

Proposed Mixed-use Residential and Office Development
Laystall Street, Manchester

MCCAULS

Transport Statement
August 2020





REPORT

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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Croft has been instructed by McCauls to prepare a Transport Statement which accompanies a planning application that seeks permission for the erection of up to 89 no. apartments and the conversion of the former Wharnccliffe Fire Clay Works building on land off Laystall Street, to the northeast of Manchester city centre [the Site] to include 487sqm of office use. A Site Location Plan (**Plan 1**) is included with this report.
- 1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.
- 1.1.3 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport.
- 1.1.4 Section 4 discusses the traffic impact of the proposed development and Section 5 presents an analysis of road safety.
- 1.1.5 Section 6 discusses promotion of smarter ways to travel from the site. Finally, Section 7 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

- 2.1.1 The Site is located to the southeast of the Northern Quarter, in Manchester city centre. It is approximately 219-metres to the west of the A665 Great Ancoats/Store Street junction and 610-metres to the east of Piccadilly Gardens.
- 2.1.2 The site is located within a formerly industrial area to the west of the A665 Great Ancoats Street and adjacent to a recently completed residential development fronting onto Laystall Street. The Site itself extends to 0.12ha, is broadly rectangular in shape and is considered to constitute brown-field land. It currently comprises the derelict former Wharncliffe Fire Clay Works building and associated car park area. The location of the site is shown on **Plan 1**.
- 2.1.3 Access to the office uses will be via the existing building entrance off Laystall Street, with the residential units accessed via a new access point at the corner of Laystall Street and Pigeon Street.

2.2 Development Proposals

- 2.2.1 The proposals would provide 89-apartments and associated infrastructure comprising:
- Twenty-eight 1-Bedroom Apartments;
 - Sixty-one 2-Bedroom Apartments; and
 - 704sqm of office floor space.

- 2.2.2 The development will be accessed off Laystall Street. The proposed site layout is shown in **Plan 2**.

2.3 Parking

- 2.3.1 It is not known what the overnight residential parking demand associated with proposed development will be, however, using the TRICS-derived trip-rates and National Census Journey to Work data discussed in **Section 5.2**, it is forecast there will be a maximum vehicle trip generation of ten two-way trips during the peak hours.
- 2.3.2 Using the vehicle trip generation across the TRICS 07:00-19:00 forecasting period and assuming an overnight-parking demand for up to 13-vehicles, **Table 2.1** below summarises the anticipated development parking demand.

Time	Vehicles		
	Arrivals	Departures	Accumulation
07:00-08:00	1	5	9
08:00-09:00	2	8	3
09:00-10:00	3	4	2
10:00-11:00	3	3	1
11:00-12:00	3	3	0
12:00-13:00	4	4	1
13:00-14:00	3	3	0
14:00-15:00	3	3	0
15:00-16:00	5	3	2
16:00-17:00	5	3	4
17:00-18:00	7	4	7
18:00-19:00	6	3	10

Table 2.1 Forecast Parking Accumulation



2.3.3 It is not proposed to provide car parking within the site, however up to 3,532 parking spaces are available within 750-metres (around 10-minutes walking time) of the site at several locations including:

- Manchester Central Parking, Ducie Street, providing 30-spaces approximately 78-metres (around 1-minute walking time) from the site;
- Piccadilly Parking, providing 42-spaces approximately 110-metres (around 1-minute walking time) from the site;
- CitiPark 1 Port Street, providing 150-spaces, including electric vehicle charging, approximately 400-metres (around 5-minutes walking time) from the site;
- CitiPark, 75 Dale Street, providing 285-spaces (unspecified number of disabled spaces) approximately 400-metres (around 5-minutes walking time) from the site;
- NCP Store Street, providing 29-spaces (no disabled spaces) approximately 500-metres (around 6-minutes walking time) from the site;
- RCP Parking Ltd, Baird Street, providing 100-spaces approximately 500-metres (around 6-minutes walking time) from the site;
- Piccadilly Station, providing 711-spaces (unspecified number of disabled spaces) approximately 500-metres (around 6-minutes walking time) from the site;
- NCP Store Street, providing 406-spaces (no Disabled spaces) NCP Store Street approximately 500-metres (around 6-minutes walking time) from the site;
- RCP Parking Ltd, Gateway House, Store Street, providing 140-spaces RCP Parking Ltd, Gateway House, Store Street;



- NCP Sheffield Street, providing 160-spaces (no disabled spaces) approximately 650-metres (around 9-minutes walking time) from the site;
- Q-Park, Piccadilly Place, Whitworth Street, providing 583-spaces (including 30 no. disabled and 6 EV spaces) approximately 750-metres (around 9-minutes walking time) from the site;
- Euro Car Parks Limited Aytoun Street, providing 54-spaces approximately 650-metres (around 8-minutes walking time) from the site;
- NCP Major Street, providing 130-spaces (no disabled spaces) approximately 750-metres (around 10-minutes walking time) from the site; and
- NCP Piccadilly Gardens, Chatham Street, providing 712-spaces (no disabled spaces) approximately 600-metres (around 7-minutes walking time) from the site.

2.3.4 Additionally, it is noted that there is a Chargeyourcar vehicle charging station located adjacent to the site frontage along Laystall Street in addition to a GMEV charging station also located along Laystall Street approximately 31-metres to the west of the site frontage.

2.3.5 It is therefore considered there are sufficient parking spaces available within a 750-metres (10-minute walking time) of the site to meet the forecast parking demand associated with the development.



2.4 Vehicular Access

- 2.4.1 No vehicle access to the site, other than for servicing, will be provided.

2.5 Servicing Access

- 2.5.1 Waste servicing will be undertaken by Manchester City Council on a weekly basis via Brock Street in the same manner as that proposed for the consented residential scheme located on land currently occupied by the surface-level car park between 57 And 59 Ducie Street (application ref: 120149/FO/2018).
- 2.5.2 Waste collection vehicles will reverse along Brock Street to the waste collection point at the corner of Lomax Street/Brock Street, with vehicles departing in forward gear back to Laystall Street.

2.6 Pedestrian and Cycle Access

- 2.6.1 Pedestrian and cycle access will be via the development accesses at the corner of Laystall Street/Pigeon Street.

3 ACCESSIBILITY BY NON-CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework 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 10 states that when making decisions, local authorities should ensure that:

'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.'

3.1.3 Paragraph 103 of the NPPF goes on to state:

3.1.4 *"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

3.1.5 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.

3.1.6 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.

3.2 Access on Foot

3.2.1 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.

3.2.2 Existing footways are provided along Laystall Street, Pigeon Street, Brock Street and Lomax Street adjacent to the site. These link to the wider pedestrian network.

3.2.3 The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.

3.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 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 3.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 3.2.5 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.'*
- 3.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre 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'.*
- 3.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre 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'.*
- 3.2.8 **Table 3.2** below summarises this guidance in tabular form.

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

Table 3.2 Manual for Streets Walk Distances

- 3.2.9 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-kilometres) for children under 8 and 3-miles (4.8-kilometres) for children over the age of 8, as summarised in **Table 3.3**.

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

Table 3.3 DfE Walk Distances to Schools

- 3.2.10 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 85th 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.

3.2.11 Overall, in Table 5.1, the document states that 1,950-metres is the 85th percentile distance for walking as the main mode of travel. **Table 3.4** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

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

Table 3.4 WYG Report/NTS Data Walk Distances

3.2.12 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 3.2-kilometres.

3.2.13 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.'

3.2.14 A 20-minute walk equates to a walking distance of around 1,600 metres.

3.2.15 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all available pedestrian routes, has been prepared in **Plan 3** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

3.2.16 In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as local shops/retail outlets, Post Office and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also shown in **Plan 3**.

3.2.17 **Table 3.5** below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Urban Exchange, Manchester	86m	1,600m	YES
Jolly Angler	120m	1,600m	YES
Aldi	130m	1,600m	YES
PureGym	140m	1,600m	YES
A665 (Ducie Street) Bus stop	190m	1,600m	YES
Port Street Beer House	350m	1,600m	YES
K's Chemist	419m	1,600m	YES
New Islington Medical Practice	430m	1,600m	YES
Anytime Fitness	600m	1,600m	YES
Wetherspoons	600m	1,600m	YES
SPAR Piccadilly	550m	1,600m	YES
Tesco Express	650m	1,600m	YES
Piccadilly Railway Station	700m	1,600m	YES
Sainsbury's Local	700m	1,600m	YES
New Islington Metrolink Stop	700m	1,600m	YES
Morrisons	700m	1,600m	YES
Piccadilly Gardens Bus/Metrolink Interchange	750m	1,600m	YES
Halifax	750m	1,600m	YES

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Piccadilly Plaza Post Office	800m	1,600m	YES
Barclays Bank	1,000m	1,600m	YES
St. Anne's RC Primary School	1,000m	3,200m	YES
Shudehill Bus/Metrolink Interchange	1,100m	1,600m	YES
Manchester Spring Gardens Post Office	1,100m	1,600m	YES
Victoria Dental Clinic	1,200m	1,600m	YES
Boots	1,200m	1,600m	YES
Victoria Station Rail/Metrolink Interchange	1,300m	1,600m	YES
Tiddlywinks Day Nursery, Ancoats	1,300m	1,600m	YES
Manchester Central Library	1,400m	1,600m	YES
City Health Walk in Centre	1,400m	1,600m	YES
Manchester Metropolitan University	1,800m	3,320m	YES

Table 3.5 Distance from Site to Local Facilities

- 3.2.18 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities together with education opportunities.

3.3 Access by Cycle

- 3.3.1 An alternative mode of travel to the site could be achieved by bicycle. 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 kilometres per hour and would encompass Manchester City Centre, Clayton, Openshaw, Belle Vue, Longsight, Victoria Park, Rusholme, Moss Side, Hulme, Peel Park, Cheetwood, Cheetham Hill, Harpurhey and

Monsall.

- 3.3.2 An on-road route with other cycling facilities is provided along Great Ancoats Street in close proximity to the site. Additionally, a suggested/advised on-road route is provided along Ducie Street to the southwest of the site, with on-road signposted routes provided along Dale Street to the southwest and Pollard Street to the northeast of the site. Traffic-free routes are provided along the Rochdale Canal towpath and canal basin to the northeast of Cottonfield Park as shown in **Figure 3.1** below.

