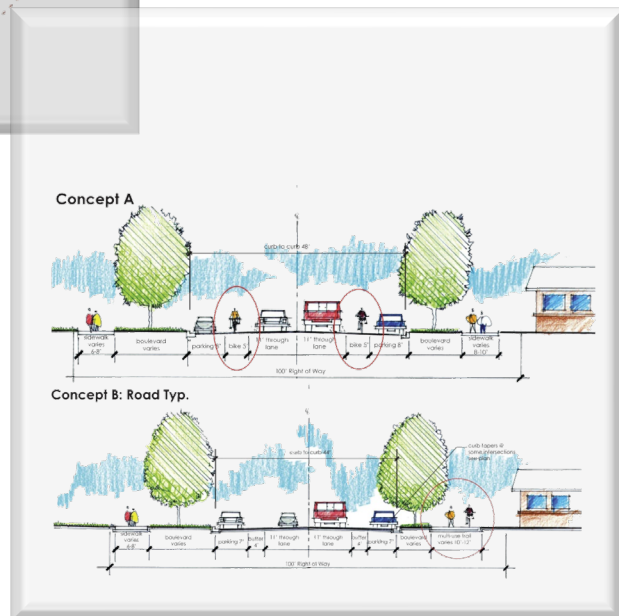




APPENDIX	CONTENT	PAGE
1	<i>Key National Transport Policies</i>	3
2	<i>Development Proposals</i>	11
3	<i>Walk Isochrones</i>	12
4	<i>Cycle Isochrones</i>	13
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TRANSPORT POLICY CONTEXT

National Transport Policy

- i. The Government's long term strategy for transport is set out in "The Future of Transport – a Network for 2030" (DfT White Paper, 2004). An underlying objective of the strategy set out in the White Paper is to deal with the pressures of increasing demand for travel by striking the right balance between environmental, economic and social objectives, now and into the future. In terms of the road network, this means:
 - New capacity, where it is needed and justified, on environmental and social grounds;
 - Locking in the benefits of new capacity through measures such as high occupancy vehicle lanes and tolling, where appropriate;
 - The Government leading the debate on road pricing and the opportunity this gives to motorists to make better choices;
 - Better management of the network; and
 - Using new technology, so the travelling public can make smarter journey choices.
- ii. In terms of enhancing local travel this means:
 - Freer-flowing local roads delivered through measures such as congestion charging;
 - More, and more reliable buses enjoying more road space;
 - Demand-responsive bus services that provide accessibility in areas that cannot support conventional services;
 - Looking at ways to make services more accessible, so that people have a real choice about how and when they travel;
 - Tackling the environmental impacts of travel by encouraging more sustainable travel choices through promoting the use of construction travel plans, workplace travel plans and personalised journey planning, and encouraging people to consider alternatives to using their cars, and
 - Creating a culture and improved quality of local environment, so that cycling and walking are seen as an alternative to car travel for short journeys, particularly for children.
- iii. The Local Transport White Paper, 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' (January 2011) reiterates the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the Government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas. The White Paper also underlines the Government's direct support to local authorities, including through the Local Sustainable Transport Fund.
- iv. The five National Transport Goals are:

- Goal 1: To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- Goal 2: To support economic competitiveness and growth, by delivering reliable and efficient transport networks;
- Goal 3: To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;
- Goal 4: To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health; and
- Goal 5: To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

PLANNING PRACTICE GUIDANCE (PPG) 2014

- v. PPG 2014 stipulates that the scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:
- "Information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)
 - Information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
 - Data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;
 - A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;
 - An assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);
 - Data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;
 - An analysis of the injury collision records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high collision area;

- An assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
- Measures to improve the accessibility of the location (such as provision/ enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;
- A description of parking facilities in the area and the parking strategy of the development;
- Ways of encouraging environmental sustainability by reducing the need to travel; and
- Measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.”

vi. The PPG also states:

- “in general, assessments should be based on normal traffic flow and usage conditions (e.g. non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data.”

National Planning Policy Framework [NPPF] – para numbering reflects that in the NPPF

Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a. the potential impacts of development on transport networks can be addressed;
 - b. opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c. opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d. the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e. patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions,

and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

104. Planning policies should:

- a. support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b. be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c. identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d. provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
- e. provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
- f. recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

105. If setting local parking standards for residential and non-residential development, policies should take into account:

- a. the accessibility of the development;
- b. the type, mix and use of development;
- c. the availability of and opportunities for public transport;
- d. local car ownership levels; and
- e. the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

107. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b. safe and suitable access to the site can be achieved for all users; and
 - c. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
110. Within this context, applications for development should:
- a. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c. create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

- vii. The National Planning Policy Framework (NPPF) introduced the presumption in favour of sustainable development. There are three dimensions to sustainable development: economic, social and environmental and

the policies in paragraphs 18 to 219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

- viii. The presumption in favour of sustainable development should be seen as a golden thread running through both plan-making and decision-taking.
- ix. For plan-making this means that:
- local planning authorities should positively seek opportunities to meet the development needs of their area;
 - Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
 - specific policies in the NPPF indicate development should be restricted.
- x. For decision-taking this means:
- approving development proposals that accord with the development plan without delay; and
 - where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
 - specific policies in the NPPF indicate development should be restricted.

