

Proposed Residential Development  
Miles Platting Area 3.1, Manchester

# LOVELL

Transport Statement

January 2021



## REPORT

**Document:** Transport Statement

|                     |                                                                       |
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## **1 INTRODUCTION**

### **1.1 Preamble**

- 1.1.1 Croft have been instructed by Lovell to advise on the traffic and transportation issues relating to a proposed residential development on land off Butler Street/Gunson Street [the site] in Miles Platting in Manchester.
- 1.1.2 The report will form supplementary information to assist in the determination of a forthcoming outline planning application on two adjacent sites for up to 43no. residential dwellings, with associated car parking and landscaping.
- 1.1.3 The Highway Authority responsible for the Miles Platting area is Manchester City Council (MCC) who are also the Local Planning Authority.

### **1.2 Scope of Report**

- 1.2.1 This Transport Statement (TS) has been prepared to consider the development in transport and highways terms in order to provide the necessary reassurance that the proposals can be accommodated by the local transport network.
- 1.2.2 The scope of this Transport Statement conforms to the guidance provided in the Ministry of Housing, Communities and Local Government (MHCLG) Planning Practice Guidance 'Transport Evidence Bases in Plan Making'.
- 1.2.3 The guidance covers the following issues;
- Reducing the need to travel, especially by car – ensure at the outset that thought is given to reducing the need to travel; consider the types of uses (or mix of uses) and the scale of development in order to promote multipurpose or linked trips;



- Sustainable accessibility – promote accessibility by all modes of travel, in particular public transport, cycling and walking; assess the likely travel behaviour or travel pattern to and from the proposed site; and develop appropriate measures to influence travel behaviour; and
- Mitigation measures – ensure as much as possible that the proposed mitigation measures avoid unnecessary physical improvements to highways and promote innovative and sustainable transport solutions.

### 1.3 Structure of Report

- 1.3.1 Following this introduction, Section 2 of the Report will detail the existing site conditions and describe the adjacent highway, while Section 3 will set out the development proposals, including vehicular access.
- 1.3.2 Section 4 will consider the accessibility of the site by non-car modes, including walking, cycling and public transport.
- 1.3.3 Section 5 will consider the trip generation and traffic impact assessment of the local highway network. A review of road safety and personal injury accidents in the vicinity of the site over the last 5 years will be detailed in Section 6.
- 1.3.4 Section 7 will draw together the Report's findings and conclusions.

## 2 EXISTING CONDITIONS

### 2.1 Introduction

- 2.1.1 This section will detail the existing site and surroundings and provide details about the existing highway network.

### 2.2 Site Location

- 2.2.1 The application site comprises open land which extends to approximately 0.74 hectares (1.8 acres). The location of the site in a local context is presented in **Plan 1**.
- 2.2.2 The site is located within a residential area of Miles Platting, bounded to the northwest by the A62 Oldham Road with St. George's Community Centre and a residential area located to the northwest of the A62. A residential tower-block is located adjacent to the sites north-eastern boundary, situated between the A62 Oldham Road and Gunson Street, with Gunson Street and a second residential tower-block forming the sites eastern boundary. Butler Street runs along the sites southern boundary before turning northwards to join the A62 Oldham Road, forming the western boundary to the site. Residential properties front onto Butler Street along the southern boundary, with a third residential tower-block located along the western boundary.

### 2.3 Existing Site Information

- 2.3.1 The site is currently undeveloped, comprising of an open grassed area. The A62 Oldham Road runs northeast to southwest along the site's north-eastern boundary, connecting the A665 Great Ancoats Street/Ring Road, with the A6010 Alan Turing Way/Queens Road and M60 orbital motorway at M60 junction 22.

## 2.4 Local Highway Network

- 2.4.1 In the vicinity of the site, the A62 Oldham Road dual-carriageway has a width of approximately 24-metres with a 6.6-metre wide central reservation and footways of approximately 4.8-metres wide along the northern side of the carriageway and 6.15-metres wide along the southern side.
- 2.4.2 Butler Street has an approximately 7-metre wide carriageway with 2-metre wide footways running along both sides of the carriageway. Butler Street connects the A62 Oldham Road at the signal-controlled Oldham Road/Butler Street/Livesey Street junction, with Old Mill Street/Bradford Road, Beswick Street and the A662 Merrill Street/Ashton Old Road.
- 2.4.3 Old Mill Street/Bradford Road connects Butler Street with the A665 Great Ancoats Street and A6010 Hulme Hall Lane.
- 2.4.4 From the A62 Oldham Road/Butler Street/Livesey Street junction, Livesey Street connects the A62 Oldham Road with the A664 Rochdale Road.
- 2.4.5 The speed limit is 20mph along Butler Street, enforced with speed-cushions. A 20mph speed limit is in place along the length of Old Mill Street from the Butler Street junction to the A665 Great Ancoats Street junction, enforced with speed cushions, speed tables and reduced width carriageways.
- 2.4.6 The speed limit along The A62 Oldham Road is 30mph between the Great Ancoats junction and the A6010 Queens Road/Hulme Hall Lane junction.
- 2.4.7 Street lighting is provided along the A62 Oldham Road, Butler Street and the surrounding highway network.

## 3 DEVELOPMENT PROPOSALS

### 3.1 Introduction

3.1.1 The following paragraphs will describe the development proposals and report on proposed access arrangements and car parking.

### 3.2 Proposed Development

3.2.1 The applicant is seeking outline planning permission to develop the site for approximately 43no. residential dwellings, with associated car parking, landscaping and public open space, comprising:

- 11no. three-bed terrace houses;
- 1no. four-bed terrace houses;
- 12no. four-bed semi-detached houses; and
- 19no. two-bed apartments.

3.2.2 The proposed site layout is shown in **Plan 2**.

### 3.3 Car Parking and Internal Layout

3.3.1 It is proposed to provide a total of 56no. parking spaces, comprising of:

- 1-space per three-bed house, equating to 11no. spaces;
- 2-spaces per four bed house, equating to 26no. spaces; and
- 19-spaces per two-bed apartment, equating to 19no. spaces.

- 3.3.2 The internal layout of the site will be designed with Manual for Streets (MfS) in mind to ensure maximum permeability, as well as reduced vehicular speeds allowing for walking and cycling provision to be central to the development site. Reference will also be made to the Design Manual for Roads and Bridges (DMRB).

### 3.4 Vehicular Access

- 3.4.1 Vehicular access to plots 1-7 will via driveway accesses off Gunson Street. Plots 8-11 will similarly be accessed via driveway accesses off Butler Street. Plots 12-37 will be accessed via the existing Rigel Street/Butler Street access off Butler Street. Access to plots 38-43 will be via the existing Butler Lane/Gunson Street access off Gunson Street as shown in **Plan 2**.

- 3.4.2 On that basis, it is considered that the proposed vehicular access point would be deemed acceptable by the local highway authority.

### 3.5 Servicing

- 3.5.1 It is noted that servicing will be kerbside along Gunson Street for plots 1-7, kerbside along Butler Street for plots 8-11, via the Butler Street/Rigel Street access for plots 12-37 and via the Butler Lane/Gunson Street access for plots 38-43.

- 3.5.2 This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues.

### 3.6 Pedestrian and Cycle Access

- 3.6.1 The main points of pedestrian and cycle access will be from Oldham Road, Butler Street and Gunson Street.

## 4 ACCESSIBILITY BY NON-CAR MODES

### 4.1 Introduction

4.1.1 In order to accord with the aspirations of the National Planning Policy Framework (NPPF), any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 The presumption in favour of sustainable development is a central theme running through the NPPF and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

*'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'*

4.1.3 One of the core principles of the NPPF is to *'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.'*

4.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;

- Accessibility by bus;
- Accessibility by rail.

## 4.2 Access on Foot

- 4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 4.2.2 The internal site layout will facilitate pedestrian linkages to the existing footways that are provided along Butler Street, Gunson Street and Oldham Road.
- 4.2.3 The existing footways provide pedestrian links throughout Miles Platting and provide direct linkages to the nearby day-to-day amenities in the vicinity of the site.
- 4.2.4 The DfT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6-km) are carried out on foot.
- 4.2.5 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 4.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

| Town Centre | Commuting/School | Elsewhere |
|-------------|------------------|-----------|
| 800m        | 2,000m           | 1,200m    |

**Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances**

- 4.2.6 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*
- 4.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-m distance in paragraph 4.4.1. This 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, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*
- 4.2.8 **Table 4.2** below summarises this guidance in tabular form.

| 'Comfortable' Walk | 'Preferred Maximum' Walk |
|--------------------|--------------------------|
| 800m               | 2,000m                   |

**Table 4.2 Manual for Streets Walk Distances**

- 4.2.9 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 km) for children under 8 and 3 miles (4.8 km) for children over the age of 8. This is summarised below in **Table 4.3**.

| Children under 8 Walk Distances | Children over 8 Walk Distances |
|---------------------------------|--------------------------------|
| 3,200m                          | 4,800m                         |

**Table 4.3 DfE Walk Distances to Schools**

- 4.2.10 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85<sup>th</sup> percentile walk distances:
- All journey purposes – 1,930-metres;
  - Commuting – 2,400-metres;
  - Shopping – 1,600-metres;
  - Education – 3,200 or 4,800-metres;
  - Personal business – 1,600-metres.
- 4.2.11 Overall, in Table 5.1, the document states that 1,950-metres is the 85<sup>th</sup> percentile distance for walking as the main mode of travel. **Table 4.4** below summarises the various 85<sup>th</sup> percentile walk distances suggested as guidelines in the WYG Study.

| 85 <sup>th</sup> Percentile Walk Distances |           |          |               |          | Overall<br>Recommended<br>Preferred Max |
|--------------------------------------------|-----------|----------|---------------|----------|-----------------------------------------|
| All Journeys                               | Commuting | Shopping | Education     | Personal |                                         |
| 1,950m                                     | 2,100m    | 1,600m   | 3,200m/4,800m | 1,600m   | 1,950m                                  |

Table 4.4 WYG Report/NTS Data Walk Distances

- 4.2.12 In summary, the distance of 1,950-metres, or around 2-kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2kilometres.
- 4.2.13 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'*
- 4.2.14 A 20-minute walk equates to a walking distance of around 1,600-metres.
- 4.2.15 In light of the above review, a pedestrian catchment of 2-kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 4.2.16 In addition to the pedestrian catchment plan, a review of the proximity of local facilities has been undertaken. The locations of such facilities in relation to the site are also shown in **Plan 3**.

4.2.17 The pedestrian catchment includes numerous useful amenities such as The Arndale shopping centre, Manchester Victoria railway station, Piccadilly Gardens tram/Bus interchange, two nurseries, two Primary Schools, two Surgeries, two pharmacies, a Post Office, convenience stores as well as pubs and takeaways.

4.2.18 **Table 4.5** below, shows the walking distance from the centre of the site to several of the local key amenities in the vicinity of the site. The table also confirms whether the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

| Local Amenity                            | Distance | Guidance Criteria | Meets with Guidance? |
|------------------------------------------|----------|-------------------|----------------------|
| Butler Street (Oldham Road) Bus Stop     | 85m      | 1,900m            | YES                  |
| Butler Street (Garforth Avenue) Bus Stop | 270m     | 1,900m            | YES                  |
| Oldham Road (Butler Street) Bus Stops    | 290m     | 1,900m            | YES                  |
| Ancoats Green                            | 300m     | 1,900m            | YES                  |
| Playground                               | 350m     | 1,900m            | YES                  |
| Haven Chemist                            | 400m     | 1,900m            | YES                  |
| Glamorous Chinese (Restaurant)           | 450m     | 1,900m            | YES                  |
| Abbott Community Primary School          | 500m     | 3,200m            | YES                  |
| Zafs Go Local (Takeaway)                 | 450m     | 1,900m            | YES                  |
| WMB Day Nursery                          | 550m     | 1,900m            | YES                  |
| Miles Platting Community Library         | 650m     | 1,900m            | YES                  |
| Victoria Mill Park                       | 706m     | 1,900m            | YES                  |

| Local Amenity                         | Distance | Guidance Criteria | Meets with Guidance? |
|---------------------------------------|----------|-------------------|----------------------|
| Tony's Chippy                         | 750m     | 1,900m            | YES                  |
| Beswick Street Post Office            | 950m     | 1,900m            | YES                  |
| ALDI                                  | 1,000m   | 1,900m            | YES                  |
| Park View Community School            | 1,000m   | 3,200m            | YES                  |
| New Islington Medical Practice        | 1,000m   | 1,900m            | YES                  |
| K's Chemist                           | 1,000m   | 1,900m            | YES                  |
| Collyhurst Nursery School             | 1,100m   | 3,200m            | YES                  |
| Holt Town Metrolink Stop              | 1,100m   | 1,900m            | YES                  |
| New Islington Metrolink Stop          | 1,100m   | 1,900m            | YES                  |
| Dr A. Mohindra                        | 1,200m   | 1,900m            | YES                  |
| Collyhurst Youth Centre               | 1,200m   | 1,900m            | YES                  |
| Arndale Shopping Centre               | 1,400m   | 1,900m            | YES                  |
| Piccadilly Gardens Interchange        | 1,500m   | 1,900m            | YES                  |
| Manchester Victoria Railway Station   | 1,600m   | 1,900m            | YES                  |
| Manchester Piccadilly Railway Station | 1,700m   | 1,900m            | YES                  |

Table 4.5 Distance from Site to Local Facilities

- 4.2.19 As can be seen in the above table, key amenities are well within the 'preferred maximum' walk distances described earlier in this section including the nearest food retail, pharmacy, health and leisure facilities.

- 4.2.20 It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

### 4.3 Access by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2 A distance of 5-kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25-minutes based on a leisurely cycle speed of 12-km per hour and would encompass the whole of Manchester City Centre, Miles Platting, Strangeways, Cheetwood, Harpurhey, Monsall, Newton Heath, Clayton, Openshaw, West Gorton, Ardwick, Hulme and Blackfriars.
- 4.3.3 National Network Cycle Route (NCN) 60 passes along the A6010 Hulme Hall Lane approximately 1.15-kilometres to the northeast of the site, linking Peel Street to the south-west, with NCN 66, passing along the Rochdale Canal towpath approximately 270-metres to the south of the proposed development site, connecting central Manchester to Hull and Spurn Head as shown in **Figure 4.1** below.
- 4.3.4 Additionally, there is also an on-road cycle route passing along the site frontage along the A62 Oldham Road, connecting the site with Manchester City Centre as shown in **Figure 4.1** below.
- 4.3.5 The site can, therefore, be considered as being accessible by cycle.

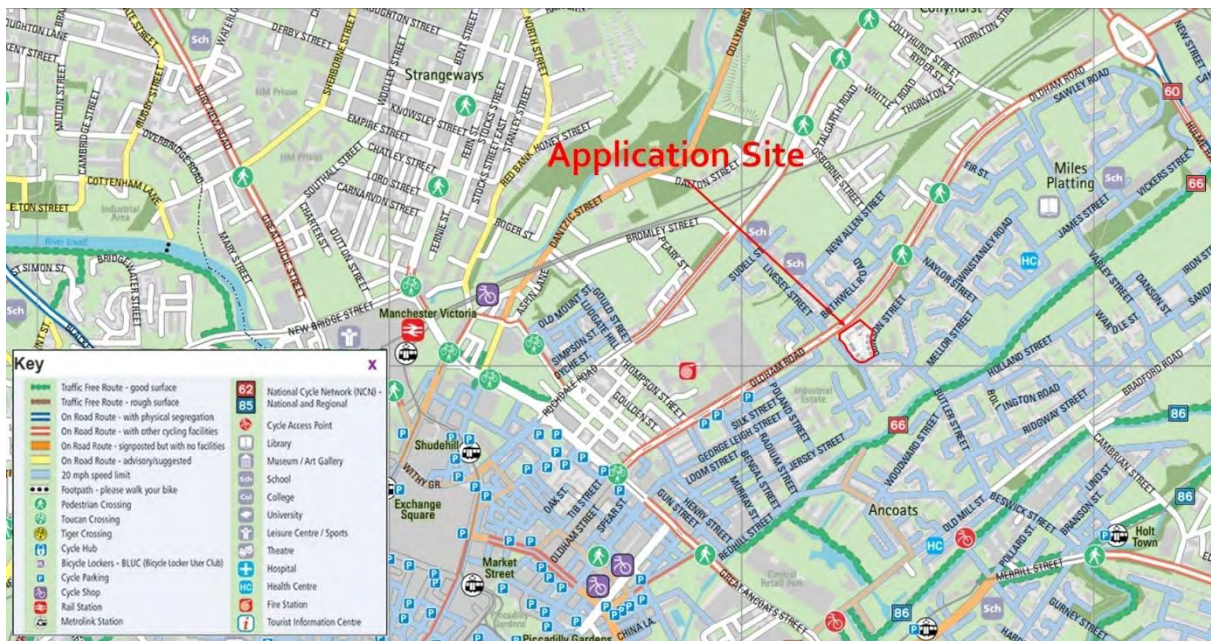


Figure 4.1 Cycle Network Route Map (Taken from <https://tfgm.com/cycling/cycle-maps>)

## 4.4 Access by Bus

- 4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.
- 4.4.2 The nearest bus stop is located to the southwest of the site on Butler Street (Oldham Road), with a walking distance of 85-metres (around 1-minutes walking time) from the centre of the site. This southbound stop consists of a bus stop lay-by, bus stop flag fixed to a street lighting column, steel shelter with seating, passing services and bus timetable information.



- 4.4.3 An additional (northbound) stop is also provided along the Butler Street (Garforth Avenue), located 270-metres (around 3-minutes walking time) and Oldham Road (Butler Street), located 290-metres (around 4-minutes walking time) from the centre of the application site.
- 4.4.4 The Butler Street (Garforth Avenue) stop is provided with a bus stop pole with passing service information. The Oldham Road stops are equipped with a bus stop lay-by, bus stop flag fixed to a street lighting columns, steel shelters with seating, passing services and bus timetable information in both directions of travel.
- 4.4.5 The bus stop locations are shown on **Plan 3**.
- 4.4.6 Bus service frequencies and start and finish times passing the proposed site are summarised in **Appendix 1**. Residents of the proposed development will have access to 48no. bus services per hour along 8no. routes throughout the day on weekdays, between 00:09 in the morning and 23:55 on weekdays. 48no. services per hour pass the site along 7no. routes throughout the day on Saturdays between 00:09 and 23:55, with 14no. services per hour throughout Sunday on 5no. routes also between 00:09 and 23:55.
- 4.4.7 This is an excellent level of service and facilitating residents to commute, and for visitors to travel by bus.
- 4.4.8 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.6** below.

| Destination                    | Duration   |
|--------------------------------|------------|
| Piccadilly Gardens             | 8 Minutes  |
| Harpurhey Business Park        | 11 Minutes |
| Failsworth                     | 19 Minutes |
| Hollinwood                     | 25 Minutes |
| Royal Oldham Hospital          | 37 Minutes |
| Oldham West Street Bus Station | 44 Minutes |
| Oldham Mumps Interchange       | 44 Minutes |
| Shaw                           | 49 Minutes |
| Huddersfield                   | 65 Minutes |
| Rochdale Interchange           | 85 Minutes |

**Table 4.6 Example Bus Journey Times from the Site**

4.4.9 The above table demonstrates that bus journeys to Piccadilly Gardens Interchange take 8-minutes whilst bus journeys to Oldham take approximately 44-minutes and Rochdale, take approximately 85-minutes.

4.4.10 It is therefore concluded that the proposed development site is highly accessible by bus.

## 4.5 Accessibility by Rail

4.5.1 The proposed development site is located approximately 1,100-metres (within a 13-minute walking time) from Holt Town and New Islington Metrolink stops, from where direct Metrolink tram services are available to Ashton-under-Lyne, Manchester City



Centre, Eccles and Media City on a 6-minute frequency between 05:26 and 00:42.

- 4.5.2 Trams from Ashton-under-Lyne connect with other services to Bury, Rochdale, Altrincham and Manchester Airport at Piccadilly Gardens/Market Street and St. Peters Square.
- 4.5.3 Regional and national rail services are available at Manchester Victoria station, located 1,600m (around 19-minutes walking time) from the proposed development site.
- 4.5.4 Manchester Victoria has six platforms managed by Northern providing the following services:
- 1 train per hour (tph) to Southport (via Bolton);
  - 3tph to Wigan Wallgate via Atherton; one continues to Kirkby;
  - 1tph to Preston (not evenings; extended to Blackpool North on Sundays);
  - 1tph to Chester via Warrington Bank Quay;
  - 2tph to Blackburn via Bolton, 1tph continues to Clitheroe;
  - 2tph to Liverpool Lime Street (express - limited stopping service also operates);
  - 2tph to Manchester Airport;
  - 2tpd to Ellesmere Port (except Saturdays);
  - 1tpd to Edinburgh Waverley (Sundays only);
  - 2tph to Rochdale calling at all stations;
  - 3tph to Leeds via Rochdale, then 2 via Bradford Interchange & 1 via Brighouse;



- 1tph to Blackburn via Rochdale & Todmorden;
- 2tph to Stalybridge (stopping);
- 1tph to Scarborough via Leeds;
- 1tph to Newcastle via Leeds;
- 1tph to Edinburgh via Leeds and Newcastle; and
- 1tph to Redcar Central via Leeds.

4.5.5 Manchester Piccadilly station is located 1,700-metres (around 22-minutes walking time) from the centre of the site.

4.5.1 The station is managed by Network Rail and has 14 platforms, offering the following services:

- Local train services to stations in the Manchester area, primarily to destinations south and east of the city in Cheshire or Derbyshire and beyond. These include Hadfield, Glossop, Marple, Rose Hill Marple, New Mills Central, Sheffield via New Mills Central, Hazel Grove, Buxton, Crewe via Stockport or Manchester Airport, Stoke-on-Trent via Macclesfield, and Chester via Altrincham and Northwich.
- Services operate to the north and west to Liverpool Lime Street via St Helens Junction or Warrington Central, Preston via Bolton and Southport via Wigan Wallgate. along with a number of through trains to Barrow-in-Furness and Windermere via Lancaster.
- Hourly services via Chester and the North Wales Coast Line to Llandudno, calling at Manchester Oxford Road, Newton-le-Willows, Earlestown, Warrington Bank Quay, Runcorn East, Frodsham, Helsby, Chester, Shotton, Flint, Prestatyn, Rhyl,



Abergele & Pensarn, Colwyn Bay, Llandudno Junction and Deganwy. Two trains per day run to Holyhead on weekdays only.

- Hourly services operate via Crewe, Shrewsbury and the Welsh Marches Line to Cardiff Central, with services continuing to Carmarthen or Milford Haven. There are once daily services to Tenby & Pembroke Dock and to Fishguard Harbour.
- Hourly services to Bournemouth calling at Stockport, Macclesfield, Stoke-on-Trent, Stafford, Wolverhampton, Birmingham New Street, Birmingham International, Coventry, Leamington Spa, Banbury, Oxford, Reading, Basingstoke, Winchester, Southampton Airport Parkway, Southampton Central, and Brockenhurst.
- Hourly services to Bristol Temple Meads call at Stockport, Macclesfield, Stoke-on-Trent, Wolverhampton, Birmingham New Street, Cheltenham Spa and Bristol Parkway. Some services continue to Exeter St David's, Plymouth or Paignton.
- An hourly service from Liverpool Lime Street via Piccadilly to Sheffield and Nottingham, with most trains continuing to Norwich.
- A half-hourly service to York via Manchester Victoria, Huddersfield and Leeds, with trains running through to either Newcastle or Redcar Central. There is also an hourly train to Hull via Huddersfield and Leeds, with an hourly stopping service to Huddersfield. There are two trains to Manchester Airport on the North route.
- The South Trans Pennine route runs from Manchester Airport via Piccadilly to Sheffield and Cleethorpes, operating hourly.
- The Trans Pennine North West route has an hourly service to Edinburgh Waverley or Glasgow Central via Preston. In the opposite direction, this continues to

Manchester Airport.

4.5.2 Three trains per hour to London Euston, two via Stoke-on-Trent and one via Crewe as part of the InterCity West Coast franchise.

4.5.3 It is therefore concluded that the proposed development site is highly accessible by rail.

## 4.6 Accessibility Summary

4.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed residential development.

4.6.2 The above section has demonstrated that the proposed development can be accessed by a variety of travel modes, and as such would accord with local and national planning policy guidance.

4.6.3 The following conclusions can be drawn from this section of the report:

- It has been demonstrated that there are numerous amenities within a short walk of the proposed development site;
- Pedestrian and cycle access to the site can be considered as being good with extensive existing infrastructure located in the vicinity of the site;
- The site is highly accessible by bus, with access to up to 94 bus services per hour operating in the immediate vicinity of the site;
- Additionally, Holt Town and New Islington Metrolink stops are accessible within a 15-minute walk, providing opportunities for tram travel to and from the development site and Manchester Victoria railway station is accessible within a 19-minute walk and Manchester Piccadilly is accessible within a 22-minute



walking time of the development site.

- 4.6.4 In light of the above, it is considered the site is highly accessible by non-car modes, which would assist in promoting a choice of travel modes other than the private car.

## 5 TRAFFIC IMPACT ASSESSMENT

### 5.1 Introduction

- 5.1.1 Having established that the development site is accessible by modes of transport other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

### 5.2 Assessment Criteria

- 5.2.1 Given the proposed residential land use, it is assumed reasonable to consider the AM and PM weekday peak hours, as being those with the greatest impact on the local highway network.

### 5.3 Proposed Development

- 5.3.1 As previously stated, it is proposed to develop the site for approximately 43 dwellings.
- 5.3.2 In order to forecast the number of trips which the new residential development is forecast to generate the TRICS database has been utilised for all 'Houses – privately owned' and 'Flats – privately owned' sites of between 6 and 40 houses and 6 and 30 flats, excluding those sites in London and Ireland. The TRICS outputs are contained within **Appendix 2**.
- 5.3.3 The peak hour trip rates and forecast people-trip generation based on the provision of 43 dwellings are summarised within **Table 5.1**.

| Dwelling | Time        | Person Trip Rate |       | Person Trip Generation |     |       |
|----------|-------------|------------------|-------|------------------------|-----|-------|
|          |             | Arr              | Dep   | Arr                    | Dep | 2-Way |
| Houses   | 08:00-09:00 | 0.198            | 0.744 | 5                      | 18  | 23    |
|          | 17:00-18:00 | 0.592            | 0.258 | 14                     | 6   | 20    |
| Flats    | 08:00-09:00 | 0.102            | 0.512 | 2                      | 10  | 12    |
|          | 17:00-18:00 | 0.432            | 0.202 | 8                      | 4   | 12    |

**Table 5.1 - Forecast Person-Trip Generation of Proposed Residential Development**

- 5.3.4 It can be seen that the development is forecast to generate up to 35 two-way person trips during the morning peak and 32 two-way person-trips during the evening peak, equating to approximately one person-trip every two minutes.
- 5.3.5 In order to convert the person-trips listed in Table 5.1 into vehicle trips, National Census Journey to Work (JtW) data has been used. Due to the site being located on the boundary of the E02001057: Manchester 013 (2011 super output area - middle layer (MSOA)) and E02006902: Manchester 054 MSOA's, data from both areas has been combined as summarised in **Table 5.2** below.

| Mode                                   | Manchester 013 |     | Mode Split<br>Manchester 054 |     | Combined    |             |
|----------------------------------------|----------------|-----|------------------------------|-----|-------------|-------------|
|                                        |                |     |                              |     |             |             |
| Work mainly at or from home            | 0              | 0%  | 0                            | 0%  | 0           | 0%          |
| Underground, metro, light rail or tram | 97             | 3%  | 166                          | 5%  | 263         | 4%          |
| Train                                  | 200            | 6%  | 260                          | 8%  | 460         | 7%          |
| Bus, minibus or coach                  | 663            | 20% | 474                          | 14% | 1137        | 17%         |
| Taxi                                   | 19             | 1%  | 10                           | 0%  | 29          | 0%          |
| Motorcycle, scooter or moped           | 11             | 0%  | 7                            | 0%  | 18          | 0%          |
| Driving a car or van                   | 1017           | 30% | 606                          | 18% | 1623        | 24%         |
| Passenger in a car or van              | 116            | 3%  | 50                           | 2%  | 166         | 2%          |
| Bicycle                                | 125            | 4%  | 87                           | 3%  | 212         | 3%          |
| On foot                                | 1116           | 33% | 1640                         | 50% | 2756        | 41%         |
| Other method of travel to work         | 5              | 0%  | 13                           | 0%  | 18          | 0%          |
| <b>TOTAL</b>                           | <b>3369</b>    |     | <b>3313</b>                  |     | <b>6682</b> | <b>100%</b> |

Table 5.2 Manchester 013 and 054 MSOA Modal Split Data

- 5.3.6 It can be seen in the above table that 24% of people travelling to the work at the site, will drive a car.
- 5.3.7 Table 5.3 below applies the percentage 'Driving a car' to derive the vehicle trips generated by the proposed development.

| Dwelling | Time        | Person Trips |     | Vehicle Trip Generation |     |       |
|----------|-------------|--------------|-----|-------------------------|-----|-------|
|          |             | Arr          | Dep | Arr                     | Dep | 2-Way |
| Houses   | 08:00-09:00 | 5            | 18  | 1                       | 5   | 7     |
|          | 17:00-18:00 | 14           | 6   | 4                       | 2   | 6     |
| Flats    | 08:00-09:00 | 2            | 10  | 1                       | 3   | 4     |
|          | 17:00-18:00 | 8            | 4   | 2                       | 1   | 4     |
| TOTAL    | 08:00-09:00 | 7            | 28  | 2                       | 8   | 10    |
|          | 17:00-18:00 | 21           | 10  | 6                       | 3   | 9     |

Table 5.3 Proposed Development Vehicle Trips

- 5.3.8 Table 5.3 demonstrates the proposed development will generate ten two-way vehicle trips during the morning and nine two-way trips during the evening peak hours, equating to an average of one trip every six minutes during the peak periods.

