

Watson Construction Ltd

Pole Lane, Bury

Transport Statement

240887

JULY 2025



SCP GENERAL NOTES

Project No.: 240887-TS (2)

Title: Pole Lane, Bury, Transport Statement

Client: Watson Construction Ltd

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

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

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1 INTRODUCTION

General

- 1.1 SCP have been instructed by Watson Construction Ltd to provide transport consultancy services in connection with a proposed residential development to the east of Pole Lane, Bury.
- 1.2 Further details on the proposed development are provided later in this report.

Planning Background

- 1.3 A planning application (Application Reference: 69361) for the conversion of short stay residential home (Class C2) to a pupil referral unit (Class F1) for educational use; Single storey extensions and associated landscaping, additional parking and external works, was submitted in February 2023 and approved with conditions in June 2023.
- 1.4 The decision notice included the following conditions:

Condition 7

- *Two car parking spaces shall be provided with electric vehicle (EV) charging points (minimum 7kW*) prior to the use of those spaces.*

Condition 8

- *Notwithstanding the details indicated on the approved plans and in the submitted 'Highway Response', no development shall commence unless and until full details of the following have been submitted on a topographical based survey of the site and adjacent adopted highways (where appropriate) to the Local Planning Authority:*
 - *Dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following as a direct result of the proposed development and conversion works;*

- *Alteration of the vehicular access to the site from Pole Lane to a specification to be agreed, incorporating the identification of the existing kerb radii positions and extent of highway works proposed, new kerb radii and extension of the northerly footway on both side of the revised junction, 2.4m x 43m visibility splays at the junction with Pole Lane, provision of tactile paved pedestrians crossing points, demarcation of the limits of the adopted highway, measures to prevent the discharge of surface water from the enlarged car park onto the adopted highway and all associated highway and highway drainage remedial works.*
- *The details subsequently approved shall be implemented to a programme to be agreed with the Local Planning Authority. The visibility splays shall be implemented in full accordance with the approved details before the access and parking area is brought into use and subsequently maintained free of obstruction above the height of 0.6m.*

Condition 10

- *The use hereby approved shall not be commenced unless and until a review of the need for any Traffic Regulation Orders in the vicinity of the site, with a view to introducing additional parking restrictions as appropriate, including, if required, all necessary road markings and signage, in addition to ensuring that existing parking restrictions remain in place and are refreshed accordingly. The details subsequently approved shall be implemented to a programme agreed with the Local Planning Authority.*

Condition 11

- *The turning facilities indicated on the approved plans shall be provided before the development is brought into use and shall subsequently be maintained free of obstruction at all times.*

Condition 12

- *The car and cycle parking indicated on the approved plans shall be surfaced, demarcated as appropriate and made available for use prior to the use hereby approved commencing and thereafter maintained at all times.*

- 1.5 A pre-application enquiry was submitted to the local planning authority in October 2024 with a response received in November. This included a consultation response from Transport for Greater Manchester (TfGM, as a non-statutory consultee) and was discussed at a pre-application meeting between the local planning and highway authority and the applicant with their design team.

Purpose and Structure of Report

- 1.6 This Transport Statement (TS) has been produced as part of the planning application and considers whether the proposals are satisfactory from a transport perspective.
- 1.7 This Transport Statement has been produced in accordance with the Department for Transport's (DfT's) March 2007 "*Guidance on Transport Assessment*" document (now archived) and the National Planning Practice Guidance (NPPG) on Travel Plans, Transport Assessments and Statements together with "*Transport Evidence in Plan Making*" document.
- 1.8 The structure of the report summarised below:-
- Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents estimates of the trip generating potential of the existing and proposed uses of the site along with a summary of impact of the development on the local network; and
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

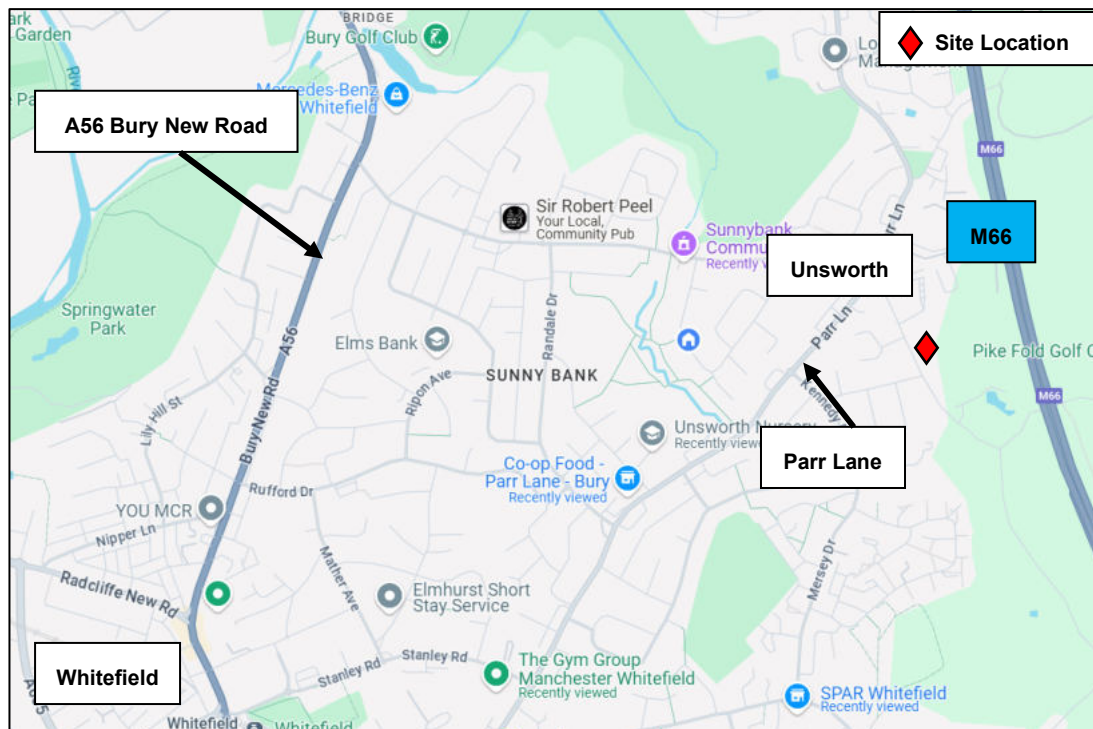
General

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

Site Location and Composition

- 2.2 The application site is located to the east of Pole Lane, approximately 5.8km south of Bury Town Centre and 12.2km north of Manchester City Centre; it is bounded Unsworth Tennis and Cricket Club to the south and is situated in a predominantly residential area. The site currently comprises a single storey building, which previously operated as a 36-bed care home.
- 2.3 The site is accessed via Pole Lane from an unmarked simple priority junction directly opposite the driveway of no. 66 and covers an area of approximately 6,725sqm. There is an area of car parking at the front of the existing building, accessed from the southern end of the site frontage from an unmarked junction with Pole Lane.
- 2.4 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location – Wider Highway Network



- 2.5 The location of the site in relation to the local highway network is shown on **Figure 2.2** below.

Figure 2.2 – Site Location – Wider Highway Network



Local Highway Network

Pole Lane

- 2.6 Pole Lane is located along the western boundary of the application site and forms the minor arm of a T-junction with Parr Lane to the north.
- 2.7 Within the vicinity of the site, Pole Lane has a carriageway width of approximately 6.7m with approximately 2m wide footways on both sides of the carriageway.
- 2.8 In this area, Pole Lane benefits from street lighting columns on both sides of the carriageway and is subject to a mandatory 20mph speed limit and is traffic calmed through regularly spaced speed cushions.
- 2.9 The eastern side of Pole Lane is protected by a Traffic Regulation Order (TRO), 'no waiting at any time' double yellow lines for a distance of approximately 130m from the junction with Parr Lane, as is the western kerb radius of the junction..

- 2.10 Marked on-street car parking is provide along the west of Pole Lane for a distance of approximately 40m; this car parking is covered by a traffic regulation order limiting duration of stay to 1 hour with no return within 1 hour Monday-Saturday 8am – 6pm.

Parr Lane

- 2.11 Parr Lane is located to the north of the application site and forms a 3-arm mini-roundabout with Sunnybank Road, to the south-west of Pole Lane.
- 2.12 Within the vicinity of Pole Lane, Parr Lane has a carriageway width of approximately 9m, with 2m wide footways on both sides of the carriageway. There is a right turn lane on Parr Lane for vehicles turning onto Pole Lane.
- 2.13 Parr Lane benefits from street lighting columns on both sides of the carriageway and is subject to a mandatory 30mph speed limit. The mini-roundabout is protected by a TRO ‘no waiting at any time’ double yellow lines, which prevents vehicles from parking along key sections of the highway.

