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Proposed Residential Development Land Rear of 354 Manchester Road, Bury

Date: 23 January 2026

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Planning Background

3. A planning application (Application Reference: 72313) was submitted to Bury Council (BC) for the erection of 1 residential dwelling on the application site which was validated on 22nd September 2025. BC provided a highway-related consultation response dated 3rd November 2025 raising concerns with the intensification of the existing access and the lack of turning facility within the site. The highway consultation response also noted that there was insufficient information on the proposed bin storage/access arrangement as well as proposals for surfacing the access road and the application was subsequently refused on 13th November 2025 for the following highway-related reasons:

Reason for Refusal 4 – *The proposed development would result in an intensification of the use of the existing site access, which is inadequate in terms of width and lack of facilities that would enable vehicles to pass each other. The proposed development therefore conflicts with the following policies of the Development Plan: EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Development, JP-C5 - Streets for All, JP-C6 - Walking and Cycling, JP-C8 - Transport Requirements of New Development and JP-P1 - Sustainable Places.*

Reason for Refusal 5 – *The proposal does not provide suitable accommodation for vehicles to enter and leave the site in a forward gear, and therefore is detrimental to road safety and maintaining the free flow of traffic on the shared site access and adjacent Class 1 road (A56 Manchester Road). The proposed development therefore conflicts with the following policies of the Development Plan: EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Development, JP-C5 - Streets for All, JP-C6 – Walking and Cycling, JP-C8 - Transport Requirements of New Development and JP-P1 - Sustainable Places.*

Reason for Refusal 6 – *The application and submitted plans contain insufficient information to confirm what works are proposed for the resurfacing of the existing shared site access required in view of the proposed use as a primary pedestrian and vehicular access to the new dwelling and bin storage and access arrangements suitable for use by the Council's Waste Management Section. The proposed development therefore conflicts with the following policies of the Development Plan: EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Development, JP-C5 - Streets for All, JP-C6 – Walking and Cycling, JP-C8 - Transport Requirements of New Development and JP-P1 - Sustainable Places.*

4. This Technical Note has been produced to support the revised planning application and provides the information required to overcome the previous objections/reasons for refusal.

Existing Conditions

5. The application site comprises undeveloped land located to the west of the A56 Manchester Road, circa 1.7km south of Bury Town Centre.
6. The A56 Manchester Road provides a link between Bury, to the north, and Manchester to the south via the A56 Bury New Road. In the vicinity of the site, the A56 Manchester Road is subject to a 30mph speed limit and benefits from regularly spaced street lighting columns as well as wide footways and on-road cycle lanes on both sides of the road. There are also bus stops on both sides of the A56 Manchester Road with the nearest northbound bus stop located just 60m south of the site access and the nearest southbound bus stop located less than 150m to the north, with a dropped kerb tactile paving crossing and pedestrian refuge island provided in this location to assist pedestrians across the road.
7. The application site is accessed via a single track driveway off the A56 Manchester Road, as shown in **Figure 2** below, which currently serves 2 residential dwellings. In the vicinity of the access, the A56 Manchester Road is straight in alignment and benefits from a wide footway/highway verge and therefore, visibility well in excess of the visibility requirement (43m based on guidance in Manual for Streets for a 30mph Road) is achievable from the site access, which was not disputed by BC as part of the previous application.