## 5.4 Development Traffic Distribution

- 5.4.1 In order to assess the impact of the proposed development on the local highway network, a gravity distribution model has been developed using 2011 National Census MSOA Journey to Work (JtW) data.
- 5.4.2 The development distribution is listed in **Table 5.4** below, the gravity model is included in **Appendix 3**.

| Zone         | Link                      | Distribution |             |
|--------------|---------------------------|--------------|-------------|
| 1            | Butler Street             | 990          | 61%         |
| 2            | Gunson Street             | 0            | 0%          |
| 3            | Naylor Street             | 0            | 0%          |
| 4            | Mellor Street             | 0            | 0%          |
| 5            | Site Access Road          | -            | 100%        |
| 6            | A665 Great Ancoats Street | 0            | 0%          |
| 7            | Old Mill Street           | 158          | 10%         |
| 8            | A62 Oldham Road (East)    | 157          | 10%         |
| 9            | A62 Oldham Road (West)    | 134          | 8%          |
| 10           | Livesey Street            | 184          | 11%         |
| <b>TOTAL</b> |                           | <b>1623</b>  | <b>100%</b> |

**Table 5.4 – Development Traffic Distribution**

- 5.4.3 The morning and evening peak hour trip generation was then multiplied by the percentage distribution calculated in the gravity model, at the locations illustrated in **Figure 5.1** below, to produce the peak hour trip distribution listed in **Table 5.5** below.



Figure 5.1 – Development Traffic Distribution Locations

| Link               | AM Peak |     |       | PM Peak |     |       |
|--------------------|---------|-----|-------|---------|-----|-------|
|                    | Arr     | Dep | 2-Way | Arr     | Dep | 2-Way |
| Butler Street      | 1       | 5   | 6     | 4       | 2   | 6     |
| Gunson Street      | 0       | 0   | 0     | 0       | 0   | 0     |
| Naylor Street      | 0       | 0   | 0     | 0       | 0   | 0     |
| Mellor Street      | 0       | 0   | 0     | 0       | 0   | 0     |
| Site Access Road   | 2       | 8   | 10    | 7       | 3   | 10    |
| A665 Great Ancoats | 0       | 0   | 0     | 0       | 0   | 0     |
| Old Mill Street    | 0       | 1   | 1     | 1       | 0   | 1     |
| A62 Oldham Road    | 0       | 1   | 1     | 1       | 0   | 1     |
| A62 Oldham Road    | 0       | 1   | 1     | 1       | 0   | 1     |
| Livesey Street     | 0       | 1   | 1     | 1       | 0   | 1     |

Table 5.5 – Development Traffic Peak Hour Distribution

## 5.5 Capacity Assessments

- 5.5.1 To establish if there is a requirement to undertake any capacity assessments, the impact of the proposals in percentage terms has firstly been considered.
- 5.5.2 As demonstrated in Table 5.3, the residential development is forecast to generate up to ten two-way trips in the AM and PM peak hours, equating to approximately one trip every six-minutes during the peak periods.
- 5.5.3 Given the forecast trip generation and associated impacts, it is considered that this level of additional traffic will not have any material impact on the operation of the local highway network.
- 5.5.4 Once the traffic associated with the development is dispersed across the network, the impact will be minimal.
- 5.5.5 As such, no further technical analysis has been undertaken as part of this assessment.

## 5.6 Capacity Assessments Summary

- 5.6.1 This section of the Report has considered the impact of the proposal in transport terms.
- 5.6.2 The consideration of the impact of the proposals is considered to be robust and has demonstrated that the increase in traffic would be within the normal variation of daily traffic flows.
- 5.6.3 As such, it is considered that the predicted level of traffic can be accommodated onto the local highway network.
- 5.6.4 On that basis, it can be assumed that the impact of the proposals on the local highway network would be negligible.

## 6 ROAD SAFETY

### 6.1 Accident Analysis

6.1.1 In order to consider the potential impact of the development on road safety, a brief review of the Crashmap website ([www.crashmap.co.uk](http://www.crashmap.co.uk)) has been undertaken. The information provided on the website covered the five-year period 2015 to 2019 in the vicinity of the development site. The Crashmap personal injury accident data is contained within **Appendix 4**.

6.1.2 According to the data provided there have been fifteen recorded accidents within the study area, as identified in **Figure 6.1** below.



Figure 6.1 – Location of Accidents in the vicinity of the Site

6.1.3 **Table 6.1** below, contains a summary analysis of highway accidents in the vicinity of the proposed development site.

| Date       | Severity | Light Conditions  | Weather | Road Conditions | Manoeuvre                                                                              |
|------------|----------|-------------------|---------|-----------------|----------------------------------------------------------------------------------------|
| 06/08/2015 | Slight   | Daylight          | Fine    | Dry             | Rear shunt                                                                             |
| 23/01/2016 | Slight   | Daylight          | Fine    | Dry             | Vehicle struck nearside of second vehicle                                              |
| 10/09/2016 | Slight   | Dark: Streets lit | Raining | Wet/Damp        | Taxi struck nearside of right-turning vehicle                                          |
| 26/11/2016 | Slight   | Dark: Streets lit | Fine    | Dry             | Right-turning vehicle struck front of passing taxi                                     |
| 22/12/2016 | Slight   | Daylight          | Fine    | Wet/Damp        | Pedal cycle struck nearside of left turning HGV                                        |
| 07/07/2017 | Slight   | Daylight          | Fine    | Dry             | Vehicle moving off, struck rear of second vehicle                                      |
| 19/07/2017 | Serious  | Daylight          | Fine    | Dry             | Vehicle struck nearside of stationary LGV and offside of third vehicle                 |
| 25/01/2018 | Slight   | Daylight          | Fine    | Dry             | Nearside of vehicle struck front of second passing vehicle                             |
| 24/06/2018 | Slight   | Daylight          | Fine    | Dry             | Vehicle struck front of left-turning vehicle                                           |
| 07/07/2018 | Slight   | Daylight          | Fine    | Dry             | Vehicle struck pedestrian using pedestrian crossing during pedestrian phase            |
| 07/07/2018 | Slight   | Daylight          | Fine    | Dry             | Vehicle struck pedestrian crossing carriageway over 50m from pedestrian crossing point |
| 02/12/2018 | Slight   | Daylight          | Fine    | Dry             | Cycle struck nearside of left turning vehicle                                          |
| 13/09/2019 | Serious  | Daylight          | Fine    | Dry             | Vehicle struck offside of second vehicle moving off                                    |
| 09/10/2019 | Serious  | Dark: Streets lit | Raining | Wet/Damp        | Vehicle struck pedestrian crossing carriageway over 50m from nearest crossing point    |
| 21/12/2019 | Slight   | Daylight          | Fine    | Dry             | Vehicle struck nearside of second vehicle waiting to turn right                        |

**Table 6.1 – Summary Accident Data Review**



- 6.1.4 Of the fifteen recorded accidents, two incidents involved vehicles striking the rear of stationary vehicles. No common infrastructure design issues have been identified in connection with these accidents. It is possible that a failure to observe other road-users and the misjudgement of available road space may have been contributory factors. No mitigation measures have been identified.
- 6.1.5 A further two incidents involved turning vehicles striking the nearside of passing/stationary vehicles. Again, no common infrastructure-related contributory factors are identified in connection with these accidents. It is possible that a failure to observe other road users and the misjudgement of available road space may be a common contributory factor in each of these incidents and consequently, no mitigation measures are identified.
- 6.1.6 Two accidents involved cycles striking the nearside of left-turning vehicles. Again, no infrastructure-related issues have been identified in connection with each incident, though it is possible a failure to observe other road users could have been a contributory factor in these accidents. Due to the nature of these incidents, no mitigation measures have been identified.
- 6.1.7 A further two incidents involved vehicles striking pedestrians crossing the carriageway at locations over 50-metres from the nearest crossing point. Both of these incidents occurred on the Oldham Road arm of the Oldham Road/Butler Street/Livesey Street junction.
- 6.1.8 No infrastructure-related issues have been identified in connection with these incidents due to this junction being provided with crossing points equipped with guard rails, pedestrian crossing call buttons, dropped kerbs and tactile pavers at each crossing point across each of the approach arms. Due to the nature of this type of accident and the provision of crossing facilities, no mitigation measures have been identified.



- 6.1.9 Of the remaining seven accidents, the first involved a Taxi striking the nearside of a right-turning vehicle. No infrastructure-related issues have been identified in connection with this solitary incident, though a failure to observe other road users, the misjudgement of available road space during dark lighting conditions, though street lighting was present and lit, and failure to drive to suit the wet road conditions, may have been contributory factors. Due to the singular nature of this accident, no mitigation measures have been identified.
- 6.1.10 The second incident involved a vehicle striking the front of a right-turning taxi. Again, no infrastructure-related issues have been identified in connection with this solitary incident, though a failure to observe other road users and the misjudgement of available road space during dark lighting conditions, though street lighting was present and lit may have been contributory factors. Again, due to the singular nature of this accident, no mitigation measures have been identified.
- 6.1.11 The third accident involved a vehicle striking the nearside of a stationary LGV and the offside of a third vehicle. It is noted that the accident also involved a fourth vehicle performing a reversing manoeuvre in the carriageway. No infrastructure-related issues have been identified in connection with this single incident, though it is possible a failure to observe other road-users, speed and the reversing vehicle may have been contributory factors. Due to the singular nature of this accident, no mitigation measures have been identified.
- 6.1.12 The fourth incident involved the nearside of a vehicle striking the front of a passing vehicle. Again, no infrastructure-related issues have been identified in connection with this solitary incident, though a failure to observe other road users and the misjudgement of available road space may have been contributory factors. Due to the singular nature of this incident, no mitigation measures have been identified.

- 6.1.13 The fifth accident involved a vehicle striking the front of a left-turning vehicle. Again, no infrastructure-related issues have been identified in connection with this single accident, though a failure to observe other road users and the misjudgement of available road space may have been contributory factors. Due to the singular nature of this incident, no mitigation measures have been identified.
- 6.1.14 The sixth incident involved a vehicle striking a pedestrian crossing the carriageway at a crossing point during the pedestrian phase. This accident occurred during daylight, fine weather and dry road conditions at a signalised crossing point. No infrastructure-related issues have been identified in connection with this solitary incident though a failure to observe road other road users, a failure to observe traffic signals and speed may have been contributory factors. Due to the single occurrence of this type of incident, no mitigation measures have been identified.
- 6.1.15 The final accident involved a vehicle striking the offside of a second vehicle that was moving off. Again, no infrastructure-related issues have been identified in connection with this single accident, though a failure to observe other road users may have been a contributory factor. Again, due to the single occurrence of this type of accident, no mitigation measures have been identified.

## 6.2 Accident Summary

- 6.2.1 The data reviewed has not identified any untypical accidents.
- 6.2.2 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts.
- 6.2.3 The data reviewed has demonstrated that there are no particular road safety issues in the vicinity of the site.



- 6.2.4 It is not considered that the proposals will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.

## 7 CONCLUSIONS

7.1.1 Croft have been instructed to advise on the traffic and transport aspects of a proposed residential development on land off Butler Street/Gunson Street in Miles Platting in Manchester.

7.1.2 The following conclusions can be drawn with regard to the proposed development:

- The application site is highly accessible by non-car travel modes, such as walking and cycling.
- The site is also highly accessible by public transport with bus and Metrolink tram stops within easy walking distance of the site, offering direct services to a range of destinations including Manchester city centre, Salford Quays, Rochdale, Oldham and Ashton-under-Lyne.
- Opportunities also exist for residents to travel by rail with Holt Town and New Islington Metrolink stops being located 1,100-metres, Manchester Victoria railway station located 1,600-metres and Manchester Piccadilly railway station being located 1,700-metres walking distance from the site, providing services to destinations such as Eccles, Ashton-under-Lyne, Blackpool, Leeds, Liverpool, Media City and Rochdale.
- The site can be accessed in a safe and efficient manner with access points designed in accordance with current design guidelines.
- The traffic impact assessment indicate that the proposed development would be able to be accommodated on the local highway network and would not result in a material impact on the local highway network.



- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.

7.1.3 In conclusion, the proposals will provide a sustainable development in transport terms and planning permission should be granted in accordance with the National Planning Policy Framework.

## PLANS

Plan 1

Map 1 shows a residential area in Oldham, Greater Manchester. The map includes a north arrow and a legend indicating the 'SITE LOCATION' (highlighted in red). The site is located on Butler Lane, between Gunson Street and Rodney Street, and is bounded by Oldham Road (A62) to the north and Jersey Street to the south. The map also shows the 'PW Education Facility' and various other streets and landmarks in the area.

|                                                        |          |          |          |          |                                                                                                                                                                                                                                                                                                  |  |           |   |
|--------------------------------------------------------|----------|----------|----------|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------|---|
| CLIENT:                                                |          |          |          |          | Croft Transport Planning & Design<br>340 Deansgate<br>Manchester<br>M3 4LY<br><br>Email: <a href="mailto:info@croftts.co.uk">info@croftts.co.uk</a><br>Tel: 0161 837 7380<br>Web: <a href="http://www.eddisons.com/services/transport-planning">www.eddisons.com/services/transport-planning</a> |  |           |   |
| DRAWING TITLE:                                         |          |          |          |          | DRAWING NUMBER: 3237-01 <table border="1" style="float: right;"> <tr> <td>REVISION:</td> <td>-</td> </tr> </table>                                                                                                                                                                               |  | REVISION: | - |
| REVISION:                                              | -        |          |          |          |                                                                                                                                                                                                                                                                                                  |  |           |   |
| LOVELL<br><br>MILES PLATTING CELL 3.1<br>SITE LOCATION |          |          |          |          |  Incorporating<br>Croft                                                                                                                                                                                     |  |           |   |
| DRAWN:                                                 | DATE:    | CHECKED: | DATE:    | SCALES:  |                                                                                                                                                                                                                                                                                                  |  |           |   |
| LG                                                     | 16.12.20 | LW       | 16.12.20 | NTS @ A4 |                                                                                                                                                                                                                                                                                                  |  |           |   |

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Plan 2

Oldham Road

Gunson Street

Butler Street

Schedule of Accommodation

| House Type          | No. of Units | Area (m²) | Area (ft²) |
|---------------------|--------------|-----------|------------|
| 3B5P (HT01)         | 11           | 101.6     | 1094       |
| 4B6P (HT02)         | 1            | 116.4     | 1253       |
| 4B5P (HT03)         | 10           | 124.4     | 1339       |
| 4B7P (HT04)         | 2            | 124.4     | 1339       |
| Total no. of houses | 24           |           |            |

| Flat Type          | No. of Units | Area (m²) | Area (ft²) |
|--------------------|--------------|-----------|------------|
| 2 Bedroom APT01    | 15           | 70.2      | 756        |
| 2 Bedroom APT02    | 4            | 76.4      | 822        |
| Total no. of flats | 19           |           |            |

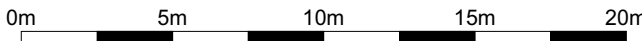
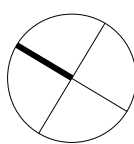
|                        |        |
|------------------------|--------|
| TOTAL NO. OF DWELLINGS | 43     |
| DENSITY                | 54 DPH |

The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works. Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.

Do not scale drawing. Figured dimensions to be worked to in all cases.

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record

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| Rev | Date     | Description                                |
|-----|----------|--------------------------------------------|
| -   | 07/12/20 | First Issue                                |
| A   | 17/12/20 | Site layout revised as per client feedback |
| B   | 18/12/20 | Revised layout following client feedback   |

| Dwn | Ckd |
|-----|-----|
| SJ  | GIL |
| SJ  | GIL |
| SJ  | GIL |

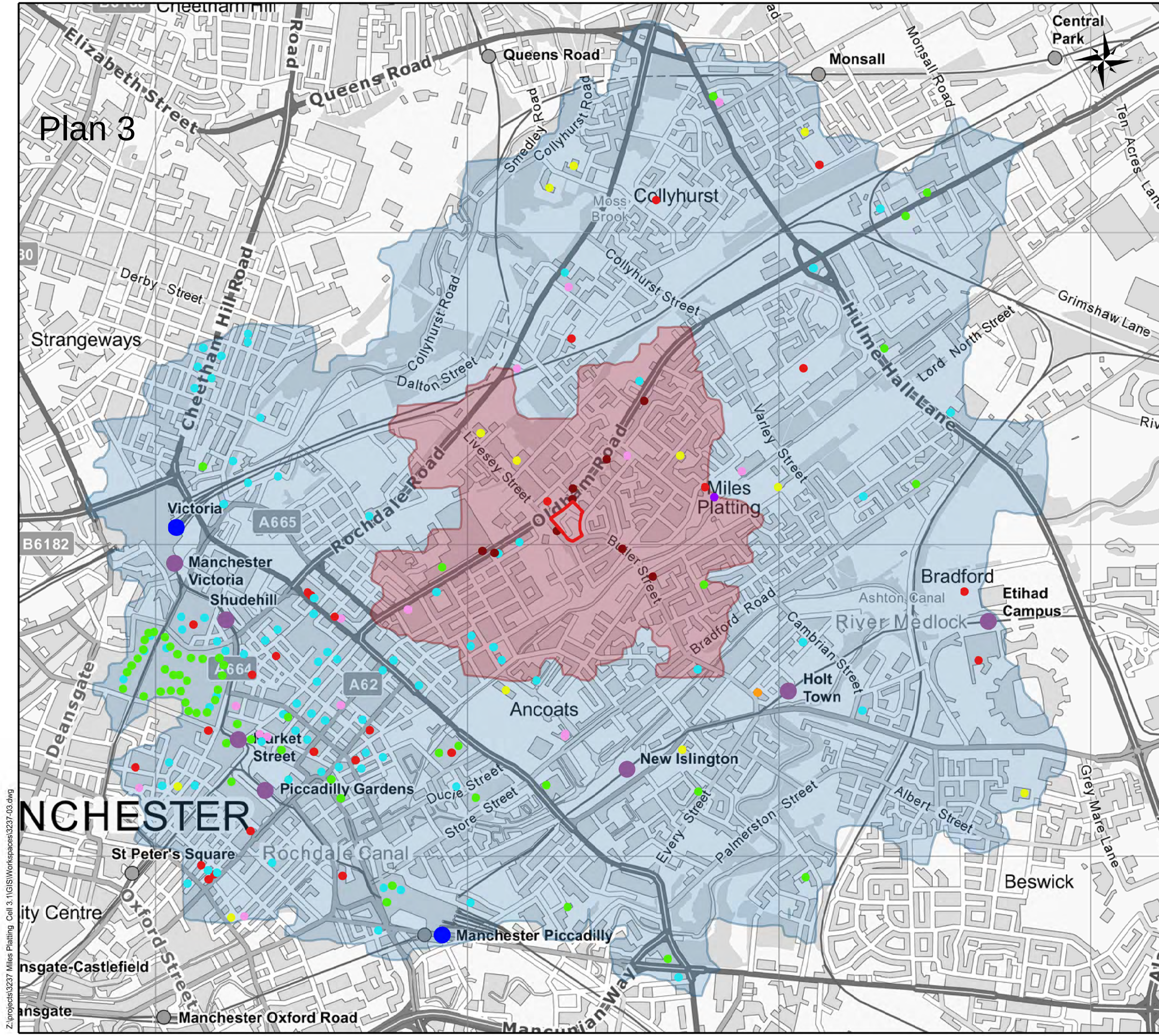
| Drawn      | SJ       |
|------------|----------|
| Checked    | GIL      |
| Date       | DEC 2020 |
| Scale @ A1 | 1 : 250  |

Cell 3.1, Miles Platting  
Proposed Site Plan

AA6770-2004  
REV B  
FOR COMMENT

PRP

prp-co.uk  
Manchester  
0161 242 8950



### NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Train Station
- Metrolink
- Nearest Bus Stops
- Post Office
- Library
- Retail
- Cafe/Takeaway/Public House
- Education
- Healthcare/Medical
- Sport/Leisure

|                                                                                                                                                                                                                                                                                                |         |          |         |              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|----------|---------|--------------|
| REV                                                                                                                                                                                                                                                                                            | DETAILS | DRAWN    | CHECKED | DATE         |
| CLIENT: <b>LOVELL</b>                                                                                                                                                                                                                                                                          |         |          |         |              |
| PROJECT: <b>MILES PLATTING CELL 3.1</b>                                                                                                                                                                                                                                                        |         |          |         |              |
| DRAWING TITLE: <b>800M &amp; 2KM PEDESTRIAN CATCHMENT WITH AMENITIES</b>                                                                                                                                                                                                                       |         |          |         |              |
| SCALES: <b>NTS @ A3</b>                                                                                                                                                                                                                                                                        |         |          |         |              |
| DRAWN:                                                                                                                                                                                                                                                                                         | LG      | CHECKED: | LW      | DATE: DEC 20 |
| Croft Transport Planning & Design<br>340 Deansgate<br>Manchester<br>M3 4LY<br><br>Email: <a href="mailto:info@crofts.co.uk">info@crofts.co.uk</a><br>Tel: 0161 837 7380<br>Web: <a href="http://www.eddisons.com/services/transport-planning">www.eddisons.com/services/transport-planning</a> |         |          |         |              |
| DRAWING NUMBER: <b>3237-03</b>                                                                                                                                                                                                                                                                 |         |          |         | REVISION: -  |

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Z:\projects\3237 Miles Platting Cell 3.1\GIS\Workspaces\3237-03.dwg

## APPENDICES

## **APPENDIX 1**

### **Bus Services Frequencies and Times**

| Service No. | Route                                            | Monday - Friday |             |             | Saturday   |             |             | Sunday   | Weekday |       | Saturday |       | Sunday |       |
|-------------|--------------------------------------------------|-----------------|-------------|-------------|------------|-------------|-------------|----------|---------|-------|----------|-------|--------|-------|
|             |                                                  | <08:00          | 08:00-17:00 | 17:00>      | <08:00     | 08:00-17:00 | 17:00>      |          | Start   | Stop  | Start    | Stop  | Start  | Stop  |
| 74          | Oldham - Piccadilly Gardens                      | 2 services      | 5 services  | -           | -          | -           | -           | -        | 07:29   | 09:28 | -        | -     | -      | -     |
|             | Piccadilly Gardens - Oldham                      | -               | 30 mins     | 2 services  | -          | -           | -           | -        | 15:01   | 17:32 | -        | -     | -      | -     |
| 76          | Oldham - Piccadilly Gardens                      | 7 services      | 10 mins     | 16 services | 4 services | 10 mins     | 18 services | 30 minns | 04:43   | 23:37 | 06:17    | 23:37 | 06:37  | 22:37 |
|             | Piccadilly Gardens - Oldham                      | 8 services      | 10 mins     | 16 services | 2 services | 10 mins     | 17 services | 30 mins  | 05:31   | 23:56 | 06:46    | 23:56 | 06:55  | 22:56 |
| 76A         | Oldham - Piccadilly Gardens                      | -               | 60 mins     | 2 services  | -          | 60 mins     | 2 services  | -        | 09:48   | 18:50 | 08:47    | 18:47 | -      | -     |
|             | Piccadilly Gardens - Oldham                      | -               | 60 mins     | 2 services  | -          | 60 mins     | 2 services  | -        | 09:11   | 19:11 | 09:11    | 19:26 | -      | -     |
| 83          | Piccadilly Gardens - Oldham                      | 13 services     | 10 mins     | 20 services | 8 services | 10 mins     | 19 services | 30 mins  | 00:09   | 23:09 | 00:09    | 23:09 | 00:09  | 23:09 |
|             | Oldham - Piccadilly Gardens                      | 11 services     | 10 mins     | 20 services | 8 services | 10 mins     | 19 services | 30 mins  | 04:40   | 23:55 | 05:05    | 23:55 | 06:19  | 23:55 |
| 84          | Huddersfield - Piccadilly Gardens                | 15 services     | 10 mins     | 19 services | 9 services | 10 mins     | 19 services | 20 mins  | 04:55   | 23:25 | 05:20    | 23:25 | 06:31  | 23:25 |
|             | Piccadilly Gardenns - Huddersfield               | 11 services     | 10 mins     | 21 services | 8 services | 10 mins     | 21 services | 20 mins  | 05:09   | 23:39 | 05:34    | 23:29 | 06:52  | 23:39 |
| 114         | Middleton - Piccadilly Gardens                   | 3 services      | 20 mins     | 8 services  | 2 services | 30 mins     | 6 services  | 60 mins  | 06:34   | 22:23 | 06:47    | 22:23 | 09:59  | 23:01 |
|             | Piccadilly Gardens - Middleton                   | 2 services      | 20 mins     | 8 services  | 1 service  | 30 mins     | 6 services  | 60 mins  | 06:50   | 23:31 | 07:01    | 22:31 | 10:17  | 22:16 |
| 181         | Shaw - Piccadilly Gardens                        | 5 services      | 60 mins     | 2 services  | 2 services | 60 mins     | 1 service   | -        | 04:44   | 18:01 | 06:44    | 17:01 | -      | -     |
|             | Piccadilly Gardens - Shaw                        | 3 services      | 60 mins     | 2 services  | 1 service  | 60 mins     | 1 service   | -        | 06:11   | 18:48 | 07:30    | 17:17 | -      | -     |
| 182         | Piccadilly Gardens - Rochdale Interchange        | 4 services      | 60 mins     | 8 services  | 2 services | 60 mins     | 7 services  | 60 mins  | 05:00   | 23:06 | 06:00    | 23:06 | 08:08  | 23:06 |
|             | Rochdale Interchanng - Piccadilly Gardens        | 3 services      | 60 mins     | 7 services  | 3 services | 60 mins     | 7 services  | 60 mins  | 05:42   | 22:52 | 05:44    | 22:52 | 07:52  | 22:52 |
| 726         | East Manchester Academy - Newton Heath           | 1 service       | -           | -           | -          | -           | -           | -        | 07:58   | 07:58 | -        | -     | -      | -     |
|             | East Manchester Academy - New Moston             | -               | 1 service   | -           | -          | -           | -           | -        | 14:45   | 14:45 | -        | -     | -      | -     |
| X84         | Carrcote - Manchester via Uppermill & Hollinwood | -               | 1 service   | -           | -          | -           | -           | -        | 08:18   | 08:18 | -        | -     | -      | -     |
|             | Manchester - Carrcote via Uppermill & Hollinwood | -               | -           | 1 service   | -          | -           | -           | -        | 17:15   | 17:15 | -        | -     | -      | -     |

## APPENDIX 2

### TRICS Output

Calculation Reference: AUDIT-851401-201209-1206

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | ES EAST SUSSEX                 | 3 days |
|    | HC HAMPSHIRE                   | 3 days |
|    | HF HERTFORDSHIRE               | 1 days |
|    | IW ISLE OF WIGHT               | 1 days |
|    | KC KENT                        | 6 days |
|    | SC SURREY                      | 2 days |
|    | WS WEST SUSSEX                 | 7 days |
| 03 | SOUTH WEST                     |        |
|    | DC DORSET                      | 1 days |
|    | DV DEVON                       | 3 days |
|    | SM SOMERSET                    | 3 days |
|    | WL WILTSHIRE                   | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | CA CAMBRIDGESHIRE              | 1 days |
|    | NF NORFOLK                     | 8 days |
|    | SF SUFFOLK                     | 4 days |
| 05 | EAST MIDLANDS                  |        |
|    | DS DERBYSHIRE                  | 1 days |
|    | LE LEICESTERSHIRE              | 1 days |
|    | LN LINCOLNSHIRE                | 2 days |
| 06 | WEST MIDLANDS                  |        |
|    | SH SHROPSHIRE                  | 2 days |
|    | ST STAFFORDSHIRE               | 2 days |
|    | WK WARWICKSHIRE                | 2 days |
|    | WM WEST MIDLANDS               | 2 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NE NORTH EAST LINCOLNSHIRE     | 2 days |
|    | NY NORTH YORKSHIRE             | 6 days |
|    | SY SOUTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | CH CHESHIRE                    | 4 days |
|    | LC LANCASHIRE                  | 1 days |
|    | MS MERSEYSIDE                  | 1 days |
| 09 | NORTH                          |        |
|    | CB CUMBRIA                     | 1 days |
|    | DH DURHAM                      | 3 days |
|    | TW TYNE & WEAR                 | 1 days |
| 10 | WALES                          |        |
|    | PS POWYS                       | 2 days |
|    | VG VALE OF GLAMORGAN           | 1 days |
| 11 | SCOTLAND                       |        |
|    | AG ANGUS                       | 1 days |
|    | FA FALKIRK                     | 2 days |
|    | HI HIGHLAND                    | 1 days |