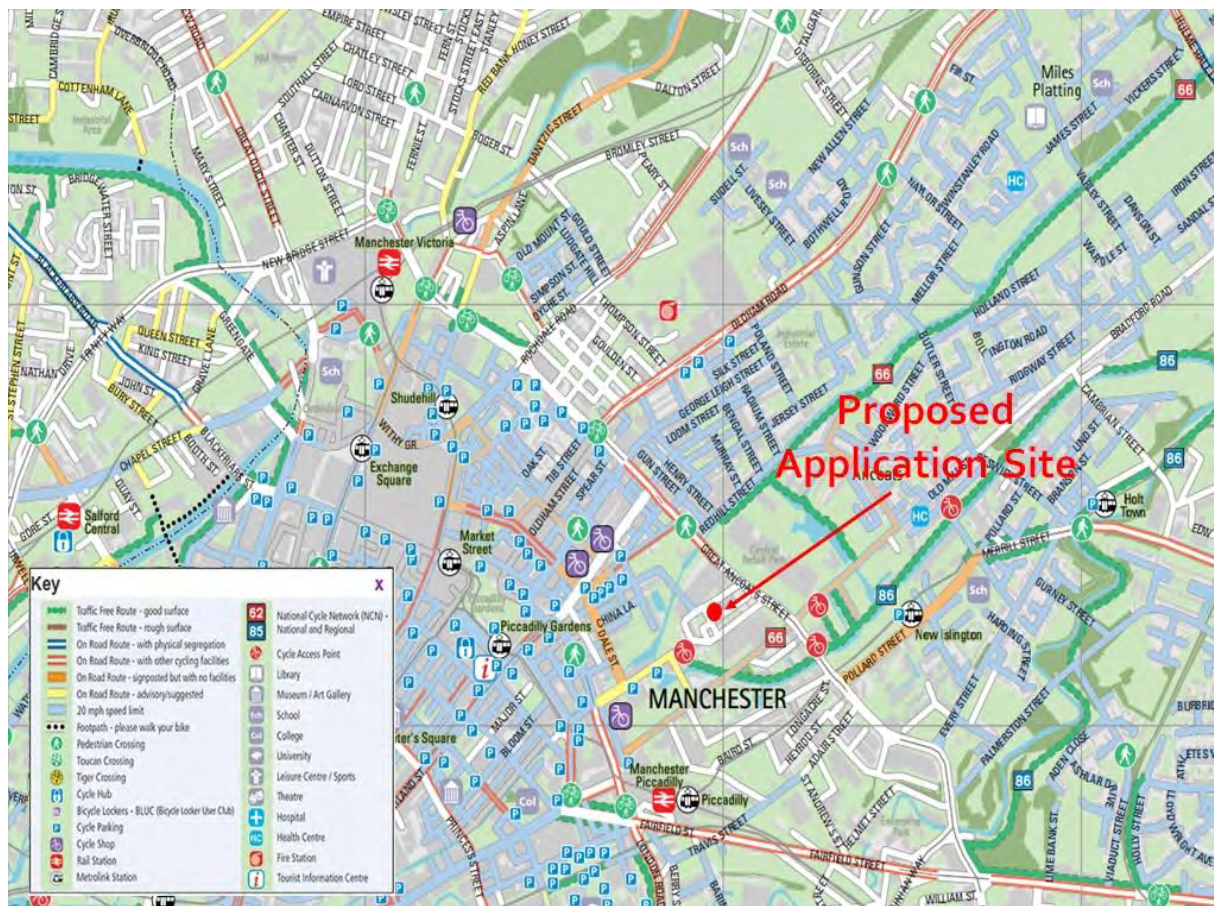


Figure 3.1 Cycle Network (Taken from TfGM Cycle Map)



3.3.3 Furthermore, National Cycle route 66 connecting Manchester city centre to Spurn Head in Yorkshire via Bradford, Leeds, York, Beverley, and Kingston upon Hull, passes to the southeast of the site along Store Street as shown below in **Figure 3.1**.

3.3.4 The site can, therefore, be considered as being highly accessible by cycle.

3.4 Access by Bus

3.4.1 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.

3.4.2 The nearest bus stops to the site are located along the A665 (Ducie Street), approximately 190-metres walking distance (around 2-minutes walking time) to the northeast and northwest of the site. These stops consist of steel and glass shelters with seating at both the east and westbound stops.

3.4.3 Additional bus stops are located throughout the city centre area including the Piccadilly Gardens Bus/Tram Interchange located approximately 750-metres to the southwest of the site (approximately 9-minutes walking time) and Shudehill bus/tram interchange, located approximately 1,100m (approximately 12-minutes walking time) to the west of the site. All the nearest bus stops to the site are shown on **Plan 3**, a summary of service frequencies and operating hours is included in **Appendix 1**.

3.4.4 The nearest bus stops to the site currently provide access to up to twenty-two bus services per hour throughout the day to destinations including Piccadilly Gardens, Ashton-under-Lyne and Wythenshawe Hospital. Furthermore, additional bus services can be accessed at Piccadilly Gardens, Piccadilly station, and Shudehill Interchange, within a 700 to 1,100-metre walking distance (approximately 8 to 14-minute walking

time) of the site.

- 3.4.5 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 3.6** below.

Destination	Journey Time
Piccadilly Gardens	5 Minutes
Sport city	8 Minutes
Droylsden Metrolink Stop	14 Minutes
Manchester Royal Infirmary	17 Minutes
Audenshaw	20 Minutes
Withington Library	31 Minutes
Ashton-under-Lyne Metrolink Stop	33 Minutes
West Didsbury, Withington Hospital	55 Minutes
Northenden	61 Minutes
Wythenshawe Hospital	68 Minutes

Table 3.6 Example Bus Journey Times from the A665 Bus Stops

- 3.4.6 The above table demonstrates that Piccadilly Gardens is a 5-minute journey by bus from the site, Droylsden a 14-minute journey, Audenshaw a 20-minute journey, Withington a 31-minute journey by bus and Wythenshawe a 68-minute bus journey from the site.
- 3.4.7 Furthermore, it is possible to travel by direct bus service to the Manchester Royal Infirmary (17-minutes), Withington Hospital (55-minutes) and Wythenshawe Hospital (68-minutes) from the site.

- 3.4.8 It is noted that the available bus services provide a choice of how people travel with the services currently operating from around 00:12 to around midnight, making travel by public transport a real alternative to travelling by car for commuting trips.

3.5 Accessibility by Rail

- 3.5.1 The nearest railway station to the site is Manchester Piccadilly, located approximately 700-metres from the site and accessible by an 8-minute walk from the site.

- 3.5.2 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.
- Three trains per hour to London Euston, two via Stoke-on-Trent and one via Crewe as part of the InterCity West Coast franchise.



3.5.3 Manchester Victoria is located approximately 1,300-metres (around 17-minutes walking time) from the site.

3.5.4 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.

3.6 Metrolink Services

- 3.6.1 The nearest Metrolink stops are at New Islington and Piccadilly (700-metres), served by trams running between Ashton-under-Lyne, media City and Eccles, Piccadilly and Bury and Piccadilly and Altrincham. Additional stops are located at Piccadilly Gardens (750-metres), Market Street (950-metres) and at Shudehill (1,100-metres), served by Bury to Piccadilly services and Victoria to Manchester Airport tram services.
- 3.6.2 All services operate on a 10-minute frequency between 06:00 and 19:00 and a 20-minute frequency between 19:00 and 23:00 on weekdays. On Saturdays, trams operate on a 20-minute frequency between 06:00 and 08:00 then a 10-minute frequency between 08:00 and 20:00 before reverting to a 20-minute frequency between 20:00 and 23:00. On Sundays, trams operate on a 20-minute frequency between 07:00 and 22:00.
- 3.6.3 It can therefore be concluded that the site is highly accessible by rail.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is highly accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Proposed Development

4.2.1 As previously stated, the development proposals will provide 89-apartments and 287.3sqm of office space.

4.2.2 In order to establish the vehicular trip rates for the proposed residential use reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Residential, private flats;
- Range between 6 and 200 units;
- Employment, Office;
- Range between 178 and 1,000sqm;
- Greater London and Republic of Ireland sites excluded;
- Weekday surveys only.

4.2.3 A summary of these trip rates and the likely level of person trips that would occur as a result of the proposed development is included in **Table 4.1** with the TRICS output

being provided at **Appendix 2**.

	Time	Trip Rates		Person Trip Generation		
		Arrivals	Departures	Arrivals	Departures	2-Way
Office Commuters	08:00-09:00	2.138	0.152	1	0	1
	17:00-18:00	0.162	1.965	0	1	1
Residential Commuters	08:00-09:00	0.101	0.520	9	46	55
	17:00-18:00	0.432	0.200	38	18	56
Combined Travel	08:00-09:00	-	-	10	46	57
	17:00-18:00	-	-	39	19	58

Table 4.1 Proposed Office Development Person-Trip Rates and Trips

- 4.2.4 As shown in the above table, the proposed office development is forecast to generate 57 two-way person-trips between 08:00 and 09:00 and 58 two-way trips between 17:00 and 18:00, equating to less than a single person-trip per-minute during the busiest periods of the day.
- 4.2.5 In order to convert the person-trips listed in Table 4.1 into vehicle trips, National Census Journey to Work (JtW) data for the E02006912: Manchester 055 (2011 super output area - middle layer) was applied to the person trip data.
- 4.2.6 **Table 4.2** below summarises the modal split for workers travelling to and residents living at the site.

Mode of Travel	Site Workers	Site Residents
Work mainly at or from home	0%	0%
Underground, metro, light rail or tram	6%	4%
Train	19%	12%
Bus, minibus or coach	23%	11%
Taxi	0%	0%
Motorcycle, scooter or moped	1%	0%
Driving a car or van	34%	18%
Passenger in a car or van	3%	1%
Bicycle	3%	2%
On foot	11%	51%
Other method of travel to work	0%	0%

Table 4.2 Modal Split

4.2.7 It can be seen in the above table that only 34% of people travelling to the work at the site, will drive a car with only 18% of residents at the site driving a car to work at off-site locations.