Figure 2 – Existing Access

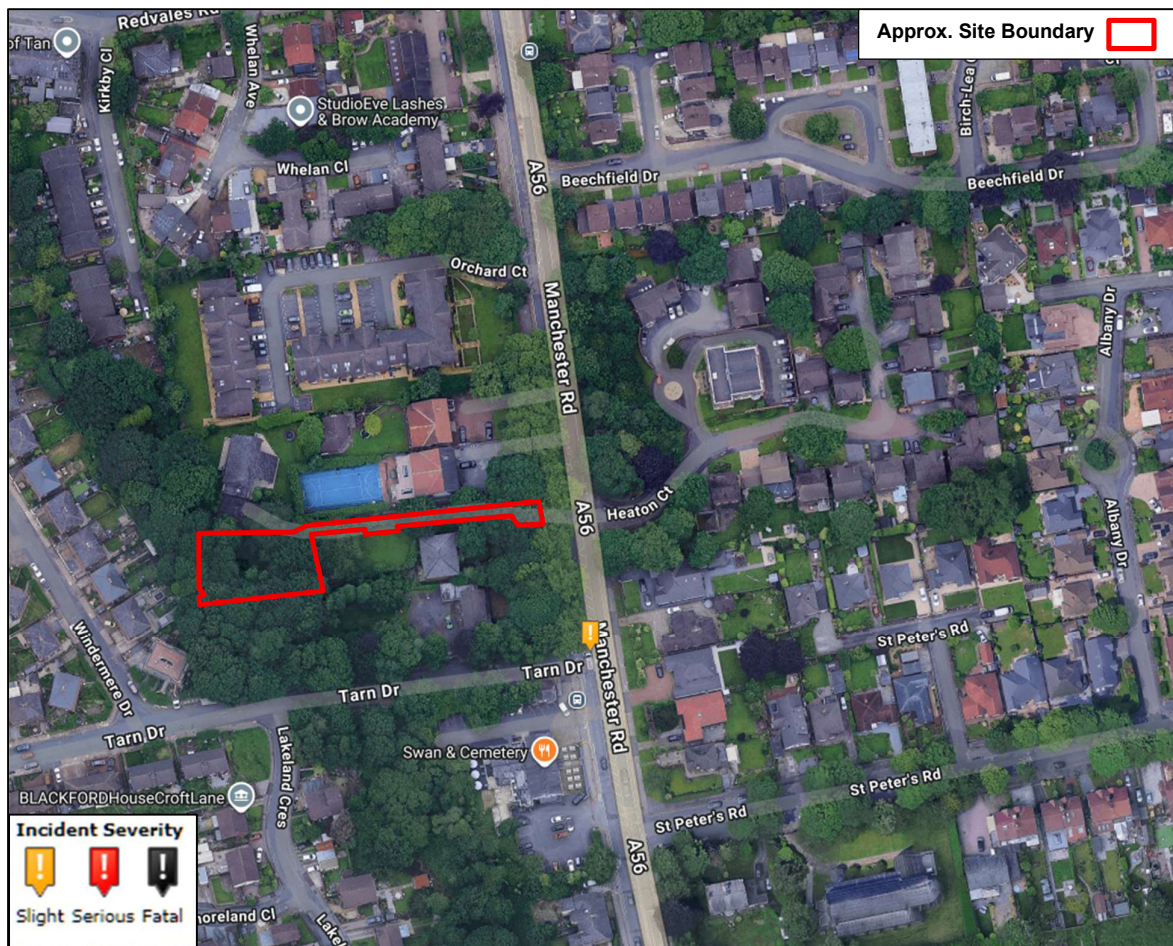


8. Notwithstanding the good levels of achievable visibility, the existing access measures circa 3.5m in width, which is not of sufficient width for two cars to access/egress simultaneously. On this basis and given that the access track serves 2 dwellings, there is potential for vehicles to stop suddenly in the highway if met with another egressing vehicle giving way at the access which raises potential highway safety concerns.

Road Safety Record

9. In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recently available 5-year period. The location and severity of any accidents within the study area during this period are shown in **Figure 3** below.

Figure 3 – Road Safety Record



10. As can be seen from **Figure 3** above, no accidents have been recorded at the existing site access, although 1 accident was recorded in the study area during the 5-year study period. The recorded accident took place at the A56 Manchester Road/Tarn Drive junction and resulted in 'slight' severity injuries. The recorded accident did not involve children, pedestrians or cyclists or result in any child, pedestrian or cyclist injuries.
11. The evidence presented above and illustrated in **Figure 3** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

Proposed Development

12. The proposed development is for a single 4-bed residential dwelling on land to the rear of 354 Manchester Road, Bury.
13. The proposed site layout plan is presented in **Appendix B**.

Access

14. Vehicular access to the development is proposed via the existing access off the A56 Manchester Road, which benefits from good levels of visibility as detailed earlier, although the access is proposed to be improved as part of the development as shown on drawing number SCP/251364/SK01, presented in **Appendix C**.
15. The access is proposed to be widened to 5m to allow two cars to pass and therefore, access/egress simultaneously as demonstrated through swept path analysis on drawing number SCP/251364/SK01, presented in **Appendix C**. This provides a significant betterment over the existing situation whereby the access, which serves 2 residential dwellings, is not of sufficient width for two cars to access/egress simultaneously. This raises highway safety concerns over the potential for vehicles to stop suddenly in the highway if met with another egressing vehicle giving way at the access, which the proposed access widening will mitigate.
16. Although the access road is only of sufficient width to accommodate single vehicle movement away from the highway, even with the development in place the access road will be very lightly trafficked as detailed later and therefore, the likelihood of two vehicles meeting will be extremely low. Notwithstanding this and as shown on drawing number SCP/251364/SK01, presented in **Appendix C**, a passing place is proposed which allows two cars to pass on the access road.