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

Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 7 to 1817 (units: )  
 Range Selected by User: 6 to 40 (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 19/11/19

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

Selected survey days:

|           |         |
|-----------|---------|
| Monday    | 20 days |
| Tuesday   | 20 days |
| Wednesday | 16 days |
| Thursday  | 17 days |
| Friday    | 10 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 83 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                      | 8  |
| Suburban Area (PPS6 Out of Centre)       | 28 |
| Edge of Town                             | 36 |
| Neighbourhood Centre (PPS6 Local Centre) | 10 |
| Free Standing (PPS6 Out of Town)         | 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 | 71 |
| Village          | 8  |
| Out of Town      | 1  |
| No Sub Category  | 3  |

*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 83 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |         |
|------------------|---------|
| 1,000 or Less    | 2 days  |
| 1,001 to 5,000   | 12 days |
| 5,001 to 10,000  | 20 days |
| 10,001 to 15,000 | 20 days |
| 15,001 to 20,000 | 13 days |
| 20,001 to 25,000 | 7 days  |
| 25,001 to 50,000 | 9 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    | 12 days |
| 25,001 to 50,000   | 8 days  |
| 50,001 to 75,000   | 12 days |
| 75,001 to 100,000  | 16 days |
| 100,001 to 125,000 | 3 days  |
| 125,001 to 250,000 | 22 days |
| 250,001 to 500,000 | 10 days |

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

Car ownership within 5 miles:

|             |         |
|-------------|---------|
| 0.5 or Less | 1 days  |
| 0.6 to 1.0  | 23 days |
| 1.1 to 1.5  | 55 days |
| 1.6 to 2.0  | 4 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 | 19 days |
| No  | 64 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 | 83 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                                  |                             |                     |
|---|----------------------------------------------------------------------------------|-----------------------------|---------------------|
| 1 | AG-03-A-01<br>KEPTIE ROAD<br>ARBROATH                                            | BUNGALOWS / DET.            | ANGUS               |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 7                           |                     |
|   | Survey date: TUESDAY                                                             | 22/05/12                    | Survey Type: MANUAL |
| 2 | CA-03-A-05<br>EASTFIELD ROAD<br>PETERBOROUGH                                     | DETACHED HOUSES             | CAMBRIDGESHIRE      |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 28                          |                     |
|   | Survey date: MONDAY                                                              | 17/10/16                    | Survey Type: MANUAL |
| 3 | CB-03-A-05<br>MACADAM WAY<br>PENRITH                                             | DETACHED / TERRACED HOUSING | CUMBRIA             |
|   | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings:                | 50                          |                     |
|   | Survey date: TUESDAY                                                             | 21/06/16                    | Survey Type: MANUAL |
| 4 | CH-03-A-08<br>WHITCHURCH ROAD<br>CHESTER<br>BOUGHTON HEATH                       | DETACHED                    | CHESHIRE            |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 11                          |                     |
|   | Survey date: TUESDAY                                                             | 22/05/12                    | Survey Type: MANUAL |
| 5 | CH-03-A-09<br>GREYSTOKE ROAD<br>MACCLESFIELD<br>HURDSFIELD                       | TERRACED HOUSES             | CHESHIRE            |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 24                          |                     |
|   | Survey date: MONDAY                                                              | 24/11/14                    | Survey Type: MANUAL |
| 6 | CH-03-A-10<br>MEADOW DRIVE<br>NORTHWICH<br>BARNTON                               | SEMI-DETACHED & TERRACED    | CHESHIRE            |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 40                          |                     |
|   | Survey date: TUESDAY                                                             | 04/06/19                    | Survey Type: MANUAL |
| 7 | CH-03-A-11<br>LONDON ROAD<br>NORTHWICH<br>LEFTWICH                               | TOWN HOUSES                 | CHESHIRE            |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 24                          |                     |
|   | Survey date: THURSDAY                                                            | 06/06/19                    | Survey Type: MANUAL |
| 8 | DC-03-A-08<br>HURSTDENE ROAD<br>BOURNEMOUTH<br>CASTLE LANE WEST                  | BUNGALOWS                   | DORSET              |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 28                          |                     |
|   | Survey date: MONDAY                                                              | 24/03/14                    | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                          |                          |                     |             |
|----|------------------------------------------|--------------------------|---------------------|-------------|
| 9  | DH-03-A-01                               | SEMI DETACHED            |                     | DURHAM      |
|    | GREENFIELDS ROAD                         |                          |                     |             |
|    | BISHOP AUCKLAND                          |                          |                     |             |
|    | Suburban Area (PPS6 Out of Centre)       |                          |                     |             |
|    | Residential Zone                         |                          |                     |             |
|    | Total No of Dwellings:                   | 50                       |                     |             |
|    | Survey date: TUESDAY                     | 28/03/17                 | Survey Type: MANUAL |             |
| 10 | DH-03-A-02                               | MIXED HOUSES             |                     | DURHAM      |
|    | LEAZES LANE                              |                          |                     |             |
|    | BISHOP AUCKLAND                          |                          |                     |             |
|    | ST HELEN AUCKLAND                        |                          |                     |             |
|    | Neighbourhood Centre (PPS6 Local Centre) |                          |                     |             |
|    | Residential Zone                         |                          |                     |             |
|    | Total No of Dwellings:                   | 125                      |                     |             |
|    | Survey date: MONDAY                      | 27/03/17                 | Survey Type: MANUAL |             |
| 11 | DH-03-A-03                               | SEMI-DETACHED & TERRACED |                     | DURHAM      |
|    | PILGRIMS WAY                             |                          |                     |             |
|    | DURHAM                                   |                          |                     |             |
|    | Edge of Town                             |                          |                     |             |
|    | Residential Zone                         |                          |                     |             |
|    | Total No of Dwellings:                   | 57                       |                     |             |
|    | Survey date: FRIDAY                      | 19/10/18                 | Survey Type: MANUAL |             |
| 12 | DS-03-A-02                               | MIXED HOUSES             |                     | DERBYSHIRE  |
|    | RADBOURNE LANE                           |                          |                     |             |
|    | DERBY                                    |                          |                     |             |
|    | Edge of Town                             |                          |                     |             |
|    | Residential Zone                         |                          |                     |             |
|    | Total No of Dwellings:                   | 371                      |                     |             |
|    | Survey date: TUESDAY                     | 10/07/18                 | Survey Type: MANUAL |             |
| 13 | DV-03-A-01                               | TERRACED HOUSES          |                     | DEVON       |
|    | BRONSHILL ROAD                           |                          |                     |             |
|    | TORQUAY                                  |                          |                     |             |
|    | Suburban Area (PPS6 Out of Centre)       |                          |                     |             |
|    | Residential Zone                         |                          |                     |             |
|    | Total No of Dwellings:                   | 37                       |                     |             |
|    | Survey date: WEDNESDAY                   | 30/09/15                 | Survey Type: MANUAL |             |
| 14 | DV-03-A-02                               | HOUSES & BUNGALOWS       |                     | DEVON       |
|    | MILLHEAD ROAD                            |                          |                     |             |
|    | HONITON                                  |                          |                     |             |
|    | Suburban Area (PPS6 Out of Centre)       |                          |                     |             |
|    | Residential Zone                         |                          |                     |             |
|    | Total No of Dwellings:                   | 116                      |                     |             |
|    | Survey date: FRIDAY                      | 25/09/15                 | Survey Type: MANUAL |             |
| 15 | DV-03-A-03                               | TERRACED & SEMI DETACHED |                     | DEVON       |
|    | LOWER BRAND LANE                         |                          |                     |             |
|    | HONITON                                  |                          |                     |             |
|    | Suburban Area (PPS6 Out of Centre)       |                          |                     |             |
|    | Residential Zone                         |                          |                     |             |
|    | Total No of Dwellings:                   | 70                       |                     |             |
|    | Survey date: MONDAY                      | 28/09/15                 | Survey Type: MANUAL |             |
| 16 | ES-03-A-03                               | MIXED HOUSES & FLATS     |                     | EAST SUSSEX |
|    | SHEPHAM LANE                             |                          |                     |             |
|    | POLEGATE                                 |                          |                     |             |
|    | Edge of Town                             |                          |                     |             |
|    | Residential Zone                         |                          |                     |             |
|    | Total No of Dwellings:                   | 212                      |                     |             |
|    | Survey date: MONDAY                      | 11/07/16                 | Survey Type: MANUAL |             |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                  |                          |                     |
|----|----------------------------------------------------------------------------------|--------------------------|---------------------|
| 17 | ES-03-A-04<br>NEW LYDD ROAD<br>CAMBER                                            | MIXED HOUSES & FLATS     | EAST SUSSEX         |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 134                      |                     |
|    | Survey date: FRIDAY                                                              | 15/07/16                 | Survey Type: MANUAL |
| 18 | ES-03-A-05<br>RATTLE ROAD<br>NEAR EASTBOURNE<br>STONE CROSS                      | MIXED HOUSES & FLATS     | EAST SUSSEX         |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 99                       |                     |
|    | Survey date: WEDNESDAY                                                           | 05/06/19                 | Survey Type: MANUAL |
| 19 | FA-03-A-01<br>MANDELA AVENUE<br>FALKIRK                                          | SEMI-DETACHED / TERRACED | FALKIRK             |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 37                       |                     |
|    | Survey date: THURSDAY                                                            | 30/05/13                 | Survey Type: MANUAL |
| 20 | FA-03-A-02<br>ROSEBANK AVENUE & SPRINGFIELD DRIVE<br>FALKIRK                     | MIXED HOUSES             | FALKIRK             |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 161                      |                     |
|    | Survey date: WEDNESDAY                                                           | 29/05/13                 | Survey Type: MANUAL |
| 21 | HC-03-A-21<br>PRIESTLEY ROAD<br>BASINGSTOKE<br>HOUNDMILLS                        | TERRACED & SEMI-DETACHED | HAMPSHIRE           |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 39                       |                     |
|    | Survey date: TUESDAY                                                             | 13/11/18                 | Survey Type: MANUAL |
| 22 | HC-03-A-22<br>BOW LAKE GARDENS<br>NEAR EASTLEIGH<br>BISHOPSTOKE                  | MIXED HOUSES             | HAMPSHIRE           |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 40                       |                     |
|    | Survey date: WEDNESDAY                                                           | 31/10/18                 | Survey Type: MANUAL |
| 23 | HC-03-A-23<br>CANADA WAY<br>LIPHOOK                                              | HOUSES & FLATS           | HAMPSHIRE           |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 62                       |                     |
|    | Survey date: TUESDAY                                                             | 19/11/19                 | Survey Type: MANUAL |
| 24 | HF-03-A-03<br>HARE STREET ROAD<br>BUNTINGFORD                                    | MIXED HOUSES             | HERTFORDSHIRE       |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 160                      |                     |
|    | Survey date: MONDAY                                                              | 08/07/19                 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                          |                          |                     |
|----|------------------------------------------|--------------------------|---------------------|
| 25 | HI-03-A-14                               | SEMI-DETACHED & TERRACED | HIGHLAND            |
|    | KING BRUDE ROAD                          |                          |                     |
|    | INVERNESS                                |                          |                     |
|    | SCORGUIE                                 |                          |                     |
|    | Suburban Area (PPS6 Out of Centre)       |                          |                     |
|    | Residential Zone                         |                          |                     |
|    | Total No of Dwellings:                   | 40                       |                     |
|    | Survey date: WEDNESDAY                   | 23/03/16                 | Survey Type: MANUAL |
| 26 | IW-03-A-01                               | DETACHED HOUSES          | ISLE OF WIGHT       |
|    | MEDHAM FARM LANE                         |                          |                     |
|    | NEAR COWES                               |                          |                     |
|    | MEDHAM                                   |                          |                     |
|    | Free Standing (PPS6 Out of Town)         |                          |                     |
|    | Out of Town                              |                          |                     |
|    | Total No of Dwellings:                   | 72                       |                     |
|    | Survey date: TUESDAY                     | 25/06/19                 | Survey Type: MANUAL |
| 27 | KC-03-A-03                               | MIXED HOUSES & FLATS     | KENT                |
|    | HYTHE ROAD                               |                          |                     |
|    | ASHFORD                                  |                          |                     |
|    | WILLESBOROUGH                            |                          |                     |
|    | Suburban Area (PPS6 Out of Centre)       |                          |                     |
|    | Residential Zone                         |                          |                     |
|    | Total No of Dwellings:                   | 51                       |                     |
|    | Survey date: THURSDAY                    | 14/07/16                 | Survey Type: MANUAL |
| 28 | KC-03-A-04                               | SEMI-DETACHED & TERRACED | KENT                |
|    | KILN BARN ROAD                           |                          |                     |
|    | AYLESFORD                                |                          |                     |
|    | DITTON                                   |                          |                     |
|    | Edge of Town                             |                          |                     |
|    | Residential Zone                         |                          |                     |
|    | Total No of Dwellings:                   | 110                      |                     |
|    | Survey date: FRIDAY                      | 22/09/17                 | Survey Type: MANUAL |
| 29 | KC-03-A-05                               | DETACHED & SEMI-DETACHED | KENT                |
|    | ROCHESTER ROAD                           |                          |                     |
|    | NEAR CHATHAM                             |                          |                     |
|    | BURHAM                                   |                          |                     |
|    | Neighbourhood Centre (PPS6 Local Centre) |                          |                     |
|    | Village                                  |                          |                     |
|    | Total No of Dwellings:                   | 8                        |                     |
|    | Survey date: FRIDAY                      | 22/09/17                 | Survey Type: MANUAL |
| 30 | KC-03-A-06                               | MIXED HOUSES & FLATS     | KENT                |
|    | MARGATE ROAD                             |                          |                     |
|    | HERNE BAY                                |                          |                     |
|    | Suburban Area (PPS6 Out of Centre)       |                          |                     |
|    | Residential Zone                         |                          |                     |
|    | Total No of Dwellings:                   | 363                      |                     |
|    | Survey date: WEDNESDAY                   | 27/09/17                 | Survey Type: MANUAL |
| 31 | KC-03-A-07                               | MIXED HOUSES             | KENT                |
|    | RECVLVER ROAD                            |                          |                     |
|    | HERNE BAY                                |                          |                     |
|    | Edge of Town                             |                          |                     |
|    | Residential Zone                         |                          |                     |
|    | Total No of Dwellings:                   | 288                      |                     |
|    | Survey date: WEDNESDAY                   | 27/09/17                 | Survey Type: MANUAL |
| 32 | KC-03-A-08                               | MIXED HOUSES             | KENT                |
|    | MAIDSTONE ROAD                           |                          |                     |
|    | CHARING                                  |                          |                     |
|    | Neighbourhood Centre (PPS6 Local Centre) |                          |                     |
|    | Village                                  |                          |                     |
|    | Total No of Dwellings:                   | 159                      |                     |
|    | Survey date: TUESDAY                     | 22/05/18                 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                          |                          |                         |
|----|------------------------------------------|--------------------------|-------------------------|
| 33 | LC-03-A-30                               | SEMI-DETACHED            | LANCASHIRE              |
|    | WATSON ROAD                              |                          |                         |
|    | BLACKPOOL                                |                          |                         |
|    | Edge of Town Centre                      |                          |                         |
|    | Residential Zone                         |                          |                         |
|    | Total No of Dwellings:                   | 24                       |                         |
|    | Survey date: FRIDAY                      | 14/06/13                 | Survey Type: MANUAL     |
| 34 | LE-03-A-02                               | DETACHED & OTHERS        | LEICESTERSHIRE          |
|    | MELBOURNE ROAD                           |                          |                         |
|    | IBSTOCK                                  |                          |                         |
|    | Neighbourhood Centre (PPS6 Local Centre) |                          |                         |
|    | Village                                  |                          |                         |
|    | Total No of Dwellings:                   | 85                       |                         |
|    | Survey date: THURSDAY                    | 28/06/18                 | Survey Type: MANUAL     |
| 35 | LN-03-A-03                               | SEMI DETACHED            | LINCOLNSHIRE            |
|    | ROOKERY LANE                             |                          |                         |
|    | LINCOLN                                  |                          |                         |
|    | BOULTHAM                                 |                          |                         |
|    | Suburban Area (PPS6 Out of Centre)       |                          |                         |
|    | Residential Zone                         |                          |                         |
|    | Total No of Dwellings:                   | 22                       |                         |
|    | Survey date: TUESDAY                     | 18/09/12                 | Survey Type: MANUAL     |
| 36 | LN-03-A-04                               | DETACHED & SEMI-DETACHED | LINCOLNSHIRE            |
|    | EGERTON ROAD                             |                          |                         |
|    | LINCOLN                                  |                          |                         |
|    | Edge of Town Centre                      |                          |                         |
|    | Residential Zone                         |                          |                         |
|    | Total No of Dwellings:                   | 30                       |                         |
|    | Survey date: MONDAY                      | 29/06/15                 | Survey Type: MANUAL     |
| 37 | MS-03-A-03                               | DETACHED                 | MERSEYSIDE              |
|    | BEMPTON ROAD                             |                          |                         |
|    | LIVERPOOL                                |                          |                         |
|    | OTTERSPOOL                               |                          |                         |
|    | Suburban Area (PPS6 Out of Centre)       |                          |                         |
|    | Residential Zone                         |                          |                         |
|    | Total No of Dwellings:                   | 15                       |                         |
|    | Survey date: FRIDAY                      | 21/06/13                 | Survey Type: MANUAL     |
| 38 | NE-03-A-02                               | SEMI DETACHED & DETACHED | NORTH EAST LINCOLNSHIRE |
|    | HANOVER WALK                             |                          |                         |
|    | SCUNTHORPE                               |                          |                         |
|    | Edge of Town                             |                          |                         |
|    | No Sub Category                          |                          |                         |
|    | Total No of Dwellings:                   | 432                      |                         |
|    | Survey date: MONDAY                      | 12/05/14                 | Survey Type: MANUAL     |
| 39 | NE-03-A-03                               | PRIVATE HOUSES           | NORTH EAST LINCOLNSHIRE |
|    | STATION ROAD                             |                          |                         |
|    | SCUNTHORPE                               |                          |                         |
|    | Edge of Town Centre                      |                          |                         |
|    | Residential Zone                         |                          |                         |
|    | Total No of Dwellings:                   | 180                      |                         |
|    | Survey date: TUESDAY                     | 20/05/14                 | Survey Type: MANUAL     |
| 40 | NF-03-A-01                               | SEMI DET. & BUNGALOWS    | NORFOLK                 |
|    | YARMOUTH ROAD                            |                          |                         |
|    | CAISTER-ON-SEA                           |                          |                         |
|    | Suburban Area (PPS6 Out of Centre)       |                          |                         |
|    | Residential Zone                         |                          |                         |
|    | Total No of Dwellings:                   | 27                       |                         |
|    | Survey date: TUESDAY                     | 16/10/12                 | Survey Type: MANUAL     |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                          |                      |                     |
|----|------------------------------------------|----------------------|---------------------|
| 41 | NF-03-A-02                               | HOUSES & FLATS       | NORFOLK             |
|    | DEREHAM ROAD                             |                      |                     |
|    | NORWICH                                  |                      |                     |
|    | Suburban Area (PPS6 Out of Centre)       |                      |                     |
|    | Residential Zone                         |                      |                     |
|    | Total No of Dwellings:                   | 98                   |                     |
|    | Survey date: MONDAY                      | 22/10/12             | Survey Type: MANUAL |
| 42 | NF-03-A-03                               | DETACHED HOUSES      | NORFOLK             |
|    | HALING WAY                               |                      |                     |
|    | THETFORD                                 |                      |                     |
|    | Edge of Town                             |                      |                     |
|    | Residential Zone                         |                      |                     |
|    | Total No of Dwellings:                   | 10                   |                     |
|    | Survey date: WEDNESDAY                   | 16/09/15             | Survey Type: MANUAL |
| 43 | NF-03-A-04                               | MIXED HOUSES         | NORFOLK             |
|    | NORTH WALSHAM ROAD                       |                      |                     |
|    | NORTH WALSHAM                            |                      |                     |
|    | Edge of Town                             |                      |                     |
|    | Residential Zone                         |                      |                     |
|    | Total No of Dwellings:                   | 70                   |                     |
|    | Survey date: WEDNESDAY                   | 18/09/19             | Survey Type: MANUAL |
| 44 | NF-03-A-05                               | MIXED HOUSES         | NORFOLK             |
|    | HEATH DRIVE                              |                      |                     |
|    | HOLT                                     |                      |                     |
|    | Edge of Town                             |                      |                     |
|    | Residential Zone                         |                      |                     |
|    | Total No of Dwellings:                   | 40                   |                     |
|    | Survey date: THURSDAY                    | 19/09/19             | Survey Type: MANUAL |
| 45 | NF-03-A-06                               | MIXED HOUSES         | NORFOLK             |
|    | BEAUFORT WAY                             |                      |                     |
|    | GREAT YARMOUTH                           |                      |                     |
|    | BRADWELL                                 |                      |                     |
|    | Edge of Town                             |                      |                     |
|    | Residential Zone                         |                      |                     |
|    | Total No of Dwellings:                   | 275                  |                     |
|    | Survey date: MONDAY                      | 23/09/19             | Survey Type: MANUAL |
| 46 | NF-03-A-08                               | MIXED HOUSES & FLATS | NORFOLK             |
|    | SIR ALFRED MUNNINGS RD                   |                      |                     |
|    | NEAR NORWICH                             |                      |                     |
|    | COSTESSEY                                |                      |                     |
|    | Neighbourhood Centre (PPS6 Local Centre) |                      |                     |
|    | Village                                  |                      |                     |
|    | Total No of Dwellings:                   | 1817                 |                     |
|    | Survey date: THURSDAY                    | 19/09/19             | Survey Type: MANUAL |
| 47 | NF-03-A-09                               | MIXED HOUSES & FLATS | NORFOLK             |
|    | ROUND HOUSE WAY                          |                      |                     |
|    | NORWICH                                  |                      |                     |
|    | CRINGLEFORD                              |                      |                     |
|    | Edge of Town                             |                      |                     |
|    | Residential Zone                         |                      |                     |
|    | Total No of Dwellings:                   | 984                  |                     |
|    | Survey date: TUESDAY                     | 24/09/19             | Survey Type: MANUAL |
| 48 | NY-03-A-08                               | TERRACED HOUSES      | NORTH YORKSHIRE     |
|    | NICHOLAS STREET                          |                      |                     |
|    | YORK                                     |                      |                     |
|    | Suburban Area (PPS6 Out of Centre)       |                      |                     |
|    | Residential Zone                         |                      |                     |
|    | Total No of Dwellings:                   | 21                   |                     |
|    | Survey date: MONDAY                      | 16/09/13             | Survey Type: MANUAL |
| 49 | NY-03-A-09                               | MIXED HOUSING        | NORTH YORKSHIRE     |
|    | GRAMMAR SCHOOL LANE                      |                      |                     |
|    | NORTHALLERTON                            |                      |                     |
|    | Suburban Area (PPS6 Out of Centre)       |                      |                     |
|    | Residential Zone                         |                      |                     |
|    | Total No of Dwellings:                   | 52                   |                     |
|    | Survey date: MONDAY                      | 16/09/13             | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |            |                                    |          |                     |
|----|------------|------------------------------------|----------|---------------------|
| 50 | NY-03-A-10 | HOUSES AND FLATS                   |          | NORTH YORKSHIRE     |
|    |            | BOROUGHBRIDGE ROAD                 |          |                     |
|    |            | RIPON                              |          |                     |
|    |            | Edge of Town                       |          |                     |
|    |            | No Sub Category                    |          |                     |
|    |            | Total No of Dwellings:             | 71       |                     |
|    |            | Survey date: TUESDAY               | 17/09/13 | Survey Type: MANUAL |
| 51 | NY-03-A-11 | PRIVATE HOUSING                    |          | NORTH YORKSHIRE     |
|    |            | HORSEFAIR                          |          |                     |
|    |            | BOROUGHBRIDGE                      |          |                     |
|    |            | Edge of Town                       |          |                     |
|    |            | Residential Zone                   |          |                     |
|    |            | Total No of Dwellings:             | 23       |                     |
|    |            | Survey date: WEDNESDAY             | 18/09/13 | Survey Type: MANUAL |
| 52 | NY-03-A-12 | TOWN HOUSES                        |          | NORTH YORKSHIRE     |
|    |            | RACECOURSE LANE                    |          |                     |
|    |            | NORTHALLERTON                      |          |                     |
|    |            | Edge of Town Centre                |          |                     |
|    |            | Residential Zone                   |          |                     |
|    |            | Total No of Dwellings:             | 47       |                     |
|    |            | Survey date: TUESDAY               | 27/09/16 | Survey Type: MANUAL |
| 53 | NY-03-A-13 | TERRACED HOUSES                    |          | NORTH YORKSHIRE     |
|    |            | CATTERICK ROAD                     |          |                     |
|    |            | CATTERICK GARRISON                 |          |                     |
|    |            | OLD HOSPITAL COMPOUND              |          |                     |
|    |            | Suburban Area (PPS6 Out of Centre) |          |                     |
|    |            | Residential Zone                   |          |                     |
|    |            | Total No of Dwellings:             | 10       |                     |
|    |            | Survey date: WEDNESDAY             | 10/05/17 | Survey Type: MANUAL |
| 54 | PS-03-A-01 | MIXED HOUSES                       |          | POWYS               |
|    |            | BRYN GLAS                          |          |                     |
|    |            | WELSHPOOL                          |          |                     |
|    |            | Edge of Town Centre                |          |                     |
|    |            | Residential Zone                   |          |                     |
|    |            | Total No of Dwellings:             | 16       |                     |
|    |            | Survey date: MONDAY                | 11/05/15 | Survey Type: MANUAL |
| 55 | PS-03-A-02 | DETACHED / SEMI-DETACHED           |          | POWYS               |
|    |            | GUNROG ROAD                        |          |                     |
|    |            | WELSHPOOL                          |          |                     |
|    |            | Suburban Area (PPS6 Out of Centre) |          |                     |
|    |            | Residential Zone                   |          |                     |
|    |            | Total No of Dwellings:             | 28       |                     |
|    |            | Survey date: MONDAY                | 11/05/15 | Survey Type: MANUAL |
| 56 | SC-03-A-04 | DETACHED & TERRACED                |          | SURREY              |
|    |            | HIGH ROAD                          |          |                     |
|    |            | BYFLEET                            |          |                     |
|    |            | Edge of Town                       |          |                     |
|    |            | Residential Zone                   |          |                     |
|    |            | Total No of Dwellings:             | 71       |                     |
|    |            | Survey date: THURSDAY              | 23/01/14 | Survey Type: MANUAL |
| 57 | SC-03-A-05 | MIXED HOUSES                       |          | SURREY              |
|    |            | REIGATE ROAD                       |          |                     |
|    |            | HORLEY                             |          |                     |
|    |            | Edge of Town                       |          |                     |
|    |            | Residential Zone                   |          |                     |
|    |            | Total No of Dwellings:             | 207      |                     |
|    |            | Survey date: MONDAY                | 01/04/19 | Survey Type: MANUAL |
| 58 | SF-03-A-04 | DETACHED & BUNGALOWS               |          | SUFFOLK             |
|    |            | NORMANSTON DRIVE                   |          |                     |
|    |            | LOWESTOFT                          |          |                     |
|    |            | Suburban Area (PPS6 Out of Centre) |          |                     |
|    |            | Residential Zone                   |          |                     |
|    |            | Total No of Dwellings:             | 7        |                     |
|    |            | Survey date: TUESDAY               | 23/10/12 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                  |                          |                     |
|----|----------------------------------------------------------------------------------|--------------------------|---------------------|
| 59 | SF-03-A-05<br>VALE LANE<br>BURY ST EDMUNDS                                       | DETACHED HOUSES          | SUFFOLK             |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 18                       |                     |
|    | Survey date: WEDNESDAY                                                           | 09/09/15                 | Survey Type: MANUAL |
| 60 | SF-03-A-06<br>BURY ROAD<br>KENTFORD                                              | DETACHED & SEMI-DETACHED | SUFFOLK             |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings:    | 38                       |                     |
|    | Survey date: FRIDAY                                                              | 22/09/17                 | Survey Type: MANUAL |
| 61 | SF-03-A-07<br>FOXHALL ROAD<br>IPSWICH                                            | MIXED HOUSES             | SUFFOLK             |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 73                       |                     |
|    | Survey date: THURSDAY                                                            | 09/05/19                 | Survey Type: MANUAL |
| 62 | SH-03-A-05<br>SANDCROFT<br>TELFORD<br>SUTTON HILL                                | SEMI-DETACHED / TERRACED | SHROPSHIRE          |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 54                       |                     |
|    | Survey date: THURSDAY                                                            | 24/10/13                 | Survey Type: MANUAL |
| 63 | SH-03-A-06<br>ELLESMERE ROAD<br>SHREWSBURY                                       | BUNGALOWS                | SHROPSHIRE          |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 16                       |                     |
|    | Survey date: THURSDAY                                                            | 22/05/14                 | Survey Type: MANUAL |
| 64 | SM-03-A-01<br>WEMBDON ROAD<br>BRIDGWATER<br>NORTHFIELD                           | DETACHED & SEMI          | SOMERSET            |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 33                       |                     |
|    | Survey date: THURSDAY                                                            | 24/09/15                 | Survey Type: MANUAL |
| 65 | SM-03-A-02<br>HYDE LANE<br>NEAR TAUNTON<br>CREECH SAINT MICHAEL                  | MIXED HOUSES             | SOMERSET            |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings:    | 42                       |                     |
|    | Survey date: TUESDAY                                                             | 25/09/18                 | Survey Type: MANUAL |
| 66 | SM-03-A-03<br>HYDE LANE<br>NEAR TAUNTON<br>CREECH ST MICHAEL                     | MIXED HOUSES             | SOMERSET            |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings:    | 41                       |                     |
|    | Survey date: TUESDAY                                                             | 25/09/18                 | Survey Type: MANUAL |
| 67 | ST-03-A-06<br>STANFORD ROAD<br>WOLVERHAMPTON<br>BLAKENHALL                       | SEMI-DET. & TERRACED     | STAFFORDSHIRE       |
|    | Edge of Town Centre<br>No Sub Category<br>Total No of Dwellings:                 | 17                       |                     |
|    | Survey date: FRIDAY                                                              | 09/05/14                 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                                                                                                                       |                          |                   |                     |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------|---------------------|
| 68 | ST-03-A-07<br>BEACONSIDE<br>STAFFORD<br>MARSTON GATE<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 248<br>Survey date: WEDNESDAY 22/11/17                             | DETACHED & SEMI-DETACHED | STAFFORDSHIRE     | Survey Type: MANUAL |
| 69 | SY-03-A-01<br>A19 BENTLEY ROAD<br>DONCASTER<br>BENTLEY RISE<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: 54<br>Survey date: WEDNESDAY 18/09/13 | SEMI DETACHED HOUSES     | SOUTH YORKSHIRE   | Survey Type: MANUAL |
| 70 | TW-03-A-02<br>WEST PARK ROAD<br>GATESHEAD<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: 16<br>Survey date: MONDAY 07/10/13                  | SEMI-DETACHED            | TYNE & WEAR       | Survey Type: MANUAL |
| 71 | VG-03-A-01<br>ARTHUR STREET<br>BARRY<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 12<br>Survey date: MONDAY 08/05/17                                             | SEMI-DETACHED & TERRACED | VALE OF GLAMORGAN | Survey Type: MANUAL |
| 72 | WK-03-A-02<br>NARBERTH WAY<br>COVENTRY<br>POTTERS GREEN<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 17<br>Survey date: THURSDAY 17/10/13                            | BUNGALOWS                | WARWICKSHIRE      | Survey Type: MANUAL |
| 73 | WK-03-A-04<br>DALEHOUSE LANE<br>KENILWORTH<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 49<br>Survey date: FRIDAY 27/09/19                                       | DETACHED HOUSES          | WARWICKSHIRE      | Survey Type: MANUAL |
| 74 | WL-03-A-02<br>HEADLANDS GROVE<br>SWINDON<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: 27<br>Survey date: THURSDAY 22/09/16                 | SEMI DETACHED            | WILTSHIRE         | Survey Type: MANUAL |
| 75 | WM-03-A-04<br>OSBORNE ROAD<br>COVENTRY<br>EARLSDON<br>Neighbourhood Centre (PPS6 Local Centre)<br>Residential Zone<br>Total No of Dwellings: 39<br>Survey date: MONDAY 21/11/16       | TERRACED HOUSES          | WEST MIDLANDS     | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                          |                      |                     |               |
|----|------------------------------------------|----------------------|---------------------|---------------|
| 76 | WM-03-A-05                               | TERRACED & DETACHED  |                     | WEST MIDLANDS |
|    | COUNDON ROAD                             |                      |                     |               |
|    | COVENTRY                                 |                      |                     |               |
|    | Edge of Town Centre                      |                      |                     |               |
|    | Residential Zone                         |                      |                     |               |
|    | Total No of Dwellings:                   | 89                   |                     |               |
|    | Survey date: MONDAY                      | 21/11/16             | Survey Type: MANUAL |               |
| 77 | WS-03-A-04                               | MIXED HOUSES         |                     | WEST SUSSEX   |
|    | HILLS FARM LANE                          |                      |                     |               |
|    | HORSHAM                                  |                      |                     |               |
|    | BROADBRIDGE HEATH                        |                      |                     |               |
|    | Edge of Town                             |                      |                     |               |
|    | Residential Zone                         |                      |                     |               |
|    | Total No of Dwellings:                   | 151                  |                     |               |
|    | Survey date: THURSDAY                    | 11/12/14             | Survey Type: MANUAL |               |
| 78 | WS-03-A-05                               | TERRACED & FLATS     |                     | WEST SUSSEX   |
|    | UPPER SHOREHAM ROAD                      |                      |                     |               |
|    | SHOREHAM BY SEA                          |                      |                     |               |
|    | Suburban Area (PPS6 Out of Centre)       |                      |                     |               |
|    | Residential Zone                         |                      |                     |               |
|    | Total No of Dwellings:                   | 48                   |                     |               |
|    | Survey date: WEDNESDAY                   | 18/04/12             | Survey Type: MANUAL |               |
| 79 | WS-03-A-07                               | BUNGALOWS            |                     | WEST SUSSEX   |
|    | EMMS LANE                                |                      |                     |               |
|    | NEAR HORSHAM                             |                      |                     |               |
|    | BROOKS GREEN                             |                      |                     |               |
|    | Neighbourhood Centre (PPS6 Local Centre) |                      |                     |               |
|    | Village                                  |                      |                     |               |
|    | Total No of Dwellings:                   | 57                   |                     |               |
|    | Survey date: THURSDAY                    | 19/10/17             | Survey Type: MANUAL |               |
| 80 | WS-03-A-08                               | MIXED HOUSES         |                     | WEST SUSSEX   |
|    | ROUNDSTONE LANE                          |                      |                     |               |
|    | ANGMERING                                |                      |                     |               |
|    | Edge of Town                             |                      |                     |               |
|    | Residential Zone                         |                      |                     |               |
|    | Total No of Dwellings:                   | 180                  |                     |               |
|    | Survey date: THURSDAY                    | 19/04/18             | Survey Type: MANUAL |               |
| 81 | WS-03-A-09                               | MIXED HOUSES & FLATS |                     | WEST SUSSEX   |
|    | LITTLEHAMPTON ROAD                       |                      |                     |               |
|    | WORTHING                                 |                      |                     |               |
|    | WEST DURRINGTON                          |                      |                     |               |
|    | Edge of Town                             |                      |                     |               |
|    | Residential Zone                         |                      |                     |               |
|    | Total No of Dwellings:                   | 197                  |                     |               |
|    | Survey date: THURSDAY                    | 05/07/18             | Survey Type: MANUAL |               |
| 82 | WS-03-A-10                               | MIXED HOUSES         |                     | WEST SUSSEX   |
|    | TODDINGTON LANE                          |                      |                     |               |
|    | LITTLEHAMPTON                            |                      |                     |               |
|    | WICK                                     |                      |                     |               |
|    | Edge of Town                             |                      |                     |               |
|    | Residential Zone                         |                      |                     |               |
|    | Total No of Dwellings:                   | 79                   |                     |               |
|    | Survey date: WEDNESDAY                   | 07/11/18             | Survey Type: MANUAL |               |
| 83 | WS-03-A-11                               | MIXED HOUSES         |                     | WEST SUSSEX   |
|    | ELLIS ROAD                               |                      |                     |               |
|    | WEST HORSHAM                             |                      |                     |               |
|    | S BROADBRIDGE HEATH                      |                      |                     |               |
|    | Edge of Town                             |                      |                     |               |
|    | Residential Zone                         |                      |                     |               |
|    | Total No of Dwellings:                   | 918                  |                     |               |
|    | Survey date: TUESDAY                     | 02/04/19             | Survey Type: MANUAL |               |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|                     | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00       |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00       |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00       |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00       |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00       |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00       |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00       |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00       | 83       | 123         | 0.066        | 83         | 123         | 0.298        | 83       | 123         | 0.364        |
| 08:00 - 09:00       | 83       | 123         | 0.125        | 83         | 123         | 0.356        | 83       | 123         | 0.481        |
| 09:00 - 10:00       | 83       | 123         | 0.136        | 83         | 123         | 0.161        | 83       | 123         | 0.297        |
| 10:00 - 11:00       | 83       | 123         | 0.114        | 83         | 123         | 0.137        | 83       | 123         | 0.251        |
| 11:00 - 12:00       | 83       | 123         | 0.119        | 83         | 123         | 0.127        | 83       | 123         | 0.246        |
| 12:00 - 13:00       | 83       | 123         | 0.141        | 83         | 123         | 0.138        | 83       | 123         | 0.279        |
| 13:00 - 14:00       | 83       | 123         | 0.145        | 83         | 123         | 0.139        | 83       | 123         | 0.284        |
| 14:00 - 15:00       | 83       | 123         | 0.153        | 83         | 123         | 0.162        | 83       | 123         | 0.315        |
| 15:00 - 16:00       | 83       | 123         | 0.224        | 83         | 123         | 0.160        | 83       | 123         | 0.384        |
| 16:00 - 17:00       | 83       | 123         | 0.255        | 83         | 123         | 0.153        | 83       | 123         | 0.408        |
| 17:00 - 18:00       | 83       | 123         | 0.329        | 83         | 123         | 0.152        | 83       | 123         | 0.481        |
| 18:00 - 19:00       | 83       | 123         | 0.282        | 83         | 123         | 0.156        | 83       | 123         | 0.438        |
| 19:00 - 20:00       |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00       |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00       |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00       |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>2.089</b> |            |             | <b>2.139</b> |          |             | <b>4.228</b> |