MANUAL FOR STREETS (MfS1)

- xi. Guidance for the design of residential roads set out in Design Bulletin 32 and its companion guide Places Streets and Movement was superseded in March 2007 by the publication of the Departments for Transport and Communities and Local Government publication 'Manual for Streets' (MfS). The document sets out that:
- "It is therefore strongly recommended that local authorities review their standards and guidance to embrace the principles of MfS."
- xii. The aims of the document are to bring about a transformation in the quality of streets and represent a fundamental culture change in the way streets are designed and adopted. MfS provides guidance in order that streets can be designed to:
- Help to build and strengthen the communities they serve;

- Meet the needs of all users, by embodying the principles of inclusive design;
- Form part of a well-connected network;
- Be attractive and have their own distinctive identity;
- Be cost-effective to construct and maintain; and
- Be safe.

xiii. Manual for Streets advocates inclusive design and its principles which are to:

- Place people at the heart of the design process;
- Acknowledge diversity and difference;
- Offer choice where a single solution cannot accommodate all users;
- Provide for flexibility in use; and
- Provide buildings and environments that are convenient and enjoyable to use for everyone.

xiv. Manual for Streets defines a 'street' as ...

a highway that has important public realm functions beyond the movement of traffic. *Streets have a sense of place and are distinctive and are lined with and provide direct access to buildings and public spaces. Most highways in built-up areas can be considered as streets. The Manual does not define an upper limit in terms of traffic flow to define a 'street' as that was considered to be too prescriptive but as a general guide suggests a threshold of about 10,000 vehicles per day or about 1,000 vehicles per hour at peak times.*

Manual for Streets 2 (MfS2)

xv. The Chartered Institution of Highways and Transportation (CIHT) publication 'Manual for Streets 2: Wider Application of the Principles' (MfS2) was published in September 2010 and forms a companion guide to "Manual for Streets" (MfS). MfS2 fills the perceived gap in design guidance between MfS and Design Manual for Roads and Bridges (DMRB) and has been endorsed by the Department for Transport (DfT).

xvi. The "Status and Application" section of MfS2 States:

"DMRB is the design standard for Trunk Roads and Motorways in England, Scotland, Wales and Northern Ireland. *The strict application of DMRB to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume.*"

xvii. MfS2 paragraph 1.3.3 states that:

"Where designers do refer to DMRB for detailed technical guidance on specific aspects, for example on strategic inter-urban non-trunk roads, it is recommended that they bear in mind the key principles of MfS, and apply DMRB in a way that respects local context. It is further recommended that DMRB or other standards and guidance is only

used where the guidance contained in MfS is not sufficient or where particular evidence leads a designer to conclude that MfS is not applicable."

xviii. MfS2 paragraph 1.3.4 goes on to state:

"The application of MfS advice to all 30mph speed limits as a starting point is in keeping with MfS1"

xix. Most importantly, MfS2 states in 1.3.5 - 1.3.7:

Much of the research behind MfS1 for stopping sight distance (SSD) is limited to locations with traffic speeds of less than 40mph and there is some concern that driver behaviour may change above this level as the character of the highway changes. *However, 40mph speed limits in builtup areas cover a wide range of contexts, from simple urban streets with on-street parking and direct frontage access to 2/3 lane dual carriageways. Furthermore, local context varies not only from street to street but also along the length of a street.*

Where a single carriageway street with on-street parking and direct frontage access is subject to a 40mph speed limit, its place characteristics are more of a residential street or high street, with higher traffic flows, and may result in actual speeds below the limit. It is only where actual speeds are above 40mph for significant periods of the day that DMRB parameters for SSD are recommended. Where speeds are lower, MfS parameters are recommended. Where there may be some doubt as to which guidance to adopt, actual speed measurements should be undertaken to determine which is most appropriate.

Similarly, in rural areas many parts of the highway network are subject to the national speed limit but have traffic speeds significantly below 60mph. Again in these situations where speeds are lower than 40mph, MfS SSD parameters are recommended.

xx. Scope of MfS:

Speed Limit	20mph	30mph	40mph	50+mph
User Hierarchy	●	●	●	●
Team Working	●	●	●	●
Community Function	●	●	●	●
Inclusive Design	●	●	●	●
Ped/Cycle Support	●	●	●	●
Master Plans/Design Codes	●	●	●	●
Stopping Sight Distance	●	●	●	●
Frontage Access	●	●	●	●
Minimise Signs and Street Furniture	●	●	●	●
Quality Audits	●	●	●	●
Connectivity/Permeability	●	●	●	●