17. As the proposed development would result in minimal intensification of the access road, the proposed passing place and access improvements, which provide a significant betterment over the existing situation from both an operational and highway safety perspective, are considered more than sufficient to mitigate the impact of the development which cannot be considered 'severe' in accordance with paragraph 116 of the NPPF.
18. In terms of the access surfacing, the initial section of access adjoining the A56 Manchester Road is tarmacked before changing to paving slabs within the site, from which the majority of the access road is unmade. This access is well-established and has been suitable for use by both pedestrians and vehicles associated with the existing dwelling to the north of the site. On this basis, the existing access will continue to be suitable to serve just 1 additional dwelling and there are no proposals to alter the existing servicing of the access as part of the development, although as the access is under the control of the applicant, it can be maintained/improved as required.

Servicing

19. As shown on the site layout plan presented in **Appendix B**, a bin store is proposed in the vicinity of the proposed dwelling access.
20. It is proposed that bins will be pulled to the back of footway on bin collection day with servicing taking place from the A56 Manchester Road. This follows that of the existing servicing arrangement for the existing residential properties accessed off the existing access road as shown on **Figure 2** earlier.

Parking

21. BC's parking standards are contained in their *Development Control Policy Guidance Note 11 – Parking Standards in Bury* document, which outlines a requirement for a maximum of 3 spaces for 4-bed residential dwellings.
22. As shown on the site layout plan presented in **Appendix B**, the proposed development provides a level of parking in accordance with the Council's maximum parking standards detailed above. It should also be noted that a turning area is proposed which is sufficient for cars to turn within the site and exit in a forward gear, as demonstrated through swept path analysis on drawing number SCP/251364/ATR01 presented on **Appendix D**.

Trip Generation – Proposed Development

23. The proposed single dwelling would be expected to generate only between 6 to 8 two-way vehicle movements over the course of a typical day, or up to 1 additional vehicle movement in both the AM and PM peak hours (up to 1 departure in the AM peak hour and up to 1 arrival in the PM peak hour). Therefore, there would be minimal intensification of the access road/local highway network from the development.
24. It should also be noted that the likelihood of two vehicles meeting on the single track access road will be low, particularly given that vehicle movements associated with residential developments are typically tidal in nature with the majority of vehicles departing in the AM peak hour and arriving in the PM peak hour. To put this into perspective, a review of the total traffic which could be generated on the existing access road associated with the 2 existing dwellings and the proposed single dwelling has been undertaken below.
25. In order to estimate the trip generating potential of the existing and proposed development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates as well as the multi modal TRICS outputs for the proposed development are presented in **Appendix E** and summarised in **Table 1** below.

Table 1- Estimated Trip Rates (Per Unit) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.225	0.437	0.298	0.232
Cycles	0.007	0.013	0.007	0.007
Pedestrians	0.046	0.205	0.119	0.026
Pub. Trans.	0.000	0.086	0.020	0.033

26. The estimated trip generation associated with the existing and proposed development is therefore as summarised in **Table 2** below.

Table 2 - Estimated Trip Generation – (3 Dwellings)

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1	1	1	1
Cycles	0	0	0	0
Pedestrians	0	1	0	0
Pub. Trans.	0	0	0	0

27. With the proposed development in place, resulting in a total of 3 dwellings accessed from the existing access road off the A56 Manchester Road, an average of 1 departure every 60 minutes is estimated in both the AM and PM peak hours, with just 1 arrival in the same 60-minute period. The existing access road will therefore be extremely lightly trafficked and the likelihood of two vehicles meeting will be extremely low with the development in place.
28. Having regard to the above, the proposed development is not anticipated to result in a material intensification of the access road/local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