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:           | 7 - 1817 (units: )  |
| Survey date range:                            | 01/01/12 - 19/11/19 |
| Number of weekdays (Monday-Friday):           | 83                  |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 5                   |
| Surveys manually removed from selection:      | 0                   |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TAXIS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|                     | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00       |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00       |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00       |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00       |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00       |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00       |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00       |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00       | 83       | 123         | 0.002        | 83         | 123         | 0.002        | 83       | 123         | 0.004        |
| 08:00 - 09:00       | 83       | 123         | 0.003        | 83         | 123         | 0.003        | 83       | 123         | 0.006        |
| 09:00 - 10:00       | 83       | 123         | 0.002        | 83         | 123         | 0.002        | 83       | 123         | 0.004        |
| 10:00 - 11:00       | 83       | 123         | 0.002        | 83         | 123         | 0.002        | 83       | 123         | 0.004        |
| 11:00 - 12:00       | 83       | 123         | 0.001        | 83         | 123         | 0.001        | 83       | 123         | 0.002        |
| 12:00 - 13:00       | 83       | 123         | 0.001        | 83         | 123         | 0.001        | 83       | 123         | 0.002        |
| 13:00 - 14:00       | 83       | 123         | 0.002        | 83         | 123         | 0.001        | 83       | 123         | 0.003        |
| 14:00 - 15:00       | 83       | 123         | 0.002        | 83         | 123         | 0.002        | 83       | 123         | 0.004        |
| 15:00 - 16:00       | 83       | 123         | 0.003        | 83         | 123         | 0.003        | 83       | 123         | 0.006        |
| 16:00 - 17:00       | 83       | 123         | 0.002        | 83         | 123         | 0.002        | 83       | 123         | 0.004        |
| 17:00 - 18:00       | 83       | 123         | 0.002        | 83         | 123         | 0.002        | 83       | 123         | 0.004        |
| 18:00 - 19:00       | 83       | 123         | 0.002        | 83         | 123         | 0.002        | 83       | 123         | 0.004        |
| 19:00 - 20:00       |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00       |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00       |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00       |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>0.024</b> |            |             | <b>0.023</b> |          |             | <b>0.047</b> |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL OGVS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 83       | 123         | 0.001     | 83         | 123         | 0.002     | 83       | 123         | 0.003     |
| 08:00 - 09:00 | 83       | 123         | 0.003     | 83         | 123         | 0.002     | 83       | 123         | 0.005     |
| 09:00 - 10:00 | 83       | 123         | 0.003     | 83         | 123         | 0.003     | 83       | 123         | 0.006     |
| 10:00 - 11:00 | 83       | 123         | 0.002     | 83         | 123         | 0.002     | 83       | 123         | 0.004     |
| 11:00 - 12:00 | 83       | 123         | 0.002     | 83         | 123         | 0.002     | 83       | 123         | 0.004     |
| 12:00 - 13:00 | 83       | 123         | 0.002     | 83         | 123         | 0.003     | 83       | 123         | 0.005     |
| 13:00 - 14:00 | 83       | 123         | 0.002     | 83         | 123         | 0.002     | 83       | 123         | 0.004     |
| 14:00 - 15:00 | 83       | 123         | 0.002     | 83         | 123         | 0.002     | 83       | 123         | 0.004     |
| 15:00 - 16:00 | 83       | 123         | 0.001     | 83         | 123         | 0.002     | 83       | 123         | 0.003     |
| 16:00 - 17:00 | 83       | 123         | 0.002     | 83         | 123         | 0.002     | 83       | 123         | 0.004     |
| 17:00 - 18:00 | 83       | 123         | 0.002     | 83         | 123         | 0.001     | 83       | 123         | 0.003     |
| 18:00 - 19:00 | 83       | 123         | 0.001     | 83         | 123         | 0.001     | 83       | 123         | 0.002     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.023    |             |           | 0.024      |             |           | 0.047    |             |           |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL CYCLISTS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 83       | 123         | 0.004     | 83         | 123         | 0.009     | 83       | 123         | 0.013     |
| 08:00 - 09:00 | 83       | 123         | 0.004     | 83         | 123         | 0.014     | 83       | 123         | 0.018     |
| 09:00 - 10:00 | 83       | 123         | 0.001     | 83         | 123         | 0.004     | 83       | 123         | 0.005     |
| 10:00 - 11:00 | 83       | 123         | 0.003     | 83         | 123         | 0.004     | 83       | 123         | 0.007     |
| 11:00 - 12:00 | 83       | 123         | 0.002     | 83         | 123         | 0.003     | 83       | 123         | 0.005     |
| 12:00 - 13:00 | 83       | 123         | 0.004     | 83         | 123         | 0.003     | 83       | 123         | 0.007     |
| 13:00 - 14:00 | 83       | 123         | 0.003     | 83         | 123         | 0.001     | 83       | 123         | 0.004     |
| 14:00 - 15:00 | 83       | 123         | 0.004     | 83         | 123         | 0.003     | 83       | 123         | 0.007     |
| 15:00 - 16:00 | 83       | 123         | 0.008     | 83         | 123         | 0.003     | 83       | 123         | 0.011     |
| 16:00 - 17:00 | 83       | 123         | 0.010     | 83         | 123         | 0.005     | 83       | 123         | 0.015     |
| 17:00 - 18:00 | 83       | 123         | 0.010     | 83         | 123         | 0.006     | 83       | 123         | 0.016     |
| 18:00 - 19:00 | 83       | 123         | 0.008     | 83         | 123         | 0.006     | 83       | 123         | 0.014     |
| 19:00 - 20:00 | 1        | 7           | 0.000     | 1          | 7           | 0.000     | 1        | 7           | 0.000     |
| 20:00 - 21:00 | 1        | 7           | 0.000     | 1          | 7           | 0.000     | 1        | 7           | 0.000     |
| 21:00 - 22:00 | 1        | 7           | 0.000     | 1          | 7           | 0.000     | 1        | 7           | 0.000     |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.061    |             |           | 0.061      |             |           | 0.122    |             |           |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL VEHICLE OCCUPANTS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 83       | 123         | 0.082     | 83         | 123         | 0.448     | 83       | 123         | 0.530     |
| 08:00 - 09:00 | 83       | 123         | 0.160     | 83         | 123         | 0.603     | 83       | 123         | 0.763     |
| 09:00 - 10:00 | 83       | 123         | 0.178     | 83         | 123         | 0.240     | 83       | 123         | 0.418     |
| 10:00 - 11:00 | 83       | 123         | 0.158     | 83         | 123         | 0.202     | 83       | 123         | 0.360     |
| 11:00 - 12:00 | 83       | 123         | 0.167     | 83         | 123         | 0.182     | 83       | 123         | 0.349     |
| 12:00 - 13:00 | 83       | 123         | 0.199     | 83         | 123         | 0.191     | 83       | 123         | 0.390     |
| 13:00 - 14:00 | 83       | 123         | 0.204     | 83         | 123         | 0.195     | 83       | 123         | 0.399     |
| 14:00 - 15:00 | 83       | 123         | 0.226     | 83         | 123         | 0.221     | 83       | 123         | 0.447     |
| 15:00 - 16:00 | 83       | 123         | 0.385     | 83         | 123         | 0.225     | 83       | 123         | 0.610     |
| 16:00 - 17:00 | 83       | 123         | 0.425     | 83         | 123         | 0.228     | 83       | 123         | 0.653     |
| 17:00 - 18:00 | 83       | 123         | 0.516     | 83         | 123         | 0.220     | 83       | 123         | 0.736     |
| 18:00 - 19:00 | 83       | 123         | 0.427     | 83         | 123         | 0.241     | 83       | 123         | 0.668     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 3.127    |             |           | 3.196      |             |           | 6.323    |             |           |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL PEDESTRIANS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 83       | 123         | 0.013     | 83         | 123         | 0.037     | 83       | 123         | 0.050     |
| 08:00 - 09:00 | 83       | 123         | 0.031     | 83         | 123         | 0.098     | 83       | 123         | 0.129     |
| 09:00 - 10:00 | 83       | 123         | 0.029     | 83         | 123         | 0.033     | 83       | 123         | 0.062     |
| 10:00 - 11:00 | 83       | 123         | 0.023     | 83         | 123         | 0.033     | 83       | 123         | 0.056     |
| 11:00 - 12:00 | 83       | 123         | 0.024     | 83         | 123         | 0.025     | 83       | 123         | 0.049     |
| 12:00 - 13:00 | 83       | 123         | 0.029     | 83         | 123         | 0.023     | 83       | 123         | 0.052     |
| 13:00 - 14:00 | 83       | 123         | 0.024     | 83         | 123         | 0.027     | 83       | 123         | 0.051     |
| 14:00 - 15:00 | 83       | 123         | 0.028     | 83         | 123         | 0.030     | 83       | 123         | 0.058     |
| 15:00 - 16:00 | 83       | 123         | 0.076     | 83         | 123         | 0.042     | 83       | 123         | 0.118     |
| 16:00 - 17:00 | 83       | 123         | 0.052     | 83         | 123         | 0.027     | 83       | 123         | 0.079     |
| 17:00 - 18:00 | 83       | 123         | 0.045     | 83         | 123         | 0.026     | 83       | 123         | 0.071     |
| 18:00 - 19:00 | 83       | 123         | 0.036     | 83         | 123         | 0.029     | 83       | 123         | 0.065     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.410    |             |           | 0.430      |             |           | 0.840    |             |           |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL BUS/TRAM PASSENGERS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 83       | 123         | 0.001     | 83         | 123         | 0.018     | 83       | 123         | 0.019     |
| 08:00 - 09:00 | 83       | 123         | 0.002     | 83         | 123         | 0.022     | 83       | 123         | 0.024     |
| 09:00 - 10:00 | 83       | 123         | 0.004     | 83         | 123         | 0.010     | 83       | 123         | 0.014     |
| 10:00 - 11:00 | 83       | 123         | 0.006     | 83         | 123         | 0.007     | 83       | 123         | 0.013     |
| 11:00 - 12:00 | 83       | 123         | 0.004     | 83         | 123         | 0.007     | 83       | 123         | 0.011     |
| 12:00 - 13:00 | 83       | 123         | 0.007     | 83         | 123         | 0.007     | 83       | 123         | 0.014     |
| 13:00 - 14:00 | 83       | 123         | 0.006     | 83         | 123         | 0.004     | 83       | 123         | 0.010     |
| 14:00 - 15:00 | 83       | 123         | 0.008     | 83         | 123         | 0.004     | 83       | 123         | 0.012     |
| 15:00 - 16:00 | 83       | 123         | 0.015     | 83         | 123         | 0.008     | 83       | 123         | 0.023     |
| 16:00 - 17:00 | 83       | 123         | 0.018     | 83         | 123         | 0.004     | 83       | 123         | 0.022     |
| 17:00 - 18:00 | 83       | 123         | 0.014     | 83         | 123         | 0.004     | 83       | 123         | 0.018     |
| 18:00 - 19:00 | 83       | 123         | 0.013     | 83         | 123         | 0.003     | 83       | 123         | 0.016     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.098    |             |           | 0.098      |             |           | 0.196    |             |           |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL RAIL PASSENGERS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 83       | 123         | 0.001     | 83         | 123         | 0.006     | 83       | 123         | 0.007     |
| 08:00 - 09:00 | 83       | 123         | 0.000     | 83         | 123         | 0.007     | 83       | 123         | 0.007     |
| 09:00 - 10:00 | 83       | 123         | 0.000     | 83         | 123         | 0.003     | 83       | 123         | 0.003     |
| 10:00 - 11:00 | 83       | 123         | 0.001     | 83         | 123         | 0.002     | 83       | 123         | 0.003     |
| 11:00 - 12:00 | 83       | 123         | 0.001     | 83         | 123         | 0.001     | 83       | 123         | 0.002     |
| 12:00 - 13:00 | 83       | 123         | 0.002     | 83         | 123         | 0.001     | 83       | 123         | 0.003     |
| 13:00 - 14:00 | 83       | 123         | 0.001     | 83         | 123         | 0.000     | 83       | 123         | 0.001     |
| 14:00 - 15:00 | 83       | 123         | 0.001     | 83         | 123         | 0.000     | 83       | 123         | 0.001     |
| 15:00 - 16:00 | 83       | 123         | 0.002     | 83         | 123         | 0.000     | 83       | 123         | 0.002     |
| 16:00 - 17:00 | 83       | 123         | 0.003     | 83         | 123         | 0.000     | 83       | 123         | 0.003     |
| 17:00 - 18:00 | 83       | 123         | 0.006     | 83         | 123         | 0.001     | 83       | 123         | 0.007     |
| 18:00 - 19:00 | 83       | 123         | 0.006     | 83         | 123         | 0.001     | 83       | 123         | 0.007     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.024    |             |           | 0.022      |             |           | 0.046    |             |           |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 83       | 123         | 0.101     | 83         | 123         | 0.517     | 83       | 123         | 0.618     |
| 08:00 - 09:00 | 83       | 123         | 0.198     | 83         | 123         | 0.744     | 83       | 123         | 0.942     |
| 09:00 - 10:00 | 83       | 123         | 0.213     | 83         | 123         | 0.291     | 83       | 123         | 0.504     |
| 10:00 - 11:00 | 83       | 123         | 0.190     | 83         | 123         | 0.247     | 83       | 123         | 0.437     |
| 11:00 - 12:00 | 83       | 123         | 0.199     | 83         | 123         | 0.218     | 83       | 123         | 0.417     |
| 12:00 - 13:00 | 83       | 123         | 0.240     | 83         | 123         | 0.226     | 83       | 123         | 0.466     |
| 13:00 - 14:00 | 83       | 123         | 0.237     | 83         | 123         | 0.228     | 83       | 123         | 0.465     |
| 14:00 - 15:00 | 83       | 123         | 0.267     | 83         | 123         | 0.259     | 83       | 123         | 0.526     |
| 15:00 - 16:00 | 83       | 123         | 0.487     | 83         | 123         | 0.279     | 83       | 123         | 0.766     |
| 16:00 - 17:00 | 83       | 123         | 0.507     | 83         | 123         | 0.265     | 83       | 123         | 0.772     |
| 17:00 - 18:00 | 83       | 123         | 0.592     | 83         | 123         | 0.258     | 83       | 123         | 0.850     |
| 18:00 - 19:00 | 83       | 123         | 0.490     | 83         | 123         | 0.280     | 83       | 123         | 0.770     |
| 19:00 - 20:00 | 1        | 7           | 0.000     | 1          | 7           | 0.000     | 1        | 7           | 0.000     |
| 20:00 - 21:00 | 1        | 7           | 0.000     | 1          | 7           | 0.000     | 1        | 7           | 0.000     |
| 21:00 - 22:00 | 1        | 7           | 0.000     | 1          | 7           | 0.000     | 1        | 7           | 0.000     |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 3.721    |             |           | 3.812      |             |           | 7.533    |             |           |

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-851401-201209-1218

# TRIP RATE CALCULATION SELECTION PARAMETERS:

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

## Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | BD BEDFORDSHIRE                | 3 days |
|    | EX ESSEX                       | 2 days |
|    | HC HAMPSHIRE                   | 1 days |
|    | HF HERTFORDSHIRE               | 1 days |
| 03 | SOUTH WEST                     |        |
|    | DC DORSET                      | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | CA CAMBRIDGESHIRE              | 1 days |
|    | NF NORFOLK                     | 2 days |
|    | SF SUFFOLK                     | 2 days |
| 05 | EAST MIDLANDS                  |        |
|    | DS DERBYSHIRE                  | 1 days |
|    | NT NOTTINGHAMSHIRE             | 2 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | RI EAST RIDING OF YORKSHIRE    | 1 days |
| 08 | NORTH WEST                     |        |
|    | MS MERSEYSIDE                  | 2 days |
| 09 | NORTH                          |        |
|    | CB CUMBRIA                     | 3 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: 6 to 184 (units: )  
Range Selected by User: 6 to 30 (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 18/11/19

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

## Selected survey days:

|           |         |
|-----------|---------|
| Monday    | 4 days  |
| Tuesday   | 12 days |
| Wednesday | 6 days  |
| Thursday  | 4 days  |
| Friday    | 1 days  |

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

## Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 27 days |
| Directional ATC Count | 0 days  |

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

## Selected Locations:

Town Centre

*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:

|                  |    |
|------------------|----|
| Development Zone | 2  |
| Residential Zone | 13 |
| Built-Up Zone    | 6  |
| No Sub Category  | 6  |

*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 | 27 days |
|----|---------|

