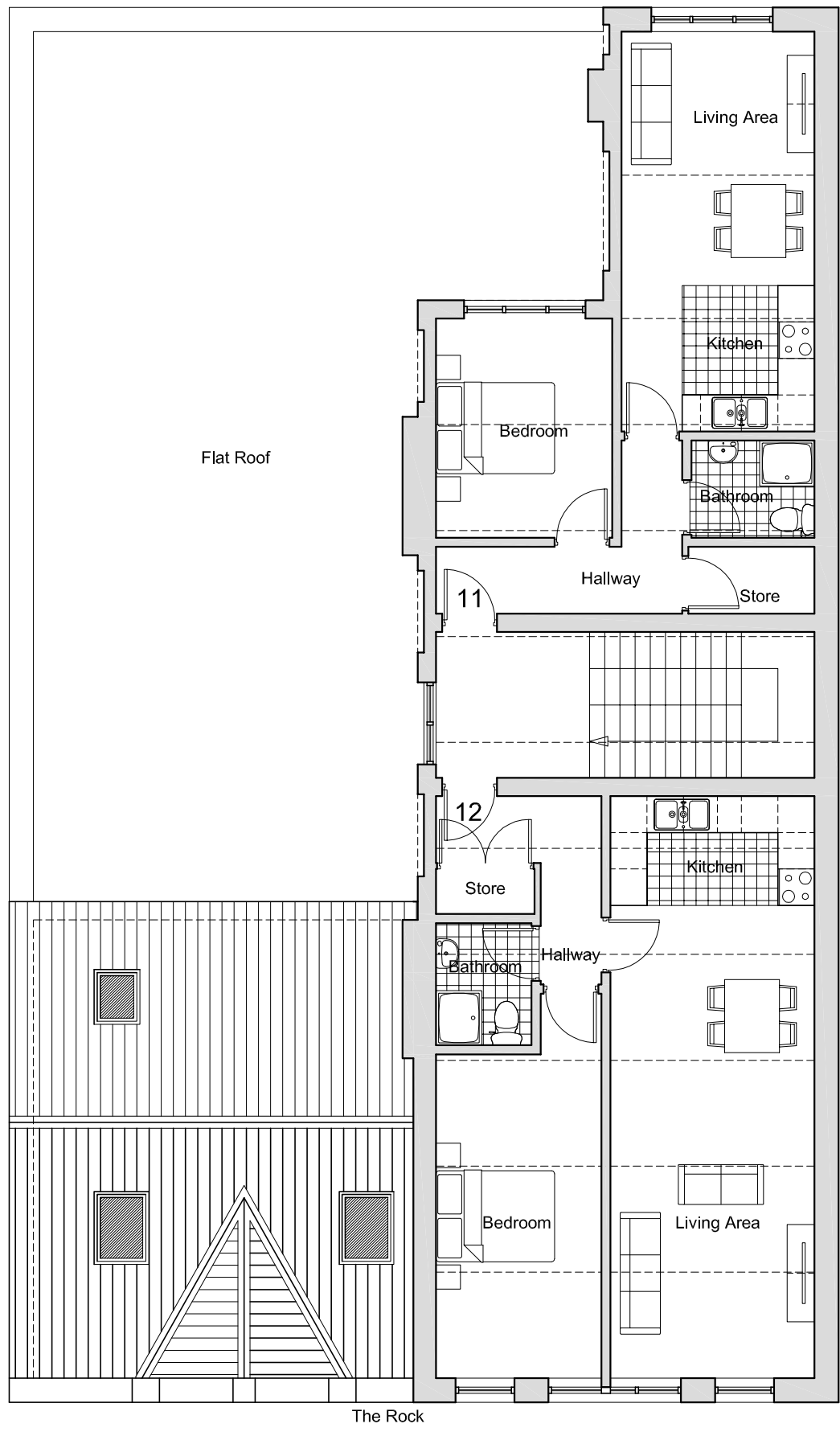
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Revision:

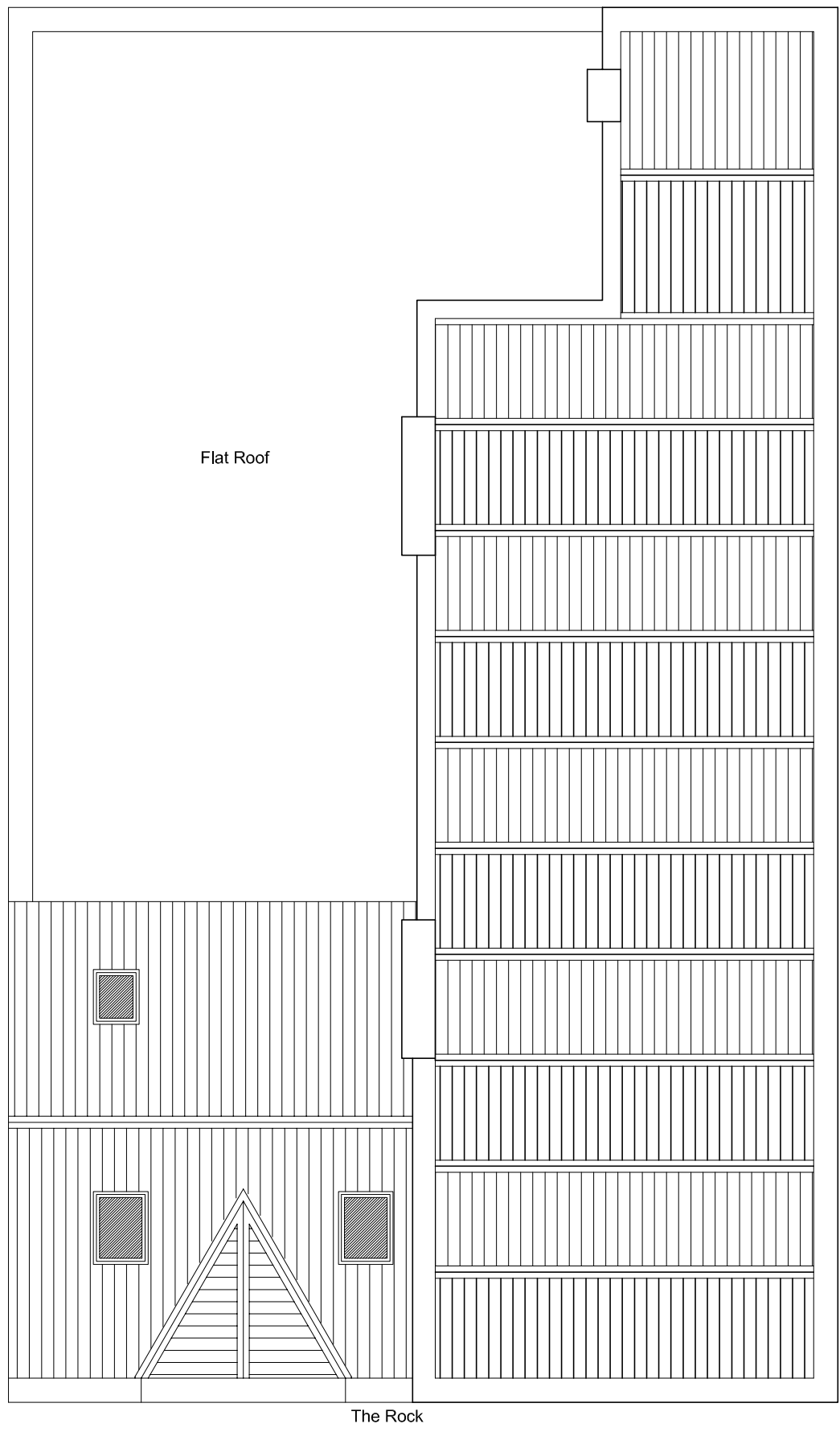
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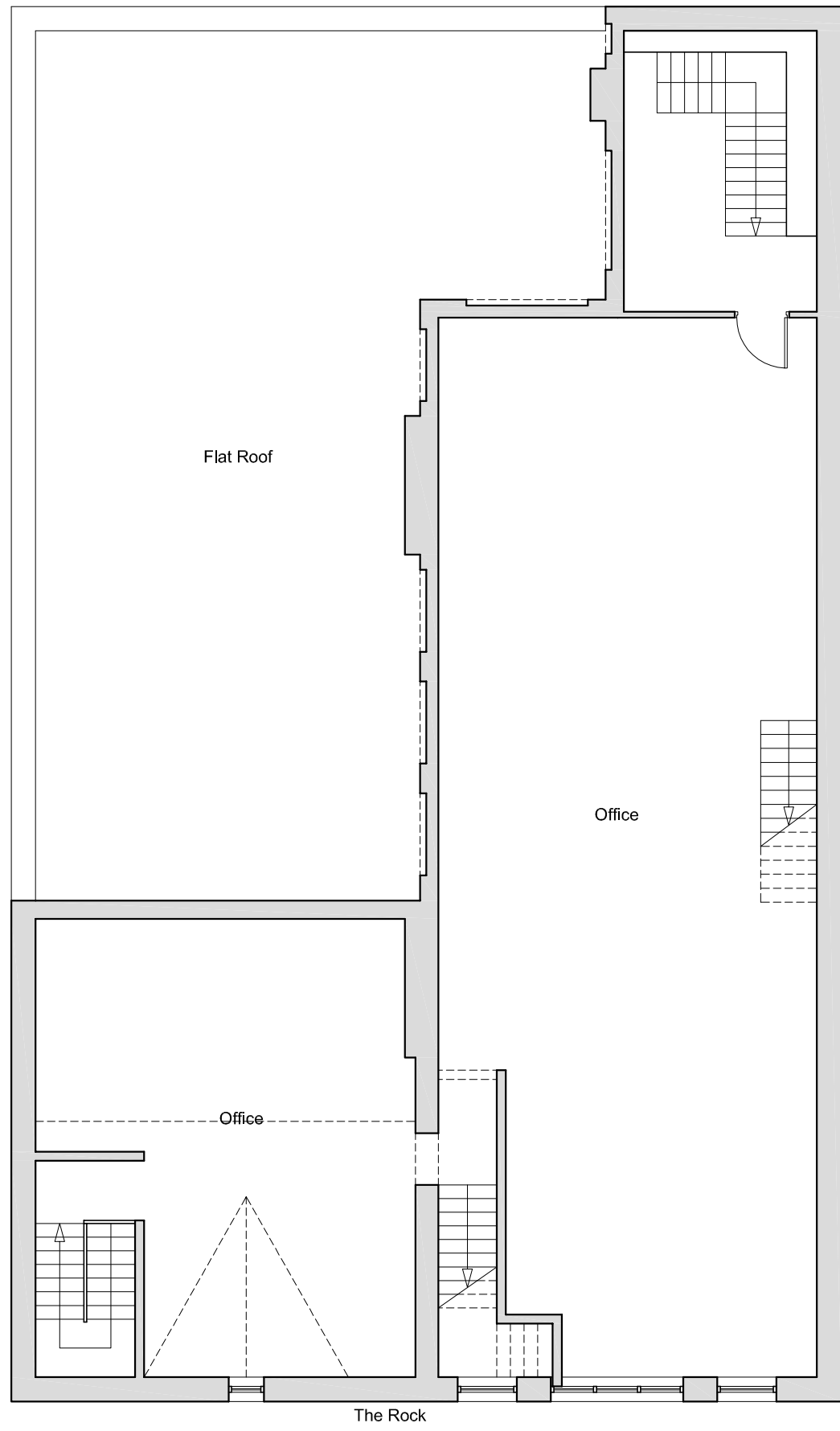
Proposed 3/F Plan 1:100