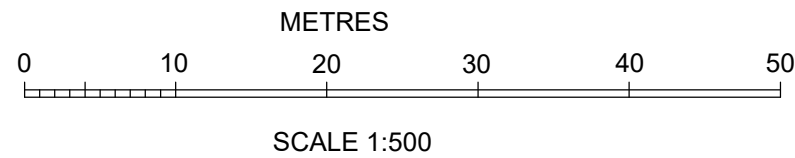
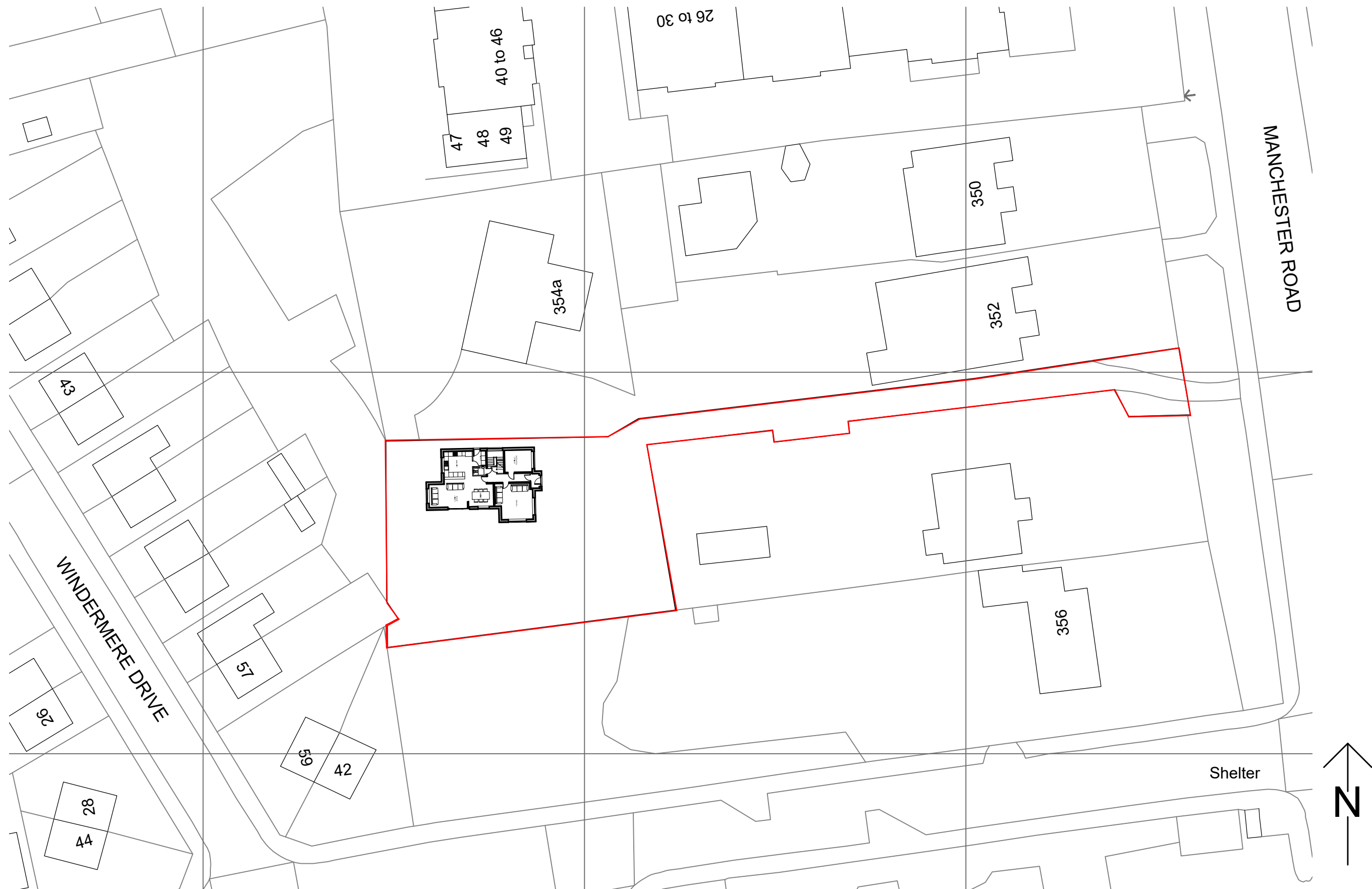
Conclusion

29. Having regard to the evidence presented in this Technical Note, it is concluded that the proposed development is acceptable from a highway perspective.