4.2.8 **Table 4.3** below applies the percentage 'Driving a car' to the workers travelling to the site and residents travelling from the site person trips to derive the vehicle trips generated by the proposed development.

	Time	Person Trip Generation		Vehicle Trip Generation		
		Arrivals	Departures	Arrivals	Departures	2-Way
Office	08:00-09:00	1	0	0	0	0
Commuters	17:00-18:00	0	1	0	0	0
Residential	08:00-09:00	9	46	2	8	10
Commuters	17:00-18:00	38	18	7	3	10
Combined	08:00-09:00	10	46	2	8	10
Travel	17:00-18:00	39	19	7	4	11

Table 4.3 Proposed Development Vehicle Trips



- 4.2.9 Table 4.3 demonstrates the proposed development will generate ten two-way vehicle trips during the morning and eleven two-way trips during the evening peak hours, equating to approximately one trip every 6-minutes.
- 4.2.10 This level of additional trip generation is considered minimal. Consequently, no further analysis has been undertaken.

5 ACCIDENT ANALYSIS

5.1 Introduction

5.1.1 Records of Personal Injury Accidents (PIA) have been obtained from the Crash Map website for a 5-year period from the beginning of 2014 to the end of 2018.

5.1.2 **Figure 5.1** below highlights the personal injury accidents that have occurred close to the site in the past 5 years.



Figure 5.1 Accident Analysis Study Area

5.1.3 According to the data provided there have been ten recorded accidents within the study area, as summarised in **Table 5.1** below, accident records are included in

Appendix 3.

Date	Severity	Light Conditions	Weather	Road Conditions	Manoeuvre
22/12/2015	Slight	Dark: streets lit	Fine	Wet/Damp	Vehicle struck pedestrian in carriageway over 20-metres from nearest crossing point
04/01/2016	Slight	Daylight	Fine	Wet/Damp	Cycle struck nearside of stationary vehicle
05/03/2016	Serious	Dark: streets lit	Fine	Wet/Damp	Vehicle struck pedestrian in carriageway over 20-metres from nearest crossing point
06/06/2016	Slight	Dark: streets lit	Fine	Dry	Vehicle struck pedestrian in carriageway over 20-metres from nearest crossing point
26/04/2017	Slight	Daylight	Fine	Dry	Rear Shunt
04/07/2017	Slight	Daylight	Fine	Dry	Cycle struck right-turning vehicle
01/12/2017	Serious	Dark: streets lit	Fine	Dry	Minibus struck pedestrian in carriageway over 20-metres from nearest crossing point
09/03/2018	Slight	Dark: streets lit	Raining	Wet/Damp	Right-turning vehicle struck cycle
03/04/2018	Slight	Daylight	Fine	Dry	Vehicle overtaking cycle near-miss
25/12/2018	Slight	Dark: streets lit	Fine	Wet/Damp	Rear Shunt

Table 5.1 - Accident Summary

- 5.1.4 Of the ten reported incidents, four involved pedestrians being struck while in the carriageway at locations over 20-metres from the nearest crossing point, one accident of which, resulted in serious injuries to the pedestrian. It is noted that each of these accidents occurred during the hours of darkness along lit section of the highway. No infrastructure-related issues have been identified in connection with these incidents though it is possible a failure to observe other road users may be a common



contributory factor. Crossing facilities are provided at the Great Ancoats Street/Store Street, Great Ancoats/Laystall Street junctions and across Great Ancoats Street adjacent to the Rochdale Canal underbridge. Given the existing provision of crossing facilities, no mitigation measures have been identified.

- 5.1.5 A further two accidents involved rear-shunt type incidents. Again, no infrastructure-related common causal factors have been identified, though a misjudgement of stopping distances, speed and a failure to observe other road users may have been contributory factors. Due to a lack of infrastructure-related issues, no mitigation measures have been identified.
- 5.1.6 A further two incidents involved a right-turning cycle and a right-turning vehicle striking the side of a vehicle and cycle respectively. No common infrastructure-related issues have been identified in connection with these two incidents, though it is possible that a failure to observe other road users and the misjudgement of available manoeuvring space may have been contributory factors. Consequently, no mitigation measures have been identified.
- 5.1.7 Of the remaining two accidents, the first involved a cycle striking the nearside of a stationary vehicle. No infrastructure related issues were identified in this isolated incident, though the misjudgement of available road-space may have been a contributory factor. Due to the isolated nature of this accident, no mitigation measures have been identified.
- 5.1.8 The final incident involved a near-miss between a vehicle overtaking a cycle. Again, no mitigation measures have been identified in connection with this incident. Due to its isolated nature, no mitigation measures have been identified in connection with this accident.



5.2 Accident Summary

- 5.2.1 The data reviewed has identified ten accidents in the vicinity of the site.
- 5.2.2 The data reviewed has not identified any untypical accidents.
- 5.2.3 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts.
- 5.2.4 The data reviewed has demonstrated that there are no particular road safety issues in the vicinity of the site.
- 5.2.5 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.

6 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

6.1 Introduction

- 6.1.1 In order to manage the travel by occupants at the new development, the applicant wishes to offer a Travel Plan Framework to encourage travel to the site by non-car modes.

6.2 Travel Planning Guidance

- 6.2.1 A Framework Travel Plan is included at **Appendix 4**. The objective of the Travel Plan is the delivery of the objectives of National Planning Policy, i.e. to encourage site occupants to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.
- 6.2.2 The effectiveness of Travel Plans in assisting the use of non-car modes for journeys is intrinsically linked to the accessibility of a given site by means other than the private car.
- 6.2.3 The proposed development has been demonstrated to benefit from good non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.

7 CONCLUSIONS

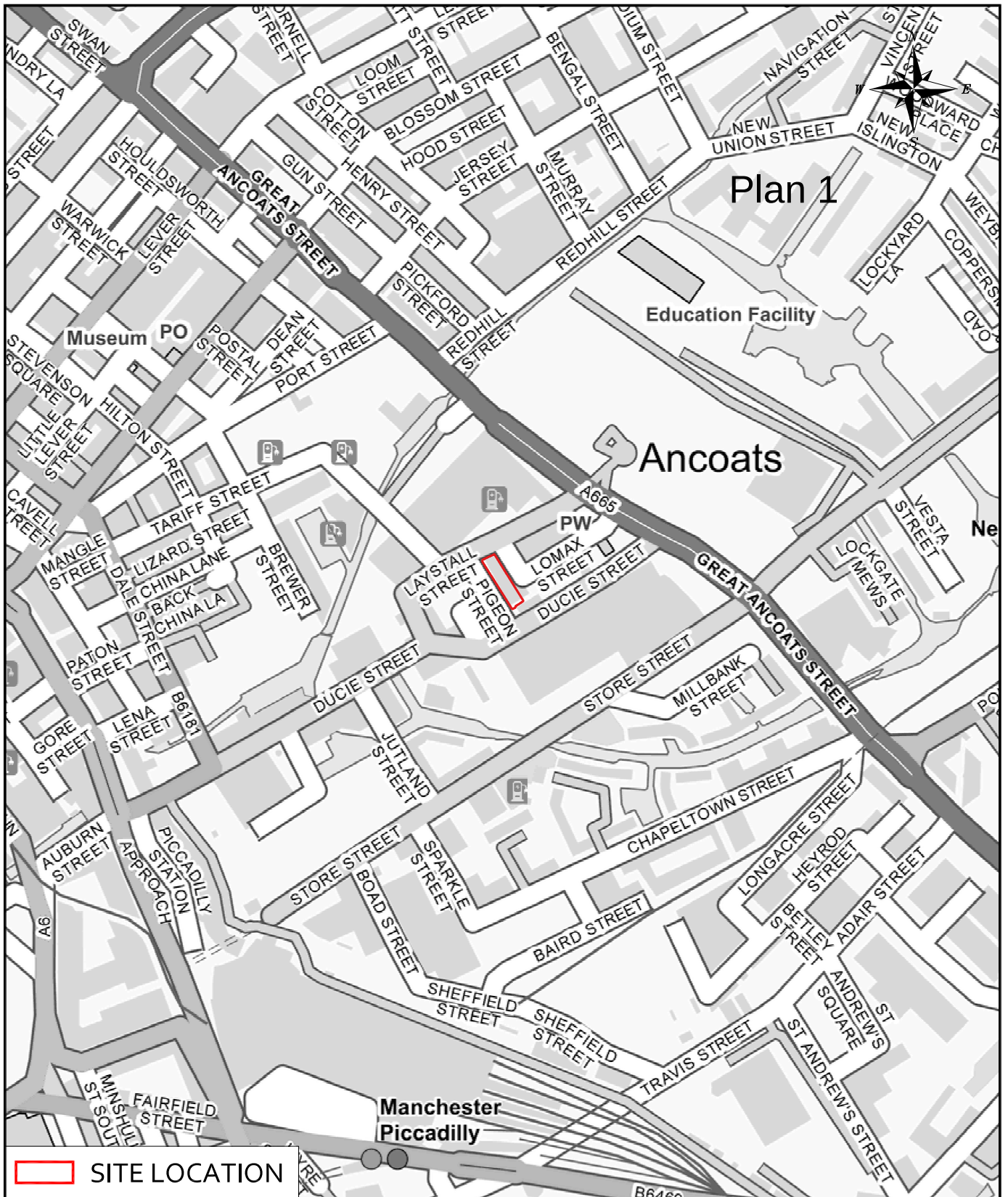
7.1.1 Croft have been instructed by McCauls to advise on the traffic and transport issues relating to a planning application for a mixed-use residential and office development on land off Laystall Street in Manchester.

7.1.2 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe access arrangements;
- The report has demonstrated that the proposed development would be highly accessible by non-car travel modes of such as walking, cycling and public transport;
- The report has demonstrated the development proposals will not generate a significant parking demand, which can easily be accommodated at existing city centre car parks located within a 750-metre (10-minute walking time) of the site;
- The development proposals will provide adequate servicing accessibility;
- The proposals will not have a detrimental impact on overall road safety; and
- The traffic impact of the proposals would not be material.