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |         |
|------------------|---------|
| 1,001 to 5,000   | 2 days  |
| 10,001 to 15,000 | 8 days  |
| 15,001 to 20,000 | 2 days  |
| 20,001 to 25,000 | 5 days  |
| 25,001 to 50,000 | 10 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   | 9 days |
| 75,001 to 100,000  | 3 days |
| 125,001 to 250,000 | 5 days |
| 250,001 to 500,000 | 6 days |
| 500,001 or More    | 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 | 10 days |
| 1.1 to 1.5 | 17 days |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 2 days  |
| No  | 25 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 | 27 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

|   |                                    |                   |                     |
|---|------------------------------------|-------------------|---------------------|
| 1 | BD-03-C-01                         | BLOCKS OF FLATS   | BEDFORDSHIRE        |
|   | WING ROAD                          |                   |                     |
|   | LEIGHTON BUZZARD                   |                   |                     |
|   | LINSLADE                           |                   |                     |
|   | Edge of Town Centre                |                   |                     |
|   | Residential Zone                   |                   |                     |
|   | Total No of Dwellings:             | 175               |                     |
|   | Survey date: TUESDAY               | 15/05/18          | Survey Type: MANUAL |
| 2 | 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 |
| 3 | 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 |
| 4 | 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 |
| 5 | CB-03-C-01                         | BLOCK OF FLATS    | CUMBRIA             |
|   | KING STREET                        |                   |                     |
|   | CARLISLE                           |                   |                     |
|   | Town Centre                        |                   |                     |
|   | Built-Up Zone                      |                   |                     |
|   | Total No of Dwellings:             | 40                |                     |
|   | Survey date: THURSDAY              | 12/06/14          | Survey Type: MANUAL |
| 6 | 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 |
| 7 | 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 |
| 8 | 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 |
| 9 | DC-03-C-02                         | FLATS IN BLOCKS   | DORSET              |
|   | PALM COURT                         |                   |                     |
|   | WEYMOUTH                           |                   |                     |
|   | SPA ROAD                           |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Residential Zone                   |                   |                     |
|   | Total No of Dwellings:             | 14                |                     |
|   | Survey date: FRIDAY                | 28/03/14          | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                  |                 |          |                     |
|----|----------------------------------------------------------------------------------|-----------------|----------|---------------------|
| 10 | DS-03-C-03<br>CAESAR STREET<br>DERBY                                             | BLOCKS OF FLATS |          | DERBYSHIRE          |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: |                 | 30       |                     |
|    | Survey date: WEDNESDAY                                                           |                 | 25/09/19 | Survey Type: MANUAL |
| 11 | EB-03-C-01<br>MYRESIDE ROAD<br>EDINBURGH<br>CRAIGLOCKHART                        | BLOCKS OF FLATS |          | CITY OF EDINBURGH   |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: |                 | 32       |                     |
|    | Survey date: TUESDAY                                                             |                 | 26/05/15 | Survey Type: MANUAL |
| 12 | EX-03-C-01<br>WESTCLIFF PARADE<br>SOUTHEND-ON-SEA<br>WESTCLIFF                   | FLATS           |          | ESSEX               |
|    | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings:                |                 | 6        |                     |
|    | Survey date: TUESDAY                                                             |                 | 22/10/13 | Survey Type: MANUAL |
| 13 | EX-03-C-02<br>WESTCLIFF PARADE<br>SOUTHEND-ON-SEA<br>WESTCLIFF                   | BLOCK OF FLATS  |          | ESSEX               |
|    | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings:                |                 | 94       |                     |
|    | Survey date: TUESDAY                                                             |                 | 22/10/13 | Survey Type: MANUAL |
| 14 | HC-03-C-01<br>CROSS STREET<br>PORTSMOUTH                                         | BLOCKS OF FLATS |          | HAMPSHIRE           |
|    | Edge of Town Centre<br>Built-Up Zone<br>Total No of Dwellings:                   |                 | 90       |                     |
|    | Survey date: TUESDAY                                                             |                 | 05/06/18 | Survey Type: MANUAL |
| 15 | HF-03-C-03<br>SHENLEY ROAD<br>BOREHAMWOOD                                        | BLOCK OF FLATS  |          | HERTFORDSHIRE       |
|    | Edge of Town Centre<br>Built-Up Zone<br>Total No of Dwellings:                   |                 | 91       |                     |
|    | Survey date: THURSDAY                                                            |                 | 14/11/19 | Survey Type: MANUAL |
| 16 | MS-03-C-02<br>SOUTH FERRY QUAY<br>LIVERPOOL<br>BRUNSWICK DOCK                    | BLOCKS OF FLATS |          | MERSEYSIDE          |
|    | Suburban Area (PPS6 Out of Centre)<br>Development Zone<br>Total No of Dwellings: |                 | 184      |                     |
|    | Survey date: TUESDAY                                                             |                 | 13/11/18 | Survey Type: MANUAL |
| 17 | MS-03-C-03<br>MARINERS WHARF<br>LIVERPOOL<br>QUEENS DOCK                         | BLOCK OF FLATS  |          | MERSEYSIDE          |
|    | Suburban Area (PPS6 Out of Centre)<br>Development Zone<br>Total No of Dwellings: |                 | 9        |                     |
|    | Survey date: TUESDAY                                                             |                 | 13/11/18 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |                           |                          |
|----|------------------------------------|---------------------------|--------------------------|
| 18 | 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      |
| 19 | 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      |
| 20 | 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      |
| 21 | 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      |
| 22 | 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      |
| 23 | 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      |
| 24 | 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      |
| 25 | 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.)

|    |                        |          |  |                     |
|----|------------------------|----------|--|---------------------|
| 26 | 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 |
| 27 | 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 |

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

| Time Range          | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|                     | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00       |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00       |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00       |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00       |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00       |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00       |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00       |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00       | 27       | 67          | 0.049        | 27         | 67          | 0.147        | 27       | 67          | 0.196        |
| 08:00 - 09:00       | 27       | 67          | 0.057        | 27         | 67          | 0.184        | 27       | 67          | 0.241        |
| 09:00 - 10:00       | 27       | 67          | 0.076        | 27         | 67          | 0.095        | 27       | 67          | 0.171        |
| 10:00 - 11:00       | 27       | 67          | 0.071        | 27         | 67          | 0.087        | 27       | 67          | 0.158        |
| 11:00 - 12:00       | 27       | 67          | 0.074        | 27         | 67          | 0.090        | 27       | 67          | 0.164        |
| 12:00 - 13:00       | 27       | 67          | 0.101        | 27         | 67          | 0.091        | 27       | 67          | 0.192        |
| 13:00 - 14:00       | 27       | 67          | 0.076        | 27         | 67          | 0.095        | 27       | 67          | 0.171        |
| 14:00 - 15:00       | 27       | 67          | 0.076        | 27         | 67          | 0.087        | 27       | 67          | 0.163        |
| 15:00 - 16:00       | 27       | 67          | 0.104        | 27         | 67          | 0.066        | 27       | 67          | 0.170        |
| 16:00 - 17:00       | 27       | 67          | 0.128        | 27         | 67          | 0.079        | 27       | 67          | 0.207        |
| 17:00 - 18:00       | 27       | 67          | 0.174        | 27         | 67          | 0.096        | 27       | 67          | 0.270        |
| 18:00 - 19:00       | 27       | 67          | 0.162        | 27         | 67          | 0.101        | 27       | 67          | 0.263        |
| 19:00 - 20:00       |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00       |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00       |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00       |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>1.148</b> |            |             | <b>1.218</b> |          |             | <b>2.366</b> |

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

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

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#### Parameter summary

Trip rate parameter range selected: 6 - 184 (units: )  
 Survey date range: 01/01/12 - 18/11/19  
 Number of weekdays (Monday-Friday): 27  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL TAXIS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 27       | 67          | 0.004     | 27         | 67          | 0.005     | 27       | 67          | 0.009     |
| 08:00 - 09:00 | 27       | 67          | 0.002     | 27         | 67          | 0.002     | 27       | 67          | 0.004     |
| 09:00 - 10:00 | 27       | 67          | 0.003     | 27         | 67          | 0.003     | 27       | 67          | 0.006     |
| 10:00 - 11:00 | 27       | 67          | 0.002     | 27         | 67          | 0.002     | 27       | 67          | 0.004     |
| 11:00 - 12:00 | 27       | 67          | 0.007     | 27         | 67          | 0.007     | 27       | 67          | 0.014     |
| 12:00 - 13:00 | 27       | 67          | 0.005     | 27         | 67          | 0.004     | 27       | 67          | 0.009     |
| 13:00 - 14:00 | 27       | 67          | 0.003     | 27         | 67          | 0.004     | 27       | 67          | 0.007     |
| 14:00 - 15:00 | 27       | 67          | 0.002     | 27         | 67          | 0.002     | 27       | 67          | 0.004     |
| 15:00 - 16:00 | 27       | 67          | 0.003     | 27         | 67          | 0.003     | 27       | 67          | 0.006     |
| 16:00 - 17:00 | 27       | 67          | 0.005     | 27         | 67          | 0.004     | 27       | 67          | 0.009     |
| 17:00 - 18:00 | 27       | 67          | 0.004     | 27         | 67          | 0.003     | 27       | 67          | 0.007     |
| 18:00 - 19:00 | 27       | 67          | 0.006     | 27         | 67          | 0.007     | 27       | 67          | 0.013     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.046    |             |           | 0.046      |             |           | 0.092    |             |           |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
**MULTI-MODAL OGVS**  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 27       | 67          | 0.002     | 27         | 67          | 0.003     | 27       | 67          | 0.005     |
| 08:00 - 09:00 | 27       | 67          | 0.001     | 27         | 67          | 0.001     | 27       | 67          | 0.002     |
| 09:00 - 10:00 | 27       | 67          | 0.002     | 27         | 67          | 0.003     | 27       | 67          | 0.005     |
| 10:00 - 11:00 | 27       | 67          | 0.000     | 27         | 67          | 0.000     | 27       | 67          | 0.000     |
| 11:00 - 12:00 | 27       | 67          | 0.001     | 27         | 67          | 0.000     | 27       | 67          | 0.001     |
| 12:00 - 13:00 | 27       | 67          | 0.002     | 27         | 67          | 0.002     | 27       | 67          | 0.004     |
| 13:00 - 14:00 | 27       | 67          | 0.001     | 27         | 67          | 0.001     | 27       | 67          | 0.002     |
| 14:00 - 15:00 | 27       | 67          | 0.001     | 27         | 67          | 0.001     | 27       | 67          | 0.002     |
| 15:00 - 16:00 | 27       | 67          | 0.000     | 27         | 67          | 0.000     | 27       | 67          | 0.000     |
| 16:00 - 17:00 | 27       | 67          | 0.001     | 27         | 67          | 0.001     | 27       | 67          | 0.002     |
| 17:00 - 18:00 | 27       | 67          | 0.000     | 27         | 67          | 0.001     | 27       | 67          | 0.001     |
| 18:00 - 19:00 | 27       | 67          | 0.000     | 27         | 67          | 0.000     | 27       | 67          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.011    |             |           | 0.013      |             |           | 0.024    |             |           |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
**MULTI-MODAL CYCLISTS**  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|                     | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00       |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00       |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00       |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00       |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00       |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00       |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00       |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00       | 27       | 67          | 0.003        | 27         | 67          | 0.009        | 27       | 67          | 0.012        |
| 08:00 - 09:00       | 27       | 67          | 0.002        | 27         | 67          | 0.015        | 27       | 67          | 0.017        |
| 09:00 - 10:00       | 27       | 67          | 0.003        | 27         | 67          | 0.003        | 27       | 67          | 0.006        |
| 10:00 - 11:00       | 27       | 67          | 0.002        | 27         | 67          | 0.004        | 27       | 67          | 0.006        |
| 11:00 - 12:00       | 27       | 67          | 0.006        | 27         | 67          | 0.004        | 27       | 67          | 0.010        |
| 12:00 - 13:00       | 27       | 67          | 0.002        | 27         | 67          | 0.002        | 27       | 67          | 0.004        |
| 13:00 - 14:00       | 27       | 67          | 0.003        | 27         | 67          | 0.002        | 27       | 67          | 0.005        |
| 14:00 - 15:00       | 27       | 67          | 0.005        | 27         | 67          | 0.002        | 27       | 67          | 0.007        |
| 15:00 - 16:00       | 27       | 67          | 0.006        | 27         | 67          | 0.003        | 27       | 67          | 0.009        |
| 16:00 - 17:00       | 27       | 67          | 0.003        | 27         | 67          | 0.001        | 27       | 67          | 0.004        |
| 17:00 - 18:00       | 27       | 67          | 0.008        | 27         | 67          | 0.005        | 27       | 67          | 0.013        |
| 18:00 - 19:00       | 27       | 67          | 0.006        | 27         | 67          | 0.002        | 27       | 67          | 0.008        |
| 19:00 - 20:00       |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00       |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00       |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00       |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>0.049</b> |            |             | <b>0.052</b> |          |             | <b>0.101</b> |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|                     | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00       |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00       |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00       |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00       |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00       |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00       |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00       |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00       | 27       | 67          | 0.055        | 27         | 67          | 0.200        | 27       | 67          | 0.255        |
| 08:00 - 09:00       | 27       | 67          | 0.070        | 27         | 67          | 0.286        | 27       | 67          | 0.356        |
| 09:00 - 10:00       | 27       | 67          | 0.101        | 27         | 67          | 0.126        | 27       | 67          | 0.227        |
| 10:00 - 11:00       | 27       | 67          | 0.090        | 27         | 67          | 0.118        | 27       | 67          | 0.208        |
| 11:00 - 12:00       | 27       | 67          | 0.096        | 27         | 67          | 0.126        | 27       | 67          | 0.222        |
| 12:00 - 13:00       | 27       | 67          | 0.133        | 27         | 67          | 0.128        | 27       | 67          | 0.261        |
| 13:00 - 14:00       | 27       | 67          | 0.099        | 27         | 67          | 0.116        | 27       | 67          | 0.215        |
| 14:00 - 15:00       | 27       | 67          | 0.094        | 27         | 67          | 0.115        | 27       | 67          | 0.209        |
| 15:00 - 16:00       | 27       | 67          | 0.151        | 27         | 67          | 0.089        | 27       | 67          | 0.240        |
| 16:00 - 17:00       | 27       | 67          | 0.184        | 27         | 67          | 0.101        | 27       | 67          | 0.285        |
| 17:00 - 18:00       | 27       | 67          | 0.250        | 27         | 67          | 0.127        | 27       | 67          | 0.377        |
| 18:00 - 19:00       | 27       | 67          | 0.244        | 27         | 67          | 0.142        | 27       | 67          | 0.386        |
| 19:00 - 20:00       |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00       |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00       |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00       |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>1.567</b> |            |             | <b>1.674</b> |          |             | <b>3.241</b> |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL PEDESTRIANS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|                     | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00       |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00       |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00       |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00       |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00       |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00       |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00       |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00       | 27       | 67          | 0.018        | 27         | 67          | 0.073        | 27       | 67          | 0.091        |
| 08:00 - 09:00       | 27       | 67          | 0.025        | 27         | 67          | 0.115        | 27       | 67          | 0.140        |
| 09:00 - 10:00       | 27       | 67          | 0.046        | 27         | 67          | 0.075        | 27       | 67          | 0.121        |
| 10:00 - 11:00       | 27       | 67          | 0.047        | 27         | 67          | 0.052        | 27       | 67          | 0.099        |
| 11:00 - 12:00       | 27       | 67          | 0.038        | 27         | 67          | 0.046        | 27       | 67          | 0.084        |
| 12:00 - 13:00       | 27       | 67          | 0.056        | 27         | 67          | 0.046        | 27       | 67          | 0.102        |
| 13:00 - 14:00       | 27       | 67          | 0.047        | 27         | 67          | 0.052        | 27       | 67          | 0.099        |
| 14:00 - 15:00       | 27       | 67          | 0.055        | 27         | 67          | 0.053        | 27       | 67          | 0.108        |
| 15:00 - 16:00       | 27       | 67          | 0.077        | 27         | 67          | 0.053        | 27       | 67          | 0.130        |
| 16:00 - 17:00       | 27       | 67          | 0.074        | 27         | 67          | 0.055        | 27       | 67          | 0.129        |
| 17:00 - 18:00       | 27       | 67          | 0.102        | 27         | 67          | 0.061        | 27       | 67          | 0.163        |
| 18:00 - 19:00       | 27       | 67          | 0.082        | 27         | 67          | 0.058        | 27       | 67          | 0.140        |
| 19:00 - 20:00       |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00       |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00       |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00       |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>0.667</b> |            |             | <b>0.739</b> |          |             | <b>1.406</b> |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL BUS/TRAM PASSENGERS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 27       | 67          | 0.001     | 27         | 67          | 0.029     | 27       | 67          | 0.030     |
| 08:00 - 09:00 | 27       | 67          | 0.004     | 27         | 67          | 0.067     | 27       | 67          | 0.071     |
| 09:00 - 10:00 | 27       | 67          | 0.006     | 27         | 67          | 0.023     | 27       | 67          | 0.029     |
| 10:00 - 11:00 | 27       | 67          | 0.008     | 27         | 67          | 0.011     | 27       | 67          | 0.019     |
| 11:00 - 12:00 | 27       | 67          | 0.010     | 27         | 67          | 0.011     | 27       | 67          | 0.021     |
| 12:00 - 13:00 | 27       | 67          | 0.017     | 27         | 67          | 0.017     | 27       | 67          | 0.034     |
| 13:00 - 14:00 | 27       | 67          | 0.009     | 27         | 67          | 0.021     | 27       | 67          | 0.030     |
| 14:00 - 15:00 | 27       | 67          | 0.017     | 27         | 67          | 0.015     | 27       | 67          | 0.032     |
| 15:00 - 16:00 | 27       | 67          | 0.039     | 27         | 67          | 0.014     | 27       | 67          | 0.053     |
| 16:00 - 17:00 | 27       | 67          | 0.025     | 27         | 67          | 0.008     | 27       | 67          | 0.033     |
| 17:00 - 18:00 | 27       | 67          | 0.048     | 27         | 67          | 0.008     | 27       | 67          | 0.056     |
| 18:00 - 19:00 | 27       | 67          | 0.034     | 27         | 67          | 0.009     | 27       | 67          | 0.043     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.218    |             |           | 0.233      |             |           | 0.451    |             |           |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL TOTAL RAIL PASSENGERS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|                     | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00       |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00       |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00       |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00       |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00       |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00       |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00       |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00       | 27       | 67          | 0.001        | 27         | 67          | 0.028        | 27       | 67          | 0.029        |
| 08:00 - 09:00       | 27       | 67          | 0.001        | 27         | 67          | 0.028        | 27       | 67          | 0.029        |
| 09:00 - 10:00       | 27       | 67          | 0.001        | 27         | 67          | 0.008        | 27       | 67          | 0.009        |
| 10:00 - 11:00       | 27       | 67          | 0.004        | 27         | 67          | 0.004        | 27       | 67          | 0.008        |
| 11:00 - 12:00       | 27       | 67          | 0.001        | 27         | 67          | 0.004        | 27       | 67          | 0.005        |
| 12:00 - 13:00       | 27       | 67          | 0.004        | 27         | 67          | 0.002        | 27       | 67          | 0.006        |
| 13:00 - 14:00       | 27       | 67          | 0.002        | 27         | 67          | 0.002        | 27       | 67          | 0.004        |
| 14:00 - 15:00       | 27       | 67          | 0.002        | 27         | 67          | 0.001        | 27       | 67          | 0.003        |
| 15:00 - 16:00       | 27       | 67          | 0.007        | 27         | 67          | 0.002        | 27       | 67          | 0.009        |
| 16:00 - 17:00       | 27       | 67          | 0.013        | 27         | 67          | 0.001        | 27       | 67          | 0.014        |
| 17:00 - 18:00       | 27       | 67          | 0.022        | 27         | 67          | 0.000        | 27       | 67          | 0.022        |
| 18:00 - 19:00       | 27       | 67          | 0.021        | 27         | 67          | 0.002        | 27       | 67          | 0.023        |
| 19:00 - 20:00       |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00       |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00       |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00       |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00       |          |             |              |            |             |              |          |             |              |
| <b>Total Rates:</b> |          |             | <b>0.079</b> |            |             | <b>0.082</b> |          |             | <b>0.161</b> |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 27       | 67          | 0.077     | 27         | 67          | 0.340     | 27       | 67          | 0.417     |
| 08:00 - 09:00 | 27       | 67          | 0.102     | 27         | 67          | 0.512     | 27       | 67          | 0.614     |
| 09:00 - 10:00 | 27       | 67          | 0.155     | 27         | 67          | 0.235     | 27       | 67          | 0.390     |
| 10:00 - 11:00 | 27       | 67          | 0.151     | 27         | 67          | 0.190     | 27       | 67          | 0.341     |
| 11:00 - 12:00 | 27       | 67          | 0.155     | 27         | 67          | 0.192     | 27       | 67          | 0.347     |
| 12:00 - 13:00 | 27       | 67          | 0.212     | 27         | 67          | 0.195     | 27       | 67          | 0.407     |
| 13:00 - 14:00 | 27       | 67          | 0.161     | 27         | 67          | 0.192     | 27       | 67          | 0.353     |
| 14:00 - 15:00 | 27       | 67          | 0.172     | 27         | 67          | 0.186     | 27       | 67          | 0.358     |
| 15:00 - 16:00 | 27       | 67          | 0.281     | 27         | 67          | 0.160     | 27       | 67          | 0.441     |
| 16:00 - 17:00 | 27       | 67          | 0.299     | 27         | 67          | 0.165     | 27       | 67          | 0.464     |
| 17:00 - 18:00 | 27       | 67          | 0.432     | 27         | 67          | 0.202     | 27       | 67          | 0.634     |
| 18:00 - 19:00 | 27       | 67          | 0.388     | 27         | 67          | 0.214     | 27       | 67          | 0.602     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 2.585    |             |           | 2.783      |             |           | 5.368    |             |           |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
MULTI-MODAL CARS  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 27       | 67          | 0.032     | 27         | 67          | 0.121     | 27       | 67          | 0.153     |
| 08:00 - 09:00 | 27       | 67          | 0.038     | 27         | 67          | 0.155     | 27       | 67          | 0.193     |
| 09:00 - 10:00 | 27       | 67          | 0.048     | 27         | 67          | 0.067     | 27       | 67          | 0.115     |
| 10:00 - 11:00 | 27       | 67          | 0.047     | 27         | 67          | 0.057     | 27       | 67          | 0.104     |
| 11:00 - 12:00 | 27       | 67          | 0.042     | 27         | 67          | 0.058     | 27       | 67          | 0.100     |
| 12:00 - 13:00 | 27       | 67          | 0.066     | 27         | 67          | 0.061     | 27       | 67          | 0.127     |
| 13:00 - 14:00 | 27       | 67          | 0.044     | 27         | 67          | 0.058     | 27       | 67          | 0.102     |
| 14:00 - 15:00 | 27       | 67          | 0.050     | 27         | 67          | 0.058     | 27       | 67          | 0.108     |
| 15:00 - 16:00 | 27       | 67          | 0.076     | 27         | 67          | 0.043     | 27       | 67          | 0.119     |
| 16:00 - 17:00 | 27       | 67          | 0.094     | 27         | 67          | 0.052     | 27       | 67          | 0.146     |
| 17:00 - 18:00 | 27       | 67          | 0.138     | 27         | 67          | 0.070     | 27       | 67          | 0.208     |
| 18:00 - 19:00 | 27       | 67          | 0.131     | 27         | 67          | 0.076     | 27       | 67          | 0.207     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.806    |             |           | 0.876      |             |           | 1.682    |             |           |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL LGVS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 27       | 67          | 0.004     | 27         | 67          | 0.008     | 27       | 67          | 0.012     |
| 08:00 - 09:00 | 27       | 67          | 0.007     | 27         | 67          | 0.010     | 27       | 67          | 0.017     |
| 09:00 - 10:00 | 27       | 67          | 0.011     | 27         | 67          | 0.007     | 27       | 67          | 0.018     |
| 10:00 - 11:00 | 27       | 67          | 0.011     | 27         | 67          | 0.012     | 27       | 67          | 0.023     |
| 11:00 - 12:00 | 27       | 67          | 0.013     | 27         | 67          | 0.013     | 27       | 67          | 0.026     |
| 12:00 - 13:00 | 27       | 67          | 0.014     | 27         | 67          | 0.011     | 27       | 67          | 0.025     |
| 13:00 - 14:00 | 27       | 67          | 0.008     | 27         | 67          | 0.013     | 27       | 67          | 0.021     |
| 14:00 - 15:00 | 27       | 67          | 0.007     | 27         | 67          | 0.007     | 27       | 67          | 0.014     |
| 15:00 - 16:00 | 27       | 67          | 0.011     | 27         | 67          | 0.008     | 27       | 67          | 0.019     |
| 16:00 - 17:00 | 27       | 67          | 0.011     | 27         | 67          | 0.012     | 27       | 67          | 0.023     |
| 17:00 - 18:00 | 27       | 67          | 0.008     | 27         | 67          | 0.005     | 27       | 67          | 0.013     |
| 18:00 - 19:00 | 27       | 67          | 0.006     | 27         | 67          | 0.004     | 27       | 67          | 0.010     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  | 0.111    |             |           | 0.110      |             |           | 0.221    |             |           |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
MULTI-MODAL MOTOR CYCLES  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 27       | 67          | 0.001     | 27         | 67          | 0.001     | 27       | 67          | 0.002     |
| 08:00 - 09:00 | 27       | 67          | 0.000     | 27         | 67          | 0.001     | 27       | 67          | 0.001     |
| 09:00 - 10:00 | 27       | 67          | 0.000     | 27         | 67          | 0.001     | 27       | 67          | 0.001     |
| 10:00 - 11:00 | 27       | 67          | 0.000     | 27         | 67          | 0.001     | 27       | 67          | 0.001     |
| 11:00 - 12:00 | 27       | 67          | 0.000     | 27         | 67          | 0.000     | 27       | 67          | 0.000     |
| 12:00 - 13:00 | 27       | 67          | 0.001     | 27         | 67          | 0.001     | 27       | 67          | 0.002     |
| 13:00 - 14:00 | 27       | 67          | 0.001     | 27         | 67          | 0.001     | 27       | 67          | 0.002     |
| 14:00 - 15:00 | 27       | 67          | 0.001     | 27         | 67          | 0.000     | 27       | 67          | 0.001     |
| 15:00 - 16:00 | 27       | 67          | 0.001     | 27         | 67          | 0.000     | 27       | 67          | 0.001     |
| 16:00 - 17:00 | 27       | 67          | 0.001     | 27         | 67          | 0.000     | 27       | 67          | 0.001     |
| 17:00 - 18:00 | 27       | 67          | 0.002     | 27         | 67          | 0.002     | 27       | 67          | 0.004     |
| 18:00 - 19:00 | 27       | 67          | 0.002     | 27         | 67          | 0.002     | 27       | 67          | 0.004     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          | 0.010       |           |            | 0.010       |           |          |             | 0.020     |