Proposed 4/F Plan 1:100

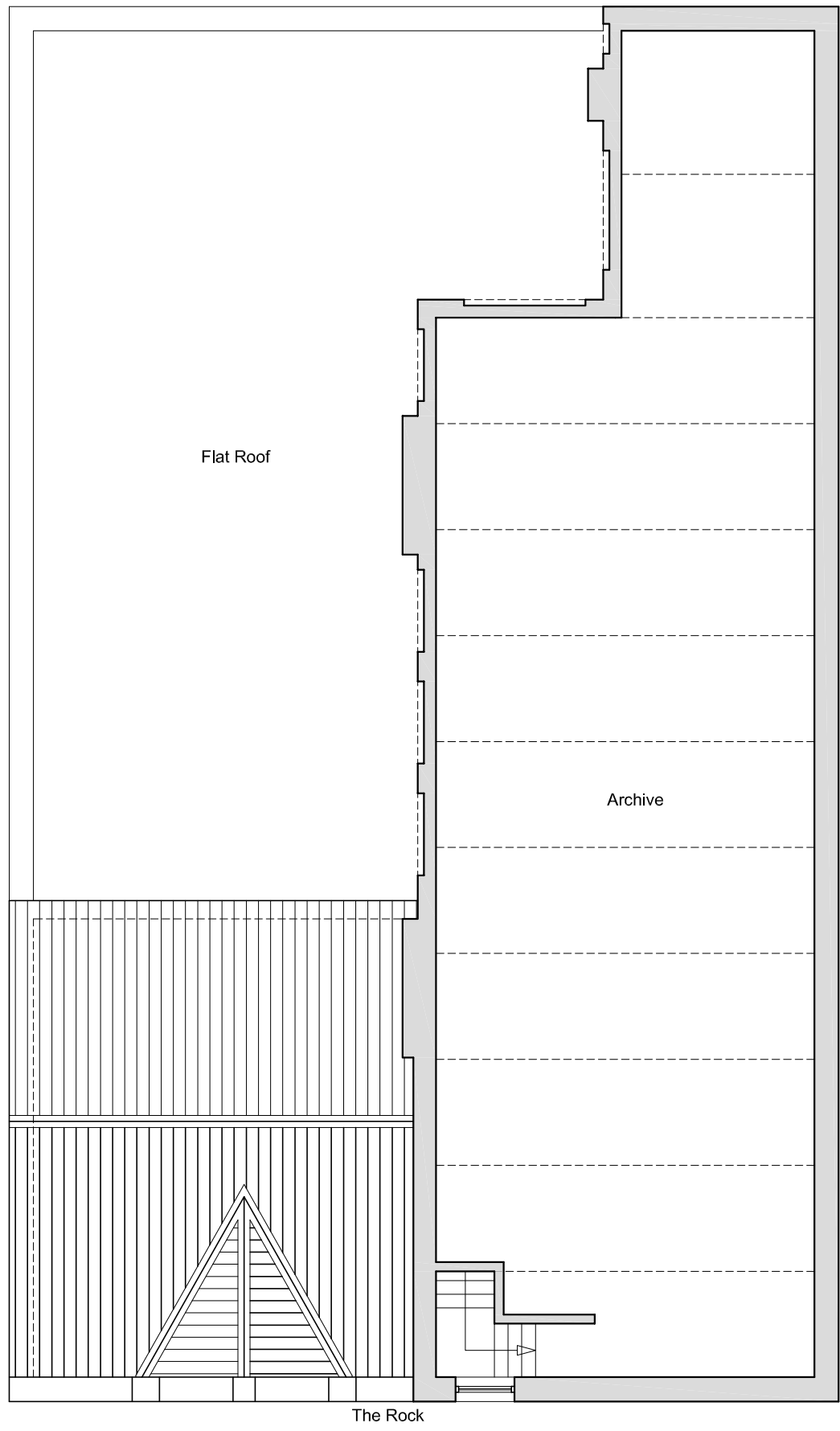
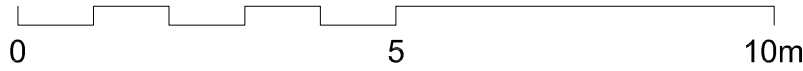