Table 1.1 Application of key areas of MfS advice

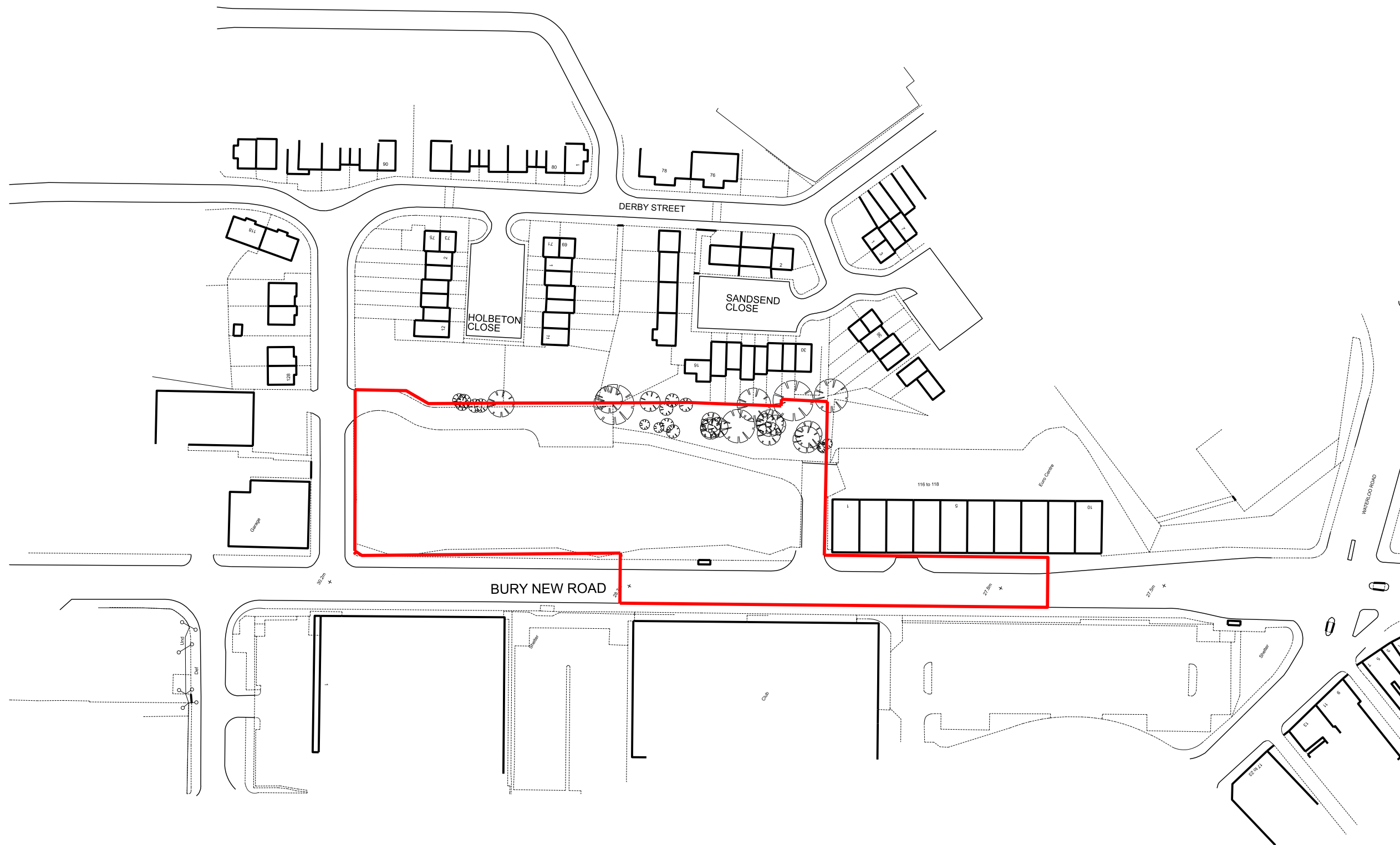
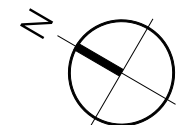
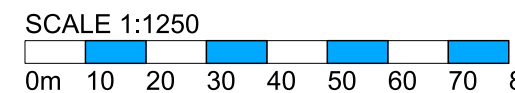
Note: ● yes ● subject to local context

LOCAL POLICIES

xxi. Please refer to planning statement

NOTES

APPLICATION SITE
AREA: 8298.4 sq.m. (or 0.8 Ha)



REV.A 200601 UPDATED SITE BOUNDARY AAS
REV. DATE NOTES INIT.

CLIENT / PROJECT
BOI TRADING COMPANY LTD
BURY NEW ROAD, MANCHESTER

DRAWING TITLE
LOCATION PLAN

STATUS
FOR INFORMATION

DATE	DRAWN	SCALE @ A3
22.02.19	MB	1:1250

PROJECT NUMBER	CI / SFB CODE	UNIT / BLOCK	TYPE & NUMBER	REVISION LETTER
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DRAWING NO.

10763	01	A
-------	----	---

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix: Colour	C

THE RATCLIFFE GROVES PARTNERSHIP
MANCHESTER
105 MANCHESTER ROAD
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www.rgp.uk.com

LONDON
19 BEDFORD ROW
LONDON WC1R 4EB
T. 020 7600 6666 E. london@rgp.uk.com

4 NO 1B 1P
44 NO 1B 2P
72 NO 2B 3P

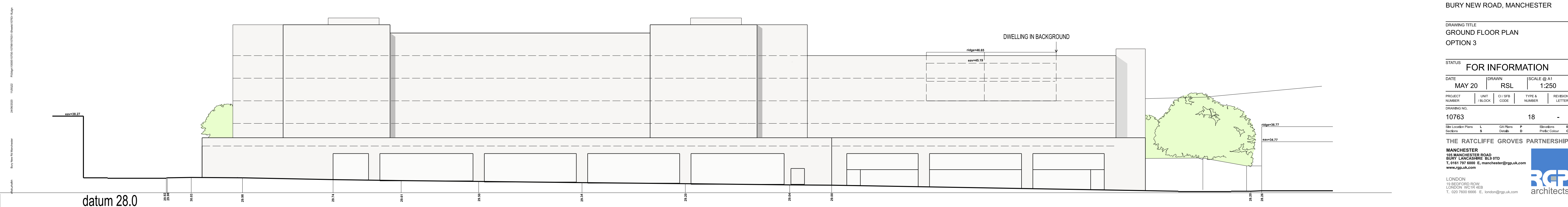
FIFTH FLOOR
2 NO 1B 1P
10 NO 1B 2P
9 NO 2B 3P