7.1.3 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



SITE LOCATION

CLIENT:

MCCAULS

DRAWING TITLE:

**LAYSTALL STREET, MANCHESTER
SITE LOCATION**

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

3123-03

REVISION:

-

DRAWN:

LG

DATE:

12.08.20

CHECKED:

MR

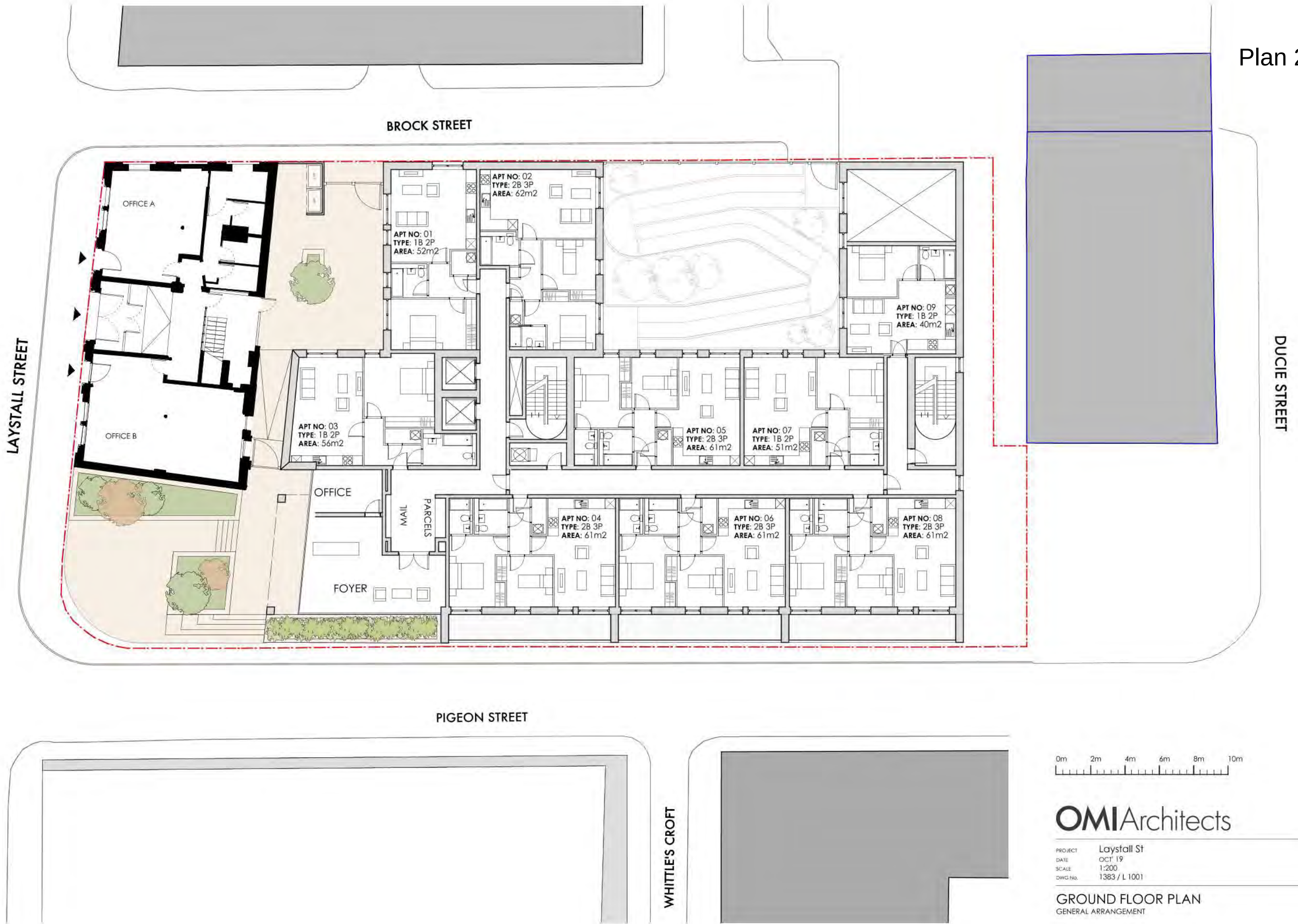
DATE:

12.08.20

SCALES:

NTS @ A4

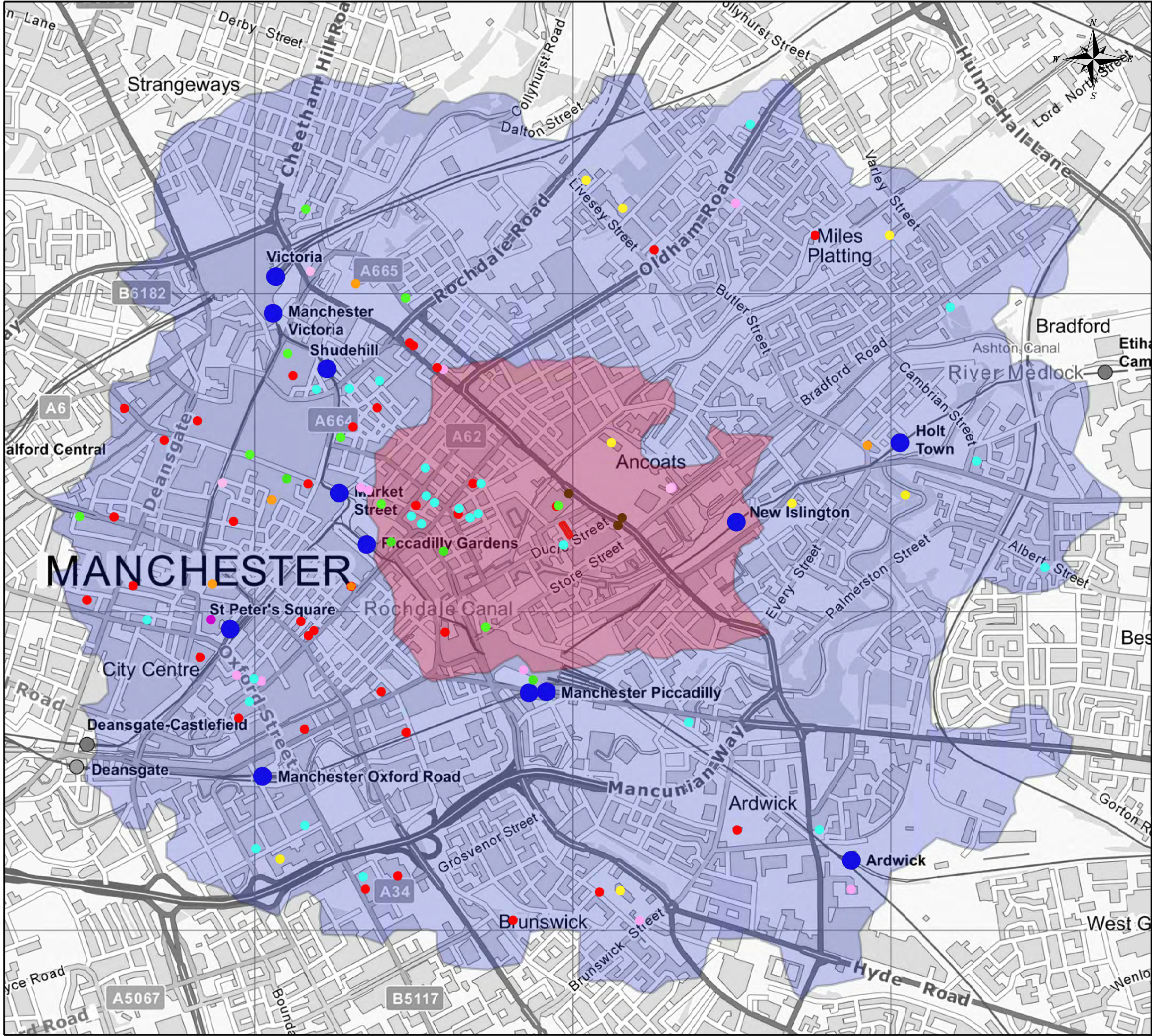
Eddisons | Incorporating
Croft



OMIArchitects

PROJECT Laystall St
DATE OCT' 19
SCALE 1:200
DWG No. 1383 / L 1001

GROUND FLOOR PLAN
GENERAL ARRANGEMENT



NOTES

- Site Location 800m Pedestrian Catchment 2km Pedestrian Catchment - Metrolink/Train Station - Nearest Bus Stops - Library - Cafe/Takeaway/Public House - Education - Leisure/Sport - Medical/Healthcare - Post Office - Retail	
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Plan 3

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **MCCAULS**

PROJECT: **LAYSTALL STREET, MANCHESTER**

DRAWING TITLE: **800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES**

SCALES: **NTS @ A3**

DRAWN: LG	CHECKED: MR	DATE: AUG 20
-----------	-------------	--------------

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3123-03	REVISION: -
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 Incorporating Croft

APPENDICES

APPENDIX 1

Bus Services

Serv. 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
216	Manchester - Ashton	20 mins	10 mins	24 services	20 mins	10 mins	24 services	15 mins	00:12	23:12	00:12	23:12	00:12	23:22
	Ashton - Manchester	20 mins	10 mins	24 services	20 mins	10 mins	25 services	15 mins	04:54	00:00	05:50	00:00	06:00	23:10
217	Ashton - Manchester Piccadilly via Clayton	2 services	60 mins	2 services	-	60 mins	1 service	60 mins	06:07	18:42	08:17	17:17	08:50	22:50
	Manchester Piccadilly - Ashton via Clayton	1 service	60 mins	2 services	-	60 mins	2 services	60 mins	07:15	18:47	08:35	18:37	08:59	22:59
230	Manchester - Littlemoss/Ashton	2 services	30 mins	6 services	-	30 mins	8 services	60 mins	06:34	23:29	08:55	23:32	10:27	22:27
	Littlemoss/Ashton - Manchester	1 service	30 mins	8 services	-	30 mins	8 services	60 mins	07:26	23:13	09:07	23:13	10:29	22:11
231	Littlemoss/Ashton - Manchester	7 services	30 mins	6 services					06:02	20:08				
	Manchester - Littlemoss/Ashton	5 services	30 mins	9 services					06:14	19:32				

APPENDIX 2

Residential and Office Development TRICS Outputs

Calculation Reference: AUDIT-851401-200812-0812

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL 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
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 6 to 184 (units:)
Range Selected by User: 6 to 200 (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	11 days
Wednesday	5 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	25 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	13
Suburban Area (PPS6 Out of Centre)	11

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	12
Built-Up Zone	6
No Sub Category	5

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

Secondary Filtering selection:

Use Class:

C3	25 days
----	---------

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

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	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:

25,001 to 50,000	1 days
50,001 to 75,000	8 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	9 days
1.1 to 1.5	16 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	23 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	25 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-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
7	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
8	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.)