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

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

## APPENDIX 3

### Gravity Model

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)  
ONS Crown Copyright Reserved [from Nomis on 9 December 2020]  
Population : All usual residents aged 16 and over in employment the week before the census  
Units : Persons  
Date : 2011  
Method of travel to work: Driving a car or van

| place of work : 2011 super output area - middle layer | usual residenceusual residence |    |                            |          |          | Departing at 08:30 on 17/02/2021 |                           |      |      |  |  |
|-------------------------------------------------------|--------------------------------|----|----------------------------|----------|----------|----------------------------------|---------------------------|------|------|--|--|
|                                                       | E02001057 : Manchester 013     |    | E02006902 : Manchester 054 |          | Combined | Postcode                         | Zone                      | Zone | Link |  |  |
|                                                       |                                |    |                            |          |          |                                  |                           |      |      |  |  |
| E02001059 : Manchester 015                            | 40                             | 5  | 45                         | M11 2NB  | 1        | 1                                | Butler Lane               | 990  | 61%  |  |  |
| E02001057 : Manchester 013                            | 39                             | 5  | 44                         | M4 7EE   | 1        | 2                                | Gunson Street             | 0    | 0%   |  |  |
| E02001260 : Trafford 002                              | 26                             | 14 | 40                         | M17 1HG  | 1        | 3                                | Naylor Street             | 0    | 0%   |  |  |
| E02001184 : Salford 028                               | 20                             | 18 | 38                         | M5 3WP   | 1        | 4                                | Mellor Street             | 0    | 0%   |  |  |
| E02001177 : Salford 021                               | 11                             | 18 | 29                         | M5 5FD   | 1        | 5                                | Site Access Road          | 0    | 0%   |  |  |
| E02006917 : Manchester 060                            | 16                             | 9  | 25                         | M3 4EP   | 1        | 6                                | A665 Great Ancoats Street | 0    | 0%   |  |  |
| E02001241 : Tameside 013                              | 13                             | 7  | 20                         | OL6 6EP  | 1        | 7                                | Old Mill Street           | 158  | 10%  |  |  |
| E02001261 : Trafford 003                              | 9                              | 9  | 18                         | M32 0JP  | 1        | 8                                | A62 Oldham Road (North)   | 157  | 10%  |  |  |
| E02001095 : Manchester 051                            | 11                             | 6  | 17                         | M23 2RG  | 1        | 9                                | A62 Oldham Road (South)   | 134  | 8%   |  |  |
| E02001200 : Stockport 014                             | 12                             | 4  | 16                         | SK1 1NX  | 1        | 10                               | Livesey Street            | 184  | 11%  |  |  |
| E02001064 : Manchester 020                            | 10                             | 6  | 16                         | M12 5NS  | 1        |                                  |                           | 1623 | 100% |  |  |
| E02001063 : Manchester 019                            | 8                              | 8  | 16                         | M15 5NR  | 1        |                                  | NCS JTW Total             | 1623 |      |  |  |
| E02001061 : Manchester 017                            | 14                             | 1  | 15                         | M18 8LX  | 1        |                                  |                           |      |      |  |  |
| E02001070 : Manchester 026                            | 9                              | 6  | 15                         | M14 5HH  | 1        |                                  |                           |      |      |  |  |
| E02001264 : Trafford 006                              | 7                              | 8  | 15                         | M17 1HW  | 1        |                                  |                           |      |      |  |  |
| E02001097 : Manchester 053                            | 10                             | 4  | 14                         | M90 4WP  | 1        |                                  |                           |      |      |  |  |
| E02002593 : Warrington 004                            | 8                              | 6  | 14                         | WA3 6DJ  | 1        |                                  |                           |      |      |  |  |
| E02001089 : Manchester 045                            | 8                              | 4  | 12                         | M19 1SE  | 1        |                                  |                           |      |      |  |  |
| E02001096 : Manchester 052                            | 6                              | 6  | 12                         | M22 0LF  | 1        |                                  |                           |      |      |  |  |
| E02001259 : Trafford 001                              | 8                              | 3  | 11                         | M16 9AG  | 1        |                                  |                           |      |      |  |  |
| E02003858 : Cheshire East 006                         | 6                              | 4  | 10                         | SK9 1AW  | 1        |                                  |                           |      |      |  |  |
| E02001273 : Trafford 015                              | 2                              | 8  | 10                         | M33 2UB  | 1        |                                  |                           |      |      |  |  |
| E02001082 : Manchester 038                            | 9                              | 0  | 9                          | M20 3DA  | 1        |                                  |                           |      |      |  |  |
| E02001087 : Manchester 043                            | 6                              | 2  | 8                          | M20 6BJ  | 1        |                                  |                           |      |      |  |  |
| E02001283 : Trafford 025                              | 6                              | 2  | 8                          | WA14 1RZ | 1        |                                  |                           |      |      |  |  |
| E02001235 : Tameside 007                              | 5                              | 3  | 8                          | OL6 6NZ  | 1        |                                  |                           |      |      |  |  |
| E02003864 : Cheshire East 012                         | 4                              | 4  | 8                          | SK9 7QJ  | 1        |                                  |                           |      |      |  |  |
| E02001262 : Trafford 004                              | 3                              | 5  | 8                          | M16 0TW  | 1        |                                  |                           |      |      |  |  |
| E02001074 : Manchester 030                            | 2                              | 6  | 8                          | M14 7HL  | 1        |                                  |                           |      |      |  |  |
| E02001077 : Manchester 033                            | 7                              | 0  | 7                          | M21 8TW  | 1        |                                  |                           |      |      |  |  |
| E02001253 : Tameside 025                              | 7                              | 0  | 7                          | M34 3RB  | 1        |                                  |                           |      |      |  |  |
| E02001268 : Trafford 010                              | 7                              | 0  | 7                          | M41 5RN  | 1        |                                  |                           |      |      |  |  |
| E02001197 : Stockport 011                             | 6                              | 1  | 7                          | SK4 2JH  | 1        |                                  |                           |      |      |  |  |
| E02001213 : Stockport 027                             | 4                              | 3  | 7                          | SK2 7EQ  | 1        |                                  |                           |      |      |  |  |
| E02001222 : Stockport 036                             | 4                              | 3  | 7                          | SK8 3RE  | 1        |                                  |                           |      |      |  |  |
| E02003863 : Cheshire East 010                         | 5                              | 1  | 6                          | WA16 6JA | 1        |                                  |                           |      |      |  |  |
| E02001078 : Manchester 034                            | 3                              | 3  | 6                          | M19 2QR  | 1        |                                  |                           |      |      |  |  |
| E02001248 : Tameside 020                              | 3                              | 3  | 6                          | SK14 4SU | 1        |                                  |                           |      |      |  |  |
| E02003856 : Cheshire East 004                         | 2                              | 4  | 6                          | SK9 3AN  | 1        |                                  |                           |      |      |  |  |
| E02001093 : Manchester 049                            | 2                              | 4  | 6                          | M22 9NW  | 1        |                                  |                           |      |      |  |  |
| E02001012 : Bolton 029                                | 1                              | 5  | 6                          | BL4 0BU  | 1        |                                  |                           |      |      |  |  |
| E02003829 : Cheshire East 038                         | 5                              | 0  | 5                          | CW1 6GL  | 1        |                                  |                           |      |      |  |  |
| E02003869 : Cheshire East 017                         | 5                              | 0  | 5                          | SK10 3GQ | 1        |                                  |                           |      |      |  |  |
| E02003870 : Cheshire East 018                         | 4                              | 1  | 5                          | SK11 6ER | 1        |                                  |                           |      |      |  |  |
| E02001083 : Manchester 039                            | 4                              | 1  | 5                          | M20 2LJ  | 1        |                                  |                           |      |      |  |  |
| E02001084 : Manchester 040                            | 3                              | 2  | 5                          | M20 4QL  | 1        |                                  |                           |      |      |  |  |
| E02002582 : Halton 009                                | 2                              | 3  | 5                          | WA7 1NR  | 1        |                                  |                           |      |      |  |  |
| E02001092 : Manchester 048                            | 4                              | 0  | 4                          | M23 1HU  | 1        |                                  |                           |      |      |  |  |
| E02001202 : Stockport 016                             | 4                              | 0  | 4                          | SK3 0HL  | 1        |                                  |                           |      |      |  |  |
| E02006932 : Liverpool 060                             | 4                              | 0  | 4                          | L3 5TS   | 1        |                                  |                           |      |      |  |  |
| E02001195 : Stockport 009                             | 3                              | 1  | 4                          | SK6 2QR  | 1        |                                  |                           |      |      |  |  |
| E02001236 : Tameside 008                              | 3                              | 1  | 4                          | SK15 1LL | 1        |                                  |                           |      |      |  |  |
| E02001238 : Tameside 010                              | 3                              | 1  | 4                          | M43 7LP  | 1        |                                  |                           |      |      |  |  |
| E02001090 : Manchester 046                            | 2                              | 2  | 4                          | M22 4DA  | 1        |                                  |                           |      |      |  |  |
| E02001187 : Stockport 001                             | 2                              | 2  | 4                          | SK5 6UU  | 1        |                                  |                           |      |      |  |  |
| E02001072 : Manchester 028                            | 1                              | 3  | 4                          | M16 8AA  | 1        |                                  |                           |      |      |  |  |
| E02001094 : Manchester 050                            | 1                              | 3  | 4                          | M22 5RY  | 1        |                                  |                           |      |      |  |  |
| E02006916 : Manchester 059                            | 1                              | 3  | 4                          | M15 4LR  | 1        |                                  |                           |      |      |  |  |
| E02001189 : Stockport 003                             | 1                              | 3  | 4                          | SK5 7AZ  | 1        |                                  |                           |      |      |  |  |
| E02001277 : Trafford 019                              | 1                              | 3  | 4                          | WA14 5GL | 1        |                                  |                           |      |      |  |  |
| E02003878 : Cheshire West and Chester 017             | 0                              | 4  | 4                          | CW9 7UD  | 1        |                                  |                           |      |      |  |  |
| E02002607 : Warrington 018                            | 0                              | 4  | 4                          | WA1 1EF  | 1        |                                  |                           |      |      |  |  |
| E02001186 : Salford 030                               | 3                              | 0  | 3                          | M44 6NN  | 1        |                                  |                           |      |      |  |  |
| E02001192 : Stockport 006                             | 3                              | 0  | 3                          | SK4 5BB  | 1        |                                  |                           |      |      |  |  |
| E02001245 : Tameside 017                              | 3                              | 0  | 3                          | SK16 4JA | 1        |                                  |                           |      |      |  |  |
| E02001320 : Wigan 034                                 | 3                              | 0  | 3                          | WN7 3EB  | 1        |                                  |                           |      |      |  |  |
| E02003862 : Cheshire East 011                         | 2                              | 1  | 3                          | SK10 4XQ | 1        |                                  |                           |      |      |  |  |
| E02002595 : Warrington 006                            | 2                              | 1  | 3                          | WA2 9NQ  | 1        |                                  |                           |      |      |  |  |
| E02002613 : Warrington 024                            | 2                              | 1  | 3                          | WA4 4NT  | 1        |                                  |                           |      |      |  |  |
| E02001069 : Manchester 025                            | 2                              | 1  | 3                          | M14 4PJ  | 1        |                                  |                           |      |      |  |  |
| E02001075 : Manchester 031                            | 2                              | 1  | 3                          | M19 3AE  | 1        |                                  |                           |      |      |  |  |
| E02001076 : Manchester 032                            | 2                              | 1  | 3                          | M14 6BN  | 1        |                                  |                           |      |      |  |  |
| E02001193 : Stockport 007                             | 2                              | 1  | 3                          | SK4 1JQ  | 1        |                                  |                           |      |      |  |  |
| E02001267 : Trafford 009                              | 2                              | 1  | 3                          | M41 9JN  | 1        |                                  |                           |      |      |  |  |
| E02001282 : Trafford 024                              | 2                              | 1  | 3                          | WA14 5EZ | 1        |                                  |                           |      |      |  |  |
| E02001292 : Wigan 006                                 | 2                              | 1  | 3                          | WN1 1XG  | 1        |                                  |                           |      |      |  |  |
| E02001308 : Wigan 022                                 | 2                              | 1  | 3                          | M29 8JL  | 1        |                                  |                           |      |      |  |  |
| E02005294 : South Ribble 008                          | 2                              | 1  | 3                          | PR5 6LS  | 1        |                                  |                           |      |      |  |  |
| E02005313 : West Lancashire 010                       | 2                              | 1  | 3                          | WN8 6ND  | 1        |                                  |                           |      |      |  |  |
| E02004096 : High Peak 004                             | 2                              | 1  | 3                          | SK13 7BW | 1        |                                  |                           |      |      |  |  |
| E02005678 : Northampton 029                           | 2                              | 1  | 3                          | NN5 6UD  | 1        |                                  |                           |      |      |  |  |
| E02003828 : Cheshire East 037                         | 1                              | 2  | 3                          | CW1 3GE  | 1        |                                  |                           |      |      |  |  |
| E02002596 : Warrington 007                            | 1                              | 2  | 3                          | WA2 0BU  | 1        |                                  |                           |      |      |  |  |
| E02000997 : Bolton 014                                | 1                              | 2  | 3                          | BL6 4GH  | 1        |                                  |                           |      |      |  |  |
| E02001042 : Bury 024                                  | 1                              | 2  | 3                          | M25 3HW  | 1        |                                  |                           |      |      |  |  |
| E02001208 : Stockport 022                             | 1                              | 2  | 3                          | SK3 0SB  | 1        |                                  |                           |      |      |  |  |
| E02001250 : Tameside 022                              | 1                              | 2  | 3                          | SK14 2PZ | 1        |                                  |                           |      |      |  |  |
| E02001285 : Trafford 027                              | 1                              | 2  | 3                          | WA14 2HQ | 1        |                                  |                           |      |      |  |  |
| E02005256 : Preston 004                               | 1                              | 2  | 3                          | PR2 9HT  | 1        |                                  |                           |      |      |  |  |
| E02002576 : Halton 003                                | 0                              | 3  | 3                          | WA8 0QB  | 1        |                                  |                           |      |      |  |  |
| E02001006 : Bolton 023                                | 0                              | 3  | 3                          | BL3 3NY  | 1        |                                  |                           |      |      |  |  |
| E02001270 : Trafford 012                              | 0                              | 3  | 3                          | M33 6NA  | 1        |                                  |                           |      |      |  |  |
| E02003812 : Cheshire East 023                         | 2                              | 0  | 2                          | CW4 7BP  | 1        |                                  |                           |      |      |  |  |
| E02002590 : Warrington 001                            | 2                              | 0  | 2                          | WA3 7EN  | 1        |                                  |                           |      |      |  |  |
| E02002602 : Warrington 013                            | 2                              | 0  | 2                          | WA5 0LW  | 1        |                                  |                           |      |      |  |  |
| E02000990 : Bolton 007                                | 2                              | 0  | 2                          | BL5 1FJ  | 1        |                                  |                           |      |      |  |  |
| E02000992 : Bolton 009                                | 2                              | 0  | 2                          | BL6 5EW  | 1        |                                  |                           |      |      |  |  |
| E02001067 : Manchester 023                            | 2                              | 0  | 2                          | M18 7ER  | 1        |                                  |                           |      |      |  |  |
| E02001085 : Manchester 041                            | 2                              | 0  | 2                          | M19 1ED  | 1        |                                  |                           |      |      |  |  |
| E02001088 : Manchester 044                            | 2                              | 0  | 2                          | M23 0LU  | 1        |                                  |                           |      |      |  |  |
| E02001163 : Salford 007                               | 2                              | 0  | 2                          | M28 3AH  | 1        |                                  |                           |      |      |  |  |
| E02001175 : Salford 019                               | 2                              | 0  | 2                          | M30 8EN  | 1        |                                  |                           |      |      |  |  |
| E02001188 : Stockport 002                             | 2                              | 0  | 2                          | SK5 6PQ  | 1        |                                  |                           |      |      |  |  |
| E02001201 : Stockport 015                             | 2                              | 0  | 2                          | SK2 5AA  | 1        |                                  |                           |      |      |  |  |
| E02001209 : Stockport 023                             | 2                              | 0  | 2                          | SK3 8LF  | 1        |                                  |                           |      |      |  |  |
| E02001217 : Stockport 031                             | 2                              | 0  | 2                          | SK7 5DA  | 1        |                                  |                           |      |      |  |  |
| E02001228 : Stockport 042                             | 2                              | 0  | 2                          | SK7 1AH  | 1        |                                  |                           |      |      |  |  |
| E02001266 : Trafford 008                              | 2                              | 0  | 2                          | M32 9AJ  | 1        |                                  |                           |      |      |  |  |
| E02001275 : Trafford 017                              | 2                              | 0  | 2                          | M31 4ET  | 1        |                                  |                           |      |      |  |  |
| E02001299 : Wigan 013                                 | 2                              | 0  | 2                          | WN2 3AU  | 1        |                                  |                           |      |      |  |  |
| E02005198 : Chorley 010                               | 2                              | 0  | 2                          | PR7 1DW  | 1        |                                  |                           |      |      |  |  |
| E02005255 : Preston 003                               | 2                              | 0  | 2                          | PR2 9SU  | 1        |                                  |                           |      |      |  |  |
| E02005314 : West Lancashire 011                       | 2                              | 0  | 2                          | WN8 8BF  | 1        |                                  |                           |      |      |  |  |
| E02001420 : St. Helens 015                            | 2                              | 0  | 2                          | WA12 9SF | 1        |                                  |                           |      |      |  |  |
| E02001491 : Wirral 025                                | 2                              | 0  | 2                          | CH49 7NU | 1        |                                  |                           |      |      |  |  |
| E02006843 : Sheffield 073                             | 2                              | 0  | 2                          | S1 2DE   | 1        |                                  |                           |      |      |  |  |
| E02004093 : High Peak 001                             | 2                              | 0  | 2                          | SK13 1EG | 1        |                                  |                           |      |      |  |  |
| E02006168 : Newcastle-under-Lyme 011                  | 2                              | 0  | 2                          | ST5 1EF  | 1        |                                  |                           |      |      |  |  |
| E02003271 : Luton 014                                 | 2                              | 0  | 2                          | LU2 9LU  | 1        |                                  |                           |      |      |  |  |
| E02003715 : Wycombe 020                               | 2                              | 0  | 2                          | SL7 3DP  | 1        |                                  |                           |      |      |  |  |
| E02005934 : Cherwell 014                              | 2                              | 0  | 2                          | OX26 2YL | 1        |                                  |                           |      |      |  |  |
| E02006578 : Crawley 004                               | 2                              | 0  | 2                          | RH10 1BQ | 1        |                                  |                           |      |      |  |  |
| E02003859 : Cheshire East 007                         | 1                              | 1  | 2                          | WA16 0GZ | 1        |                                  |                           |      |      |  |  |
| E02003866 : Cheshire East 014                         | 1                              | 1  | 2                          | SK10 2EF | 1        |                                  |                           |      |      |  |  |
| E02001005 : Bolton 022                                | 1                              | 1  | 2                          | BL2 1BT  | 1        |                                  |                           |      |      |  |  |
| E02001068 : Manchester 024                            | 1                              | 1  | 2                          | M16 7YA  | 1        |                                  |                           |      |      |  |  |
| E02001081 : Manchester 037                            | 1                              | 1  | 2                          | M21 9DU  | 1        |                                  |                           |      |      |  |  |
| E02001086 : Manchester 042                            | 1                              | 1  | 2                          | M20 2PU  | 1        |                                  |                           |      |      |  |  |
| E02001091 : Manchester 047                            | 1                              | 1  | 2                          | M23 9WZ  | 1        |                                  |                           |      |      |  |  |
| E02001176 : Salford 020                               | 1                              | 1  | 2                          | M30 9AF  | 1        |                                  |                           |      |      |  |  |
| E02001234 : Tameside 006                              | 1                              | 1  | 2                          | OL6 6JJ  | 1        |                                  |                           |      |      |  |  |
| E02001256 : Tameside 028                              | 1                              | 1  | 2                          | SK14 1PB | 1        |                                  |                           |      |      |  |  |
| E02002965 : Stoke-on-Trent 015                        | 1                              | 1  | 2                          | ST1 3AN  | 1        |                                  |                           |      |      |  |  |
| E02000999 : Bolton 016                                | 0                              | 2  | 2                          | BL1 2XR  | 1        |                                  |                           |      |      |  |  |
| E02001157 : Salford 001                               | 0                              | 2  | 2                          | M38 9UX  | 1        |                                  |                           |      |      |  |  |
| E02001179 : Salford 023                               | 0                              | 2  | 2                          | M6 5QQ   | 1        |                                  |                           |      |      |  |  |
| E02001190 : Stockport 004                             | 0                              | 2  | 2                          | SK5 8BD  | 1        |                                  |                           |      |      |  |  |
| E02001219 : Stockport 033                             | 0                              | 2  | 2                          |          |          |                                  |                           |      |      |  |  |

|                                           |    |    |    |          |   |
|-------------------------------------------|----|----|----|----------|---|
| E02003815 : Cheshire East 026             | 1  | 0  | 1  | CW12 3HQ | 1 |
| E02003816 : Cheshire East 027             | 1  | 0  | 1  | CW12 4DB | 1 |
| E02003819 : Cheshire East 030             | 1  | 0  | 1  | CW11 1HA | 1 |
| E02003834 : Cheshire East 045             | 1  | 0  | 1  | CW2 6LL  | 1 |
| E02003854 : Cheshire East 002             | 1  | 0  | 1  | SK12 1HZ | 1 |
| E02003855 : Cheshire East 003             | 1  | 0  | 1  | SK12 1SX | 1 |
| E02003857 : Cheshire East 005             | 1  | 0  | 1  | SK9 2GG  | 1 |
| E02003860 : Cheshire East 008             | 1  | 0  | 1  | SK9 6HJ  | 1 |
| E02003868 : Cheshire East 016             | 1  | 0  | 1  | SK10 1NG | 1 |
| E02003805 : Cheshire West and Chester 039 | 1  | 0  | 1  | CH3 7AB  | 1 |
| E02003879 : Cheshire West and Chester 018 | 1  | 0  | 1  | CW9 5JS  | 1 |
| E02002594 : Warrington 005                | 1  | 0  | 1  | WA3 7GB  | 1 |
| E02002603 : Warrington 014                | 1  | 0  | 1  | WA1 4AE  | 1 |
| E02001004 : Bolton 021                    | 1  | 0  | 1  | BL3 5JA  | 1 |
| E02001011 : Bolton 028                    | 1  | 0  | 1  | BL5 3QX  | 1 |
| E02001014 : Bolton 031                    | 1  | 0  | 1  | BL5 3QJ  | 1 |
| E02001017 : Bolton 034                    | 1  | 0  | 1  | BL4 9BX  | 1 |
| E02001056 : Manchester 012                | 1  | 0  | 1  | M11 4QJ  | 1 |
| E02001071 : Manchester 027                | 1  | 0  | 1  | M12 5SH  | 1 |
| E02001073 : Manchester 029                | 1  | 0  | 1  | M21 9GA  | 1 |
| E02001080 : Manchester 036                | 1  | 0  | 1  | M20 4NA  | 1 |
| E02001185 : Salford 029                   | 1  | 0  | 1  | M44 6LD  | 1 |
| E02001199 : Stockport 013                 | 1  | 0  | 1  | SK4 3JH  | 1 |
| E02001205 : Stockport 019                 | 1  | 0  | 1  | SK2 6PH  | 1 |
| E02001206 : Stockport 020                 | 1  | 0  | 1  | SK6 6EA  | 1 |
| E02001216 : Stockport 030                 | 1  | 0  | 1  | SK8 5QA  | 1 |
| E02001224 : Stockport 038                 | 1  | 0  | 1  | SK6 8EX  | 1 |
| E02001249 : Tameside 021                  | 1  | 0  | 1  | M34 3HF  | 1 |
| E02001255 : Tameside 027                  | 1  | 0  | 1  | SK14 3NL | 1 |
| E02001269 : Trafford 011                  | 1  | 0  | 1  | M32 9AH  | 1 |
| E02001278 : Trafford 020                  | 1  | 0  | 1  | WA14 5PQ | 1 |
| E02001288 : Wigan 002                     | 1  | 0  | 1  | WN6 0AE  | 1 |
| E02001298 : Wigan 012                     | 1  | 0  | 1  | WN2 2HN  | 1 |
| E02001301 : Wigan 015                     | 1  | 0  | 1  | WN3 4BZ  | 1 |
| E02001310 : Wigan 024                     | 1  | 0  | 1  | WN2 5DW  | 1 |
| E02001313 : Wigan 027                     | 1  | 0  | 1  | WN7 1PR  | 1 |
| E02001321 : Wigan 035                     | 1  | 0  | 1  | WN4 8PF  | 1 |
| E02005209 : Fylde 007                     | 1  | 0  | 1  | PR4 1TE  | 1 |
| E02005239 : Lancaster 019                 | 1  | 0  | 1  | LA2 OPF  | 1 |
| E02005264 : Preston 012                   | 1  | 0  | 1  | PR1 8RR  | 1 |
| E02005307 : West Lancashire 004           | 1  | 0  | 1  | L40 5XX  | 1 |
| E02001337 : Knowsley 011                  | 1  | 0  | 1  | L36 7SA  | 1 |
| E02001405 : Liverpool 059                 | 1  | 0  | 1  | L24 0SP  | 1 |
| E02001455 : Sefton 027                    | 1  | 0  | 1  | L30 8RD  | 1 |
| E02001458 : Sefton 030                    | 1  | 0  | 1  | L32 0RW  | 1 |
| E02001465 : Sefton 037                    | 1  | 0  | 1  | L20 3UQ  | 1 |
| E02002973 : Stoke-on-Trent 023            | 1  | 0  | 1  | ST4 6NW  | 1 |
| E02002062 : Sandwell 020                  | 1  | 0  | 1  | B70 6DW  | 1 |
| E02002089 : Solihull 009                  | 1  | 0  | 1  | B37 7HF  | 1 |
| E02003278 : Luton 021                     | 1  | 0  | 1  | LU1 2SE  | 1 |
| E02004935 : St Albans 012                 | 1  | 0  | 1  | AL1 1PG  | 1 |
| E02004957 : Three Rivers 002              | 1  | 0  | 1  | WD5 0SR  | 1 |
| E02000353 : Hackney 009                   | 1  | 0  | 1  | N16 7LD  | 1 |
| E02000732 : Newham 019                    | 1  | 0  | 1  | E6 1PU   | 1 |
| E02000849 : Sutton 010                    | 1  | 0  | 1  | SM6 7HY  | 1 |
| E02003466 : Milton Keynes 008             | 1  | 0  | 1  | MK12 5AZ | 1 |
| E02003399 : Reading 011                   | 1  | 0  | 1  | RG1 3AB  | 1 |
| W02000070 : Flintshire 013                | 1  | 0  | 1  | CH5 3EE  | 1 |
| E02003837 : Cheshire East 049             | 0  | 1  | 1  | CW5 6BB  | 1 |
| E02003840 : Cheshire East 051             | 0  | 1  | 1  | CW3 0HG  | 1 |
| E02003853 : Cheshire East 001             | 0  | 1  | 1  | SK12 2RH | 1 |
| E02003865 : Cheshire East 013             | 0  | 1  | 1  | SK10 5PB | 1 |
| E02003871 : Cheshire East 019             | 0  | 1  | 1  | SK11 8QR | 1 |
| E02003845 : Cheshire West and Chester 007 | 0  | 1  | 1  | CH65 1AE | 1 |
| E02003884 : Cheshire West and Chester 024 | 0  | 1  | 1  | CW8 2DB  | 1 |
| E02002587 : Halton 014                    | 0  | 1  | 1  | WA7 6DW  | 1 |
| E02002598 : Warrington 009                | 0  | 1  | 1  | WA5 3DX  | 1 |
| E02002612 : Warrington 023                | 0  | 1  | 1  | WA4 3AG  | 1 |
| E02004006 : Copeland 007                  | 0  | 1  | 1  | CA20 1EJ | 1 |
| E02004009 : Eden 002                      | 0  | 1  | 1  | CA10 1BG | 1 |
| E02004025 : South Lakeland 011            | 0  | 1  | 1  | LA5 0AG  | 1 |
| E02000984 : Bolton 001                    | 0  | 1  | 1  | BL7 9BB  | 1 |
| E02000998 : Bolton 015                    | 0  | 1  | 1  | BL1 3AD  | 1 |
| E02001158 : Salford 002                   | 0  | 1  | 1  | M28 3ZB  | 1 |
| E02001203 : Stockport 017                 | 0  | 1  | 1  | SK6 5BG  | 1 |
| E02001204 : Stockport 018                 | 0  | 1  | 1  | SK3 0UW  | 1 |
| E02001207 : Stockport 021                 | 0  | 1  | 1  | SK2 5UA  | 1 |
| E02001212 : Stockport 026                 | 0  | 1  | 1  | SK3 0SA  | 1 |
| E02001214 : Stockport 028                 | 0  | 1  | 1  | SK8 1NX  | 1 |
| E02001226 : Stockport 040                 | 0  | 1  | 1  | SK8 3DU  | 1 |
| E02001227 : Stockport 041                 | 0  | 1  | 1  | SK8 7PD  | 1 |
| E02001231 : Tameside 003                  | 0  | 1  | 1  | OL5 9JR  | 1 |
| E02001247 : Tameside 019                  | 0  | 1  | 1  | M34 5BD  | 1 |
| E02001279 : Trafford 021                  | 0  | 1  | 1  | M33 3TE  | 1 |
| E02001294 : Wigan 008                     | 0  | 1  | 1  | WN1 1JU  | 1 |
| E02001309 : Wigan 023                     | 0  | 1  | 1  | M46 0SL  | 1 |
| E02001318 : Wigan 032                     | 0  | 1  | 1  | WN4 0BX  | 1 |
| E02005196 : Chorley 008                   | 0  | 1  | 1  | PR7 1LG  | 1 |
| E02005233 : Lancaster 013                 | 0  | 1  | 1  | LA1 3LH  | 1 |
| E02005299 : South Ribble 013              | 0  | 1  | 1  | PR25 3NJ | 1 |
| E02005310 : West Lancashire 007           | 0  | 1  | 1  | L39 3BL  | 1 |
| E02001347 : Liverpool 001                 | 0  | 1  | 1  | L10 9LE  | 1 |
| E02001404 : Liverpool 058                 | 0  | 1  | 1  | L24 1YH  | 1 |
| E02001449 : Sefton 021                    | 0  | 1  | 1  | L29 9AD  | 1 |
| E02001460 : Sefton 032                    | 0  | 1  | 1  | L21 1AP  | 1 |
| E02001417 : St. Helens 012                | 0  | 1  | 1  | WA10 2TW | 1 |
| E02001482 : Wirral 016                    | 0  | 1  | 1  | CH41 2PZ | 1 |
| E02002269 : Calderdale 026                | 0  | 1  | 1  | HX4 8AL  | 1 |
| E02002270 : Calderdale 027                | 0  | 1  | 1  | HX6 3SX  | 1 |
| E02002273 : Kirklees 003                  | 0  | 1  | 1  | BD19 3TY | 1 |
| E02006875 : Leeds 111                     | 0  | 1  | 1  | LS1 3AP  | 1 |
| E02006029 : Shropshire 015                | 0  | 1  | 1  | SY1 3RE  | 1 |
| E02006169 : Newcastle-under-Lyme 012      | 0  | 1  | 1  | ST5 5DY  | 1 |
| E02006197 : Stafford 010                  | 0  | 1  | 1  | ST16 2EE | 1 |
| E02001859 : Birmingham 033                | 0  | 1  | 1  | B20 3BP  | 1 |
| E02006776 : Wyre Forest 010               | 0  | 1  | 1  | DY10 1YJ | 1 |
| E02004902 : Hertsmere 007                 | 0  | 1  | 1  | WD6 1AE  | 1 |
| E02004976 : Watford 009                   | 0  | 1  | 1  | WD18 0DE | 1 |
| E02000193 : Camden 028                    | 0  | 1  | 1  | WC1V 6PQ | 1 |
| E02000001 : City of London 001            | 0  | 1  | 1  | EC4M 7EH | 1 |
| E02000970 : Westminster 011               | 0  | 1  | 1  | W1U 2NW  | 1 |
| E02000972 : Westminster 013               | 0  | 1  | 1  | W1W 6AA  | 1 |
| E02000920 : Waltham Forest 026            | 0  | 1  | 1  | E15 2DA  | 1 |
| E02003718 : Wycombe 023                   | 0  | 1  | 1  | SL7 1PR  | 1 |
| E02006833 : Tonbridge and Malling 014     | 0  | 1  | 1  | ME19 6RB | 1 |
| E02006689 : Wiltshire 037                 | 0  | 1  | 1  | BA14 6RU | 1 |
| W02000006 : Isle of Anglesey 006          | 0  | 1  | 1  | LL77 7PN | 1 |
| W02000099 : Powys 003                     | 0  | 1  | 1  | SY21 7PA | 1 |
| W02000399 : Cardiff 033                   | 0  | 1  | 1  | CF24 3AG | 1 |
| E02006912 : Manchester 055                | 35 | 18 | 53 | M1 2WH   | 7 |
| E02001062 : Manchester 018                | 36 | 15 | 51 | M1 7EW   | 7 |
| E02001066 : Manchester 022                | 27 | 17 | 44 | M13 0DJ  | 7 |
| E02006914 : Manchester 057                | 7  | 3  | 10 | M1 5EB   | 7 |
| E02001055 : Manchester 011                | 19 | 4  | 23 | M40 1EN  | 8 |
| E02001111 : Oldham 014                    | 6  | 4  | 10 | OL1 3EU  | 8 |
| E02001113 : Oldham 016                    | 3  | 5  | 8  | OL1 2HW  | 8 |
| E02001112 : Oldham 015                    | 6  | 1  | 7  | M24 1SW  | 8 |
| E02001125 : Oldham 028                    | 5  | 2  | 7  | OL9 7LD  | 8 |
| E02001121 : Oldham 024                    | 4  | 3  | 7  | OL1 1HP  | 8 |
| E02001129 : Oldham 032                    | 6  | 0  | 6  | M35 0HU  | 8 |
| E02001049 : Manchester 005                | 4  | 1  | 5  | M40 3QQ  | 8 |
| E02002392 : Leeds 063                     | 4  | 1  | 5  | LS3 1AW  | 8 |
| E02001053 : Manchester 009                | 3  | 1  | 4  | M40 5FP  | 8 |
| E02001106 : Oldham 009                    | 3  | 1  | 4  | OL2 6BB  | 8 |
| E02001114 : Oldham 017                    | 3  | 1  | 4  | OL9 8PF  | 8 |
| E02001143 : Rochdale 012                  | 3  | 1  | 4  | OL16 5HS | 8 |
| E02001051 : Manchester 007                | 2  | 2  | 4  | M40 9HT  | 8 |
| E02001128 : Oldham 031                    | 2  | 2  | 4  | M35 9DU  | 8 |
| E02001140 : Rochdale 009                  | 3  | 0  | 3  | OL12 6AF | 8 |
| E02001141 : Rochdale 010                  | 3  | 0  | 3  | OL12 6UA | 8 |
| E02001047 : Manchester 003                | 2  | 1  | 3  | M9 7SS   | 8 |
| E02001139 : Rochdale 008                  | 1  | 2  | 3  | OL12 0ES | 8 |
| E02001133 : Rochdale 002                  | 2  | 0  | 2  | OL15 8EP | 8 |
| E02001154 : Rochdale 023                  | 2  | 0  | 2  | M24 2JD  | 8 |
| E02005785 : Richmondshire 004             | 2  | 0  | 2  | DL9 4DH  | 8 |
| E02001233 : Tameside 005                  | 1  | 1  | 2  | OL7 9NG  | 8 |
| E02001127 : Oldham 030                    | 0  | 2  | 2  | OL8 4JZ  | 8 |
| E02002381 : Leeds 052                     | 0  | 2  | 2  | LS28 6NE | 8 |
| E02002564 : Darlington 006                | 1  | 0  | 1  | DL3 9EU  | 8 |
| E02001801 : Sunderland 011                | 1  | 0  | 1  | SR4 7UY  | 8 |
| E02001098 : Oldham 001                    | 1  | 0  | 1  | OL2 7PW  | 8 |
| E02001100 : Oldham 003                    | 1  | 0  | 1  | OL2 8NR  | 8 |
| E02001108 : Oldham 011                    | 1  | 0  | 1  | OL1 4EW  | 8 |
| E02001110 : Oldham 013                    | 1  | 0  | 1  | OL3 5EG  | 8 |
| E02001118 : Oldham 021                    | 1  | 0  | 1  | OL4 4QF  | 8 |
| E02001136 : Rochdale 005                  | 1  | 0  | 1  | OL12 6AL | 8 |
| E02001146 : Rochdale 015                  | 1  | 0  | 1  | OL11 1JU | 8 |