141 NO PARTMENTS IN TOTAL

RETAIL FLOOR SPACE : 668 sq.r



STREET SCENE



REV.	DATE	NOTES	INIT
------	------	-------	------

CLIENT / PROJECT
BOI TRADING COMPANY LTD
BURY NEW ROAD, MANCHESTER

DRAWING TITLE
GROUND FLOOR PLAN
OPTION 3

STATUS FOR INFORMATION

DATE MAY 20		DRAWN RSL		SCALE @ A1 1:250	
PROJECT	UNIT	CI / SFB	TYPE &	REVISION	

10763	18	-
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Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix Colour	C

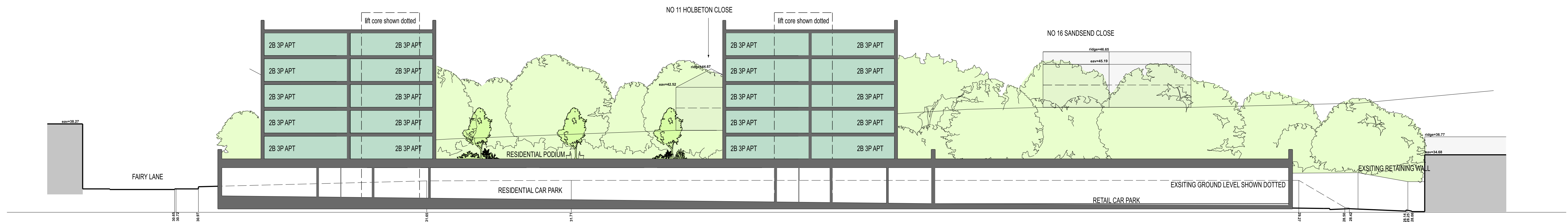
MANCHESTER
105 MANCHESTER ROAD
BURY LANCASHIRE BL9 0TD
T. 0161 797 6000 E. manchester@rgp.uk.com

LONDON
19 BEDFORD ROW
LONDON WC1R 4EB
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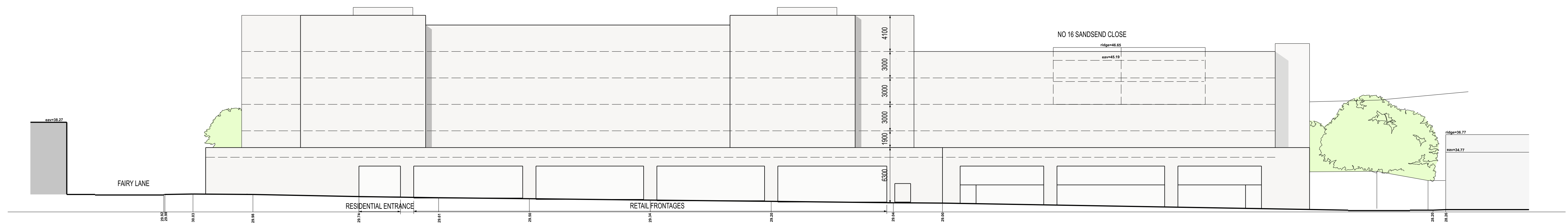