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

LIST OF SITES relevant to selection parameters (Cont.)

17	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
18	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
19	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
20	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
21	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
22	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
23	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
24	SR-03-C-01	FLATS	STIRLING
	FORTH SIDE WAY		
	STIRLING		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	80	
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	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 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	25	70	0.049	25	70	0.145	25	70	0.194
08:00 - 09:00	25	70	0.056	25	70	0.184	25	70	0.240
09:00 - 10:00	25	70	0.072	25	70	0.094	25	70	0.166
10:00 - 11:00	25	70	0.072	25	70	0.089	25	70	0.161
11:00 - 12:00	25	70	0.075	25	70	0.091	25	70	0.166
12:00 - 13:00	25	70	0.102	25	70	0.092	25	70	0.194
13:00 - 14:00	25	70	0.075	25	70	0.093	25	70	0.168
14:00 - 15:00	25	70	0.077	25	70	0.088	25	70	0.165
15:00 - 16:00	25	70	0.103	25	70	0.065	25	70	0.168
16:00 - 17:00	25	70	0.129	25	70	0.080	25	70	0.209
17:00 - 18:00	25	70	0.170	25	70	0.094	25	70	0.264
18:00 - 19:00	25	70	0.161	25	70	0.098	25	70	0.259
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.141			1.213			2.354

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):	25
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	25	70	0.005	25	70	0.005	25	70	0.010
08:00 - 09:00	25	70	0.002	25	70	0.002	25	70	0.004
09:00 - 10:00	25	70	0.003	25	70	0.003	25	70	0.006
10:00 - 11:00	25	70	0.002	25	70	0.002	25	70	0.004
11:00 - 12:00	25	70	0.007	25	70	0.007	25	70	0.014
12:00 - 13:00	25	70	0.005	25	70	0.005	25	70	0.010
13:00 - 14:00	25	70	0.003	25	70	0.004	25	70	0.007
14:00 - 15:00	25	70	0.002	25	70	0.002	25	70	0.004
15:00 - 16:00	25	70	0.003	25	70	0.003	25	70	0.006
16:00 - 17:00	25	70	0.005	25	70	0.005	25	70	0.010
17:00 - 18:00	25	70	0.004	25	70	0.003	25	70	0.007
18:00 - 19:00	25	70	0.006	25	70	0.007	25	70	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.047			0.048			0.095		

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	25	70	0.002	25	70	0.002	25	70	0.004
08:00 - 09:00	25	70	0.001	25	70	0.001	25	70	0.002
09:00 - 10:00	25	70	0.002	25	70	0.003	25	70	0.005
10:00 - 11:00	25	70	0.000	25	70	0.000	25	70	0.000
11:00 - 12:00	25	70	0.001	25	70	0.000	25	70	0.001
12:00 - 13:00	25	70	0.002	25	70	0.002	25	70	0.004
13:00 - 14:00	25	70	0.001	25	70	0.001	25	70	0.002
14:00 - 15:00	25	70	0.001	25	70	0.001	25	70	0.002
15:00 - 16:00	25	70	0.000	25	70	0.000	25	70	0.000
16:00 - 17:00	25	70	0.001	25	70	0.001	25	70	0.002
17:00 - 18:00	25	70	0.000	25	70	0.001	25	70	0.001
18:00 - 19:00	25	70	0.000	25	70	0.000	25	70	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			0.012			0.023		

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	25	70	0.003	25	70	0.010	25	70	0.013
08:00 - 09:00	25	70	0.002	25	70	0.015	25	70	0.017
09:00 - 10:00	25	70	0.003	25	70	0.003	25	70	0.006
10:00 - 11:00	25	70	0.002	25	70	0.005	25	70	0.007
11:00 - 12:00	25	70	0.006	25	70	0.003	25	70	0.009
12:00 - 13:00	25	70	0.002	25	70	0.002	25	70	0.004
13:00 - 14:00	25	70	0.003	25	70	0.002	25	70	0.005
14:00 - 15:00	25	70	0.005	25	70	0.002	25	70	0.007
15:00 - 16:00	25	70	0.006	25	70	0.003	25	70	0.009
16:00 - 17:00	25	70	0.003	25	70	0.001	25	70	0.004
17:00 - 18:00	25	70	0.008	25	70	0.005	25	70	0.013
18:00 - 19:00	25	70	0.006	25	70	0.002	25	70	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.049			0.053			0.102		

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	25	70	0.054	25	70	0.198	25	70	0.252
08:00 - 09:00	25	70	0.069	25	70	0.289	25	70	0.358
09:00 - 10:00	25	70	0.091	25	70	0.123	25	70	0.214
10:00 - 11:00	25	70	0.091	25	70	0.120	25	70	0.211
11:00 - 12:00	25	70	0.098	25	70	0.128	25	70	0.226
12:00 - 13:00	25	70	0.135	25	70	0.130	25	70	0.265
13:00 - 14:00	25	70	0.099	25	70	0.113	25	70	0.212
14:00 - 15:00	25	70	0.095	25	70	0.115	25	70	0.210
15:00 - 16:00	25	70	0.150	25	70	0.087	25	70	0.237
16:00 - 17:00	25	70	0.185	25	70	0.103	25	70	0.288
17:00 - 18:00	25	70	0.246	25	70	0.123	25	70	0.369
18:00 - 19:00	25	70	0.243	25	70	0.137	25	70	0.380
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.556			1.666			3.222

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	25	70	0.017	25	70	0.075	25	70	0.092
08:00 - 09:00	25	70	0.025	25	70	0.116	25	70	0.141
09:00 - 10:00	25	70	0.047	25	70	0.076	25	70	0.123
10:00 - 11:00	25	70	0.047	25	70	0.052	25	70	0.099
11:00 - 12:00	25	70	0.037	25	70	0.045	25	70	0.082
12:00 - 13:00	25	70	0.057	25	70	0.047	25	70	0.104
13:00 - 14:00	25	70	0.048	25	70	0.052	25	70	0.100
14:00 - 15:00	25	70	0.055	25	70	0.053	25	70	0.108
15:00 - 16:00	25	70	0.076	25	70	0.053	25	70	0.129
16:00 - 17:00	25	70	0.076	25	70	0.056	25	70	0.132
17:00 - 18:00	25	70	0.104	25	70	0.062	25	70	0.166
18:00 - 19:00	25	70	0.084	25	70	0.060	25	70	0.144
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.673			0.747			1.420

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	25	70	0.001	25	70	0.029	25	70	0.030
08:00 - 09:00	25	70	0.005	25	70	0.069	25	70	0.074
09:00 - 10:00	25	70	0.006	25	70	0.024	25	70	0.030
10:00 - 11:00	25	70	0.009	25	70	0.011	25	70	0.020
11:00 - 12:00	25	70	0.010	25	70	0.011	25	70	0.021
12:00 - 13:00	25	70	0.018	25	70	0.018	25	70	0.036
13:00 - 14:00	25	70	0.009	25	70	0.021	25	70	0.030
14:00 - 15:00	25	70	0.017	25	70	0.015	25	70	0.032
15:00 - 16:00	25	70	0.041	25	70	0.014	25	70	0.055
16:00 - 17:00	25	70	0.026	25	70	0.008	25	70	0.034
17:00 - 18:00	25	70	0.050	25	70	0.009	25	70	0.059
18:00 - 19:00	25	70	0.036	25	70	0.010	25	70	0.046
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.228			0.239			0.467		

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	25	70	0.001	25	70	0.029	25	70	0.030
08:00 - 09:00	25	70	0.001	25	70	0.029	25	70	0.030
09:00 - 10:00	25	70	0.001	25	70	0.009	25	70	0.010
10:00 - 11:00	25	70	0.004	25	70	0.004	25	70	0.008
11:00 - 12:00	25	70	0.001	25	70	0.005	25	70	0.006
12:00 - 13:00	25	70	0.004	25	70	0.002	25	70	0.006
13:00 - 14:00	25	70	0.002	25	70	0.002	25	70	0.004
14:00 - 15:00	25	70	0.002	25	70	0.001	25	70	0.003
15:00 - 16:00	25	70	0.007	25	70	0.002	25	70	0.009
16:00 - 17:00	25	70	0.013	25	70	0.001	25	70	0.014
17:00 - 18:00	25	70	0.023	25	70	0.000	25	70	0.023
18:00 - 19:00	25	70	0.021	25	70	0.002	25	70	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.086			0.166

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	25	70	0.075	25	70	0.341	25	70	0.416
08:00 - 09:00	25	70	0.101	25	70	0.520	25	70	0.621
09:00 - 10:00	25	70	0.147	25	70	0.235	25	70	0.382
10:00 - 11:00	25	70	0.152	25	70	0.193	25	70	0.345
11:00 - 12:00	25	70	0.157	25	70	0.192	25	70	0.349
12:00 - 13:00	25	70	0.216	25	70	0.200	25	70	0.416
13:00 - 14:00	25	70	0.162	25	70	0.190	25	70	0.352
14:00 - 15:00	25	70	0.174	25	70	0.188	25	70	0.362
15:00 - 16:00	25	70	0.281	25	70	0.159	25	70	0.440
16:00 - 17:00	25	70	0.304	25	70	0.169	25	70	0.473
17:00 - 18:00	25	70	0.432	25	70	0.200	25	70	0.632
18:00 - 19:00	25	70	0.392	25	70	0.210	25	70	0.602
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.593			2.797			5.390		