|                                       |      |     |      |          |    |
|---------------------------------------|------|-----|------|----------|----|
| E02002784 : York 013                  | 1    | 0   | 1    | YQ1 6LJ  | 8  |
| E02005749 : Craven 008                | 1    | 0   | 1    | BD20 7EY | 8  |
| E02005756 : Hambleton 007             | 1    | 0   | 1    | YO7 4RW  | 8  |
| E02001576 : Doncaster 038             | 1    | 0   | 1    | DN10 6PU | 8  |
| E02002220 : Bradford 038              | 1    | 0   | 1    | BD3 7HZ  | 8  |
| E02002299 : Kirklees 029              | 1    | 0   | 1    | HD1 6HQ  | 8  |
| E02002301 : Kirklees 031              | 1    | 0   | 1    | HD1 6EL  | 8  |
| E02002312 : Kirklees 042              | 1    | 0   | 1    | HD1 3DY  | 8  |
| E02002320 : Kirklees 050              | 1    | 0   | 1    | HD4 7DP  | 8  |
| E02002323 : Kirklees 053              | 1    | 0   | 1    | HD9 6JX  | 8  |
| E02002461 : Wakefield 024             | 1    | 0   | 1    | WF7 6LH  | 8  |
| E02004094 : High Peak 002             | 1    | 0   | 1    | SK13 1PU | 8  |
| E02003245 : Peterborough 009          | 1    | 0   | 1    | PE3 8RL  | 8  |
| E02003735 : East Cambridgeshire 004   | 1    | 0   | 1    | CB7 4GE  | 8  |
| E02001105 : Oldham 008                | 0    | 1   | 1    | OL2 5BL  | 8  |
| E02001109 : Oldham 012                | 0    | 1   | 1    | OL4 2NX  | 8  |
| E02001116 : Oldham 019                | 0    | 1   | 1    | OL4 1LW  | 8  |
| E02001119 : Oldham 022                | 0    | 1   | 1    | OL4 1DA  | 8  |
| E02001144 : Rochdale 013              | 0    | 1   | 1    | OL16 4GA | 8  |
| E02001145 : Rochdale 014              | 0    | 1   | 1    | OL16 4JX | 8  |
| E02001230 : Tameside 002              | 0    | 1   | 1    | OL6 8DD  | 8  |
| E02002258 : Calderdale 015            | 0    | 1   | 1    | HD6 1PS  | 8  |
| E02006902 : Manchester 054            | 57   | 33  | 90   | M3 2DE   | 9  |
| E02001178 : Salford 022               | 8    | 6   | 14   | M3 7NG   | 9  |
| E02001173 : Salford 017               | 7    | 2   | 9    | M6 5JA   | 9  |
| E02001164 : Salford 008               | 4    | 1   | 5    | M27 8JS  | 9  |
| E02001168 : Salford 012               | 3    | 1   | 4    | M27 5PQ  | 9  |
| E02001170 : Salford 014               | 2    | 2   | 4    | M27 0DZ  | 9  |
| E02001174 : Salford 018               | 1    | 1   | 2    | M6 7WT   | 9  |
| E02001180 : Salford 024               | 1    | 1   | 2    | M6 5JT   | 9  |
| E02001159 : Salford 003               | 0    | 2   | 2    | M28 3YN  | 9  |
| E02001162 : Salford 006               | 1    | 0   | 1    | M27 6DR  | 9  |
| E02001171 : Salford 015               | 1    | 0   | 1    | M27 8UZ  | 9  |
| E02006913 : Manchester 056            | 19   | 9   | 28   | M4 4FE   | 10 |
| E02001050 : Manchester 006            | 17   | 7   | 24   | M8 4RF   | 10 |
| E02006915 : Manchester 058            | 11   | 2   | 13   | M8 9ER   | 10 |
| E02001031 : Bury 013                  | 3    | 5   | 8    | BL9 9LZ  | 10 |
| E02001038 : Bury 020                  | 2    | 5   | 7    | M45 6QF  | 10 |
| E02001052 : Manchester 008            | 5    | 1   | 6    | M8 5BN   | 10 |
| E02001026 : Bury 008                  | 3    | 3   | 6    | BL9 0JP  | 10 |
| E02001040 : Bury 022                  | 3    | 3   | 6    | M25 3AZ  | 10 |
| E02001029 : Bury 011                  | 4    | 1   | 5    | BL9 0DA  | 10 |
| E02001150 : Rochdale 019              | 4    | 1   | 5    | OL10 3HU | 10 |
| E02001152 : Rochdale 021              | 3    | 2   | 5    | M24 6FL  | 10 |
| E02001151 : Rochdale 020              | 2    | 3   | 5    | OL10 4HU | 10 |
| E02002625 : Blackburn with Darwen 011 | 1    | 4   | 5    | BB2 3JH  | 10 |
| E02001046 : Manchester 002            | 4    | 0   | 4    | M9 8RN   | 10 |
| E02001045 : Manchester 001            | 3    | 1   | 4    | M9 8PA   | 10 |
| E02001037 : Bury 019                  | 2    | 2   | 4    | M45 7NF  | 10 |
| E02001149 : Rochdale 018              | 2    | 2   | 4    | OL10 4JA | 10 |
| E02002620 : Blackburn with Darwen 006 | 1    | 2   | 3    | BB1 6AS  | 10 |
| E02001048 : Manchester 004            | 1    | 2   | 3    | M8 4QF   | 10 |
| E02001172 : Salford 016               | 1    | 2   | 3    | M7 4XE   | 10 |
| E02005177 : Burnley 002               | 1    | 2   | 3    | BB10 1SL | 10 |
| E02001025 : Bury 007                  | 0    | 3   | 3    | BL9 7NY  | 10 |
| E02001044 : Bury 026                  | 0    | 3   | 3    | M25 0EX  | 10 |
| E02002621 : Blackburn with Darwen 007 | 2    | 0   | 2    | BB1 3BY  | 10 |
| E02001155 : Rochdale 024              | 2    | 0   | 2    | M24 4UA  | 10 |
| E02001034 : Bury 016                  | 1    | 1   | 2    | M26 1PN  | 10 |
| E02005244 : Pendle 005                | 0    | 2   | 2    | BB8 0AD  | 10 |
| E02002622 : Blackburn with Darwen 008 | 1    | 0   | 1    | BB1 1UF  | 10 |
| E02001033 : Bury 015                  | 1    | 0   | 1    | M26 2XR  | 10 |
| E02001166 : Salford 010               | 1    | 0   | 1    | M7 4QJ   | 10 |
| E02005186 : Burnley 011               | 1    | 0   | 1    | BB11 3QL | 10 |
| E02002256 : Calderdale 013            | 1    | 0   | 1    | OL14 7DP | 10 |
| E02001019 : Bury 001                  | 0    | 1   | 1    | BL0 0AU  | 10 |
| E02001020 : Bury 002                  | 0    | 1   | 1    | BL0 9UU  | 10 |
| E02001021 : Bury 003                  | 0    | 1   | 1    | BL8 3HD  | 10 |
| E02001022 : Bury 004                  | 0    | 1   | 1    | BL9 6WG  | 10 |
| E02001035 : Bury 017                  | 0    | 1   | 1    | BL9 8LP  | 10 |
| E02005182 : Burnley 007               | 0    | 1   | 1    | BB11 3AA | 10 |
| E02005185 : Burnley 010               | 0    | 1   | 1    | BB11 4AN | 10 |
| E02006881 : Burnley 014               | 0    | 1   | 1    | BB11 3ER | 10 |
| E02005213 : Hyndburn 002              | 0    | 1   | 1    | BB5 5UY  | 10 |
| E02005247 : Pendle 008                | 0    | 1   | 1    | BB9 8NP  | 10 |
| E02005250 : Pendle 011                | 0    | 1   | 1    | BB9 7BN  | 10 |
| E02005276 : Ribble Valley 007         | 0    | 1   | 1    | BB7 9NE  | 10 |
| E02005279 : Rossendale 002            | 0    | 1   | 1    | BB4 4DG  | 10 |
| E02005281 : Rossendale 004            | 0    | 1   | 1    | BB4 7NG  | 10 |
|                                       | 1017 | 606 | 1623 |          |    |

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

## **APPENDIX 4**

### **Accident Data**

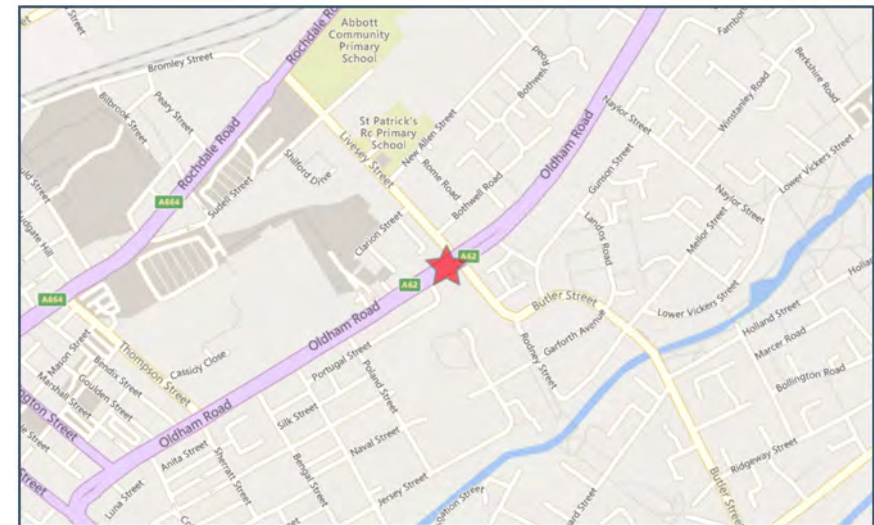


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No

**Crash Date:** Thursday, August 06, 2015 **Time of Crash:** 3:45:00 PM **Crash Reference:** 201506A004551

|                                      |                                                  |                     |     |                              |               |
|--------------------------------------|--------------------------------------------------|---------------------|-----|------------------------------|---------------|
| <b>Highest Injury Severity:</b>      | Slight                                           | <b>Road Number:</b> | A62 | <b>Number of Casualties:</b> | 4             |
| <b>Highway Authority:</b>            | Manchester                                       |                     |     | <b>Number of Vehicles:</b>   | 2             |
| <b>Local Authority:</b>              | Manchester City                                  |                     |     | <b>OS Grid Reference:</b>    | 385230 399080 |
| <b>Weather Description:</b>          | Fine without high winds                          |                     |     |                              |               |
| <b>Road Surface Description:</b>     | Dry                                              |                     |     |                              |               |
| <b>Speed Limit:</b>                  | 30                                               |                     |     |                              |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                     |     |                              |               |
| <b>Carriageway Hazards:</b>          | None                                             |                     |     |                              |               |
| <b>Junction Detail:</b>              | Crossroads                                       |                     |     |                              |               |
| <b>Junction Pedestrian Crossing:</b> | Pedestrian phase at traffic signal junction      |                     |     |                              |               |
| <b>Road Type:</b>                    | Dual carriageway                                 |                     |     |                              |               |
| <b>Junction Control:</b>             | Auto traffic signal                              |                     |     |                              |               |



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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No

## Vehicles involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose         | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) |             | 5 Female      | 66 - 75         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Journey as part of work | None                        | None                         |
| 2           | Car (excluding private hire) |             | 6 Female      | 46 - 55         | Vehicle is slowing down or stopping                              | Back                  | Journey as part of work | None                        | None                         |

## Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class               | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Slight          | Driver or rider              | Female | 66 - 75  | Unknown or other    | Unknown or other    |
| 2           | 2            | Slight          | Driver or rider              | Female | 46 - 55  | Unknown or other    | Unknown or other    |
| 2           | 3            | Slight          | Vehicle or pillion passenger | Female | 36 - 45  | Unknown or other    | Unknown or other    |
| 2           | 4            | Slight          | Vehicle or pillion passenger | Female | 46 - 55  | Unknown or other    | Unknown or other    |

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No

**Crash Date:** Saturday, January 23, 2016 **Time of Crash:** 9:11:00 AM **Crash Reference:** 201606A012609

**Highest Injury Severity:** Slight **Road Number:** A62 **Number of Casualties:** 1

**Highway Authority:** Manchester **Number of Vehicles:** 3

**Local Authority:** Manchester City **OS Grid Reference:** 385252 399085

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 30

**Light Conditions:** Daylight: regardless of presence of streetlights

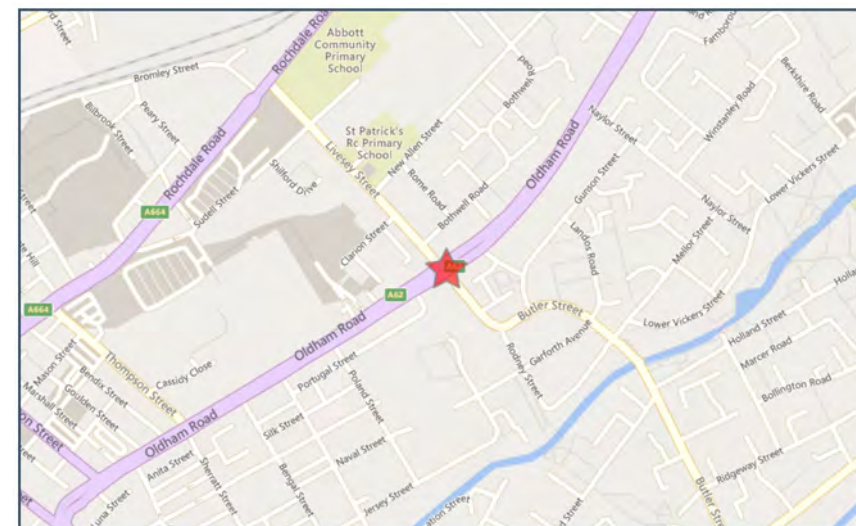
**Carriageway Hazards:** None

**Junction Detail:** Crossroads

**Junction Pedestrian Crossing:** Pedestrian phase at traffic signal junction

**Road Type:** Dual carriageway

**Junction Control:** Auto traffic signal



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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No

### Vehicles involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre                                                 | First Point of Impact | Journey Purpose         | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) |             | 1 Male        | 26 - 35         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Other                   | None                        | None                         |
| 2           | Car (excluding private hire) |             | 4 Male        | 46 - 55         | Vehicle is reversing                                             | Did not impact        | Journey as part of work | None                        | None                         |
| 3           | Car (excluding private hire) |             | 14 Male       | 56 - 65         | Vehicle proceeding normally along the carriageway, not on a bend | Nearside              | Commuting to/from work  | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 3           | 1            | Slight          | Driver or rider | Male   | 56 - 65  | Unknown or other    | Unknown or other    |

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No

**Crash Date:** Saturday, September 10, 2016 **Time of Crash:** 1:15:00 AM **Crash Reference:** 201606A020446

**Highest Injury Severity:** Slight **Road Number:** A62 **Number of Casualties:** 1

**Highway Authority:** Manchester **Number of Vehicles:** 2

**Local Authority:** Manchester City **OS Grid Reference:** 385253 399086

**Weather Description:** Raining without high winds

**Road Surface Description:** Wet or Damp

**Speed Limit:** 30

**Light Conditions:** Darkness: street lights present and lit

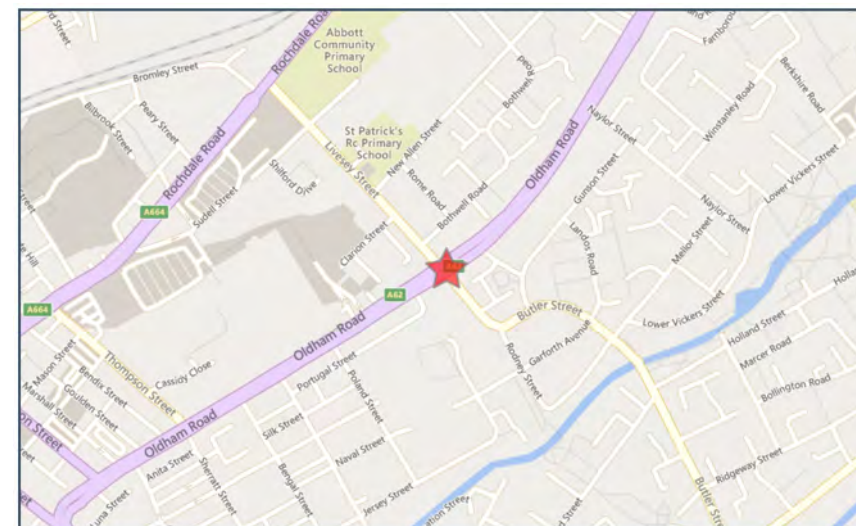
**Carriageway Hazards:** None

**Junction Detail:** Crossroads

**Junction Pedestrian Crossing:** Pedestrian phase at traffic signal junction

**Road Type:** Dual carriageway

**Junction Control:** Auto traffic signal



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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No

### Vehicles involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose         | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1           | Taxi/Private hire car        | 6           | Male          | 46 - 55         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Journey as part of work | None                        | None                         |
| 2           | Car (excluding private hire) | -1          | Male          | 26 - 35         | Vehicle is in the act of turning right                           | Nearside              | Other                   | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Slight          | Driver or rider | Male   | 46 - 55  | Unknown or other    | Unknown or other    |

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No

**Crash Date:** Saturday, November 26, 2016 **Time of Crash:** 6:00:00 PM **Crash Reference:** 201606A023742

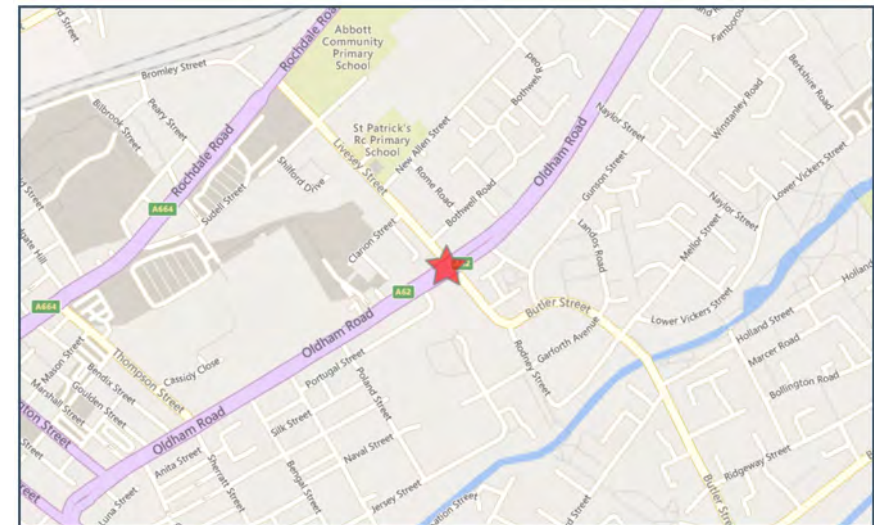
**Highest Injury Severity:** Slight  
**Highway Authority:** Manchester  
**Local Authority:** Manchester City  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Crossroads  
**Junction Pedestrian Crossing:** Pedestrian phase at traffic signal junction  
**Road Type:** Dual carriageway  
**Junction Control:** Auto traffic signal

**Road Number:** A62

**Number of Casualties:** 3

**Number of Vehicles:** 2

**OS Grid Reference:** 385240 399093



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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No

## Vehicles involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre                                                 | First Point of Impact | Journey Purpose         | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 14          | Male          | 36 - 45         | Vehicle is in the act of turning right                           | Nearside              | Other                   | None                        | None                         |
| 2           | Taxi/Private hire car        | 7           | Male          | 36 - 45         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Journey as part of work | None                        | None                         |

## Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class               | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Vehicle or pillion passenger | Female | 21 - 25  | Unknown or other    | Unknown or other    |
| 2           | 2            | Slight          | Vehicle or pillion passenger | Female | 21 - 25  | Unknown or other    | Unknown or other    |
| 2           | 3            | Slight          | Vehicle or pillion passenger | Male   | 26 - 35  | Unknown or other    | Unknown or other    |

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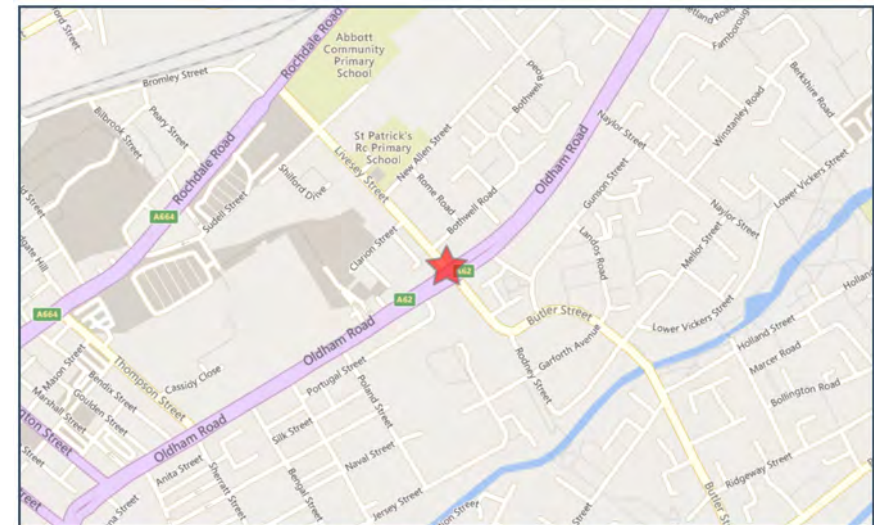


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No

**Crash Date:** Thursday, December 22, 2016 **Time of Crash:** 8:40:00 AM **Crash Reference:** 201606A025066

|                                      |                                                  |                            |     |                              |               |
|--------------------------------------|--------------------------------------------------|----------------------------|-----|------------------------------|---------------|
| <b>Highest Injury Severity:</b>      | Slight                                           | <b>Road Number:</b>        | A62 | <b>Number of Casualties:</b> | 1             |
| <b>Highway Authority:</b>            | Manchester                                       | <b>Number of Vehicles:</b> | 2   | <b>OS Grid Reference:</b>    | 385237 399095 |
| <b>Local Authority:</b>              | Manchester City                                  |                            |     |                              |               |
| <b>Weather Description:</b>          | Fine without high winds                          |                            |     |                              |               |
| <b>Road Surface Description:</b>     | Wet or Damp                                      |                            |     |                              |               |
| <b>Speed Limit:</b>                  | 30                                               |                            |     |                              |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                            |     |                              |               |
| <b>Carriageway Hazards:</b>          | None                                             |                            |     |                              |               |
| <b>Junction Detail:</b>              | Crossroads                                       |                            |     |                              |               |
| <b>Junction Pedestrian Crossing:</b> | Pedestrian phase at traffic signal junction      |                            |     |                              |               |
| <b>Road Type:</b>                    | Single carriageway                               |                            |     |                              |               |
| <b>Junction Control:</b>             | Auto traffic signal                              |                            |     |                              |               |



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No

### Vehicles involved

| Vehicle Ref | Vehicle Type                          | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose         | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|---------------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1           | Pedal cycle                           | -1          | Female        | 36 - 45         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Commuting to/from work  | None                        | None                         |
| 2           | Goods vehicle 7.5 tonnes mgw and over | 2           | Male          | 46 - 55         | Vehicle is in the act of turning left                            | Nearside              | Journey as part of work | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Slight          | Driver or rider | Female | 36 - 45  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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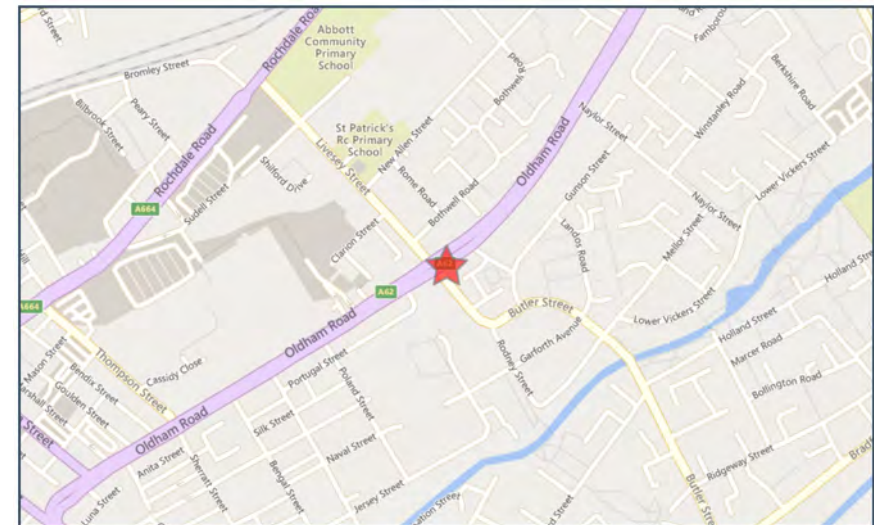