EXISTING SECTION A-A



PROPOSED SECTION A-A

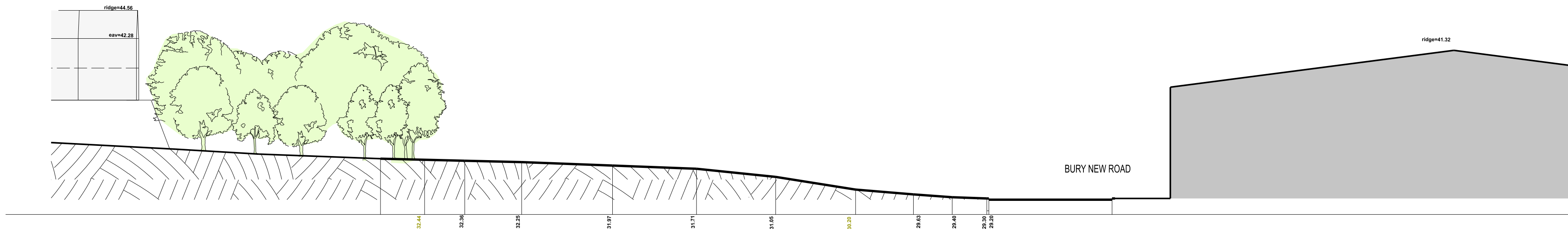


PROPOSED BURY NEW ROAD STREET SCENE

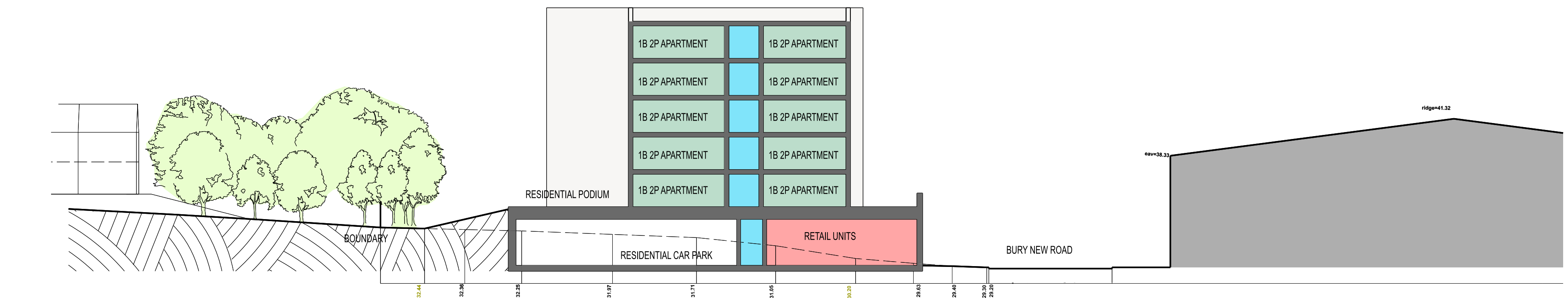


PROPOSED ELEVATION LOOKING TOWARDS BURY NEW ROAD

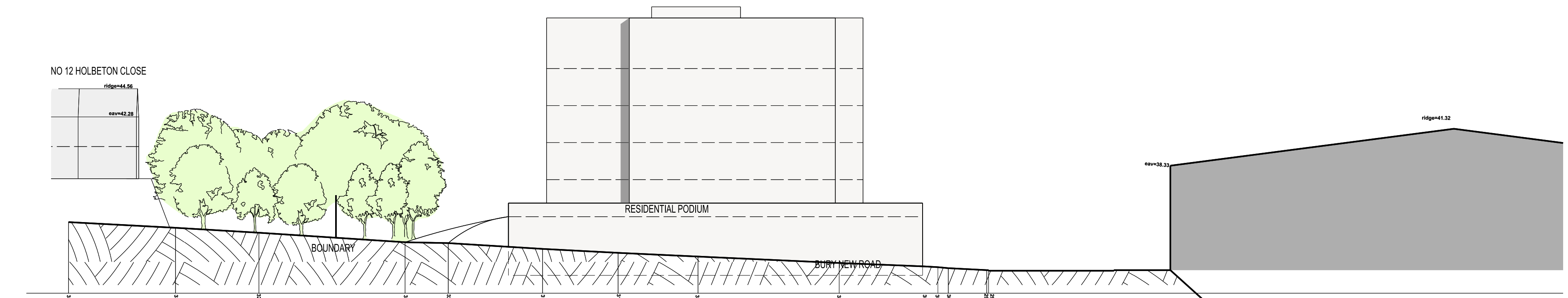
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BOI TRADING COMPANY LTD			
BURY NEW ROAD, MANCHESTER			
DRAWING TITLE			
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PROPOSED SECTIONS AND			
STREET SCENE - OPTION 3			
STATUS			
FOR INFORMATION			
DATE	DRAWN	SCALE @ 1:	
MAY 20	RSL	1:250	
PROJECT NUMBER	UNIT / BLOCK	CL / S/F CODE	TYPE & NUMBER
007663			
REVISION	REVISION		REVISION
1	16		-
Accession Plans		Drawings	
L	L	Colour	
THE RATCLIFFE GROVES PARTNERSHIP			
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10 REDFORD ROAD BURY, WYOMING TEL: 020 7600 6666 E: london@rsgul.com			