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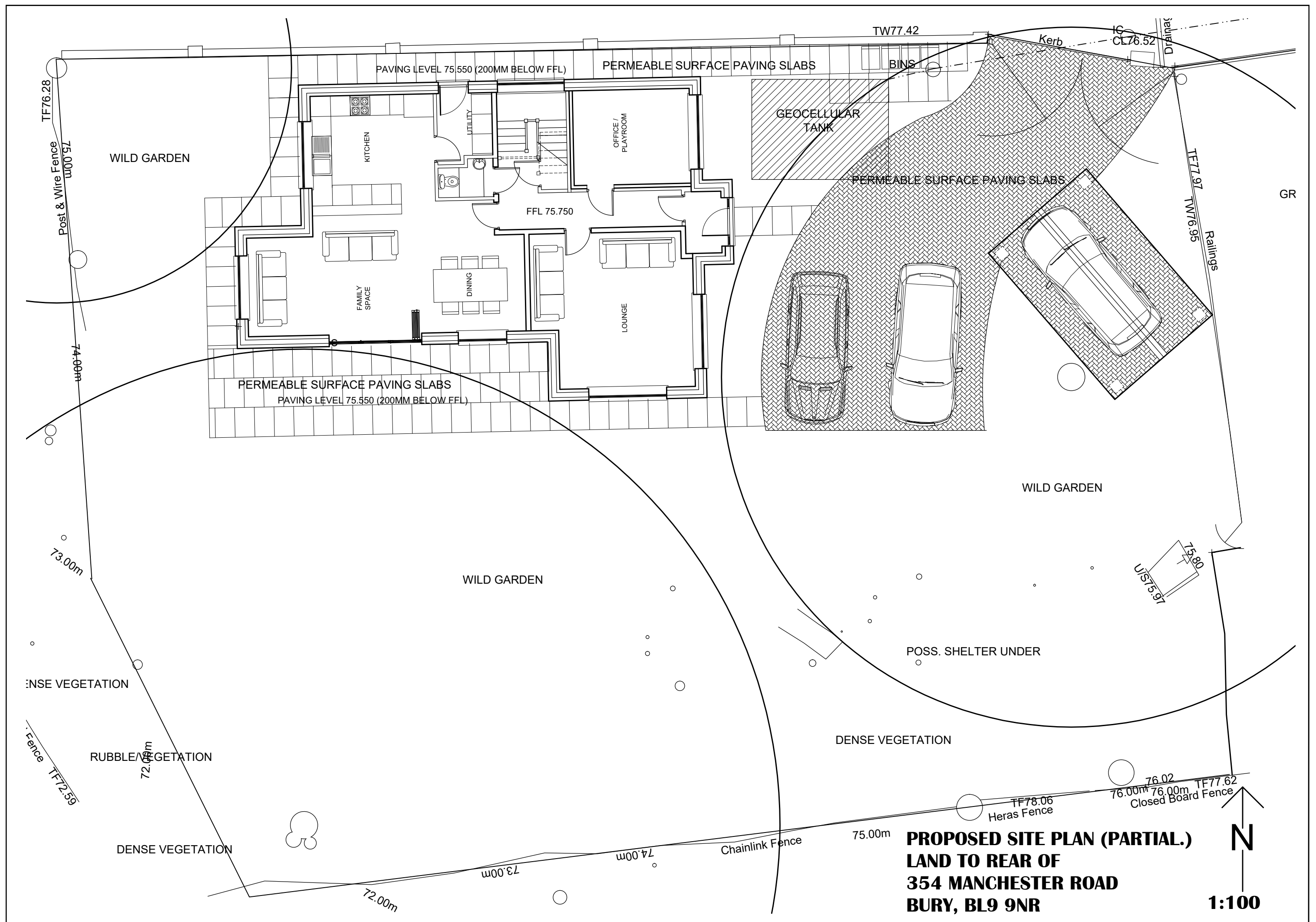
APPENDIX A

LOCATION PLAN
LAND TO REAR OF 354 MANCHESTER ROAD
BURY, BL9 9NR



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APPENDIX B



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APPENDIX C

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APPENDIX D

C:\Users\lewis.dawber\RSK Group\SCP Job Library 2025 - Documents\251364 - Land at rear of 354 Manchester Rd. Bu\03 Data Drawings



-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
Rev	Description	Date	By
REVISIONS			

Drawn By:	LD	Date:	22.01.2026
Checked:	CT	Scale@A3:	1:250
Approved:	CT	Status:	PLANNING

Client Name:	RACHEL HANKINSON
Project Title:	LAND AT REAR OF 354 MANCHESTER ROAD, BURY