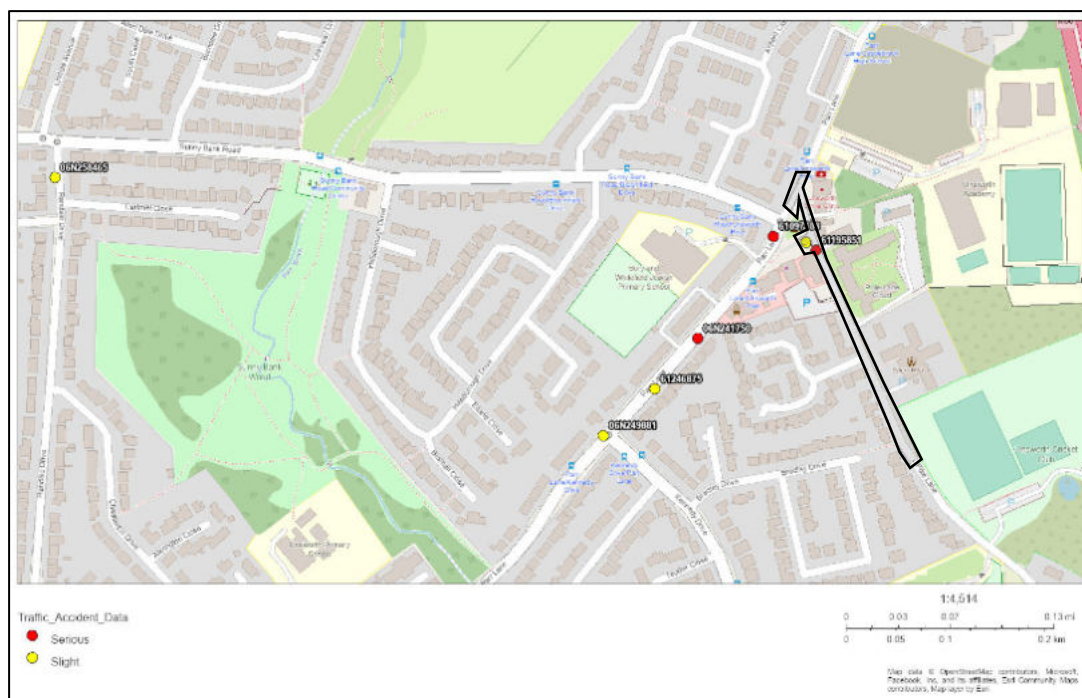
Sunnybank Road

- 2.14 Sunnybank Road is located to the north of the application site and forms a 3-arm mini-roundabout with Parr Lane.
- 2.15 Within the vicinity of Parr Lane, Sunnybank Road has a carriageway width of approximately 9m, with 2m wide footways on both sides of the carriageway.
- 2.16 Within the vicinity of the site, Sunnybank Road benefits from street lighting columns on both sides of the carriageway and is subject to a mandatory 30mph speed limit.

Road Safety

- 2.17 The Planning Practice Guidance (PPG) ‘Transport evidence bases in plan making and decision taking’ document states that, “Critical locations on the road network with poor *accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems*”.
- 2.18 In order to identify any critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource website ArcGIS for the most recently available 5-year period ending 31st December 2022 as shown on **Figure 2.3** below.

Figure 2.3 – Road Safety Record



2.19 **Figure 2.3** shows that there have been two accidents recorded within the study area, further details are included in the accident report in **Appendix A**. One accident was recorded on Pole Lane has a severity rating of 'serious,' and the other accident was recorded at the junction of Pole Lane and Willow Drive and has a severity rating of 'slight.'

Accident	Year	Severity	No. Vehicles	No. Casualties	Description
1	2020	Slight	2	1	The accident involved two cars, with vehicle one reversing into the front of vehicle two at the junction of the car park and Pole Lane.
2	2022	Serious	2	1	The accident involved two vehicles and a pedestrian with vehicle one reversing onto Pole Lane, vehicle two was parked at the junction. The pedestrian was stood in the carriageway.

- 2.20 Both accidents involved two reversing vehicles, colliding with parked vehicles, however one accident involved a pedestrian that was stood in the carriageway. Although there have been two accidents recorded at this location these occurred in different circumstances and represent a relatively low number of accidents which have occurred over the five-year study period. The existing accident record does not represent a material concern in the context of the proposed development.

3 PROPOSED DEVELOPMENT

Overview

- 3.1 The proposed development scheme includes the demolition of the existing care home building (this is the subject of a separate application, (Application Reference 69361) and the erection of two blocks of apartments, to the east of Pole Lane, Bury.
- 3.2 The scheme proposes 60no. apartments, comprising a mix of 15no. 1-bedroom apartments and 45no. 2-bedroom apartments.
- 3.3 The development proposals are shown on the site layout plan and floor plans presented in [Appendix B](#).

Proposed Access Arrangements

- 3.4 Vehicular access to the site will continue to be provided from Pole Lane, to the south of the existing access, along with pedestrian and cycle access.
- 3.5 The proposed access is a betterment on the existing access, which will be closed as part of the development as it will be relocated away from being opposite a driveway.
- 3.6 The proposed access arrangements can be seen on drawing number SCP/240887/D01/C, presented in [Appendix C](#). The access measures 5m wide. and has been amended to be perpendicular at the junction with Pole Lane as requested by the local highway authority in their pre-application comments.
- 3.7 Whilst Pole Lane is subject to a 20mph speed limit and the required visibility splays for a 20mph road are 25m, as set out in Manual for Streets, the site access provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m to the north-west and south-east recommended for vehicle speeds of upto 30mph, which can be seen on drawing SCP/240887/D01 contained in [Appendix C](#).

Servicing

- 3.8 Servicing will be improved as a result of the application as currently there is no provision for large vehicles to turn within the site. Swept paths have been undertaken, which show that a refuse vehicle can be accommodated within the site, as can be seen on drawing number SCP/240887/ATR01/B in [Appendix D](#).

Parking

- 3.9 The parking standards for Bury Metropolitan Borough Council (BMBC) are located in Development Control Policy Guidance 11 (May 2007). The application site falls within a low access area, therefore the parking standards state that for 1-bedroom dwellings a maximum of 2 spaces per dwelling, and for 2-bedroom dwellings a maximum of 2.5 spaces should be provided.
- 3.10 In terms of cycle parking standards 1 space per 5 dwellings should be provided. The development is set to provide 70 cycle parking spaces, which is in accordance with BMBC standards.
- 3.11 The proposed development will provide a total of 63 parking spaces, 4 of which are disability bays and 3 of which are visitor parking spaces, which equates to 1 space per unit and is within the maximum standards. This is considered acceptable in this instance for the following reasons:
- As detailed in the following chapter, the site benefits from good levels of accessibility by all of the main non-car modes of transport. A substantial number of buses pass close to the development along Parr Lane and Sunnybank Road, whilst the site is accessible by foot and cycle.
 - The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. The need to reduce the use of high emission vehicles is incorporated into the proposals by way of the proposal to include a secure, covered and convenient cycle parking stores for the apartments;
 - Bury Council's parking standards explain that '*where sites in low access areas demonstrate high frequency public transport and/or sufficient public parking within the vicinity, the Council will seek to lower parking standards. These cases will be assessed on an individual basis.*'
 - In May 2007, the DCLG published a research document entitled "*Residential Car Parking Research*". This document summarises the outcome of detailed research into typical car ownership levels at different types of residential development in different areas. Table 2 from this document has been reproduced below:-

Figure 3.1 – Table 2 Extract from DCLG's Residential Car Parking Research Document

2001	Remote Rural		Rural		Suburban	Urban		City Centre		Inner London		
Number of Rooms	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses
1	X	X	X	X	0.4-0.9	X	0.4-0.8	X	0.3-0.6	X	0.4-0.6	X
2	X	X	0.6-1.0	X	0.6-0.9	X	0.5-0.7	X	0.4-0.6	X	0.5-0.6	X
3	0.7-0.9	0.8-1.1	0.6-1.0	0.9-1.2	0.6-0.8	0.8-1.1	0.5-0.7	0.7-1.0	0.4-0.6	0.6-0.9	0.6-0.6	0.7-0.9
4	0.7-1.0	1.0-1.2	0.7-1.1	1.0-1.2	0.7-0.9	0.9-1.1	0.7-0.8	0.8-1.0	0.5-0.8	0.6-0.9	0.7-0.8	0.8-0.9
5	1.2-1.5	1.2-1.4	1.0-1.4	1.2-1.5	0.9-1.2	1.0-1.4	0.8-1.0	0.9-1.2	0.7-0.9	0.8-1.1	0.8-0.9	0.9-1.1
6	1.2-1.8	1.3-1.6	1.3-1.8	1.4-1.7	1.0-1.5	1.1-1.5	0.9-1.3	1.0-1.3	0.8-1.2	0.9-1.2	0.9-1.0	1.0-1.2
7	X	1.6-1.8	X	1.6-1.9	X	1.4-1.8	X	1.2-1.6	X	1.1-1.4	X	1.1-1.3
8	X	1.8-2.2	X	2.0-2.3	X	1.7-2.1	X	1.5-1.8	X	1.3-1.7	X	1.3-1.6

'Rooms' are defined as the number of 'habitable' rooms in a household's accommodation, not including bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted.