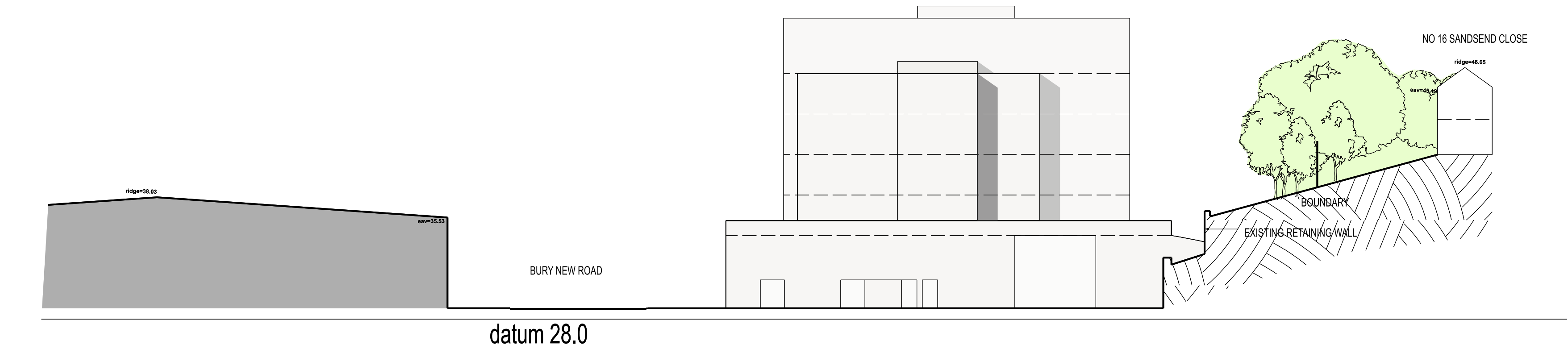
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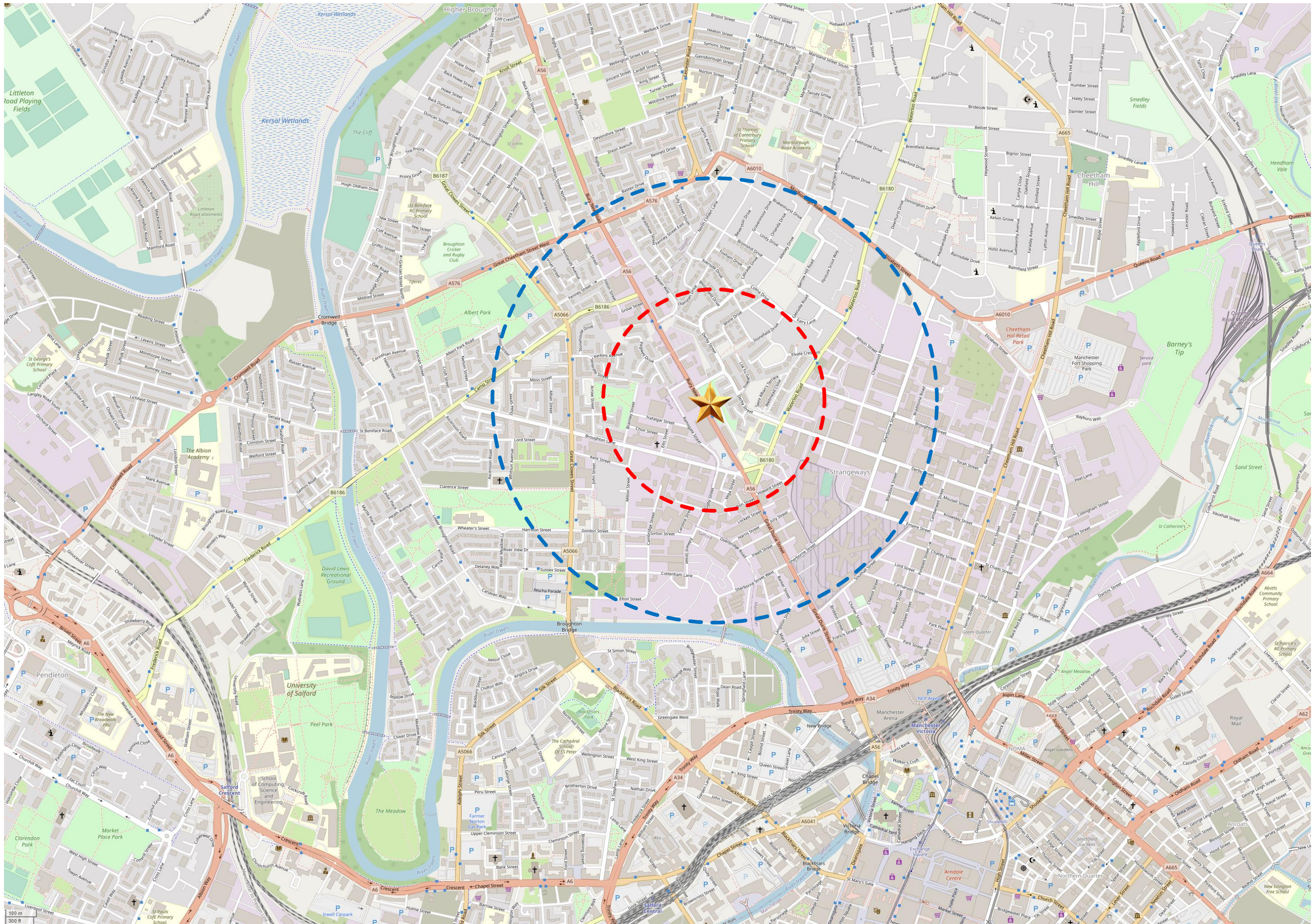
PROPOSED SECTION B-B