Drawing Title:	SWEPT PATH ANALYSIS - LARGE CAR
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Drawing No.	SCP/251364/ATR01
Rev.	-

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APPENDIX E

Audit Code: 521159c5-d302-440c-804c-b5ab78fe4df0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BN	BARNET
	KI	KINGSTON
	SK	SOUTHWARK
03	SOUTH WEST	
	CW	CORNWALL
04	EAST ANGLIA	
	PB	PETERBOROUGH
	SF	SUFFOLK
06	WEST MIDLANDS	
	OT	STOKE ON TRENT
	WK	WARWICKSHIRE
	WM	WEST MIDLANDS
	WO	WORCESTERSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER
	MS	MERSEYSIDE
11	SCOTLAND	
	AG	ANGUS

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

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Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	6 to 15 (units:DWELLS)
Range Selected by User:	4 to 15 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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

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

Selected survey types:	
Manual count	14
Direction ATC Count	0

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

Selected Locations:	
Suburban Area	14 days

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	14 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Unknown	14 days

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Secondary Filtering Selection:

Use Class:

C3	14 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

297 - 6551

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	3 surveys
50,001 to 75,000	1 surveys
500,001 or More	3 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	8 surveys
1.1 to 1.5	6 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	14 surveys
----	------------

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:

4 - Good	1 surveys
No PTAL Present	13 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1 WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area Residential Zone Site area: 0.47999998927116394 hect Survey date: Tuesday 22/05/2012	AC-03-A-02	DETACHED	CHESHIRE WEST & CHESTER Survey Type: Manual
2 KEPTIE ROAD ARBROATH Suburban Area Residential Zone Site area: 0.6800000071525574 hect Survey date: Tuesday 22/05/2012	AG-03-A-01	BUNGALOWS/DET.	ANGUS Survey Type: Manual
3 NORRY'S ROAD COCKFOSTERS Suburban Area Residential Zone Site area: 0.44999998807907104 hect Survey date: Thursday 20/10/2005	BN-03-A-01	SEMI DETACHED	BARNET Survey Type: Manual
4 ALVERTON ROAD PENZANCE Suburban Area Residential Zone Site area: 0.20000000298023224 hect Survey date: Thursday 30/06/2005	CW-03-A-01	TERRACED	CORNWALL Survey Type: Manual
5 COOMBE RISE KINGSTON UPON THAMES Suburban Area Residential Zone Site area: 1.3700000047683716 hect Survey date: Thursday 24/06/2010	KI-03-A-01	DETACHED	KINGSTON Survey Type: Manual
6 BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area Residential Zone Site area: 0.5 hect Survey date: Friday 21/06/2013	MS-03-A-03	DETACHED	MERSEYSIDE Survey Type: Manual
7 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area Residential Zone Site area: 0.30000001192092896 hect Survey date: Wednesday 10/05/2017	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE Survey Type: Manual
8 WATERMEET GROVE STOKE-ON-TRENT ETRURIA	OT-03-A-01	TERRACED & DETACHED	STOKE ON TRENT

Audit Code: 521159c5-d302-440c-804c-b5ab78fe4df0

Suburban Area Residential Zone Site area: 0.5199999809265137 hect Survey date: Wednesday 26/11/2008 Survey Type: Manual			
9 PETERBOROUGH THORPE PARK ROAD Suburban Area Residential Zone Site area: 0.47999998927116394 hect Survey date: Tuesday 18/10/2011 Survey Type: Manual	PB-03-A-03	DETACHED	PETERBOROUGH
10 NORMANSTON DRIVE LOWESTOFT Suburban Area Residential Zone Site area: 0.5899999737739563 hect Survey date: Tuesday 23/10/2012 Survey Type: Manual	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
11 TIMBER POND ROAD CANADA WATER Suburban Area Residential Zone Site area: 0.3400000035762787 hect Survey date: Thursday 23/10/2008 Survey Type: Manual	SK-03-A-01	SEMI DET. & TERRACED	SOUTHWARK
12 ARLINGTON AVENUE LEAMINGTON SPA Suburban Area Residential Zone Site area: 0.10000000149011612 hect Survey date: Friday 21/10/2011 Survey Type: Manual	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
13 HEATH STREET STOURBRIDGE Suburban Area Residential Zone Site area: 0.4000000059604645 hect Survey date: Wednesday 26/04/2006 Survey Type: Manual	WM-03-A-02	DETACHED & SEMI DET.	WEST MIDLANDS
14 MARLBOROUGH AVENUE BROMSGROVE ASTON FIELDS Suburban Area Residential Zone Site area: 1 hect Survey date: Thursday 23/06/2005 Survey Type: Manual	WO-03-A-01	DETACHED	WORCESTERSHIRE