Proposed Roof Plan 1:100

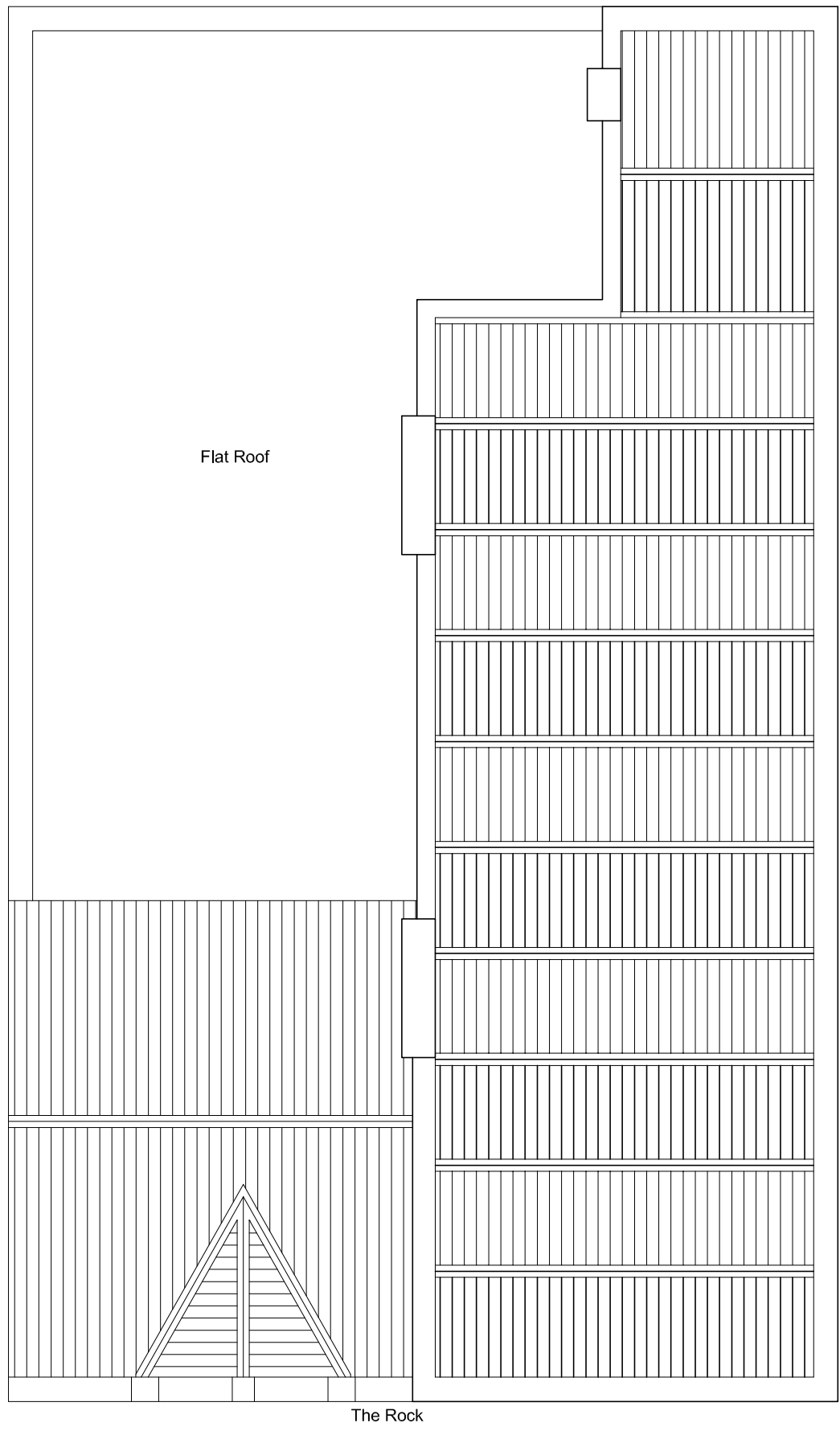


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Scale Bar 1:100



Existing 4/F Plan 1:100



Existing Roof Plan 1:100

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All structural components shown are indicative only. Details / calculations of structural members are to be provided by the Structural Engineer.

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Client:
Landa Corporation Ltd

Project:
5-9 The Rock, Bury BL9 0YB

Drawing Title:
Existing & Proposed 3/F - Roof Plans

Scale:
1:100 @ A1

Date:
July 2021

Drawing No:
9694/112

Revision:
B

APPENDIX C: TRICS OUTPUT DATA – OFFICES

JNP Group St. Mary's Way Chesham

Licence No: 730701

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	178-1000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	178-960 sqm GFA	
Date Range	Minimum: 01/01/13	Maximum: 13/11/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Wednesday	3
	Thursday	2
	Friday	1
Main Location Types selected	Town Centre	1
	Edge of Town Centre	6
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	15,001 to 20,000	1
	20,001 to 25,000	2
	25,001 to 50,000	3
Population <5 Mile ranges selected	25,001 to 50,000	1
	75,001 to 100,000	1
	100,001 to 125,000	1
	125,001 to 250,000	1
	250,001 to 500,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	5
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	7
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-730701-211004-1001

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 178 to 960 (units: sqm)
 Range Selected by User: 178 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 13/11/19

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
Wednesday	3 days
Thursday	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:

Town Centre	1
Edge of Town Centre	6

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
Built-Up Zone	3
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

Secondary Filtering selection:

Use Class:

Not Known 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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.

JNP Group St. Mary's Way Chesham

Licence No: 730701

LIST OF SITES relevant to selection parameters

1	CB-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area:	925 sqm		
	Survey date: FRIDAY	24/06/16	Survey Type: MANUAL	
2	DS-02-A-01 PRIME PARK WAY DERBY	REAL ESTATE DEVELOPERS		DERBYSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:	594 sqm		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	
3	ES-02-A-13 ROMAN ROAD HOVE	OFFICES		EAST SUSSEX
	Edge of Town Centre Residential Zone Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL	
4	HF-02-A-03 60 VICTORIA STREET ST ALBANS	OFFICE		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	610 sqm		
	Survey date: WEDNESDAY	16/10/13	Survey Type: MANUAL	
5	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:	894 sqm		
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL	
6	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	178 sqm		
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL	
7	WK-02-A-01 WARWICK ROAD COVENTRY	OFFICES		WARWICKSHIRE
	Town Centre Built-Up Zone Total Gross floor area:	960 sqm		
	Survey date: THURSDAY	17/10/13	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.

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	2.680	0.383	3.063
1700-1800	0.428	1.959	2.387

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	711	0.070	6	711	0.000	6	711	0.070
07:30 - 08:00	6	711	0.446	6	711	0.023	6	711	0.469
08:00 - 08:30	7	634	1.329	7	634	0.113	7	634	1.442
08:30 - 09:00	7	634	1.351	7	634	0.270	7	634	1.621
09:00 - 09:30	7	634	0.721	7	634	0.450	7	634	1.171
09:30 - 10:00	7	634	0.383	7	634	0.315	7	634	0.698
10:00 - 10:30	7	634	0.338	7	634	0.225	7	634	0.563
10:30 - 11:00	7	634	0.225	7	634	0.203	7	634	0.428
11:00 - 11:30	7	634	0.135	7	634	0.180	7	634	0.315
11:30 - 12:00	7	634	0.180	7	634	0.473	7	634	0.653
12:00 - 12:30	7	634	0.180	7	634	0.585	7	634	0.765
12:30 - 13:00	7	634	0.473	7	634	0.518	7	634	0.991
13:00 - 13:30	7	634	0.338	7	634	0.450	7	634	0.788
13:30 - 14:00	7	634	0.540	7	634	0.248	7	634	0.788
14:00 - 14:30	7	634	0.270	7	634	0.248	7	634	0.518
14:30 - 15:00	7	634	0.158	7	634	0.135	7	634	0.293
15:00 - 15:30	7	634	0.203	7	634	0.248	7	634	0.451
15:30 - 16:00	7	634	0.158	7	634	0.315	7	634	0.473
16:00 - 16:30	7	634	0.203	7	634	0.450	7	634	0.653
16:30 - 17:00	7	634	0.225	7	634	0.495	7	634	0.720
17:00 - 17:30	7	634	0.293	7	634	1.261	7	634	1.554
17:30 - 18:00	7	634	0.135	7	634	0.698	7	634	0.833
18:00 - 18:30	6	711	0.047	6	711	0.235	6	711	0.282
18:30 - 19:00	6	711	0.000	6	711	0.141	6	711	0.141
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.401			8.279			16.680

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:	178 - 960 (units: sqm)
Survey date range:	01/01/13 - 13/11/19
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.