PROPOSED FAIRY LANE STREET SCENE



PROPOSED ELEVATION LOOKING TOWARDS FAIRY ROAD



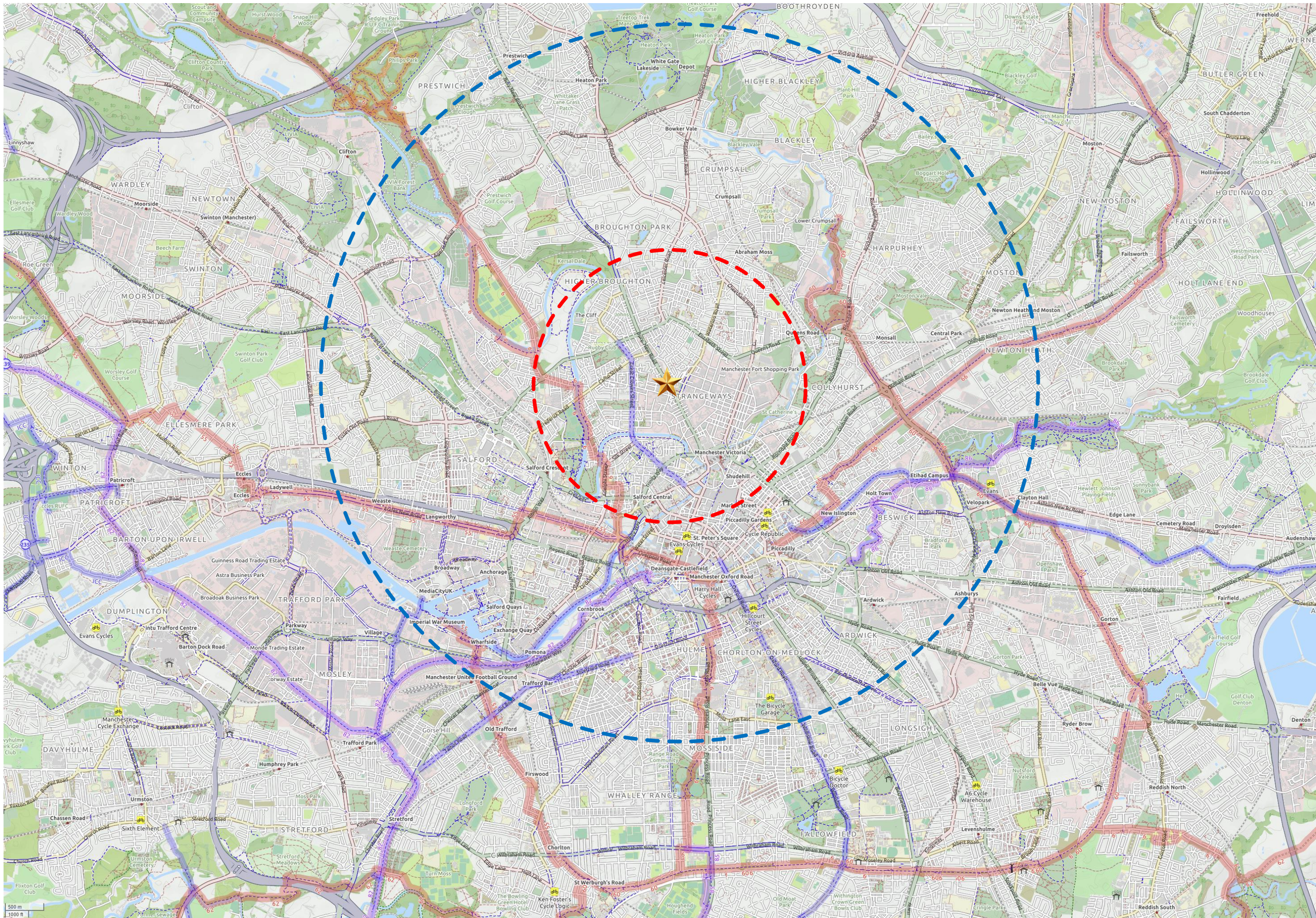
TITLE
Illustrative Walk Isochrones

NOTES: These isochrones are meant to provide an illustration of the potential extent of 400m and 800m isochrones and not intended to be precise distances

DESIGN
RAH

DRAWING NO / REF
Illustrative

KEY
400m ——— 800m ———



TITLE
Illustrative Cycle Isochrones

NOTES: These isochrones are meant to provide an illustration of the potential extent of 2km and 5km isochrones and not intended to be precise distances

DESIGN
RAH

DRAWING NO / REF
Illustrative

KEY
2km ——— 5km ———

itransport
PLANNING
A member of iPRT Group of Companies





Calculation Reference: AUDIT-208601-200722-0725

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	SR STIRLING	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 260 to 1115 (units: sqm)
 Range Selected by User: 210 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/19

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

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	12 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)	3
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	5

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	11
Retail Zone	1

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

Secondary Filtering selection:

Use Class:

n/a	1 days
A1	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

75,001 to 100,000	2 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	12 days

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:

Yes	1 days
No	11 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	12 days
-----------------	---------