- As demonstrated above, a typical, suburban 1-bedroomed flat with 2 'habitable' rooms (i.e. 1 bedroom and a shared living room / kitchen) is likely to have a car ownership level of only 0.6-0.9 per unit. A typical 2-bedroomed flat with 3 'habitable' rooms (i.e. 2 bedrooms and a shared living room / kitchen) is likely to have a car ownership level of 0.6-0.8 per unit. Given that the proposed apartments will result in an overall development with 1 parking space per dwelling, the level of parking at the site is therefore above the level of parking demand that typical suburban flats have been found to give rise to by the DCLG; and
- Statistics show there is a reduction in the number of young people who are driving within the Greater Manchester Region (Presentation on Future of Travel Demand by TfGM, 4th September 2018) due to the costs associated with the maintenance of owning a private car. The use of ride-hailing apps such as Uber is growing rapidly, particularly for younger generations which is reducing the need for private car ownership and use;
- Electric vehicle charging points will be provided to all designated parking spaces facilitate the move to a low-carbon economy;
- 70no. bike parking spaces will be provided across the development;
- A Travel Plan is submitted as part of this application to encourage the use of alternative modes of transport by occupiers of the site.

- 3.12 For the reasons set out above it is considered that the proposed car parking provision within the maximum standards is appropriate to serve the proposed development.
- 3.13 As part of the pre-application process the local highway authority requested a review of the traffic regulation orders in the vicinity of the site as a condition of any planning consent and this will be undertaken as required.

4 ACCESSIBILITY

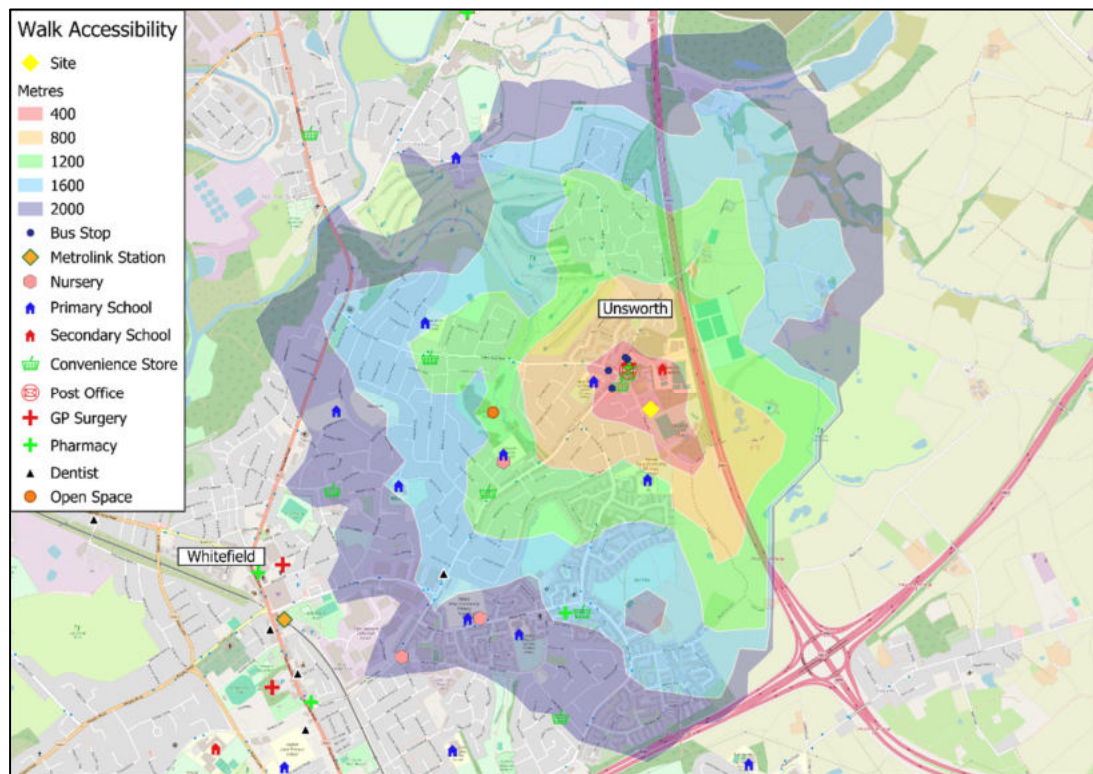
General

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

Access on foot

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

Figure 4.1 – Walking Accessibility 2km Isochrone



4.4 The site is within an acceptable walk distance of Unsworth and some areas of Whitefield, as well as an array of local facilities these areas have to offer. A selection of the key facilities located within an acceptable walk distance of the site access are summarised in **Table 4.1** below, including transport, retail, and healthcare.

Table 4.1 - Local Facilities

Facility	Details	Distance from Site
Post Office	Unsworth Post Office, Parr Lane	190m
Dentist	Unsworth Smile Clinic, Parr Lane	200m
Takeaway	White Fish, Parr Lane	210m
Convenience Store	Premier, Parr Lane	210m
Pharmacy	Rowlands Pharmacy, Parr Lane	240m
GP Surgery	Unsworth Medical Centre, Parr Lane	250m
Public House	The Dog Haus, Parr Lane	250m
Bus Stop	Parr Lane / Unsworth Medical Centre (SB)	270m
Bus Stop	Parr Lane / Unsworth Medical Centre (NB)	270m
Bus Stop	Parr lane / Sunnybank Road (SB)	280m
Bus Stop	Parr Lane / Sunnybank Road (WB)	300m
Primary School	Bury and Whitefield Jewish Primary School, Parr Lane	350m
Secondary School	Unsworth Academy, Parr Lane	450m
Primary School	Mersey Drive Community Primary School, Mersey Drive	500m
Community Centre	Sunnybank Community Centre, Sunny Bank Road	700m
Convenience Store	Co-op Food, Parr Lane	900m
Primary School	Unsworth Primary School, Blackley Close	1km
Nursery	Unsworth Nursery, Blackley Close	1km
Convenience Store	SPAR Whitefield, Ribble Drive	1.1km
Leisure	The Gym Group Whitefield, Moss Lane	1.5km
Supermarket	Morrisons, Stanley Road	2km

4.5 The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes.

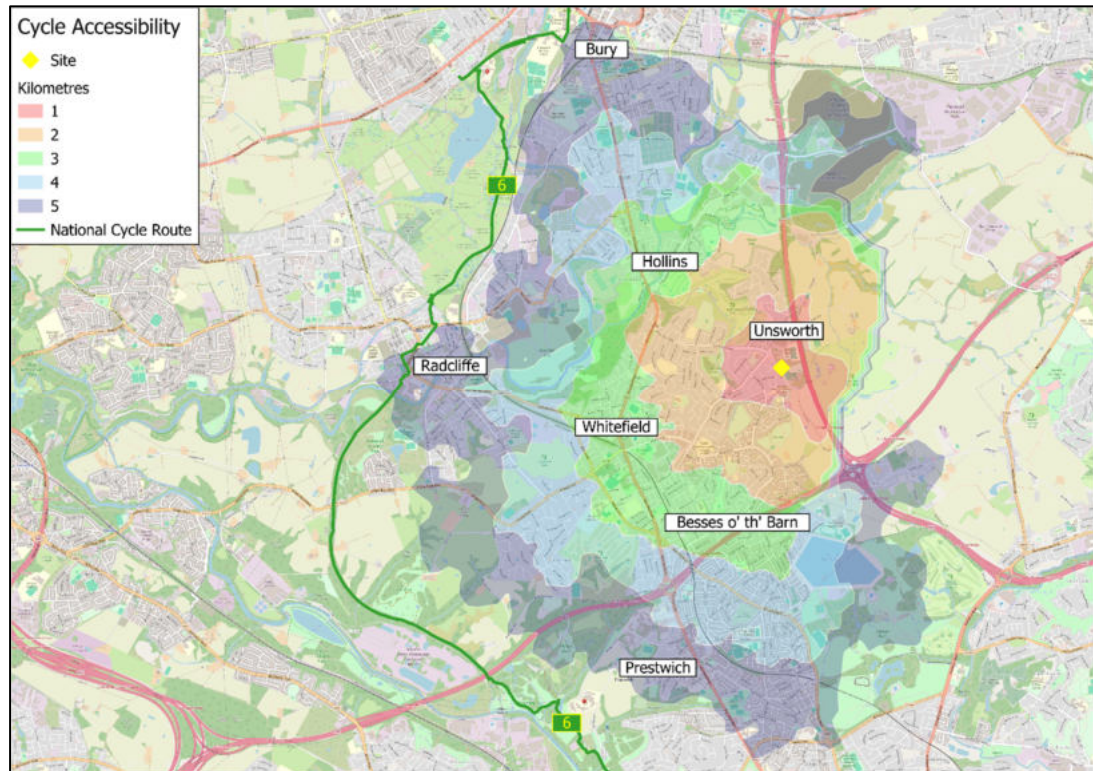
4.6 Overall, the site benefits from good levels of accessibility by foot, with Unsworth and some areas of Whitefield, as well as numerous local facilities being only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Access by cycle