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	711	0.000	6	711	0.000	6	711	0.000
07:30 - 08:00	6	711	0.023	6	711	0.023	6	711	0.046
08:00 - 08:30	7	634	0.090	7	634	0.068	7	634	0.158
08:30 - 09:00	7	634	0.068	7	634	0.068	7	634	0.136
09:00 - 09:30	7	634	0.068	7	634	0.045	7	634	0.113
09:30 - 10:00	7	634	0.000	7	634	0.045	7	634	0.045
10:00 - 10:30	7	634	0.000	7	634	0.000	7	634	0.000
10:30 - 11:00	7	634	0.000	7	634	0.000	7	634	0.000
11:00 - 11:30	7	634	0.000	7	634	0.000	7	634	0.000
11:30 - 12:00	7	634	0.000	7	634	0.000	7	634	0.000
12:00 - 12:30	7	634	0.000	7	634	0.000	7	634	0.000
12:30 - 13:00	7	634	0.000	7	634	0.000	7	634	0.000
13:00 - 13:30	7	634	0.023	7	634	0.000	7	634	0.023
13:30 - 14:00	7	634	0.023	7	634	0.045	7	634	0.068
14:00 - 14:30	7	634	0.000	7	634	0.000	7	634	0.000
14:30 - 15:00	7	634	0.000	7	634	0.000	7	634	0.000
15:00 - 15:30	7	634	0.000	7	634	0.000	7	634	0.000
15:30 - 16:00	7	634	0.000	7	634	0.000	7	634	0.000
16:00 - 16:30	7	634	0.000	7	634	0.000	7	634	0.000
16:30 - 17:00	7	634	0.000	7	634	0.000	7	634	0.000
17:00 - 17:30	7	634	0.113	7	634	0.090	7	634	0.203
17:30 - 18:00	7	634	0.023	7	634	0.045	7	634	0.068
18:00 - 18:30	6	711	0.000	6	711	0.000	6	711	0.000
18:30 - 19:00	6	711	0.000	6	711	0.000	6	711	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.431			0.429			0.860

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

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

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	711	0.000	6	711	0.000	6	711	0.000
07:30 - 08:00	6	711	0.023	6	711	0.000	6	711	0.023
08:00 - 08:30	7	634	0.000	7	634	0.000	7	634	0.000
08:30 - 09:00	7	634	0.000	7	634	0.023	7	634	0.023
09:00 - 09:30	7	634	0.000	7	634	0.000	7	634	0.000
09:30 - 10:00	7	634	0.000	7	634	0.000	7	634	0.000
10:00 - 10:30	7	634	0.000	7	634	0.000	7	634	0.000
10:30 - 11:00	7	634	0.000	7	634	0.000	7	634	0.000
11:00 - 11:30	7	634	0.000	7	634	0.000	7	634	0.000
11:30 - 12:00	7	634	0.000	7	634	0.000	7	634	0.000
12:00 - 12:30	7	634	0.000	7	634	0.000	7	634	0.000
12:30 - 13:00	7	634	0.023	7	634	0.023	7	634	0.046
13:00 - 13:30	7	634	0.000	7	634	0.000	7	634	0.000
13:30 - 14:00	7	634	0.000	7	634	0.000	7	634	0.000
14:00 - 14:30	7	634	0.000	7	634	0.000	7	634	0.000
14:30 - 15:00	7	634	0.000	7	634	0.000	7	634	0.000
15:00 - 15:30	7	634	0.000	7	634	0.000	7	634	0.000
15:30 - 16:00	7	634	0.023	7	634	0.023	7	634	0.046
16:00 - 16:30	7	634	0.000	7	634	0.000	7	634	0.000
16:30 - 17:00	7	634	0.000	7	634	0.000	7	634	0.000
17:00 - 17:30	7	634	0.000	7	634	0.000	7	634	0.000
17:30 - 18:00	7	634	0.000	7	634	0.000	7	634	0.000
18:00 - 18:30	6	711	0.000	6	711	0.000	6	711	0.000
18:30 - 19:00	6	711	0.000	6	711	0.000	6	711	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.069			0.069			0.138

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	711	0.000	6	711	0.000	6	711	0.000
07:30 - 08:00	6	711	0.000	6	711	0.000	6	711	0.000
08:00 - 08:30	7	634	0.113	7	634	0.000	7	634	0.113
08:30 - 09:00	7	634	0.090	7	634	0.000	7	634	0.090
09:00 - 09:30	7	634	0.000	7	634	0.000	7	634	0.000
09:30 - 10:00	7	634	0.000	7	634	0.000	7	634	0.000
10:00 - 10:30	7	634	0.000	7	634	0.000	7	634	0.000
10:30 - 11:00	7	634	0.000	7	634	0.000	7	634	0.000
11:00 - 11:30	7	634	0.000	7	634	0.000	7	634	0.000
11:30 - 12:00	7	634	0.000	7	634	0.000	7	634	0.000
12:00 - 12:30	7	634	0.000	7	634	0.000	7	634	0.000
12:30 - 13:00	7	634	0.000	7	634	0.000	7	634	0.000
13:00 - 13:30	7	634	0.000	7	634	0.000	7	634	0.000
13:30 - 14:00	7	634	0.000	7	634	0.000	7	634	0.000
14:00 - 14:30	7	634	0.000	7	634	0.000	7	634	0.000
14:30 - 15:00	7	634	0.000	7	634	0.000	7	634	0.000
15:00 - 15:30	7	634	0.000	7	634	0.000	7	634	0.000
15:30 - 16:00	7	634	0.000	7	634	0.000	7	634	0.000
16:00 - 16:30	7	634	0.000	7	634	0.000	7	634	0.000
16:30 - 17:00	7	634	0.000	7	634	0.000	7	634	0.000
17:00 - 17:30	7	634	0.000	7	634	0.113	7	634	0.113
17:30 - 18:00	7	634	0.000	7	634	0.068	7	634	0.068
18:00 - 18:30	6	711	0.000	6	711	0.000	6	711	0.000
18:30 - 19:00	6	711	0.000	6	711	0.000	6	711	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.203			0.181			0.384

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	711	0.070	6	711	0.000	6	711	0.070
07:30 - 08:00	6	711	0.493	6	711	0.023	6	711	0.516
08:00 - 08:30	7	634	1.531	7	634	0.068	7	634	1.599
08:30 - 09:00	7	634	1.509	7	634	0.180	7	634	1.689
09:00 - 09:30	7	634	0.788	7	634	0.540	7	634	1.328
09:30 - 10:00	7	634	0.383	7	634	0.315	7	634	0.698
10:00 - 10:30	7	634	0.360	7	634	0.225	7	634	0.585
10:30 - 11:00	7	634	0.248	7	634	0.225	7	634	0.473
11:00 - 11:30	7	634	0.135	7	634	0.180	7	634	0.315
11:30 - 12:00	7	634	0.248	7	634	0.563	7	634	0.811
12:00 - 12:30	7	634	0.180	7	634	0.743	7	634	0.923
12:30 - 13:00	7	634	0.540	7	634	0.540	7	634	1.080
13:00 - 13:30	7	634	0.428	7	634	0.518	7	634	0.946
13:30 - 14:00	7	634	0.653	7	634	0.270	7	634	0.923
14:00 - 14:30	7	634	0.270	7	634	0.270	7	634	0.540
14:30 - 15:00	7	634	0.158	7	634	0.135	7	634	0.293
15:00 - 15:30	7	634	0.248	7	634	0.293	7	634	0.541
15:30 - 16:00	7	634	0.158	7	634	0.360	7	634	0.518
16:00 - 16:30	7	634	0.203	7	634	0.473	7	634	0.676
16:30 - 17:00	7	634	0.225	7	634	0.540	7	634	0.765
17:00 - 17:30	7	634	0.203	7	634	1.464	7	634	1.667
17:30 - 18:00	7	634	0.113	7	634	0.811	7	634	0.924
18:00 - 18:30	6	711	0.047	6	711	0.281	6	711	0.328
18:30 - 19:00	6	711	0.000	6	711	0.164	6	711	0.164
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.191			9.181			18.372