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

1	BR-01-I-01	LOCAL SHOPS	BRISTOL CITY
	BELLAND DRIVE		
	BRISTOL		
	WHITCHURCH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	770 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
2	CH-01-I-02	LOCAL SHOPS	CHESHIRE
	CHRISTLETON ROAD		
	CHESTER		
	BOUGHTON HEATH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	260 sqm	
	Survey date: TUESDAY	15/05/12	Survey Type: MANUAL
3	CH-01-I-03	LOCAL SHOPS	CHESHIRE
	MILL LANE		
	CHESTER		
	BACHE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	365 sqm	
	Survey date: THURSDAY	17/05/12	Survey Type: MANUAL
4	DV-01-I-01	LOCAL SHOPS	DEVON
	TORRIDGE WAY		
	PLYMOUTH		
	EFFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	470 sqm	
	Survey date: TUESDAY	17/07/12	Survey Type: MANUAL
5	EX-01-I-02	LOCAL SHOPS	ESSEX
	QUEENS ROAD		
	BRAINTREE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	375 sqm	
	Survey date: FRIDAY	08/07/16	Survey Type: MANUAL
6	HF-01-I-02	LOCAL SHOPS	HERTFORDSHIRE
	BROADWATER CRESCENT		
	STEVENAGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1115 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
7	LE-01-I-02	LOCAL SHOPS	LEICESTERSHIRE
	RYDER ROAD		
	LEICESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	550 sqm	
	Survey date: TUESDAY	28/10/14	Survey Type: MANUAL
8	SH-01-I-02	LOCAL SHOPS	SHROPSHIRE
	WREKIN DRIVE		
	TELFORD		
	DONNINGTON		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	900 sqm	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
9	SR-01-I-02	LOCAL SHOPS	STIRLING
	ALLOA ROAD		
	STIRLING		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	550 sqm	
	Survey date: THURSDAY	26/06/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	TV-01-I-04	LOCAL SHOPS	TEES VALLEY
	CARGO FLEET LANE		
	MIDDLESBROUGH		
	ORMESBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	585 sqm	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
11	TW-01-I-02	LOCAL SHOPS	TYNE & WEAR
	DURHAM ROAD		
	SUNDERLAND		
	BARNES PARK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	540 sqm	
	Survey date: WEDNESDAY	21/11/12	Survey Type: MANUAL
12	WM-01-I-03	LOCAL SHOPS	WEST MIDLANDS
	BRISTOL ROAD SOUTH		
	BIRMINGHAM		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	450 sqm	
	Survey date: TUESDAY	10/11/15	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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	12	578	6.522	12	578	6.032	12	578	12.554
08:00 - 09:00	12	578	6.782	12	578	6.494	12	578	13.276
09:00 - 10:00	12	578	6.926	12	578	6.768	12	578	13.694
10:00 - 11:00	12	578	7.273	12	578	6.681	12	578	13.954
11:00 - 12:00	12	578	7.273	12	578	7.576	12	578	14.849
12:00 - 13:00	12	578	9.322	12	578	8.788	12	578	18.110
13:00 - 14:00	12	578	8.139	12	578	7.951	12	578	16.090
14:00 - 15:00	12	578	7.244	12	578	7.215	12	578	14.459
15:00 - 16:00	12	578	7.388	12	578	7.691	12	578	15.079
16:00 - 17:00	12	578	8.874	12	578	8.485	12	578	17.359
17:00 - 18:00	12	578	8.802	12	578	9.394	12	578	18.196
18:00 - 19:00	12	578	8.341	12	578	8.918	12	578	17.259
19:00 - 20:00	10	631	7.835	10	631	7.692	10	631	15.527
20:00 - 21:00	10	631	5.091	10	631	5.504	10	631	10.595
21:00 - 22:00	10	631	3.616	10	631	4.219	10	631	7.835
22:00 - 23:00	1	1115	2.242	1	1115	2.242	1	1115	4.484
23:00 - 24:00									
Total Rates:			112.966			112.946			225.912

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: 260 - 1115 (units: sqm)
 Survey date range: 01/01/12 - 28/06/19
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-208601-200526-0533

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	2 days
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	CB CUMBRIA	2 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 30 to 146 (units:)
 Range Selected by User: 30 to 150 (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: 01/01/12 to 25/09/19

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

Selected survey days:

Monday	3 days
Tuesday	8 days
Wednesday	6 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	20 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	11
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories

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

Secondary Filtering selection:

Use Class:

C3 20 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	7 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	6 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	7 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	6 days
1.1 to 1.5	14 days

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

Travel Plan:

Yes	1 days
No	19 days

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

PTAL Rating:

No PTAL Present	20 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	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
4	CB-03-C-02	BLOCK OF FLATS	CUMBRIA
	BRIDGE LANE		
	PENRITH		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	35	
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL
5	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	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	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
7	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	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
8	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
9	ES-03-C-01	BLOCK OF FLATS	EAST SUSSEX
	OLD SHOREHAM RD		
	BRIGHTON		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
11	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
12	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
13	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	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
14	NT-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	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
15	SA-03-C-01	BLOCK OF FLATS	SOUTH AYRSHIRE
	RACECOURSE ROAD		
	AYR		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: TUESDAY	16/09/14	Survey Type: MANUAL
16	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL		
	BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL
17	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

LIST OF SITES relevant to selection parameters (Cont.)

18	SR-03-C-01	FLATS		STIRLING
	FORTHSIDE WAY			
	STIRLING			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	80		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL
19	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE			
	STIRLING			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	48		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL
20	WM-03-C-04	BLOCKS OF FLATS		WEST MIDLANDS
	GILLQUART WAY			
	COVENTRY			
	PARKSIDE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	55		
	Survey date: FRIDAY	11/11/16		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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	65	0.051	20	65	0.127	20	65	0.178
08:00 - 09:00	20	65	0.060	20	65	0.182	20	65	0.242
09:00 - 10:00	20	65	0.076	20	65	0.104	20	65	0.180
10:00 - 11:00	20	65	0.078	20	65	0.088	20	65	0.166
11:00 - 12:00	20	65	0.078	20	65	0.093	20	65	0.171
12:00 - 13:00	20	65	0.110	20	65	0.089	20	65	0.199
13:00 - 14:00	20	65	0.084	20	65	0.102	20	65	0.186
14:00 - 15:00	20	65	0.086	20	65	0.094	20	65	0.180
15:00 - 16:00	20	65	0.104	20	65	0.070	20	65	0.174
16:00 - 17:00	20	65	0.123	20	65	0.085	20	65	0.208
17:00 - 18:00	20	65	0.163	20	65	0.095	20	65	0.258
18:00 - 19:00	20	65	0.153	20	65	0.096	20	65	0.249
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.166			1.225			2.391

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: 30 - 146 (units:)
 Survey date range: 01/01/12 - 25/09/19
 Number of weekdays (Monday-Friday): 20
 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.



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