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	25	70	0.033	25	70	0.124	25	70	0.157
08:00 - 09:00	25	70	0.040	25	70	0.160	25	70	0.200
09:00 - 10:00	25	70	0.050	25	70	0.069	25	70	0.119
10:00 - 11:00	25	70	0.048	25	70	0.059	25	70	0.107
11:00 - 12:00	25	70	0.043	25	70	0.060	25	70	0.103
12:00 - 13:00	25	70	0.068	25	70	0.063	25	70	0.131
13:00 - 14:00	25	70	0.046	25	70	0.060	25	70	0.106
14:00 - 15:00	25	70	0.052	25	70	0.060	25	70	0.112
15:00 - 16:00	25	70	0.079	25	70	0.045	25	70	0.124
16:00 - 17:00	25	70	0.097	25	70	0.053	25	70	0.150
17:00 - 18:00	25	70	0.142	25	70	0.072	25	70	0.214
18:00 - 19:00	25	70	0.135	25	70	0.078	25	70	0.213
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.833			0.903			1.736		

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	25	70	0.003	25	70	0.007	25	70	0.010
08:00 - 09:00	25	70	0.006	25	70	0.009	25	70	0.015
09:00 - 10:00	25	70	0.009	25	70	0.006	25	70	0.015
10:00 - 11:00	25	70	0.011	25	70	0.013	25	70	0.024
11:00 - 12:00	25	70	0.013	25	70	0.013	25	70	0.026
12:00 - 13:00	25	70	0.014	25	70	0.010	25	70	0.024
13:00 - 14:00	25	70	0.007	25	70	0.013	25	70	0.020
14:00 - 15:00	25	70	0.007	25	70	0.007	25	70	0.014
15:00 - 16:00	25	70	0.011	25	70	0.007	25	70	0.018
16:00 - 17:00	25	70	0.011	25	70	0.012	25	70	0.023
17:00 - 18:00	25	70	0.008	25	70	0.005	25	70	0.013
18:00 - 19:00	25	70	0.005	25	70	0.004	25	70	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.105			0.106			0.211		

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	25	70	0.001	25	70	0.001	25	70	0.002
08:00 - 09:00	25	70	0.000	25	70	0.001	25	70	0.001
09:00 - 10:00	25	70	0.000	25	70	0.001	25	70	0.001
10:00 - 11:00	25	70	0.000	25	70	0.001	25	70	0.001
11:00 - 12:00	25	70	0.000	25	70	0.000	25	70	0.000
12:00 - 13:00	25	70	0.001	25	70	0.001	25	70	0.002
13:00 - 14:00	25	70	0.001	25	70	0.001	25	70	0.002
14:00 - 15:00	25	70	0.001	25	70	0.000	25	70	0.001
15:00 - 16:00	25	70	0.001	25	70	0.000	25	70	0.001
16:00 - 17:00	25	70	0.001	25	70	0.000	25	70	0.001
17:00 - 18:00	25	70	0.002	25	70	0.002	25	70	0.004
18:00 - 19:00	25	70	0.002	25	70	0.002	25	70	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.

Calculation Reference: AUDIT-851401-200812-0848

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HF HERTFORDSHIRE	2 days
	SO SLOUGH	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	MT MERTHYR TYDFIL	1 days
	PS POWYS	1 days
	SW SWANSEA	2 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	EB CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 178 to 40000 (units: sqm)
Range Selected by User: 178 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

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

Selected survey days:

Monday	5 days
Tuesday	6 days
Wednesday	5 days
Thursday	10 days
Friday	5 days

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

Selected survey types:

Manual count	31 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:

Industrial Zone	1
Commercial Zone	4
Development Zone	3
Residential Zone	4
Built-Up Zone	14
High Street	1
No Sub Category	4

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:

A1	1 days
B1	30 days

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

Population within 1 mile:

5,001 to 10,000	5 days
10,001 to 15,000	1 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	15 days
50,001 to 100,000	2 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	3 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	12 days
250,001 to 500,000	6 days
500,001 or More	4 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	15 days
1.1 to 1.5	14 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	8 days
No	23 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	31 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 BROMHAM ROAD BEDFORD	OFFICES	BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area: 1469 sqm Survey date: MONDAY 14/10/13		Survey Type: MANUAL
2	BR-02-A-02 ST THOMAS STREET BRISTOL	PLANNING & ENGINEERING	BRISTOL CITY
	Town Centre Built-Up Zone Total Gross floor area: 5736 sqm Survey date: FRIDAY 29/11/13		Survey Type: MANUAL
3	CA-02-A-05 NEW ROAD PETERBOROUGH	OFFICES	CAMBRIDGESHIRE
	Town Centre Built-Up Zone Total Gross floor area: 8793 sqm Survey date: TUESDAY 16/12/14		Survey Type: MANUAL
4	CB-02-A-02 PORT ROAD CARLISLE	OFFICE	CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area: 925 sqm Survey date: FRIDAY 24/06/16		Survey Type: MANUAL
5	DS-02-A-01 PRIME PARK WAY DERBY	REAL ESTATE DEVELOPERS	DERBYSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area: 594 sqm Survey date: WEDNESDAY 25/09/19		Survey Type: MANUAL
6	DU-02-A-01 GREENMARKET DUNDEE	OFFICES	DUNDEE CITY
	Edge of Town Centre Development Zone Total Gross floor area: 3200 sqm Survey date: THURSDAY 27/04/17		Survey Type: MANUAL
7	EB-02-A-06 ST ANDREW SQUARE EDINBURGH	REGUS OFFICES	CITY OF EDINBURGH
	Town Centre Built-Up Zone Total Gross floor area: 4500 sqm Survey date: WEDNESDAY 16/03/16		Survey Type: MANUAL
8	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 186 sqm Survey date: TUESDAY 17/11/15	HOUSING COMPANY	EAST SUSSEX
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES		EAST SUSSEX
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	3640 sqm		
	Survey date: THURSDAY	26/11/15		Survey Type: MANUAL
10	ES-02-A-13 ROMAN ROAD HOVE	OFFICES		EAST SUSSEX
	Edge of Town Centre Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18		Survey Type: MANUAL
11	EX-02-A-03 VICTORIA AVENUE SOUTHEND-ON-SEA	HMRC		ESSEX
	Town Centre Built-Up Zone			
	Total Gross floor area:	45000 sqm		
	Survey date: WEDNESDAY	23/10/13		Survey Type: MANUAL
12	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Gross floor area:	3960 sqm		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL
13	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES		GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL
14	HF-02-A-03 60 VICTORIA STREET ST ALBANS	OFFICE		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	610 sqm		
	Survey date: WEDNESDAY	16/10/13		Survey Type: MANUAL
15	HF-02-A-04 STATION WAY ST ALBANS	OFFICES		HERTFORDSHIRE
	Edge of Town Centre Residential Zone			
	Total Gross floor area:	5000 sqm		
	Survey date: THURSDAY	02/10/14		Survey Type: MANUAL
16	LC-02-A-09 FURTHERGATE BLACKBURN	OFFICES		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone			
	Total Gross floor area:	2600 sqm		
	Survey date: TUESDAY	04/06/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	MT-02-A-02 CASTLE STREET MERTHYR TYDFIL	COUNCIL OFFICES	MERTHYR TYDFIL
	Edge of Town Centre Built-Up Zone Total Gross floor area:	5250 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
18	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS	NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:	894 sqm	
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL
19	NF-02-A-03 NORTH QUAY GREAT YARMOUTH	OFFICES	NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:	5500 sqm	
	Survey date: TUESDAY	12/09/17	Survey Type: MANUAL
20	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS	NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	178 sqm	
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL
21	NY-02-A-02 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:	1930 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL
22	PS-02-A-01 SEVERN ROAD WELSHPOOL	COUNCIL OFFICES	POWYS
	Edge of Town Centre No Sub Category Total Gross floor area:	3920 sqm	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL
23	SF-02-A-02 BATH STREET IPSWICH	OFFICES	SUFFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:	6505 sqm	
	Survey date: FRIDAY	19/07/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES		SLOUGH
	Town Centre High Street			
	Total Gross floor area:	1800 sqm		
	Survey date: THURSDAY	27/02/14		Survey Type: MANUAL
25	SO-02-A-02 BATH ROAD SLOUGH	COUNCIL OFFICES		SLOUGH
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	5050 sqm		
	Survey date: THURSDAY	27/02/14		Survey Type: MANUAL
26	SW-02-A-01 LANGDON ROAD SWANSEA	OFFICES		SWANSEA
	Edge of Town Centre Development Zone			
	Total Gross floor area:	6630 sqm		
	Survey date: FRIDAY	25/10/13		Survey Type: MANUAL
27	SW-02-A-02 KINGS ROAD SWANSEA	OFFICE		SWANSEA
	Edge of Town Centre Development Zone			
	Total Gross floor area:	2225 sqm		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
28	TV-02-A-04 CORPORATION ROAD MIDDLESBROUGH	COUNCIL OFFICES		TEES VALLEY
	Town Centre Commercial Zone			
	Total Gross floor area:	3950 sqm		
	Survey date: TUESDAY	08/10/13		Survey Type: MANUAL
29	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone			
	Total Gross floor area:	2090 sqm		
	Survey date: MONDAY	13/06/16		Survey Type: MANUAL
30	TW-02-A-08 BENTON PARK ROAD NEWCASTLE UPON TYNE LONGBENTON	HOUSING ASSOCIATION OFFICE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:	4800 sqm		
	Survey date: FRIDAY	19/10/18		Survey Type: MANUAL
31	WK-02-A-01 WARWICK ROAD COVENTRY	OFFICES		WARWICKSHIRE
	Town Centre Built-Up Zone			
	Total Gross floor area:	960 sqm		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	4395	0.644	30	4395	0.085	30	4395	0.729
08:00 - 09:00	31	4259	1.307	31	4259	0.181	31	4259	1.488
09:00 - 10:00	31	4259	0.846	31	4259	0.254	31	4259	1.100
10:00 - 11:00	31	4259	0.334	31	4259	0.258	31	4259	0.592
11:00 - 12:00	31	4259	0.263	31	4259	0.226	31	4259	0.489
12:00 - 13:00	31	4259	0.298	31	4259	0.333	31	4259	0.631
13:00 - 14:00	31	4259	0.318	31	4259	0.294	31	4259	0.612
14:00 - 15:00	31	4259	0.226	31	4259	0.280	31	4259	0.506
15:00 - 16:00	31	4259	0.197	31	4259	0.432	31	4259	0.629
16:00 - 17:00	31	4259	0.182	31	4259	0.810	31	4259	0.992
17:00 - 18:00	31	4259	0.127	31	4259	1.074	31	4259	1.201
18:00 - 19:00	30	4395	0.052	30	4395	0.381	30	4395	0.433
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		4.794			4.608			9.402	