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	711	0.023	6	711	0.000	6	711	0.023
07:30 - 08:00	6	711	0.000	6	711	0.000	6	711	0.000
08:00 - 08:30	7	634	0.158	7	634	0.000	7	634	0.158
08:30 - 09:00	7	634	0.383	7	634	0.045	7	634	0.428
09:00 - 09:30	7	634	0.203	7	634	0.068	7	634	0.271
09:30 - 10:00	7	634	0.113	7	634	0.180	7	634	0.293
10:00 - 10:30	7	634	0.158	7	634	0.135	7	634	0.293
10:30 - 11:00	7	634	0.068	7	634	0.428	7	634	0.496
11:00 - 11:30	7	634	0.383	7	634	0.113	7	634	0.496
11:30 - 12:00	7	634	0.068	7	634	0.135	7	634	0.203
12:00 - 12:30	7	634	0.225	7	634	0.450	7	634	0.675
12:30 - 13:00	7	634	0.405	7	634	0.518	7	634	0.923
13:00 - 13:30	7	634	0.428	7	634	0.495	7	634	0.923
13:30 - 14:00	7	634	0.518	7	634	0.180	7	634	0.698
14:00 - 14:30	7	634	0.225	7	634	0.180	7	634	0.405
14:30 - 15:00	7	634	0.090	7	634	0.068	7	634	0.158
15:00 - 15:30	7	634	0.135	7	634	0.090	7	634	0.225
15:30 - 16:00	7	634	0.180	7	634	0.068	7	634	0.248
16:00 - 16:30	7	634	0.113	7	634	0.203	7	634	0.316
16:30 - 17:00	7	634	0.045	7	634	0.203	7	634	0.248
17:00 - 17:30	7	634	0.045	7	634	0.225	7	634	0.270
17:30 - 18:00	7	634	0.023	7	634	0.090	7	634	0.113
18:00 - 18:30	6	711	0.000	6	711	0.000	6	711	0.000
18:30 - 19:00	6	711	0.000	6	711	0.000	6	711	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.989			3.874			7.863

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	711	0.000	6	711	0.000	6	711	0.000
07:30 - 08:00	6	711	0.000	6	711	0.000	6	711	0.000
08:00 - 08:30	7	634	0.045	7	634	0.000	7	634	0.045
08:30 - 09:00	7	634	0.158	7	634	0.000	7	634	0.158
09:00 - 09:30	7	634	0.090	7	634	0.000	7	634	0.090
09:30 - 10:00	7	634	0.023	7	634	0.000	7	634	0.023
10:00 - 10:30	7	634	0.000	7	634	0.000	7	634	0.000
10:30 - 11:00	7	634	0.000	7	634	0.000	7	634	0.000
11:00 - 11:30	7	634	0.045	7	634	0.045	7	634	0.090
11:30 - 12:00	7	634	0.045	7	634	0.045	7	634	0.090
12:00 - 12:30	7	634	0.023	7	634	0.045	7	634	0.068
12:30 - 13:00	7	634	0.023	7	634	0.000	7	634	0.023
13:00 - 13:30	7	634	0.023	7	634	0.000	7	634	0.023
13:30 - 14:00	7	634	0.000	7	634	0.023	7	634	0.023
14:00 - 14:30	7	634	0.000	7	634	0.068	7	634	0.068
14:30 - 15:00	7	634	0.000	7	634	0.000	7	634	0.000
15:00 - 15:30	7	634	0.045	7	634	0.023	7	634	0.068
15:30 - 16:00	7	634	0.023	7	634	0.045	7	634	0.068
16:00 - 16:30	7	634	0.000	7	634	0.000	7	634	0.000
16:30 - 17:00	7	634	0.000	7	634	0.000	7	634	0.000
17:00 - 17:30	7	634	0.000	7	634	0.180	7	634	0.180
17:30 - 18:00	7	634	0.000	7	634	0.068	7	634	0.068
18:00 - 18:30	6	711	0.000	6	711	0.000	6	711	0.000
18:30 - 19:00	6	711	0.000	6	711	0.000	6	711	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.543			0.542			1.085

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	711	0.000	6	711	0.000	6	711	0.000
07:30 - 08:00	6	711	0.000	6	711	0.000	6	711	0.000
08:00 - 08:30	7	634	0.000	7	634	0.000	7	634	0.000
08:30 - 09:00	7	634	0.000	7	634	0.000	7	634	0.000
09:00 - 09:30	7	634	0.090	7	634	0.000	7	634	0.090
09:30 - 10:00	7	634	0.023	7	634	0.000	7	634	0.023
10:00 - 10:30	7	634	0.023	7	634	0.000	7	634	0.023
10:30 - 11:00	7	634	0.023	7	634	0.000	7	634	0.023
11:00 - 11:30	7	634	0.023	7	634	0.000	7	634	0.023
11:30 - 12:00	7	634	0.023	7	634	0.000	7	634	0.023
12:00 - 12:30	7	634	0.000	7	634	0.000	7	634	0.000
12:30 - 13:00	7	634	0.000	7	634	0.000	7	634	0.000
13:00 - 13:30	7	634	0.000	7	634	0.045	7	634	0.045
13:30 - 14:00	7	634	0.000	7	634	0.000	7	634	0.000
14:00 - 14:30	7	634	0.000	7	634	0.000	7	634	0.000
14:30 - 15:00	7	634	0.000	7	634	0.000	7	634	0.000
15:00 - 15:30	7	634	0.023	7	634	0.045	7	634	0.068
15:30 - 16:00	7	634	0.000	7	634	0.023	7	634	0.023
16:00 - 16:30	7	634	0.000	7	634	0.000	7	634	0.000
16:30 - 17:00	7	634	0.000	7	634	0.023	7	634	0.023
17:00 - 17:30	7	634	0.000	7	634	0.090	7	634	0.090
17:30 - 18:00	7	634	0.000	7	634	0.000	7	634	0.000
18:00 - 18:30	6	711	0.000	6	711	0.000	6	711	0.000
18:30 - 19:00	6	711	0.000	6	711	0.000	6	711	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.228			0.226			0.454

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	711	0.000	6	711	0.000	6	711	0.000
07:30 - 08:00	6	711	0.000	6	711	0.000	6	711	0.000
08:00 - 08:30	7	634	0.045	7	634	0.000	7	634	0.045
08:30 - 09:00	7	634	0.158	7	634	0.000	7	634	0.158
09:00 - 09:30	7	634	0.180	7	634	0.000	7	634	0.180
09:30 - 10:00	7	634	0.045	7	634	0.000	7	634	0.045
10:00 - 10:30	7	634	0.023	7	634	0.000	7	634	0.023
10:30 - 11:00	7	634	0.023	7	634	0.000	7	634	0.023
11:00 - 11:30	7	634	0.068	7	634	0.045	7	634	0.113
11:30 - 12:00	7	634	0.068	7	634	0.045	7	634	0.113
12:00 - 12:30	7	634	0.023	7	634	0.045	7	634	0.068
12:30 - 13:00	7	634	0.023	7	634	0.000	7	634	0.023
13:00 - 13:30	7	634	0.023	7	634	0.045	7	634	0.068
13:30 - 14:00	7	634	0.000	7	634	0.023	7	634	0.023
14:00 - 14:30	7	634	0.000	7	634	0.068	7	634	0.068
14:30 - 15:00	7	634	0.000	7	634	0.000	7	634	0.000
15:00 - 15:30	7	634	0.068	7	634	0.068	7	634	0.136
15:30 - 16:00	7	634	0.023	7	634	0.068	7	634	0.091
16:00 - 16:30	7	634	0.000	7	634	0.000	7	634	0.000
16:30 - 17:00	7	634	0.000	7	634	0.023	7	634	0.023
17:00 - 17:30	7	634	0.000	7	634	0.270	7	634	0.270
17:30 - 18:00	7	634	0.000	7	634	0.068	7	634	0.068
18:00 - 18:30	6	711	0.000	6	711	0.000	6	711	0.000
18:30 - 19:00	6	711	0.000	6	711	0.000	6	711	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.770			0.768			1.538