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	14	11	0.106	0.325	0.431
08:00-09:00	14	11	0.225	0.437	0.662
09:00-10:00	14	11	0.126	0.219	0.345
10:00-11:00	14	11	0.232	0.192	0.424
11:00-12:00	14	11	0.179	0.166	0.345
12:00-13:00	14	11	0.285	0.265	0.550
13:00-14:00	14	11	0.179	0.212	0.391
14:00-15:00	14	11	0.185	0.205	0.390
15:00-16:00	14	11	0.265	0.179	0.444
16:00-17:00	14	11	0.351	0.278	0.629
17:00-18:00	14	11	0.298	0.232	0.530
18:00-19:00	14	11	0.232	0.139	0.371
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.663	2.849	5.512

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:	4 - 15 (units: DWELLS)
Survey date date range:	23/06/2005 - 10/05/2017
Number of weekdays (Monday-Friday):	14
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 521159c5-d302-440c-804c-b5ab78fe4df0

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	14	11	0.007	0.040	0.047
08:00-09:00	14	11	0.007	0.013	0.020
09:00-10:00	14	11	0.000	0.007	0.007
10:00-11:00	14	11	0.007	0.007	0.014
11:00-12:00	14	11	0.013	0.013	0.026
12:00-13:00	14	11	0.000	0.000	0.000
13:00-14:00	14	11	0.007	0.000	0.007
14:00-15:00	14	11	0.000	0.000	0.000
15:00-16:00	14	11	0.026	0.000	0.026
16:00-17:00	14	11	0.020	0.013	0.033
17:00-18:00	14	11	0.007	0.007	0.014
18:00-19:00	14	11	0.007	0.000	0.007
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.101	0.100	0.201

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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Audit Code: 521159c5-d302-440c-804c-b5ab78fe4df0

Parameter Summary:

Trip rate parameter range selected:	4 - 15 (units: DWELLS)
Survey date date range:	23/06/2005 - 23/10/2012
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 521159c5-d302-440c-804c-b5ab78fe4df0

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	14	11	0.033	0.106	0.139
08:00-09:00	14	11	0.046	0.205	0.251
09:00-10:00	14	11	0.066	0.086	0.152
10:00-11:00	14	11	0.060	0.132	0.192
11:00-12:00	14	11	0.113	0.060	0.173
12:00-13:00	14	11	0.099	0.132	0.231
13:00-14:00	14	11	0.119	0.099	0.218
14:00-15:00	14	11	0.079	0.066	0.145
15:00-16:00	14	11	0.139	0.079	0.218
16:00-17:00	14	11	0.066	0.073	0.139
17:00-18:00	14	11	0.119	0.026	0.145
18:00-19:00	14	11	0.099	0.066	0.165
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.038	1.130	2.168

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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Audit Code: 521159c5-d302-440c-804c-b5ab78fe4df0

Parameter Summary:

Trip rate parameter range selected:	4 - 15 (units: DWELLS)
Survey date date range:	23/06/2005 - 10/05/2017
Number of weekdays (Monday-Friday):	14
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 521159c5-d302-440c-804c-b5ab78fe4df0

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	14	11	0.026	0.046	0.072
08:00-09:00	14	11	0.000	0.086	0.086
09:00-10:00	14	11	0.007	0.007	0.014
10:00-11:00	14	11	0.013	0.020	0.033
11:00-12:00	14	11	0.007	0.000	0.007
12:00-13:00	14	11	0.026	0.013	0.039
13:00-14:00	14	11	0.007	0.007	0.014
14:00-15:00	14	11	0.020	0.013	0.033
15:00-16:00	14	11	0.000	0.013	0.013
16:00-17:00	14	11	0.026	0.013	0.039
17:00-18:00	14	11	0.020	0.033	0.053
18:00-19:00	14	11	0.020	0.000	0.020
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.172	0.251	0.423

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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Audit Code: 521159c5-d302-440c-804c-b5ab78fe4df0

Parameter Summary:

Trip rate parameter range selected:	4 - 15 (units: DWELLS)
Survey date date range:	30/06/2005 - 10/05/2017
Number of weekdays (Monday-Friday):	5
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.