4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 – Cycle Accessibility 5km Isochrone



- 4.9 The plan demonstrates that the nearby areas of Unsworth, Besses o' th' Barn, Prestwich, Whitefield, Radcliffe, Hollins and Bury, amongst others, are all located within the 5km catchment area from the development site. The site is therefore well located to encourage prospective residents to travel via bicycle.
- 4.10 **Figure 4.2** also shows the sites proximity to National Cycle Route (NCR) 6. NCR 6 is located to the west of the application site and locally links Unsworth and Whitefield with Bury Town Centre to the north and Manchester City Centre to the south.
- 4.11 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.

Access by public transport

Bus

- 4.12 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 4.13 A summary of bus services that operate within the area are listed in **Table 4.2** below.

Table 4.2 – Bus Service Summary

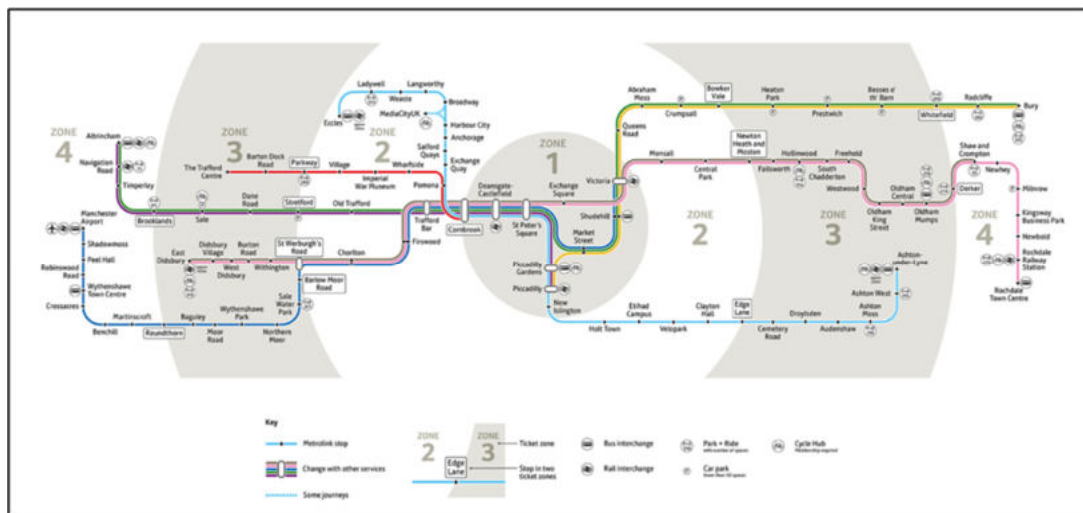
Service Number	Route	Average Service Headway (mins)			
		Mon-Fri		Sat	Sun
		AM	PM		
94	Bury – North Manchester General Hospital	60	60	60	120
95	Bury – Salford Shopping Centre	30	30	30	60
97	Bury – Manchester	30	30	30	30
889	Unsworth Academy - Farnworth	School Bus			
890	Unsworth Academy – Bradley Fold	School Bus			
894	St Monica's – Bradley Fold	School Bus			
900	St Monica's – Ringley	School Bus			

- 4.14 The closest bus stops to the application site is located on Parr Lane (NB and SB), approximately 270m walking distance to the north of the application site which is well within an acceptable walk distance. This stop is served by bus services mentioned in the table above.
- 4.15 Having regard to the above, residents at the site will have access to bus services stopping within an acceptable walk distance from the site.

Metrolink

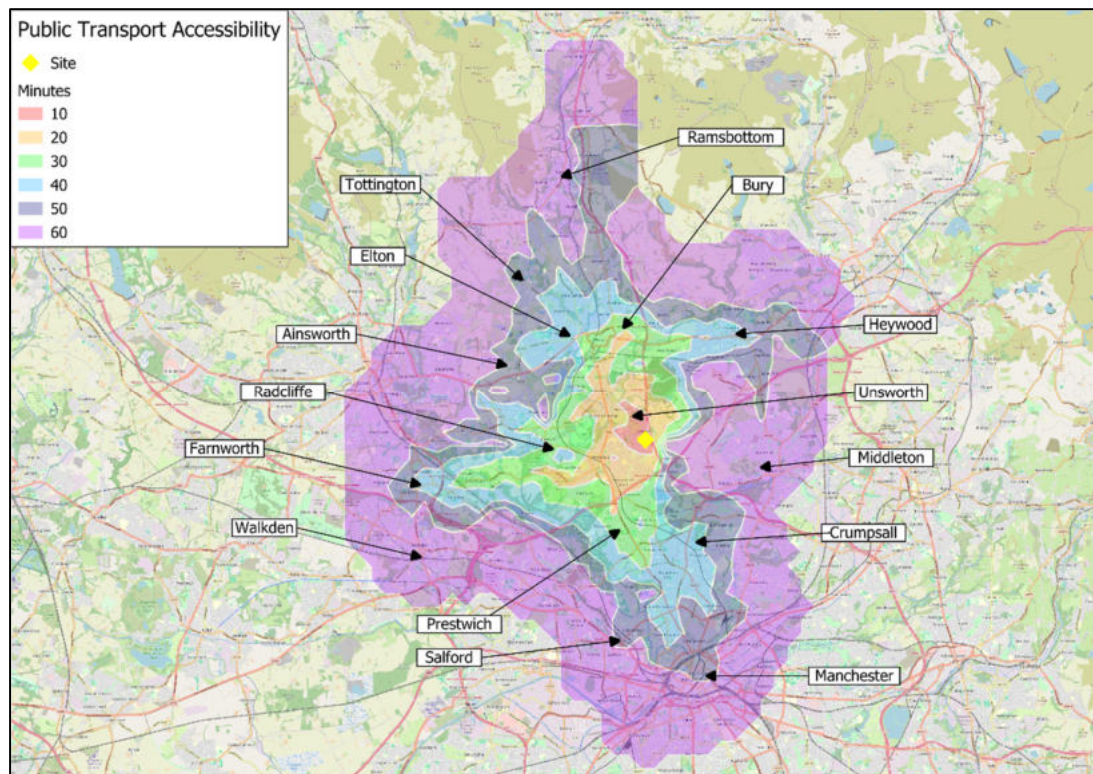
- 4.16 In terms of Metrolink services, Whitefield Metrolink stop is located 2.2km west of the application site, which is well within an acceptable cycling (7 minute) distance. In addition to this, Besses o' th' Barn Metrolink stop is located 2.7km south of the application site which is also within an acceptable cycling (8 minutes) distance. Both Whitefield and Besses o' th' Barn Metrolink Stops are part of the Greater Manchester Tram Network, located on the yellow line and the light green line within Zone 2 and 3, as shown in **Figure 4.3** below. This tram stop provides services every 12 minutes Monday-Saturday, between 06:00-00:00, and on Sundays between 07:00-00:00 to destinations including Piccadilly Train Station, Manchester City Centre, and Altrincham etc. Connecting routes can be made to The Trafford Centre, Oldham, Rochdale Town Centre, Oldham, East Didsbury, Altrincham and Manchester Airport, amongst others.

Figure 4.3 – Greater Manchester Tram Network Map



- 4.17 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.4 – Public Transport Accessibility



- 4.18 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Bury, Heywood Middleton, Manchester City Centre, Walkden, and Salford, amongst others, are all within an acceptable 60-minute commute time.