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	711	0.094	6	711	0.000	6	711	0.094
07:30 - 08:00	6	711	0.493	6	711	0.023	6	711	0.516
08:00 - 08:30	7	634	1.846	7	634	0.068	7	634	1.914
08:30 - 09:00	7	634	2.139	7	634	0.225	7	634	2.364
09:00 - 09:30	7	634	1.171	7	634	0.608	7	634	1.779
09:30 - 10:00	7	634	0.540	7	634	0.495	7	634	1.035
10:00 - 10:30	7	634	0.540	7	634	0.360	7	634	0.900
10:30 - 11:00	7	634	0.338	7	634	0.653	7	634	0.991
11:00 - 11:30	7	634	0.585	7	634	0.338	7	634	0.923
11:30 - 12:00	7	634	0.383	7	634	0.743	7	634	1.126
12:00 - 12:30	7	634	0.428	7	634	1.238	7	634	1.666
12:30 - 13:00	7	634	0.968	7	634	1.058	7	634	2.026
13:00 - 13:30	7	634	0.878	7	634	1.058	7	634	1.936
13:30 - 14:00	7	634	1.171	7	634	0.473	7	634	1.644
14:00 - 14:30	7	634	0.495	7	634	0.518	7	634	1.013
14:30 - 15:00	7	634	0.248	7	634	0.203	7	634	0.451
15:00 - 15:30	7	634	0.450	7	634	0.450	7	634	0.900
15:30 - 16:00	7	634	0.360	7	634	0.495	7	634	0.855
16:00 - 16:30	7	634	0.315	7	634	0.676	7	634	0.991
16:30 - 17:00	7	634	0.270	7	634	0.766	7	634	1.036
17:00 - 17:30	7	634	0.248	7	634	2.072	7	634	2.320
17:30 - 18:00	7	634	0.135	7	634	1.036	7	634	1.171
18:00 - 18:30	6	711	0.047	6	711	0.281	6	711	0.328
18:30 - 19:00	6	711	0.000	6	711	0.164	6	711	0.164
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			14.142			14.001			28.143

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

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

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

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	711	0.070	6	711	0.000	6	711	0.070
07:30 - 08:00	6	711	0.399	6	711	0.000	6	711	0.399
08:00 - 08:30	7	634	1.193	7	634	0.000	7	634	1.193
08:30 - 09:00	7	634	1.216	7	634	0.158	7	634	1.374
09:00 - 09:30	7	634	0.608	7	634	0.293	7	634	0.901
09:30 - 10:00	7	634	0.338	7	634	0.270	7	634	0.608
10:00 - 10:30	7	634	0.270	7	634	0.158	7	634	0.428
10:30 - 11:00	7	634	0.225	7	634	0.180	7	634	0.405
11:00 - 11:30	7	634	0.090	7	634	0.180	7	634	0.270
11:30 - 12:00	7	634	0.158	7	634	0.450	7	634	0.608
12:00 - 12:30	7	634	0.180	7	634	0.563	7	634	0.743
12:30 - 13:00	7	634	0.428	7	634	0.473	7	634	0.901
13:00 - 13:30	7	634	0.315	7	634	0.450	7	634	0.765
13:30 - 14:00	7	634	0.518	7	634	0.203	7	634	0.721
14:00 - 14:30	7	634	0.248	7	634	0.248	7	634	0.496
14:30 - 15:00	7	634	0.113	7	634	0.113	7	634	0.226
15:00 - 15:30	7	634	0.180	7	634	0.180	7	634	0.360
15:30 - 16:00	7	634	0.113	7	634	0.225	7	634	0.338
16:00 - 16:30	7	634	0.113	7	634	0.383	7	634	0.496
16:30 - 17:00	7	634	0.203	7	634	0.473	7	634	0.676
17:00 - 17:30	7	634	0.135	7	634	1.103	7	634	1.238
17:30 - 18:00	7	634	0.113	7	634	0.653	7	634	0.766
18:00 - 18:30	6	711	0.023	6	711	0.211	6	711	0.234
18:30 - 19:00	6	711	0.000	6	711	0.141	6	711	0.141
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.249			7.108			14.357

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

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

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	711	0.000	6	711	0.000	6	711	0.000
07:30 - 08:00	6	711	0.000	6	711	0.000	6	711	0.000
08:00 - 08:30	7	634	0.045	7	634	0.045	7	634	0.090
08:30 - 09:00	7	634	0.068	7	634	0.023	7	634	0.091
09:00 - 09:30	7	634	0.045	7	634	0.113	7	634	0.158
09:30 - 10:00	7	634	0.045	7	634	0.000	7	634	0.045
10:00 - 10:30	7	634	0.045	7	634	0.068	7	634	0.113
10:30 - 11:00	7	634	0.000	7	634	0.023	7	634	0.023
11:00 - 11:30	7	634	0.045	7	634	0.000	7	634	0.045
11:30 - 12:00	7	634	0.023	7	634	0.023	7	634	0.046
12:00 - 12:30	7	634	0.000	7	634	0.023	7	634	0.023
12:30 - 13:00	7	634	0.023	7	634	0.023	7	634	0.046
13:00 - 13:30	7	634	0.000	7	634	0.000	7	634	0.000
13:30 - 14:00	7	634	0.000	7	634	0.000	7	634	0.000
14:00 - 14:30	7	634	0.023	7	634	0.000	7	634	0.023
14:30 - 15:00	7	634	0.045	7	634	0.023	7	634	0.068
15:00 - 15:30	7	634	0.023	7	634	0.068	7	634	0.091
15:30 - 16:00	7	634	0.023	7	634	0.045	7	634	0.068
16:00 - 16:30	7	634	0.090	7	634	0.068	7	634	0.158
16:30 - 17:00	7	634	0.023	7	634	0.023	7	634	0.046
17:00 - 17:30	7	634	0.045	7	634	0.068	7	634	0.113
17:30 - 18:00	7	634	0.000	7	634	0.000	7	634	0.000
18:00 - 18:30	6	711	0.023	6	711	0.023	6	711	0.046
18:30 - 19:00	6	711	0.000	6	711	0.000	6	711	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.634			0.659			1.293

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	711	0.000	6	711	0.000	6	711	0.000
07:30 - 08:00	6	711	0.000	6	711	0.000	6	711	0.000
08:00 - 08:30	7	634	0.000	7	634	0.000	7	634	0.000
08:30 - 09:00	7	634	0.000	7	634	0.000	7	634	0.000
09:00 - 09:30	7	634	0.000	7	634	0.000	7	634	0.000
09:30 - 10:00	7	634	0.000	7	634	0.000	7	634	0.000
10:00 - 10:30	7	634	0.023	7	634	0.000	7	634	0.023
10:30 - 11:00	7	634	0.000	7	634	0.000	7	634	0.000
11:00 - 11:30	7	634	0.000	7	634	0.000	7	634	0.000
11:30 - 12:00	7	634	0.000	7	634	0.000	7	634	0.000
12:00 - 12:30	7	634	0.000	7	634	0.000	7	634	0.000
12:30 - 13:00	7	634	0.000	7	634	0.000	7	634	0.000
13:00 - 13:30	7	634	0.000	7	634	0.000	7	634	0.000
13:30 - 14:00	7	634	0.000	7	634	0.000	7	634	0.000
14:00 - 14:30	7	634	0.000	7	634	0.000	7	634	0.000
14:30 - 15:00	7	634	0.000	7	634	0.000	7	634	0.000
15:00 - 15:30	7	634	0.000	7	634	0.000	7	634	0.000
15:30 - 16:00	7	634	0.000	7	634	0.023	7	634	0.023
16:00 - 16:30	7	634	0.000	7	634	0.000	7	634	0.000
16:30 - 17:00	7	634	0.000	7	634	0.000	7	634	0.000
17:00 - 17:30	7	634	0.000	7	634	0.000	7	634	0.000
17:30 - 18:00	7	634	0.000	7	634	0.000	7	634	0.000
18:00 - 18:30	6	711	0.000	6	711	0.000	6	711	0.000
18:30 - 19:00	6	711	0.000	6	711	0.000	6	711	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.023			0.023			0.046

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

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

APPENDIX D: TRICS OUTPUT DATA - RESIDENTIAL

JNP Group St. Mary's Way Chesham

Licence No: 730701

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-184 DWELLS	
Actual Trip Rate Calculation Parameter Range	6-175 DWELLS	
Date Range	Minimum: 01/01/13	Maximum: 10/06/21
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	
Days of the week selected	Tuesday	6
	Thursday	4
Main Location Types selected	Town Centre	1
	Edge of Town Centre	9
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	1
	15,001 to 20,000	1
	25,001 to 50,000	8
Population <5 Mile ranges selected	50,001 to 75,000	4
	75,001 to 100,000	1
	125,001 to 250,000	3
	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	8
PTAL Rating	No PTAL Present	10

Calculation Reference: AUDIT-730701-211004-1013

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
09	NORTH	
	CB CUMBRIA	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 175 (units:)
 Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 10/06/21