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

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

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Parameter summary

Trip rate parameter range selected:	178 - 40000 (units: sqm)
Survey date date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	30	4395	0.006	30	4395	0.006	30	4395	0.012
08:00 - 09:00	31	4259	0.020	31	4259	0.019	31	4259	0.039
09:00 - 10:00	31	4259	0.015	31	4259	0.017	31	4259	0.032
10:00 - 11:00	31	4259	0.012	31	4259	0.012	31	4259	0.024
11:00 - 12:00	31	4259	0.008	31	4259	0.008	31	4259	0.016
12:00 - 13:00	31	4259	0.008	31	4259	0.008	31	4259	0.016
13:00 - 14:00	31	4259	0.010	31	4259	0.010	31	4259	0.020
14:00 - 15:00	31	4259	0.007	31	4259	0.008	31	4259	0.015
15:00 - 16:00	31	4259	0.005	31	4259	0.005	31	4259	0.010
16:00 - 17:00	31	4259	0.008	31	4259	0.008	31	4259	0.016
17:00 - 18:00	31	4259	0.017	31	4259	0.016	31	4259	0.033
18:00 - 19:00	30	4395	0.004	30	4395	0.004	30	4395	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.121			0.241

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	30	4395	0.002	30	4395	0.001	30	4395	0.003
08:00 - 09:00	31	4259	0.003	31	4259	0.004	31	4259	0.007
09:00 - 10:00	31	4259	0.002	31	4259	0.002	31	4259	0.004
10:00 - 11:00	31	4259	0.002	31	4259	0.002	31	4259	0.004
11:00 - 12:00	31	4259	0.001	31	4259	0.001	31	4259	0.002
12:00 - 13:00	31	4259	0.001	31	4259	0.001	31	4259	0.002
13:00 - 14:00	31	4259	0.000	31	4259	0.000	31	4259	0.000
14:00 - 15:00	31	4259	0.003	31	4259	0.002	31	4259	0.005
15:00 - 16:00	31	4259	0.004	31	4259	0.003	31	4259	0.007
16:00 - 17:00	31	4259	0.001	31	4259	0.002	31	4259	0.003
17:00 - 18:00	31	4259	0.001	31	4259	0.002	31	4259	0.003
18:00 - 19:00	30	4395	0.000	30	4395	0.000	30	4395	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020				0.020	0.040	

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	30	4395	0.013	30	4395	0.002	30	4395	0.015
08:00 - 09:00	31	4259	0.067	31	4259	0.000	31	4259	0.067
09:00 - 10:00	31	4259	0.026	31	4259	0.000	31	4259	0.026
10:00 - 11:00	31	4259	0.011	31	4259	0.006	31	4259	0.017
11:00 - 12:00	31	4259	0.005	31	4259	0.004	31	4259	0.009
12:00 - 13:00	31	4259	0.008	31	4259	0.011	31	4259	0.019
13:00 - 14:00	31	4259	0.008	31	4259	0.007	31	4259	0.015
14:00 - 15:00	31	4259	0.002	31	4259	0.005	31	4259	0.007
15:00 - 16:00	31	4259	0.007	31	4259	0.014	31	4259	0.021
16:00 - 17:00	31	4259	0.002	31	4259	0.020	31	4259	0.022
17:00 - 18:00	31	4259	0.002	31	4259	0.059	31	4259	0.061
18:00 - 19:00	30	4395	0.002	30	4395	0.021	30	4395	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.153			0.149			0.302

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	30	4395	0.700	30	4395	0.045	30	4395	0.745
08:00 - 09:00	31	4259	1.441	31	4259	0.106	31	4259	1.547
09:00 - 10:00	31	4259	0.929	31	4259	0.242	31	4259	1.171
10:00 - 11:00	31	4259	0.372	31	4259	0.268	31	4259	0.640
11:00 - 12:00	31	4259	0.298	31	4259	0.243	31	4259	0.541
12:00 - 13:00	31	4259	0.341	31	4259	0.381	31	4259	0.722
13:00 - 14:00	31	4259	0.374	31	4259	0.335	31	4259	0.709
14:00 - 15:00	31	4259	0.257	31	4259	0.324	31	4259	0.581
15:00 - 16:00	31	4259	0.217	31	4259	0.485	31	4259	0.702
16:00 - 17:00	31	4259	0.181	31	4259	0.909	31	4259	1.090
17:00 - 18:00	31	4259	0.101	31	4259	1.243	31	4259	1.344
18:00 - 19:00	30	4395	0.042	30	4395	0.444	30	4395	0.486
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.253			5.025			10.278

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	30	4395	0.151	30	4395	0.009	30	4395	0.160
08:00 - 09:00	31	4259	0.327	31	4259	0.033	31	4259	0.360
09:00 - 10:00	31	4259	0.300	31	4259	0.107	31	4259	0.407
10:00 - 11:00	31	4259	0.277	31	4259	0.198	31	4259	0.475
11:00 - 12:00	31	4259	0.252	31	4259	0.332	31	4259	0.584
12:00 - 13:00	31	4259	0.844	31	4259	1.194	31	4259	2.038
13:00 - 14:00	31	4259	1.042	31	4259	0.789	31	4259	1.831
14:00 - 15:00	31	4259	0.505	31	4259	0.378	31	4259	0.883
15:00 - 16:00	31	4259	0.205	31	4259	0.271	31	4259	0.476
16:00 - 17:00	31	4259	0.102	31	4259	0.268	31	4259	0.370
17:00 - 18:00	31	4259	0.048	31	4259	0.394	31	4259	0.442
18:00 - 19:00	30	4395	0.012	30	4395	0.120	30	4395	0.132
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.065			4.093			8.158

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	30	4395	0.083	30	4395	0.000	30	4395	0.083
08:00 - 09:00	31	4259	0.173	31	4259	0.007	31	4259	0.180
09:00 - 10:00	31	4259	0.165	31	4259	0.023	31	4259	0.188
10:00 - 11:00	31	4259	0.078	31	4259	0.046	31	4259	0.124
11:00 - 12:00	31	4259	0.058	31	4259	0.067	31	4259	0.125
12:00 - 13:00	31	4259	0.063	31	4259	0.083	31	4259	0.146
13:00 - 14:00	31	4259	0.050	31	4259	0.075	31	4259	0.125
14:00 - 15:00	31	4259	0.045	31	4259	0.057	31	4259	0.102
15:00 - 16:00	31	4259	0.035	31	4259	0.079	31	4259	0.114
16:00 - 17:00	31	4259	0.027	31	4259	0.104	31	4259	0.131
17:00 - 18:00	31	4259	0.004	31	4259	0.149	31	4259	0.153
18:00 - 19:00	30	4395	0.002	30	4395	0.054	30	4395	0.056
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.783			0.744			1.527

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	30	4395	0.074	30	4395	0.002	30	4395	0.076
08:00 - 09:00	31	4259	0.130	31	4259	0.006	31	4259	0.136
09:00 - 10:00	31	4259	0.117	31	4259	0.005	31	4259	0.122
10:00 - 11:00	31	4259	0.023	31	4259	0.009	31	4259	0.032
11:00 - 12:00	31	4259	0.017	31	4259	0.004	31	4259	0.021
12:00 - 13:00	31	4259	0.013	31	4259	0.014	31	4259	0.027
13:00 - 14:00	31	4259	0.015	31	4259	0.025	31	4259	0.040
14:00 - 15:00	31	4259	0.020	31	4259	0.034	31	4259	0.054
15:00 - 16:00	31	4259	0.013	31	4259	0.055	31	4259	0.068
16:00 - 17:00	31	4259	0.007	31	4259	0.083	31	4259	0.090
17:00 - 18:00	31	4259	0.008	31	4259	0.120	31	4259	0.128
18:00 - 19:00	30	4395	0.004	30	4395	0.054	30	4395	0.058
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.441			0.411			0.852

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	30	4395	1.020	30	4395	0.058	30	4395	1.078
08:00 - 09:00	31	4259	2.138	31	4259	0.152	31	4259	2.290
09:00 - 10:00	31	4259	1.537	31	4259	0.376	31	4259	1.913
10:00 - 11:00	31	4259	0.761	31	4259	0.527	31	4259	1.288
11:00 - 12:00	31	4259	0.631	31	4259	0.660	31	4259	1.291
12:00 - 13:00	31	4259	1.269	31	4259	1.684	31	4259	2.953
13:00 - 14:00	31	4259	1.490	31	4259	1.231	31	4259	2.721
14:00 - 15:00	31	4259	0.828	31	4259	0.798	31	4259	1.626
15:00 - 16:00	31	4259	0.476	31	4259	0.904	31	4259	1.380
16:00 - 17:00	31	4259	0.320	31	4259	1.385	31	4259	1.705
17:00 - 18:00	31	4259	0.162	31	4259	1.965	31	4259	2.127
18:00 - 19:00	30	4395	0.062	30	4395	0.693	30	4395	0.755
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.694			10.433			21.127

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	30	4395	0.187	30	4395	0.019	30	4395	0.206
08:00 - 09:00	31	4259	0.561	31	4259	0.052	31	4259	0.613
09:00 - 10:00	31	4259	0.436	31	4259	0.126	31	4259	0.562
10:00 - 11:00	31	4259	0.186	31	4259	0.156	31	4259	0.342
11:00 - 12:00	31	4259	0.131	31	4259	0.129	31	4259	0.260
12:00 - 13:00	31	4259	0.158	31	4259	0.198	31	4259	0.356
13:00 - 14:00	31	4259	0.195	31	4259	0.164	31	4259	0.359
14:00 - 15:00	31	4259	0.126	31	4259	0.157	31	4259	0.283
15:00 - 16:00	31	4259	0.100	31	4259	0.183	31	4259	0.283
16:00 - 17:00	31	4259	0.090	31	4259	0.333	31	4259	0.423
17:00 - 18:00	31	4259	0.047	31	4259	0.489	31	4259	0.536
18:00 - 19:00	30	4395	0.019	30	4395	0.176	30	4395	0.195
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.236			2.182				4.418