Summary

- 4.19 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes and has a range of local amenities within walking distance. Access to the site on foot and by cycle is of a good standard and there are passenger transport services within close proximity providing access to a range of local destinations.

5 ANTICIPATED TRANSPORT IMPACT

Overview

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

Trip Generation – Existing Development

- 5.2 In order to estimate the trip generating potential of the existing site, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trips are as follows:

- i) Health;
- ii) Care Home (specific condition)
- iii) Multi modal surveys;
- iv) Selection by number of residents;
- v) Weekday surveys only; and
- vi) Only sites in 'Suburban area,' and 'Edge of Town Centre*,' locations have been selected.

* Edge of Town Centre' locations have been additionally selected as there were no sites included in 'Edge of Town' and 'Neighbourhood Centre' locations.

- 5.3 The multi modal TRICS outputs for the existing development are presented in **Appendix E** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per Resident) Associated with the Existing Care Home				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.077	0.082	0.060	0.082
Cycles	0.011	0.016	0.000	0.000
Pedestrians	0.027	0.027	0.022	0.027
Pub. Trans.	0.022	0.000	0.000	0.000

- 5.4 The estimated trip generation associated with the existing site is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – (Per Resident) – 36 beds				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	3	3	2	3
Cycles	0	1	0	0
Pedestrians	1	1	1	1
Pub. Trans.	1	0	0	0

- 5.5 It should be noted that the site also has extant consent for a pupil referral unit.

Trip Generation - Proposed Development

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

- vii) Residential;
- viii) Flats Privately Owned;
- ix) Multi modal surveys;
- x) Selection by number of dwellings;
- xi) Weekday surveys only; and
- xii) Only sites in 'Suburban area,' 'Edge of Town,' and 'Neighbourhood Centre' locations have been selected.

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

Table 5.3 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Residential Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.066	0.206	0.191	0.095
Cycles	0.002	0.017	0.008	0.005
Pedestrians	0.039	0.137	0.119	0.054
Pub. Trans.	0.006	0.024	0.054	0.008

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

Table 5.4 - Estimated Trip Generation – 60 Dwellings				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	4	12	11	6
Cycles	0	1	0	0
Pedestrians	2	8	7	3
Pub. Trans.	0	1	3	0

Net Trip Generation

- 5.9 The net traffic generation is equal to the total estimated traffic generated via the potential residential uses of the site, minus the total estimated traffic generated by the existing nursing home use, if fully operational. The net traffic generation is summarised in **Table 5.5** below.

Table 5.5 – Net Trip Generation				
Mode	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	1	9	9	3

- 5.10 As detailed above, it is estimated that the scheme will generate 10 vehicle movements two-way in the AM peak hour and 12 vehicle movements two-way in the PM peak hour. Volumetrically, this equates to around 1 additional vehicle movement every 5-6 minutes in both the AM and PM peak hour. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 5.11 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network. The trips generation is based on robust calculations and therefore no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Watson Construction Ltd to provide transport consultancy services in connection with a proposed residential development to the east of Pole Lane, Bury.
- 6.2 The site is to the east of Pole Lane and currently comprises a care home.
- 6.3 Analysis of accident data reveals that only two accidents, one with a severity rating of 'serious,' and the other accident was recorded at the junction of Pole Lane and Willow Drive and has a severity rating of 'slight.' Both accidents involved two reversing vehicles, colliding with parked vehicles, however one accident involved a pedestrian that was stood in the carriageway. Although there have been two accidents recorded at this location They occurred in different circumstances and the relatively low number of accidents do not represent a material concern in the context of the proposed development.
- 6.4 The site is accessible by both active and passenger transport modes and within walking distance of local amenities.
- 6.5 The proposed development will provide a total of 63 parking spaces, 4 of which are disability bays and 3 of which are visitor parking spaces, which is within the BMBC parking standards, a shortfall of 80 spaces. This is considered acceptable in this instance in the context of the site location and scheme proposed for the detailed reasons set out in chapter 3:
- 6.6 As part of the pre-application process the local highway authority requested a review of the traffic regulation orders in the vicinity of the site as a condition of any planning consent and this will be undertaken as required.
- 6.7 It is estimated that the scheme will generate 10 vehicle movements two-way in the AM peak hour and 12 vehicle movements two-way in the PM peak hour. Volumetrically, this equates to around 1 additional vehicle movement every 5-6 minutes in both the AM and PM peak hour. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 6.8 It is therefore considered that the application proposals are acceptable with regard to transport.

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APPENDIX A

Screening Report

Area of Interest (AOI) Information

Area : 3,017.24 m²

Nov 4 2024 9:21:07 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Accidents	2	N/A	N/A
Vehicles	4	N/A	N/A
Casualties	2	N/A	N/A

Accidents

#	Accident Reference	Accident Severity	Year	Easting	Northing	Number of Vehicles	Number of Casualties	Date
1	06N277491	Slight	2020	381,993	407,111	2	1	14/11/2020
2	61195851	Serious	2022	382,003	407,103	2	1	06-Jul-22

#	Day of Week	Time	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit	Junction Detail
1	Saturday	3:30 PM	Bury	Unclassified	0	Single carriageway	30	Private drive or entrance
2	Wednesday	2:50 PM	Bury	Unclassified	0	Single carriageway	20	Private drive or entrance

#	Junction Control	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control
1	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres
2	Data missing or out of range	Daylight	Fine no high winds	Wet or damp	None	None	Urban	None within 50 metres

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

Vehicles

#	Accident Reference	Year	Vehicle Reference	Vehicle Type	Towing and Articulation	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction Location
1	06N277491	2020	1	Taxi/Private hire car	No tow/articulation	Reversing	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
2	06N277491	2020	2	Other vehicle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
3	61195851	2022	1	Car	No tow/articulation	Reversing	On main c'way - not in restricted lane	Entering main road
4	61195851	2022	2	Van / Goods 3.5 tonnes mgw or under	No tow/articulation	Parked	On main c'way - not in restricted lane	Cleared junction or waiting/parked at junction exit

#	Skidding and Overturning	Hit Object in Carriageway	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle	Driver Home Area Type	Count
1	None	None	Back	Journey as part of work	Male	36 - 45	6	Urban area	1
2	None	None	Nearside	Not known	Male	Over 75	-1	Urban area	1
3	None	None	Nearside	Other	Female	Over 75	9	0 - 5	1
4	None	None	Nearside	Not known	Not known	Data missing or out of range	5	Data missing or out of range	1

Casualties

#	Accident_Reference	Year	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty Severity
1	06N277491	2020	2	1	Driver or rider	Male	Over 75	Slight
2	61195851	2022	1	1	Pedestrian	Male	36 - 45	Serious

#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Count
1	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Other vehicle occupant	1
2	In carriageway, not crossing	In carriageway, stationary - not crossing (standing or playing)	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	1