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	6 days
Thursday	4 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	9

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	4
Built-Up Zone	5
No Sub Category	1

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

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:

10,001 to 15,000 1 days

15,001 to 20,000 1 days

25,001 to 50,000 8 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 4 days

75,001 to 100,000 1 days

125,001 to 250,000 3 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 2 days

1.1 to 1.5 8 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 2 days

No 8 days

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

PTAL Rating:

No PTAL Present 10 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BD-03-C-01	Site area:	0.85 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	175
Location:	LEIGHTON BUZZARD	Housing density:	673
Postcode:	LU7 2NG	Total Bedrooms:	350
Main Location Type:	Edge of Town Centre	Survey Date:	15/05/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	213
Site(2):	BD-03-C-02	Site area:	0.68 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	62
Location:	LEIGHTON BUZZARD	Housing density:	312
Postcode:	LU7 4QX	Total Bedrooms:	124
Main Location Type:	Edge of Town Centre	Survey Date:	15/05/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	70
Site(3):	BD-03-C-03	Site area:	3.22 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	146
Location:	DUNSTABLE	Housing density:	298
Postcode:	LU5 4GU	Total Bedrooms:	233
Main Location Type:	Edge of Town Centre	Survey Date:	15/05/18
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	182
Site(4):	CB-03-C-01	Site area:	0.21 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	40
Location:	CARLISLE	Housing density:	667
Postcode:	CA1 1SR	Total Bedrooms:	80
Main Location Type:	Town Centre	Survey Date:	12/06/14
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	43
Site(5):	EX-03-C-01	Site area:	0.07 hect
Development Name:	FLATS	No of Dwellings:	6
Location:	SOUTHEND-ON-SEA	Housing density:	200
Postcode:	SS0 7QE	Total Bedrooms:	10
Main Location Type:	Edge of Town Centre	Survey Date:	22/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	10
Site(6):	EX-03-C-02	Site area:	0.37 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	94
Location:	SOUTHEND-ON-SEA	Housing density:	940
Postcode:	SS0 7QQ	Total Bedrooms:	94
Main Location Type:	Edge of Town Centre	Survey Date:	22/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	95
Site(7):	HC-03-C-01	Site area:	0.54 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	90
Location:	PORTSMOUTH	Housing density:	321
Postcode:	PO1 3GG	Total Bedrooms:	189
Main Location Type:	Edge of Town Centre	Survey Date:	05/06/18
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	77
Site(8):	HF-03-C-03	Site area:	0.50 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	91
Location:	BOREHAMWOOD	Housing density:	182
Postcode:	WD6 1TD	Total Bedrooms:	91
Main Location Type:	Edge of Town Centre	Survey Date:	14/11/19
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	60
Site(9):	NF-03-C-01	Site area:	0.42 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	51
Location:	KING'S LYNN	Housing density:	232
Postcode:	PE30 1NQ	Total Bedrooms:	122
Main Location Type:	Edge of Town Centre	Survey Date:	11/12/14
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	45

JNP Group St. Mary's Way Chesham

Licence No: 730701

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	SF-03-C-01	Site area:	0.60 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	85
Location:	BURY ST EDMUNDS	Housing density:	354
Postcode:	IP32 6AR	Total Bedrooms:	135
Main Location Type:	Edge of Town Centre	Survey Date:	18/12/14
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	102

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	84	0.045	10	84	0.156	10	84	0.201
08:00 - 09:00	10	84	0.054	10	84	0.177	10	84	0.231
09:00 - 10:00	10	84	0.064	10	84	0.076	10	84	0.140
10:00 - 11:00	10	84	0.073	10	84	0.094	10	84	0.167
11:00 - 12:00	10	84	0.075	10	84	0.087	10	84	0.162
12:00 - 13:00	10	84	0.113	10	84	0.105	10	84	0.218
13:00 - 14:00	10	84	0.092	10	84	0.094	10	84	0.186
14:00 - 15:00	10	84	0.073	10	84	0.077	10	84	0.150
15:00 - 16:00	10	84	0.085	10	84	0.068	10	84	0.153
16:00 - 17:00	10	84	0.133	10	84	0.071	10	84	0.204
17:00 - 18:00	10	84	0.174	10	84	0.098	10	84	0.272
18:00 - 19:00	10	84	0.193	10	84	0.102	10	84	0.295
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.174			1.205			2.379

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 - 175 (units:)
 Survey date range: 01/01/13 - 10/06/21
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	84	0.002	10	84	0.004	10	84	0.006
08:00 - 09:00	10	84	0.004	10	84	0.004	10	84	0.008
09:00 - 10:00	10	84	0.001	10	84	0.002	10	84	0.003
10:00 - 11:00	10	84	0.002	10	84	0.002	10	84	0.004
11:00 - 12:00	10	84	0.006	10	84	0.006	10	84	0.012
12:00 - 13:00	10	84	0.008	10	84	0.008	10	84	0.016
13:00 - 14:00	10	84	0.001	10	84	0.001	10	84	0.002
14:00 - 15:00	10	84	0.000	10	84	0.000	10	84	0.000
15:00 - 16:00	10	84	0.001	10	84	0.001	10	84	0.002
16:00 - 17:00	10	84	0.006	10	84	0.005	10	84	0.011
17:00 - 18:00	10	84	0.005	10	84	0.004	10	84	0.009
18:00 - 19:00	10	84	0.002	10	84	0.002	10	84	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.039			0.077

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	84	0.004	10	84	0.004	10	84	0.008
08:00 - 09:00	10	84	0.000	10	84	0.000	10	84	0.000
09:00 - 10:00	10	84	0.001	10	84	0.001	10	84	0.002
10:00 - 11:00	10	84	0.000	10	84	0.000	10	84	0.000
11:00 - 12:00	10	84	0.001	10	84	0.000	10	84	0.001
12:00 - 13:00	10	84	0.001	10	84	0.002	10	84	0.003
13:00 - 14:00	10	84	0.001	10	84	0.001	10	84	0.002
14:00 - 15:00	10	84	0.000	10	84	0.000	10	84	0.000
15:00 - 16:00	10	84	0.000	10	84	0.000	10	84	0.000
16:00 - 17:00	10	84	0.000	10	84	0.000	10	84	0.000
17:00 - 18:00	10	84	0.000	10	84	0.000	10	84	0.000
18:00 - 19:00	10	84	0.000	10	84	0.000	10	84	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	10	84	0.001	10	84	0.008	10	84	0.009
08:00 - 09:00	10	84	0.002	10	84	0.011	10	84	0.013
09:00 - 10:00	10	84	0.001	10	84	0.000	10	84	0.001
10:00 - 11:00	10	84	0.002	10	84	0.004	10	84	0.006
11:00 - 12:00	10	84	0.007	10	84	0.005	10	84	0.012
12:00 - 13:00	10	84	0.001	10	84	0.004	10	84	0.005
13:00 - 14:00	10	84	0.002	10	84	0.001	10	84	0.003
14:00 - 15:00	10	84	0.004	10	84	0.001	10	84	0.005
15:00 - 16:00	10	84	0.005	10	84	0.001	10	84	0.006
16:00 - 17:00	10	84	0.001	10	84	0.001	10	84	0.002
17:00 - 18:00	10	84	0.008	10	84	0.004	10	84	0.012
18:00 - 19:00	10	84	0.004	10	84	0.000	10	84	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.040			0.078

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	84	0.054	10	84	0.229	10	84	0.283
08:00 - 09:00	10	84	0.065	10	84	0.301	10	84	0.366
09:00 - 10:00	10	84	0.077	10	84	0.100	10	84	0.177
10:00 - 11:00	10	84	0.093	10	84	0.130	10	84	0.223
11:00 - 12:00	10	84	0.098	10	84	0.118	10	84	0.216
12:00 - 13:00	10	84	0.150	10	84	0.157	10	84	0.307
13:00 - 14:00	10	84	0.133	10	84	0.113	10	84	0.246
14:00 - 15:00	10	84	0.088	10	84	0.102	10	84	0.190
15:00 - 16:00	10	84	0.129	10	84	0.095	10	84	0.224
16:00 - 17:00	10	84	0.211	10	84	0.090	10	84	0.301
17:00 - 18:00	10	84	0.270	10	84	0.131	10	84	0.401
18:00 - 19:00	10	84	0.324	10	84	0.136	10	84	0.460
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.692				1.702	3.394	