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No

**Crash Date:** Wednesday, June 07, 2017 **Time of Crash:** 2:35:00 PM **Crash Reference:** 201706A031178

|                                      |                                                  |                     |     |                              |               |
|--------------------------------------|--------------------------------------------------|---------------------|-----|------------------------------|---------------|
| <b>Highest Injury Severity:</b>      | Slight                                           | <b>Road Number:</b> | A62 | <b>Number of Casualties:</b> | 2             |
| <b>Highway Authority:</b>            | Manchester                                       |                     |     | <b>Number of Vehicles:</b>   | 2             |
| <b>Local Authority:</b>              | Manchester City                                  |                     |     | <b>OS Grid Reference:</b>    | 385267 399091 |
| <b>Weather Description:</b>          | Unknown                                          |                     |     |                              |               |
| <b>Road Surface Description:</b>     | Dry                                              |                     |     |                              |               |
| <b>Speed Limit:</b>                  | 30                                               |                     |     |                              |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                     |     |                              |               |
| <b>Carriageway Hazards:</b>          | None                                             |                     |     |                              |               |
| <b>Junction Detail:</b>              | Crossroads                                       |                     |     |                              |               |
| <b>Junction Pedestrian Crossing:</b> | Pedestrian phase at traffic signal junction      |                     |     |                              |               |
| <b>Road Type:</b>                    | Dual carriageway                                 |                     |     |                              |               |
| <b>Junction Control:</b>             | Auto traffic signal                              |                     |     |                              |               |



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No

### Vehicles involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre     | First Point of Impact | Journey Purpose         | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|-----------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 16          | Male          | 46 - 55         | Vehicle is moving off | Back                  | Journey as part of work | None                        | None                         |
| 2           | Car (excluding private hire) | 9           | Female        | 36 - 45         | Vehicle is moving off | Back                  | Other                   | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class               | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider              | Female | 36 - 45  | Unknown or other    | Unknown or other    |
| 2           | 2            | Slight          | Vehicle or pillion passenger | Male   | 26 - 35  | Unknown or other    | Unknown or other    |

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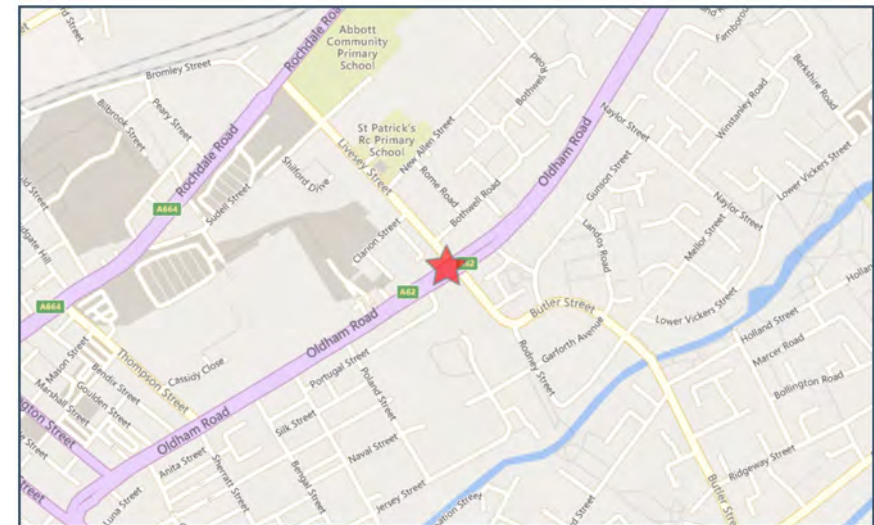


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No

**Crash Date:** Wednesday, July 19, 2017 **Time of Crash:** 11:30:00 AM **Crash Reference:** 201706A033290

|                                      |                                                  |                            |     |                              |               |
|--------------------------------------|--------------------------------------------------|----------------------------|-----|------------------------------|---------------|
| <b>Highest Injury Severity:</b>      | Serious                                          | <b>Road Number:</b>        | A62 | <b>Number of Casualties:</b> | 1             |
| <b>Highway Authority:</b>            | Manchester                                       | <b>Number of Vehicles:</b> | 3   | <b>OS Grid Reference:</b>    | 385232 399082 |
| <b>Local Authority:</b>              | Manchester City                                  |                            |     |                              |               |
| <b>Weather Description:</b>          | Fine without high winds                          |                            |     |                              |               |
| <b>Road Surface Description:</b>     | Dry                                              |                            |     |                              |               |
| <b>Speed Limit:</b>                  | 30                                               |                            |     |                              |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                            |     |                              |               |
| <b>Carriageway Hazards:</b>          | None                                             |                            |     |                              |               |
| <b>Junction Detail:</b>              | Crossroads                                       |                            |     |                              |               |
| <b>Junction Pedestrian Crossing:</b> | Pedestrian phase at traffic signal junction      |                            |     |                              |               |
| <b>Road Type:</b>                    | Dual carriageway                                 |                            |     |                              |               |
| <b>Junction Control:</b>             | Auto traffic signal                              |                            |     |                              |               |



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No

## Vehicles involved

| Vehicle Ref | Vehicle Type                                  | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre                                                 | First Point of Impact | Journey Purpose         | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|-----------------------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire)                  |             | 1 Male        | 46 - 55         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Other                   | Parked vehicle              | Road sign/Traffic signal     |
| 2           | Van or goods vehicle 3.5 tonnes mgw and under |             | 7 Male        | 46 - 55         | Vehicle is waiting to proceed normally but is held up            | Nearside              | Journey as part of work | None                        | None                         |
| 3           | Car (excluding private hire)                  |             | -1 Male       | 46 - 55         | Vehicle proceeding normally along the carriageway, not on a bend | Offside               | Other                   | None                        | None                         |

## Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class               | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Serious         | Vehicle or pillion passenger | Female | 36 - 45  | Unknown or other    | Unknown or other    |

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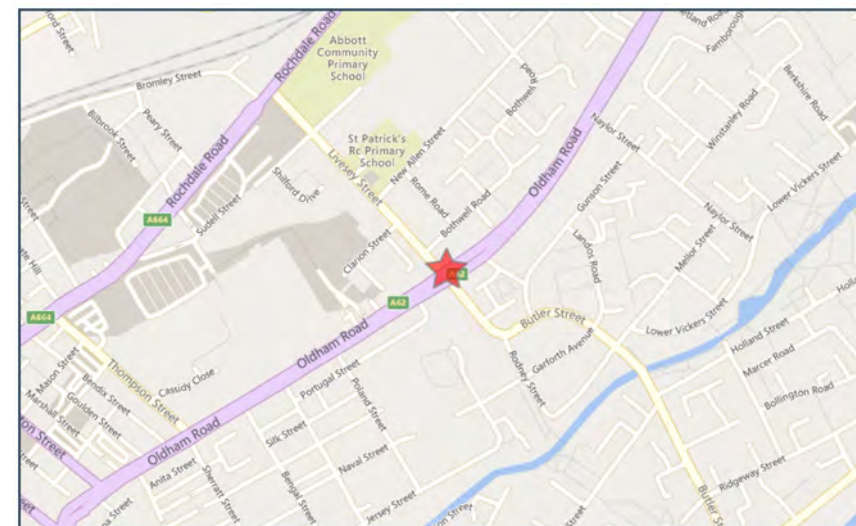


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No

**Crash Date:** Saturday, July 07, 2018 **Time of Crash:** 7:00:00 PM **Crash Reference:** 201806A245703

|                                      |                                                  |                            |     |                              |               |
|--------------------------------------|--------------------------------------------------|----------------------------|-----|------------------------------|---------------|
| <b>Highest Injury Severity:</b>      | Slight                                           | <b>Road Number:</b>        | A62 | <b>Number of Casualties:</b> | 1             |
| <b>Highway Authority:</b>            | Manchester                                       | <b>Number of Vehicles:</b> | 1   | <b>OS Grid Reference:</b>    | 385247 399100 |
| <b>Local Authority:</b>              | Manchester City                                  |                            |     |                              |               |
| <b>Weather Description:</b>          | Fine without high winds                          |                            |     |                              |               |
| <b>Road Surface Description:</b>     | Dry                                              |                            |     |                              |               |
| <b>Speed Limit:</b>                  | 30                                               |                            |     |                              |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                            |     |                              |               |
| <b>Carriageway Hazards:</b>          | None                                             |                            |     |                              |               |
| <b>Junction Detail:</b>              | Crossroads                                       |                            |     |                              |               |
| <b>Junction Pedestrian Crossing:</b> | Pedestrian phase at traffic signal junction      |                            |     |                              |               |
| <b>Road Type:</b>                    | Dual carriageway                                 |                            |     |                              |               |
| <b>Junction Control:</b>             | Auto traffic signal                              |                            |     |                              |               |



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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No

## Vehicles involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 5           | Female        | 46 - 55         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Other           | None                        | None                         |

## Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location          | Pedestrian Movement |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------|---------------------|
| 1           | 1            | Slight          | Pedestrian     | Male   | 26 - 35  | In carriageway, not crossing | Unknown or other    |

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No

**Crash Date:** Saturday, July 07, 2018 **Time of Crash:** 6:55:00 PM **Crash Reference:** 201806A245712

**Highest Injury Severity:** Slight **Road Number:** A62 **Number of Casualties:** 1

**Highway Authority:** Manchester **Number of Vehicles:** 1

**Local Authority:** Manchester City **OS Grid Reference:** 385239 399093

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 30

**Light Conditions:** Daylight: regardless of presence of streetlights

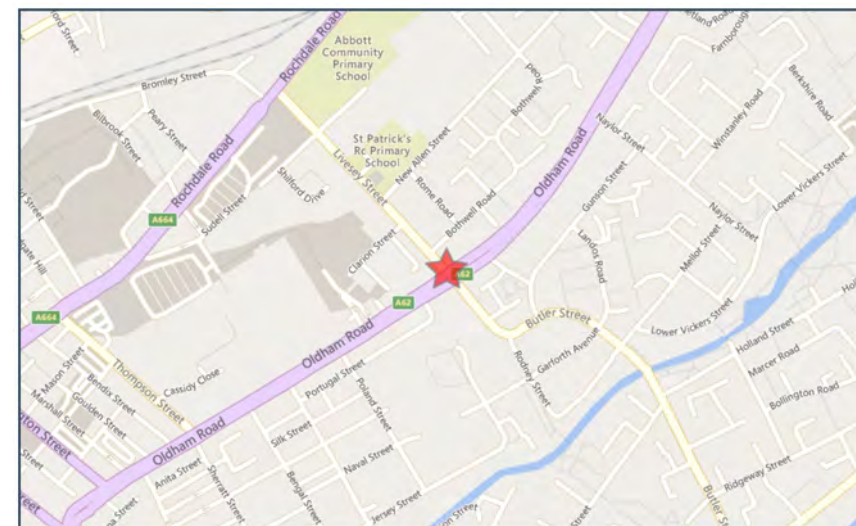
**Carriageway Hazards:** None

**Junction Detail:** Crossroads

**Junction Pedestrian Crossing:** Pedestrian phase at traffic signal junction

**Road Type:** Dual carriageway

**Junction Control:** Auto traffic signal



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No

### Vehicles involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 4           | Female        | 21 - 25         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Other           | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location          | Pedestrian Movement |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------|---------------------|
| 1           | 1            | Slight          | Pedestrian     | Male   | 26 - 35  | In carriageway, not crossing | Unknown or other    |

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No

**Crash Date:** Thursday, January 25, 2018 **Time of Crash:** 8:30:00 AM **Crash Reference:** 201806A340164

**Highest Injury Severity:** Slight **Road Number:** A62 **Number of Casualties:** 1

**Highway Authority:** Manchester **Number of Vehicles:** 2

**Local Authority:** Manchester City **OS Grid Reference:** 385248 399082

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 30

**Light Conditions:** Daylight: regardless of presence of streetlights

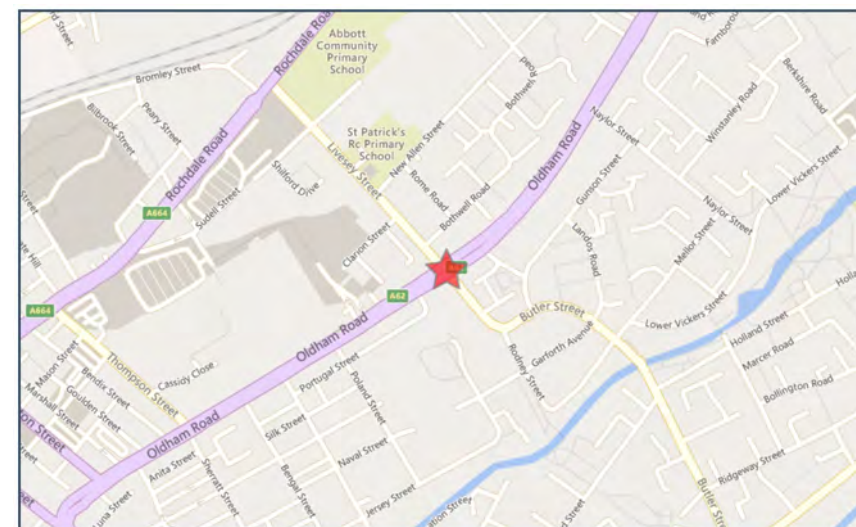
**Carriageway Hazards:** None

**Junction Detail:** Crossroads

**Junction Pedestrian Crossing:** Pedestrian phase at traffic signal junction

**Road Type:** Dual carriageway

**Junction Control:** Auto traffic signal



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No

## Vehicles involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose        | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 18          | Female        | 26 - 35         | Vehicle proceeding normally along the carriageway, not on a bend | Nearside              | Other                  | None                        | None                         |
| 2           | Car (excluding private hire) | 13          | Male          | 36 - 45         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Commuting to/from work | None                        | None                         |

## Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider | Male   | 36 - 45  | Unknown or other    | Unknown or other    |

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No

**Crash Date:** Sunday, June 24, 2018 **Time of Crash:** 7:58:00 PM **Crash Reference:** 201806A345231

**Highest Injury Severity:** Slight **Road Number:** U0 **Number of Casualties:** 1

**Highway Authority:** Manchester **Number of Vehicles:** 2

**Local Authority:** Manchester City **OS Grid Reference:** 385513 398975

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 30

**Light Conditions:** Daylight: regardless of presence of streetlights

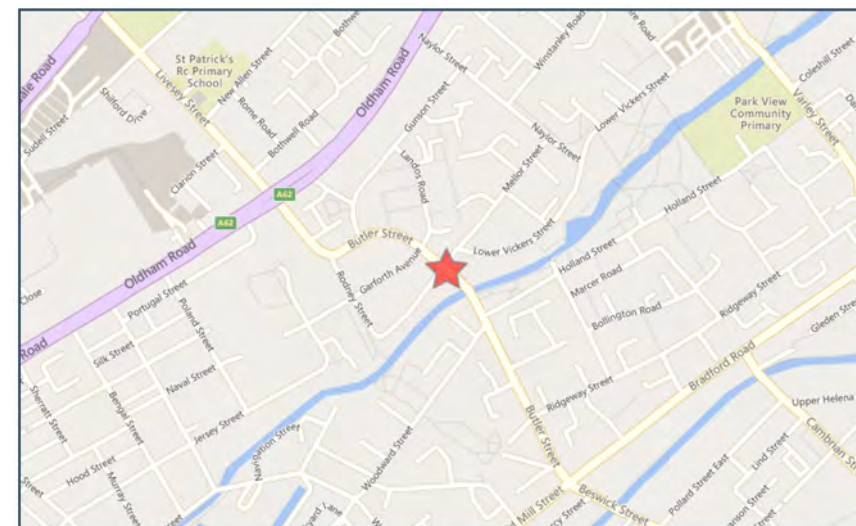
**Carriageway Hazards:** None

**Junction Detail:** T or staggered junction

**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

**Road Type:** Single carriageway

**Junction Control:** Give way or uncontrolled



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No

### Vehicles involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre                                                 | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 11          | Male          | 26 - 35         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Other           | None                        | Other permanent object       |
| 2           | Car (excluding private hire) | 7           | Male          | 36 - 45         | Vehicle is in the act of turning left                            | Front                 | Other           | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider | Male   | 36 - 45  | Unknown or other    | Unknown or other    |

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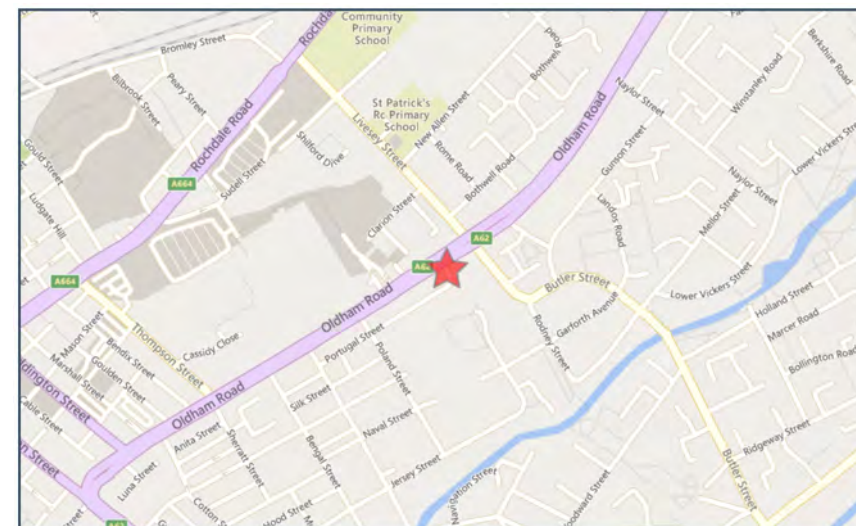


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No

**Crash Date:** Sunday, December 02, 2018 **Time of Crash:** 12:05:00 PM **Crash Reference:** 201806A351362

|                                      |                                                  |                            |    |                              |               |
|--------------------------------------|--------------------------------------------------|----------------------------|----|------------------------------|---------------|
| <b>Highest Injury Severity:</b>      | Slight                                           | <b>Road Number:</b>        | U0 | <b>Number of Casualties:</b> | 1             |
| <b>Highway Authority:</b>            | Manchester                                       | <b>Number of Vehicles:</b> | 2  | <b>OS Grid Reference:</b>    | 385210 399046 |
| <b>Local Authority:</b>              | Manchester City                                  |                            |    |                              |               |
| <b>Weather Description:</b>          | Fine without high winds                          |                            |    |                              |               |
| <b>Road Surface Description:</b>     | Dry                                              |                            |    |                              |               |
| <b>Speed Limit:</b>                  | 30                                               |                            |    |                              |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                            |    |                              |               |
| <b>Carriageway Hazards:</b>          | None                                             |                            |    |                              |               |
| <b>Junction Detail:</b>              | T or staggered junction                          |                            |    |                              |               |
| <b>Junction Pedestrian Crossing:</b> | No physical crossing facility within 50 metres   |                            |    |                              |               |
| <b>Road Type:</b>                    | Single carriageway                               |                            |    |                              |               |
| <b>Junction Control:</b>             | Give way or uncontrolled                         |                            |    |                              |               |



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No

### Vehicles involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Pedal cycle                  | -1          | Male          | 26 - 35         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Other           | None                        | None                         |
| 2           | Car (excluding private hire) | 13          | Male          | 46 - 55         | Vehicle is in the act of turning left                            | Nearside              | Other           | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Slight          | Driver or rider | Male   | 26 - 35  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

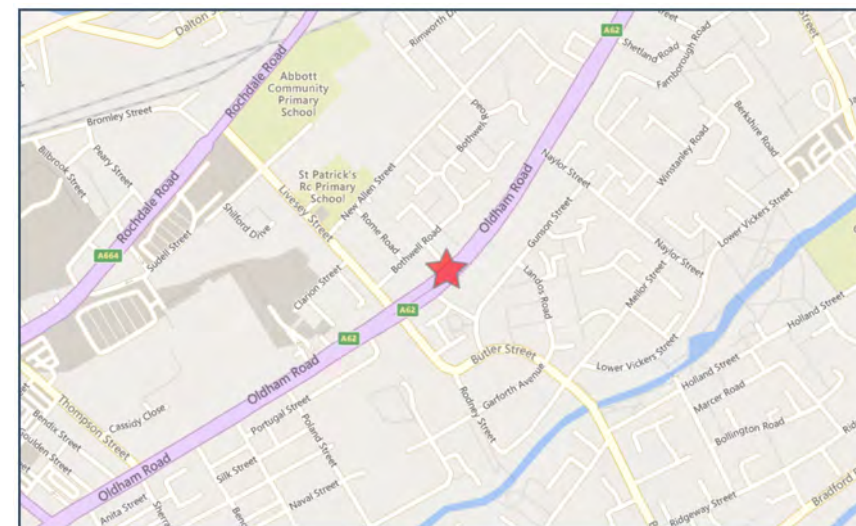
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No

**Crash Date:** Wednesday, October 09, 2019 **Time of Crash:** 9:10:00 PM **Crash Reference:** 201906A162792

|                                      |                                                |                            |     |                              |               |
|--------------------------------------|------------------------------------------------|----------------------------|-----|------------------------------|---------------|
| <b>Highest Injury Severity:</b>      | Serious                                        | <b>Road Number:</b>        | A62 | <b>Number of Casualties:</b> | 1             |
| <b>Highway Authority:</b>            | Manchester                                     | <b>Number of Vehicles:</b> | 1   | <b>OS Grid Reference:</b>    | 385324 399152 |
| <b>Local Authority:</b>              | Manchester City                                |                            |     |                              |               |
| <b>Weather Description:</b>          | Raining without high winds                     |                            |     |                              |               |
| <b>Road Surface Description:</b>     | Wet or Damp                                    |                            |     |                              |               |
| <b>Speed Limit:</b>                  | 30                                             |                            |     |                              |               |
| <b>Light Conditions:</b>             | Darkness: street lights present and lit        |                            |     |                              |               |
| <b>Carriageway Hazards:</b>          | None                                           |                            |     |                              |               |
| <b>Junction Detail:</b>              | Not at or within 20 metres of junction         |                            |     |                              |               |
| <b>Junction Pedestrian Crossing:</b> | No physical crossing facility within 50 metres |                            |     |                              |               |
| <b>Road Type:</b>                    | Single carriageway                             |                            |     |                              |               |
| <b>Junction Control:</b>             | Not Applicable                                 |                            |     |                              |               |



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No

### Vehicles involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 6           | Male          | 26 - 35         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Other           | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location                | Pedestrian Movement            |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------------|--------------------------------|
| 1           | 1            | Serious         | Pedestrian     | Female | 26 - 35  | In carriageway, crossing elsewhere | Crossing from driver's offside |

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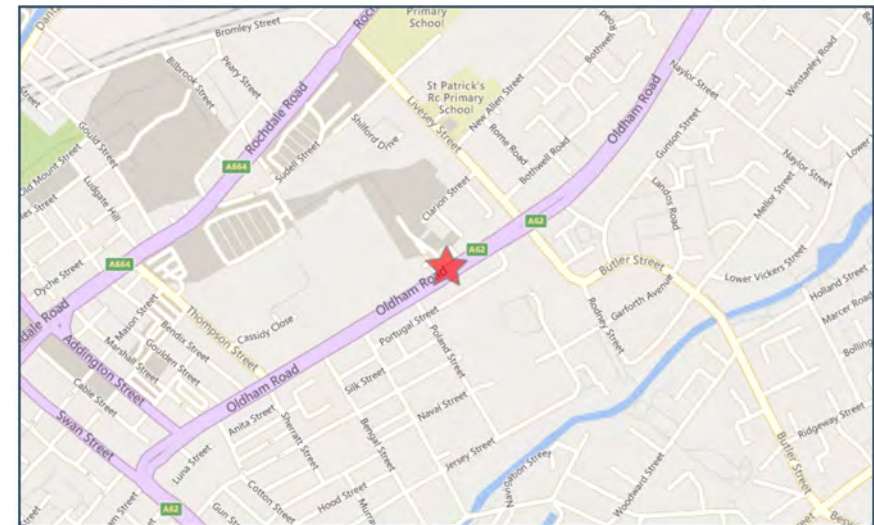


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No

**Crash Date:** Friday, September 13, 2019 **Time of Crash:** 11:55:00 AM **Crash Reference:** 201906A262506

|                                      |                                                  |                            |     |                              |               |
|--------------------------------------|--------------------------------------------------|----------------------------|-----|------------------------------|---------------|
| <b>Highest Injury Severity:</b>      | Serious                                          | <b>Road Number:</b>        | A62 | <b>Number of Casualties:</b> | 3             |
| <b>Highway Authority:</b>            | Manchester                                       | <b>Number of Vehicles:</b> | 2   | <b>OS Grid Reference:</b>    | 385125 399020 |
| <b>Local Authority:</b>              | Manchester City                                  |                            |     |                              |               |
| <b>Weather Description:</b>          | Fine without high winds                          |                            |     |                              |               |
| <b>Road Surface Description:</b>     | Dry                                              |                            |     |                              |               |
| <b>Speed Limit:</b>                  | 30                                               |                            |     |                              |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                            |     |                              |               |
| <b>Carriageway Hazards:</b>          | None                                             |                            |     |                              |               |
| <b>Junction Detail:</b>              | Using private drive or entrance                  |                            |     |                              |               |
| <b>Junction Pedestrian Crossing:</b> | No physical crossing facility within 50 metres   |                            |     |                              |               |
| <b>Road Type:</b>                    | Single carriageway                               |                            |     |                              |               |
| <b>Junction Control:</b>             | Give way or uncontrolled                         |                            |     |                              |               |



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No

## Vehicles involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) |             | 1 Male        | 26 - 35         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Other           | None                        | None                         |
| 2           | Car (excluding private hire) |             | -1 Male       | 36 - 45         | Vehicle is moving off                                            | Offside               | Other           | None                        | None                         |

## Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class               | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Slight          | Driver or rider              | Male   | 26 - 35  | Unknown or other    | Unknown or other    |
| 1           | 3            | Slight          | Vehicle or pillion passenger | Male   | 21 - 25  | Unknown or other    | Unknown or other    |
| 2           | 2            | Serious         | Driver or rider              | Male   | 36 - 45  | Unknown or other    | Unknown or other    |

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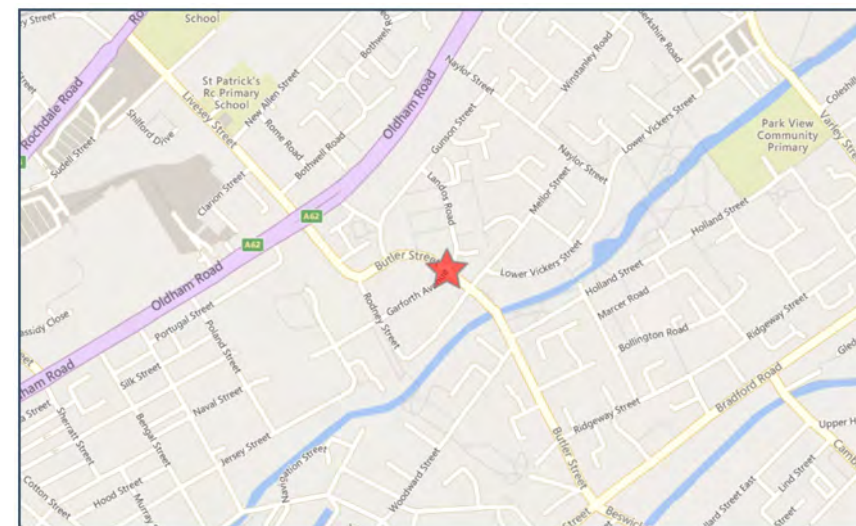


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No

**Crash Date:** Saturday, December 21, 2019 **Time of Crash:** 2:30:00 PM **Crash Reference:** 201906A366506

|                                      |                                                  |                     |    |                              |               |
|--------------------------------------|--------------------------------------------------|---------------------|----|------------------------------|---------------|
| <b>Highest Injury Severity:</b>      | Slight                                           | <b>Road Number:</b> | U0 | <b>Number of Casualties:</b> | 1             |
| <b>Highway Authority:</b>            | Manchester                                       |                     |    | <b>Number of Vehicles:</b>   | 2             |
| <b>Local Authority:</b>              | Manchester City                                  |                     |    | <b>OS Grid Reference:</b>    | 385472 399007 |
| <b>Weather Description:</b>          | Fine without high winds                          |                     |    |                              |               |
| <b>Road Surface Description:</b>     | Dry                                              |                     |    |                              |               |
| <b>Speed Limit:</b>                  | 30                                               |                     |    |                              |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                     |    |                              |               |
| <b>Carriageway Hazards:</b>          | None                                             |                     |    |                              |               |
| <b>Junction Detail:</b>              | T or staggered junction                          |                     |    |                              |               |
| <b>Junction Pedestrian Crossing:</b> | No physical crossing facility within 50 metres   |                     |    |                              |               |
| <b>Road Type:</b>                    | Single carriageway                               |                     |    |                              |               |
| <b>Junction Control:</b>             | Give way or uncontrolled                         |                     |    |                              |               |



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No

### Vehicles involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) |             | Unknown       | Unknown         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Other           | None                        | None                         |
| 2           | Car (excluding private hire) |             | Female        | 26 - 35         | Vehicle is waiting to turn right                                 | Nearside              | Other           | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider | Female | 26 - 35  | Unknown or other    | Unknown or other    |

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