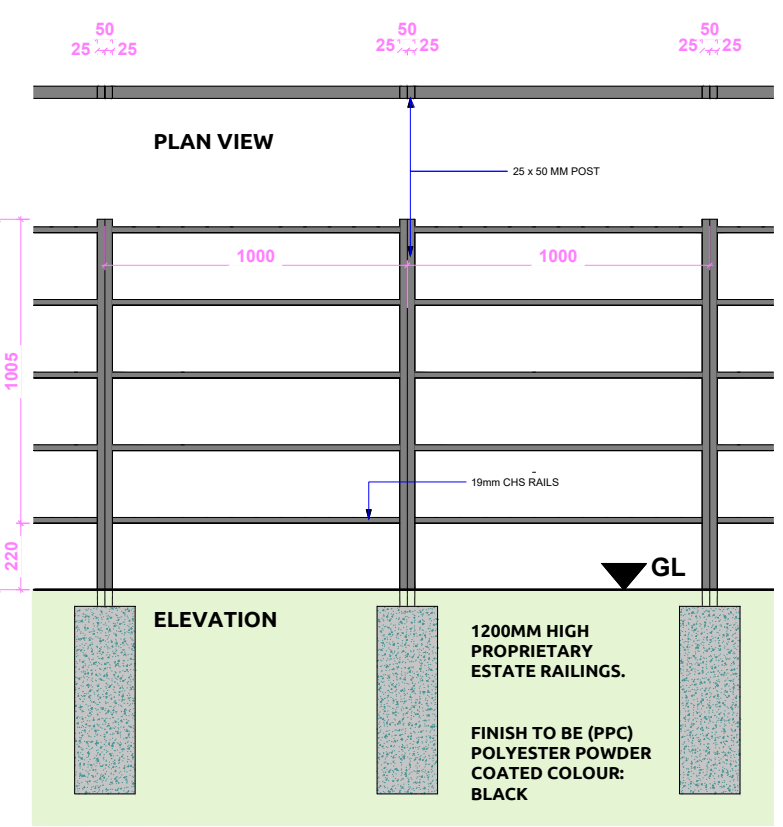
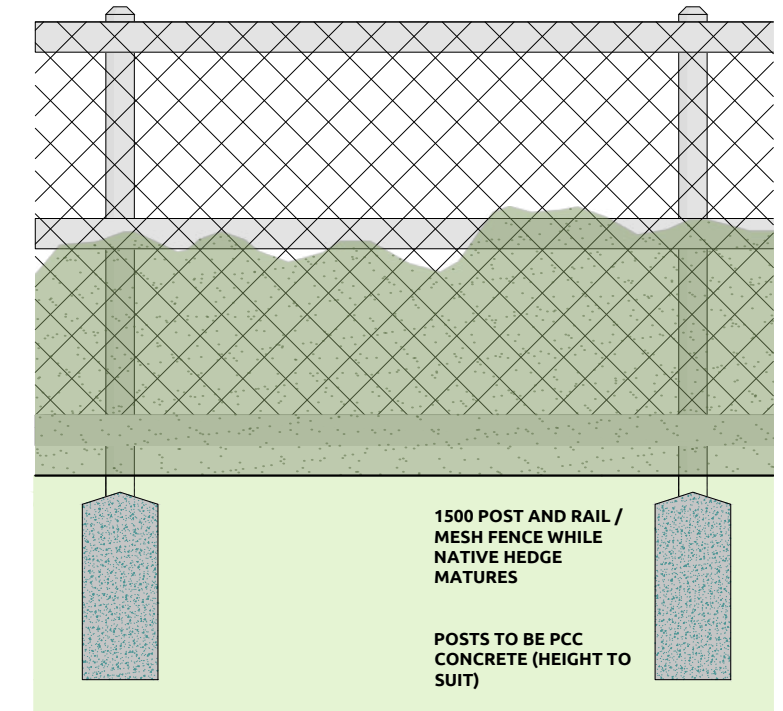
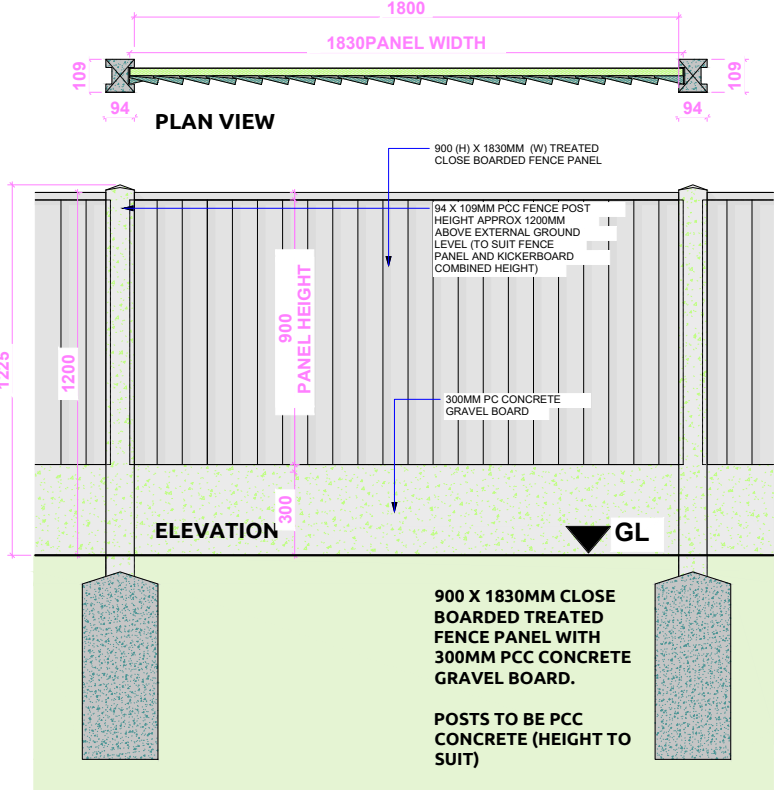
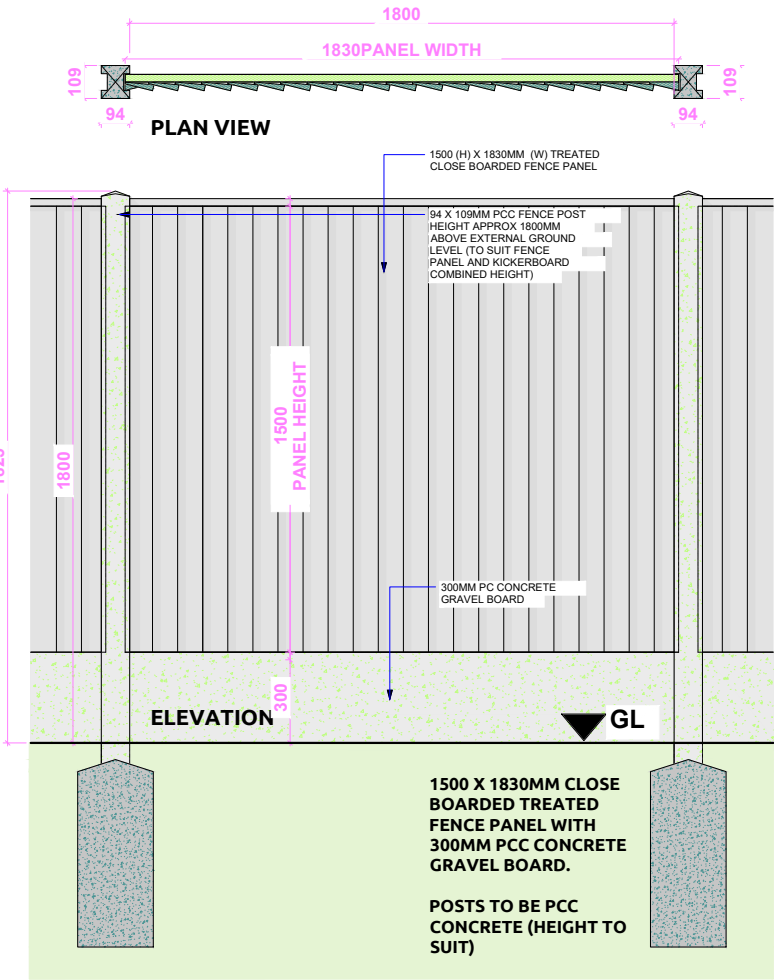
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APPENDIX B



01	Proposed Site Plan
0010	Scale 1:250 @ A1

02	Proposed Boundary Treatments
0010	Scale 1:25 @ A1



Restricted development to SE corner due to adjacent cricket club (dashed orange line indicates 80m from assumed crease location)

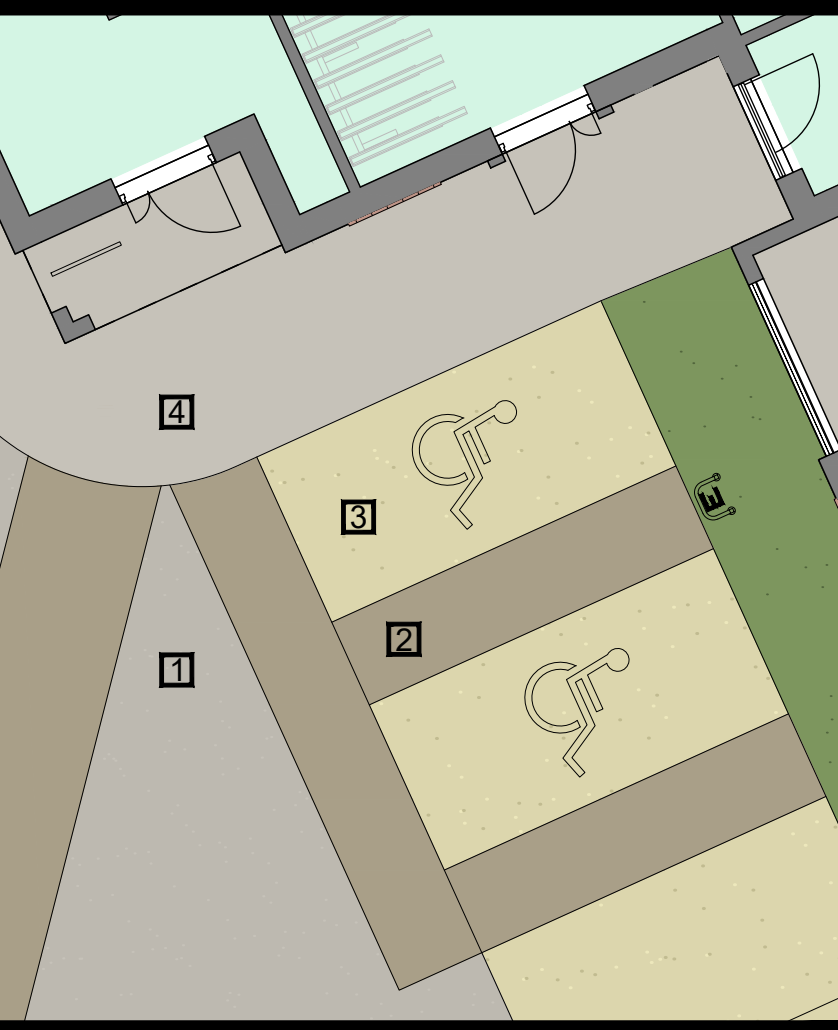


Proposed Boundary Treatment Legend	
	native hedgerow comprising defensive species
	1800mm high overall close boarded timber fence with concrete gravel board to 300mm above ground level
	1200mm high overall close boarded timber fence with concrete gravel board to 300mm above ground level
	1500mm high post and rail / mesh / stock fence while hedgerow matures
	1200mm high estate railing with maintenance access gate