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	10	84	0.018	10	84	0.065	10	84	0.083
08:00 - 09:00	10	84	0.021	10	84	0.085	10	84	0.106
09:00 - 10:00	10	84	0.043	10	84	0.050	10	84	0.093
10:00 - 11:00	10	84	0.054	10	84	0.043	10	84	0.097
11:00 - 12:00	10	84	0.033	10	84	0.036	10	84	0.069
12:00 - 13:00	10	84	0.054	10	84	0.046	10	84	0.100
13:00 - 14:00	10	84	0.048	10	84	0.040	10	84	0.088
14:00 - 15:00	10	84	0.046	10	84	0.042	10	84	0.088
15:00 - 16:00	10	84	0.052	10	84	0.051	10	84	0.103
16:00 - 17:00	10	84	0.065	10	84	0.061	10	84	0.126
17:00 - 18:00	10	84	0.075	10	84	0.067	10	84	0.142
18:00 - 19:00	10	84	0.079	10	84	0.063	10	84	0.142
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.588			0.649			1.237

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	84	0.001	10	84	0.042	10	84	0.043
08:00 - 09:00	10	84	0.010	10	84	0.092	10	84	0.102
09:00 - 10:00	10	84	0.002	10	84	0.026	10	84	0.028
10:00 - 11:00	10	84	0.006	10	84	0.006	10	84	0.012
11:00 - 12:00	10	84	0.010	10	84	0.007	10	84	0.017
12:00 - 13:00	10	84	0.019	10	84	0.020	10	84	0.039
13:00 - 14:00	10	84	0.011	10	84	0.025	10	84	0.036
14:00 - 15:00	10	84	0.019	10	84	0.011	10	84	0.030
15:00 - 16:00	10	84	0.061	10	84	0.015	10	84	0.076
16:00 - 17:00	10	84	0.027	10	84	0.010	10	84	0.037
17:00 - 18:00	10	84	0.052	10	84	0.010	10	84	0.062
18:00 - 19:00	10	84	0.046	10	84	0.011	10	84	0.057
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264				0.275	0.539	

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	84	0.000	10	84	0.026	10	84	0.026
08:00 - 09:00	10	84	0.001	10	84	0.024	10	84	0.025
09:00 - 10:00	10	84	0.000	10	84	0.010	10	84	0.010
10:00 - 11:00	10	84	0.006	10	84	0.004	10	84	0.010
11:00 - 12:00	10	84	0.002	10	84	0.001	10	84	0.003
12:00 - 13:00	10	84	0.005	10	84	0.004	10	84	0.009
13:00 - 14:00	10	84	0.002	10	84	0.004	10	84	0.006
14:00 - 15:00	10	84	0.004	10	84	0.001	10	84	0.005
15:00 - 16:00	10	84	0.006	10	84	0.000	10	84	0.006
16:00 - 17:00	10	84	0.020	10	84	0.000	10	84	0.020
17:00 - 18:00	10	84	0.023	10	84	0.000	10	84	0.023
18:00 - 19:00	10	84	0.013	10	84	0.002	10	84	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.076			0.158

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	10	84	0.001	10	84	0.068	10	84	0.069
08:00 - 09:00	10	84	0.011	10	84	0.115	10	84	0.126
09:00 - 10:00	10	84	0.002	10	84	0.036	10	84	0.038
10:00 - 11:00	10	84	0.011	10	84	0.010	10	84	0.021
11:00 - 12:00	10	84	0.010	10	84	0.008	10	84	0.018
12:00 - 13:00	10	84	0.024	10	84	0.024	10	84	0.048
13:00 - 14:00	10	84	0.014	10	84	0.029	10	84	0.043
14:00 - 15:00	10	84	0.020	10	84	0.012	10	84	0.032
15:00 - 16:00	10	84	0.068	10	84	0.015	10	84	0.083
16:00 - 17:00	10	84	0.048	10	84	0.010	10	84	0.058
17:00 - 18:00	10	84	0.075	10	84	0.010	10	84	0.085
18:00 - 19:00	10	84	0.062	10	84	0.013	10	84	0.075
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.346			0.350			0.696

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	84	0.074	10	84	0.370	10	84	0.444
08:00 - 09:00	10	84	0.100	10	84	0.512	10	84	0.612
09:00 - 10:00	10	84	0.124	10	84	0.186	10	84	0.310
10:00 - 11:00	10	84	0.160	10	84	0.186	10	84	0.346
11:00 - 12:00	10	84	0.148	10	84	0.167	10	84	0.315
12:00 - 13:00	10	84	0.229	10	84	0.231	10	84	0.460
13:00 - 14:00	10	84	0.198	10	84	0.183	10	84	0.381
14:00 - 15:00	10	84	0.158	10	84	0.157	10	84	0.315
15:00 - 16:00	10	84	0.254	10	84	0.163	10	84	0.417
16:00 - 17:00	10	84	0.325	10	84	0.162	10	84	0.487
17:00 - 18:00	10	84	0.429	10	84	0.211	10	84	0.640
18:00 - 19:00	10	84	0.468	10	84	0.212	10	84	0.680
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.667			2.740			5.407

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	84	0.033	10	84	0.137	10	84	0.170
08:00 - 09:00	10	84	0.042	10	84	0.164	10	84	0.206
09:00 - 10:00	10	84	0.054	10	84	0.065	10	84	0.119
10:00 - 11:00	10	84	0.060	10	84	0.077	10	84	0.137
11:00 - 12:00	10	84	0.052	10	84	0.065	10	84	0.117
12:00 - 13:00	10	84	0.082	10	84	0.076	10	84	0.158
13:00 - 14:00	10	84	0.077	10	84	0.076	10	84	0.153
14:00 - 15:00	10	84	0.063	10	84	0.068	10	84	0.131
15:00 - 16:00	10	84	0.069	10	84	0.055	10	84	0.124
16:00 - 17:00	10	84	0.112	10	84	0.050	10	84	0.162
17:00 - 18:00	10	84	0.155	10	84	0.089	10	84	0.244
18:00 - 19:00	10	84	0.185	10	84	0.094	10	84	0.279
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.984			1.016			2.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	84	0.005	10	84	0.012	10	84	0.017
08:00 - 09:00	10	84	0.008	10	84	0.010	10	84	0.018
09:00 - 10:00	10	84	0.008	10	84	0.007	10	84	0.015
10:00 - 11:00	10	84	0.011	10	84	0.014	10	84	0.025
11:00 - 12:00	10	84	0.015	10	84	0.015	10	84	0.030
12:00 - 13:00	10	84	0.020	10	84	0.017	10	84	0.037
13:00 - 14:00	10	84	0.011	10	84	0.013	10	84	0.024
14:00 - 15:00	10	84	0.010	10	84	0.010	10	84	0.020
15:00 - 16:00	10	84	0.014	10	84	0.012	10	84	0.026
16:00 - 17:00	10	84	0.015	10	84	0.017	10	84	0.032
17:00 - 18:00	10	84	0.012	10	84	0.004	10	84	0.016
18:00 - 19:00	10	84	0.005	10	84	0.005	10	84	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.134			0.136			0.270

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	84	0.001	10	84	0.000	10	84	0.001
08:00 - 09:00	10	84	0.000	10	84	0.000	10	84	0.000
09:00 - 10:00	10	84	0.000	10	84	0.000	10	84	0.000
10:00 - 11:00	10	84	0.000	10	84	0.000	10	84	0.000
11:00 - 12:00	10	84	0.000	10	84	0.000	10	84	0.000
12:00 - 13:00	10	84	0.001	10	84	0.001	10	84	0.002
13:00 - 14:00	10	84	0.001	10	84	0.002	10	84	0.003
14:00 - 15:00	10	84	0.000	10	84	0.000	10	84	0.000
15:00 - 16:00	10	84	0.000	10	84	0.000	10	84	0.000
16:00 - 17:00	10	84	0.000	10	84	0.000	10	84	0.000
17:00 - 18:00	10	84	0.002	10	84	0.001	10	84	0.003
18:00 - 19:00	10	84	0.001	10	84	0.001	10	84	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.005			0.011

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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