Please refer to Landscape Proposal by Trevor Bridge Associates for details of all soft landscaping proposals

General Notes	
01:	Dimensions must not be scaled from this drawing. If in doubt, please ask.
02:	All dimensions are in millimetres unless noted otherwise.
03:	All dimensions should be verified on site before proceeding with the work.
04:	TADW Architects shall be notified in writing of any discrepancies.
05:	© TADW Limited (UK) 2015

Schedule of Accommodation	
	15 x 1B2P apartments (50sqm each)
	45 x 2B4P apartments (70sqm each)
Total 60 units	



All hard surfacing materials to be to LA approval
1 - Tarmac
2 - Buff Coloured Tarmac.
3 - Block Paving. AG Plaza Blend Flaxen, Salt and Pepper, or Similar Approved
4 - Concrete paving slabs. Colour Natural

Issue	Description	Date	Drawn	Checked
P8	Site area noted	24.07.25	AM	MH
P7	Elec substation not required	23.07.25	AM	MH
P6	Updated to suit landscaping scheme	28.01.25	AM	MH
P5	Hard surfacing outline spec included	24.01.25	AM	MH
P4	Boundary treatments added	21.01.25	AM	MH

Drawing Status
P - Planning | T - Tender | C - Construction | R - As Record

For Approval

Six St. Petersgate Stockport Cheshire SK1 1HD
Ph 0161 477 6158 Fx 0161 480 8342 mail@tadw.co.uk www.tadw.co.uk

Client Watson Homes

Job Pole Lane Bury

Title Proposed Site Plan

Scale 1:250 @ A1

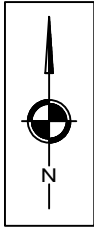
Note - Prints from PDF files may not be to scale, check accuracy against scale

Job No. 241352-TADW- 00- XX- DR- A- 0010- P- 8

Originator Ph. Level View Role Dwg Status Rev.

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APPENDIX C



2.4m x 43m VISIBILITY SPLAY

2.4m x 43m VISIBILITY SPLAY

NOTES

REVISIONS			
REV	DESCRIPTION	DATE	BY
A	VISIBILITY SPLAY	28.10.24	AM
B	UPDATED SITE LAYOUT UNDERLAID	21.11.24	OP
C	UPDATED SITE LAYOUT UNDERLAID	03.01.25	OP
D	UPDATED SITE LAYOUT UNDERLAID	27.02.25	OP

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Transportation Planning : Infrastructure Design

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

Client Name:
WATSON CONSTRUCTION LTD

Project Title:
POLE LANE, BURY

Drawing Title:
VISIBILITY SPLAYS

Drawn By:	OP	Date:	19.09.2024
Checked:	MD	Scale:	1:500 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	Rev.
SCP/240887/D01	D

S|C|P

APPENDIX D



S|C|P

APPENDIX E

Calculation Reference: AUDIT-726001-241104-1127

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : L - CARE HOME (SPECIFIC CONDITION)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days
09	NORTH	
	DA DARLINGTON	1 days

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

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Primary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 7 to 58 (units:)
 Range Selected by User: 7 to 58 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 25/06/21

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:

Monday	1 days
Wednesday	1 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	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4

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	5
------------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:Use Class:

C2	5 days
----	--------

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

Population within 500m Range:

All Surveys Included

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

1,001 to 5,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 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	3 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

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

Travel Plan:

No	5 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	5 days
-----------------	--------

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

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

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LIST OF SITES relevant to selection parameters

1	BD-05-L-01	CARE HOME	BRADFORD
	NORTH PARK ROAD		
	BRADFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	40	
	Survey date: THURSDAY	13/12/12	Survey Type: MANUAL
2	DA-05-L-01	CARE CENTRE	DARLINGTON
	TRINITY MEWS		
	DARLINGTON		
	PIERREMONT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	35	
	Survey date: WEDNESDAY	10/11/10	Survey Type: MANUAL
3	DY-05-L-01	CARE HOME	DERBY
	DOUGLAS STREET		
	DERBY		
	ROSE HLL		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	43	
	Survey date: THURSDAY	14/07/11	Survey Type: MANUAL
4	NM-05-L-01	CARE HOME & HOSPITAL	WEST NORTHAMPTONSHIRE
	ST MATTHEWS PARADE		
	NORTHAMPTON		
	KINGSLEY PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: MONDAY	24/11/08	Survey Type: MANUAL
5	SF-05-L-01	CARE HOME	SUFFOLK
	TOKIO ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	7	
	Survey date: FRIDAY	25/06/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.87

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	37	0.142	5	37	0.087	5	37	0.229
08:00 - 09:00	5	37	0.077	5	37	0.082	5	37	0.159
09:00 - 10:00	5	37	0.077	5	37	0.055	5	37	0.132
10:00 - 11:00	5	37	0.120	5	37	0.049	5	37	0.169
11:00 - 12:00	5	37	0.093	5	37	0.109	5	37	0.202
12:00 - 13:00	5	37	0.093	5	37	0.131	5	37	0.224
13:00 - 14:00	5	37	0.098	5	37	0.071	5	37	0.169
14:00 - 15:00	5	37	0.082	5	37	0.098	5	37	0.180
15:00 - 16:00	5	37	0.066	5	37	0.126	5	37	0.192
16:00 - 17:00	5	37	0.055	5	37	0.115	5	37	0.170
17:00 - 18:00	5	37	0.060	5	37	0.082	5	37	0.142
18:00 - 19:00	5	37	0.044	5	37	0.038	5	37	0.082
19:00 - 20:00	4	31	0.128	4	31	0.088	4	31	0.216
20:00 - 21:00	4	31	0.024	4	31	0.096	4	31	0.120
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.159			1.227			2.386

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

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

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Parameter summary

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

7 - 58 (units:)
01/01/08 - 25/06/21
5
0
0
0
0

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	37	0.000	5	37	0.005	5	37	0.005
08:00 - 09:00	5	37	0.011	5	37	0.016	5	37	0.027
09:00 - 10:00	5	37	0.000	5	37	0.000	5	37	0.000
10:00 - 11:00	5	37	0.000	5	37	0.000	5	37	0.000
11:00 - 12:00	5	37	0.000	5	37	0.000	5	37	0.000
12:00 - 13:00	5	37	0.000	5	37	0.000	5	37	0.000
13:00 - 14:00	5	37	0.000	5	37	0.000	5	37	0.000
14:00 - 15:00	5	37	0.000	5	37	0.000	5	37	0.000
15:00 - 16:00	5	37	0.005	5	37	0.000	5	37	0.005
16:00 - 17:00	5	37	0.000	5	37	0.000	5	37	0.000
17:00 - 18:00	5	37	0.000	5	37	0.000	5	37	0.000
18:00 - 19:00	5	37	0.000	5	37	0.000	5	37	0.000
19:00 - 20:00	4	31	0.000	4	31	0.000	4	31	0.000
20:00 - 21:00	4	31	0.000	4	31	0.000	4	31	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.021			0.037

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

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

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Licence No: 726001

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	37	0.082	5	37	0.022	5	37	0.104
08:00 - 09:00	5	37	0.027	5	37	0.027	5	37	0.054
09:00 - 10:00	5	37	0.027	5	37	0.016	5	37	0.043
10:00 - 11:00	5	37	0.038	5	37	0.033	5	37	0.071
11:00 - 12:00	5	37	0.038	5	37	0.011	5	37	0.049
12:00 - 13:00	5	37	0.060	5	37	0.077	5	37	0.137
13:00 - 14:00	5	37	0.082	5	37	0.098	5	37	0.180
14:00 - 15:00	5	37	0.066	5	37	0.066	5	37	0.132
15:00 - 16:00	5	37	0.055	5	37	0.109	5	37	0.164
16:00 - 17:00	5	37	0.055	5	37	0.044	5	37	0.099
17:00 - 18:00	5	37	0.022	5	37	0.027	5	37	0.049
18:00 - 19:00	5	37	0.011	5	37	0.033	5	37	0.044
19:00 - 20:00	4	31	0.056	4	31	0.056	4	31	0.112
20:00 - 21:00	4	31	0.048	4	31	0.032	4	31	0.080
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.667			0.651			1.318

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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TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	37	0.049	5	37	0.005	5	37	0.054
08:00 - 09:00	5	37	0.022	5	37	0.000	5	37	0.022
09:00 - 10:00	5	37	0.000	5	37	0.011	5	37	0.011
10:00 - 11:00	5	37	0.005	5	37	0.022	5	37	0.027
11:00 - 12:00	5	37	0.000	5	37	0.005	5	37	0.005
12:00 - 13:00	5	37	0.005	5	37	0.005	5	37	0.010
13:00 - 14:00	5	37	0.027	5	37	0.011	5	37	0.038
14:00 - 15:00	5	37	0.005	5	37	0.011	5	37	0.016
15:00 - 16:00	5	37	0.005	5	37	0.016	5	37	0.021
16:00 - 17:00	5	37	0.000	5	37	0.005	5	37	0.005
17:00 - 18:00	5	37	0.000	5	37	0.000	5	37	0.000
18:00 - 19:00	5	37	0.000	5	37	0.000	5	37	0.000
19:00 - 20:00	4	31	0.000	4	31	0.016	4	31	0.016
20:00 - 21:00	4	31	0.000	4	31	0.000	4	31	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.118			0.107			0.225

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

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

Calculation Reference: AUDIT-726001-241104-1122

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	
	HF HERTFORDSHIRE	3 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	2 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

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Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 20 to 135 (units:)
 Range Selected by User: 20 to 140 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 02/10/23

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	6 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	12
No Sub Category	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:Use Class:

C3 17 days

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

Population within 500m Range:

All Surveys Included

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

1,001 to 5,000	2 days
10,001 to 15,000	3 days
20,001 to 25,000	8 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	3 days
No	14 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	17 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
2	DY-03-C-03	BLOCKS OF FLATS	DERBY
	CAESAR STREET DERBY		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	EB-03-C-01	BLOCKS OF FLATS	CITY OF EDINBURGH
	MYRESIDE ROAD EDINBURGH CRAIGLOCKHART		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	32	
	Survey date: TUESDAY	26/05/15	Survey Type: MANUAL
4	FU-03-C-01	BLOCK OF FLATS	WESTMORLAND & FURNESS
	BRIDGE LANE PENRITH		
	Edge of Town No Sub Category Total No of Dwellings:	35	
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL
5	FU-03-C-02	FLATS & BUNGALOWS	WESTMORLAND & FURNESS
	LOUND STREET KENDAL		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
6	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD WATFORD SOUTH OXHEY		
	Edge of Town Residential Zone Total No of Dwellings:	26	
	Survey date: THURSDAY	08/06/23	Survey Type: MANUAL
7	HF-03-C-07	BLOCKS OF FLATS	HERTFORDSHIRE
	OXHEY DRIVE WATFORD SOUTH OXHEY		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	84	
	Survey date: WEDNESDAY	07/06/23	Survey Type: MANUAL
8	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE
	HAYLING ROAD WATFORD SOUTH OXHEY		
	Edge of Town Residential Zone Total No of Dwellings:	22	
	Survey date: TUESDAY	06/06/23	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
10	NG-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
11	NG-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL
12	PB-03-C-02	BLOCK OF FLATS	PETERBOROUGH
	WESTFIELD ROAD		
	PETERBOROUGH		
	NETHERTON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	44	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
13	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL
14	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL
15	SH-03-C-01	BLOCK OF FLATS	SHROPSHIRE
	ABBEY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL
16	TV-03-C-02	FLATS	TEES VALLEY
	ACKLAM ROAD		
	MIDDLESBROUGH		
	LINTHORPE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	85	
	Survey date: WEDNESDAY	29/06/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
	CAULDWELL AVENUE		
	WHITLEY BAY		
	MONKESEATON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL

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

SCP York Street Manchester

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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**

Total People to Total Vehicles ratio (all time periods and directions): 2.13

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	17	52	0.048	17	52	0.154	17	52	0.202
08:00 - 09:00	17	52	0.066	17	52	0.206	17	52	0.272
09:00 - 10:00	17	52	0.092	17	52	0.110	17	52	0.202
10:00 - 11:00	17	52	0.074	17	52	0.089	17	52	0.163
11:00 - 12:00	17	52	0.082	17	52	0.087	17	52	0.169
12:00 - 13:00	17	52	0.083	17	52	0.070	17	52	0.153
13:00 - 14:00	17	52	0.080	17	52	0.098	17	52	0.178
14:00 - 15:00	17	52	0.098	17	52	0.099	17	52	0.197
15:00 - 16:00	17	52	0.131	17	52	0.081	17	52	0.212
16:00 - 17:00	17	52	0.119	17	52	0.081	17	52	0.200
17:00 - 18:00	17	52	0.191	17	52	0.095	17	52	0.286
18:00 - 19:00	17	52	0.125	17	52	0.075	17	52	0.200
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.189			1.245			2.434

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:	20 - 135 (units:)
Survey date date range:	01/01/10 - 02/10/23
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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 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	17	52	0.005	17	52	0.010	17	52	0.015
08:00 - 09:00	17	52	0.002	17	52	0.017	17	52	0.019
09:00 - 10:00	17	52	0.003	17	52	0.006	17	52	0.009
10:00 - 11:00	17	52	0.002	17	52	0.002	17	52	0.004
11:00 - 12:00	17	52	0.005	17	52	0.003	17	52	0.008
12:00 - 13:00	17	52	0.002	17	52	0.001	17	52	0.003
13:00 - 14:00	17	52	0.000	17	52	0.002	17	52	0.002
14:00 - 15:00	17	52	0.007	17	52	0.005	17	52	0.012
15:00 - 16:00	17	52	0.006	17	52	0.003	17	52	0.009
16:00 - 17:00	17	52	0.008	17	52	0.001	17	52	0.009
17:00 - 18:00	17	52	0.008	17	52	0.005	17	52	0.013
18:00 - 19:00	17	52	0.008	17	52	0.002	17	52	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.057			0.113

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

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

SCP

York Street

Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/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	17	52	0.012	17	52	0.096	17	52	0.108
08:00 - 09:00	17	52	0.039	17	52	0.137	17	52	0.176
09:00 - 10:00	17	52	0.045	17	52	0.090	17	52	0.135
10:00 - 11:00	17	52	0.044	17	52	0.056	17	52	0.100
11:00 - 12:00	17	52	0.041	17	52	0.052	17	52	0.093
12:00 - 13:00	17	52	0.053	17	52	0.052	17	52	0.105
13:00 - 14:00	17	52	0.047	17	52	0.053	17	52	0.100
14:00 - 15:00	17	52	0.060	17	52	0.059	17	52	0.119
15:00 - 16:00	17	52	0.098	17	52	0.045	17	52	0.143
16:00 - 17:00	17	52	0.081	17	52	0.050	17	52	0.131
17:00 - 18:00	17	52	0.119	17	52	0.054	17	52	0.173
18:00 - 19:00	17	52	0.079	17	52	0.036	17	52	0.115
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.718			0.780			1.498

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

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/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	17	52	0.002	17	52	0.046	17	52	0.048
08:00 - 09:00	17	52	0.000	17	52	0.077	17	52	0.077
09:00 - 10:00	17	52	0.006	17	52	0.024	17	52	0.030
10:00 - 11:00	17	52	0.009	17	52	0.017	17	52	0.026
11:00 - 12:00	17	52	0.008	17	52	0.020	17	52	0.028
12:00 - 13:00	17	52	0.008	17	52	0.018	17	52	0.026
13:00 - 14:00	17	52	0.010	17	52	0.014	17	52	0.024
14:00 - 15:00	17	52	0.014	17	52	0.015	17	52	0.029
15:00 - 16:00	17	52	0.021	17	52	0.010	17	52	0.031
16:00 - 17:00	17	52	0.026	17	52	0.000	17	52	0.026
17:00 - 18:00	17	52	0.054	17	52	0.008	17	52	0.062
18:00 - 19:00	17	52	0.038	17	52	0.008	17	52	0.046
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.196			0.257			0.453

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.