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	30	4395	0.015	30	4395	0.011	30	4395	0.026
08:00 - 09:00	31	4259	0.035	31	4259	0.033	31	4259	0.068
09:00 - 10:00	31	4259	0.027	31	4259	0.029	31	4259	0.056
10:00 - 11:00	31	4259	0.020	31	4259	0.024	31	4259	0.044
11:00 - 12:00	31	4259	0.017	31	4259	0.016	31	4259	0.033
12:00 - 13:00	31	4259	0.026	31	4259	0.024	31	4259	0.050
13:00 - 14:00	31	4259	0.011	31	4259	0.009	31	4259	0.020
14:00 - 15:00	31	4259	0.017	31	4259	0.013	31	4259	0.030
15:00 - 16:00	31	4259	0.023	31	4259	0.025	31	4259	0.048
16:00 - 17:00	31	4259	0.025	31	4259	0.025	31	4259	0.050
17:00 - 18:00	31	4259	0.017	31	4259	0.017	31	4259	0.034
18:00 - 19:00	30	4395	0.005	30	4395	0.008	30	4395	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.238			0.234			0.472

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	30	4395	0.005	30	4395	0.000	30	4395	0.005
08:00 - 09:00	31	4259	0.008	31	4259	0.002	31	4259	0.010
09:00 - 10:00	31	4259	0.005	31	4259	0.002	31	4259	0.007
10:00 - 11:00	31	4259	0.002	31	4259	0.000	31	4259	0.002
11:00 - 12:00	31	4259	0.000	31	4259	0.001	31	4259	0.001
12:00 - 13:00	31	4259	0.001	31	4259	0.001	31	4259	0.002
13:00 - 14:00	31	4259	0.001	31	4259	0.001	31	4259	0.002
14:00 - 15:00	31	4259	0.002	31	4259	0.001	31	4259	0.003
15:00 - 16:00	31	4259	0.000	31	4259	0.004	31	4259	0.004
16:00 - 17:00	31	4259	0.002	31	4259	0.003	31	4259	0.005
17:00 - 18:00	31	4259	0.001	31	4259	0.011	31	4259	0.012
18:00 - 19:00	30	4395	0.000	30	4395	0.001	30	4395	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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

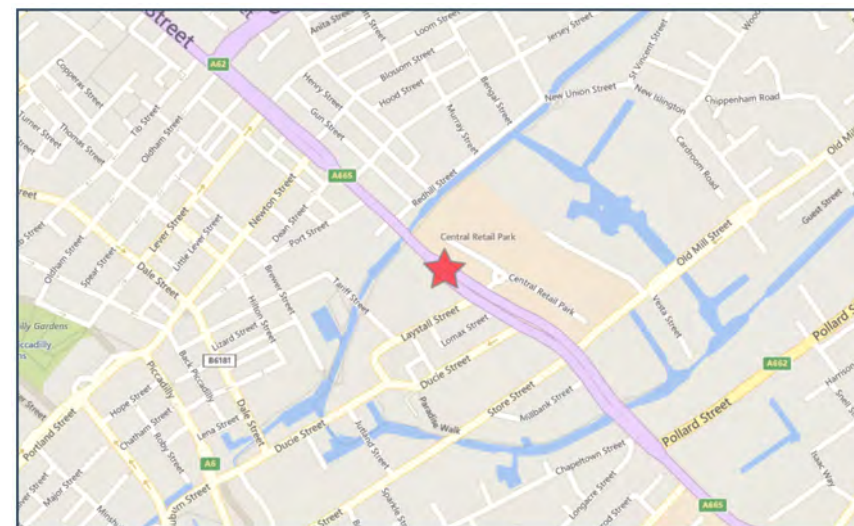
Accident Data



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Crash Date: Tuesday, December 22, 2015 **Time of Crash:** 3:30:00 AM **Crash Reference:** 201506A009820

Highest Injury Severity:	Slight	Road Number:	A665	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	1
Local Authority:	Manchester			OS Grid Reference:	385000 398380
Weather Description:	Fine 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:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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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)	14	Male	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	21 - 25	In carriageway, crossing elsewhere	Crossing from driver's nearside

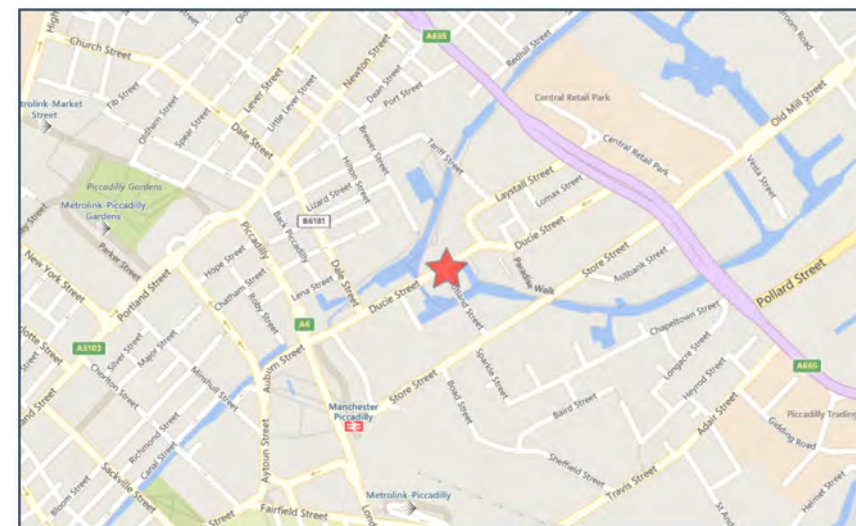
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date:	Monday, January 04, 2016	Time of Crash:	8:30:00 AM	Crash Reference:	201606A010356
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:	384856 398169
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
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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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
2	Pedal cycle	-1	Male	36 - 45	Vehicle is passing another vehicle (moving or stationary) on its nearside	Nearside	Journey as part of work	None	None
1	Car (excluding private hire)	16	Female	46 - 55	Vehicle is waiting to proceed normally but is held up	Nearside	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

For more information about the data please visit: www.crashmap.co.uk/home/Faq

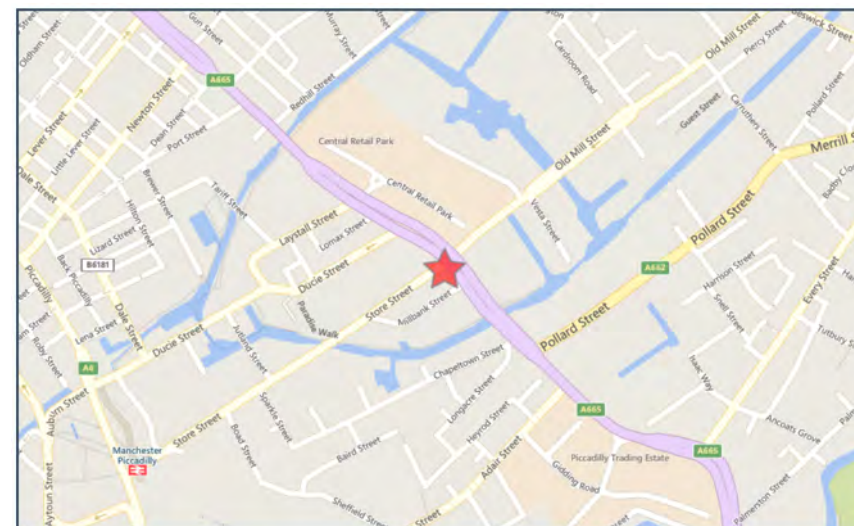
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Crash Date: Saturday, March 05, 2016 **Time of Crash:** 7:50:00 PM **Crash Reference:** 201606A013409

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	1	OS Grid Reference:	385188 398234
Local Authority:	Manchester City				
Weather Description:	Fine 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:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



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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	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	21 - 25	In carriageway, crossing elsewhere	Crossing from driver's offside - masked by parked or stationary vehicle

For more information about the data please visit: www.crashmap.co.uk/home/Faq

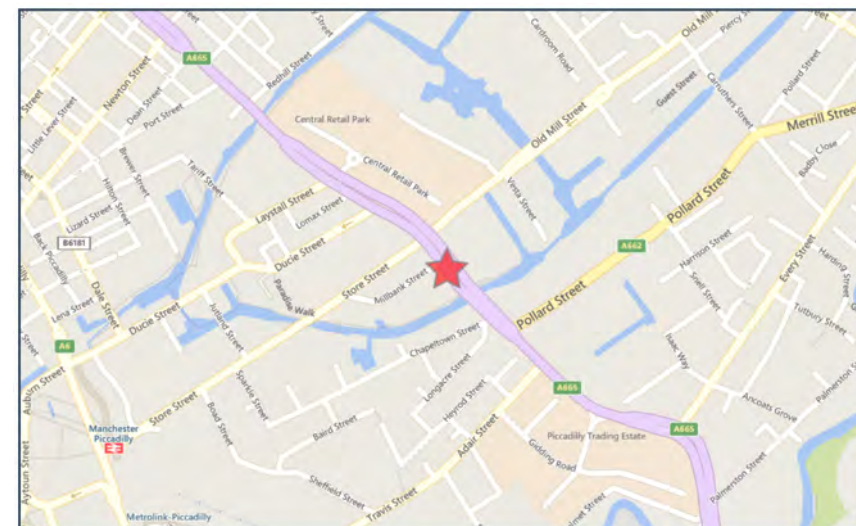
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Crash Date: Monday, June 06, 2016 **Time of Crash:** 12:35:00 AM **Crash Reference:** 201606A016989

Highest Injury Severity:	Slight	Road Number:	A665	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	1
Local Authority:	Manchester City			OS Grid Reference:	385228 398201
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:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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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)	-1	Male	56 - 65	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, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

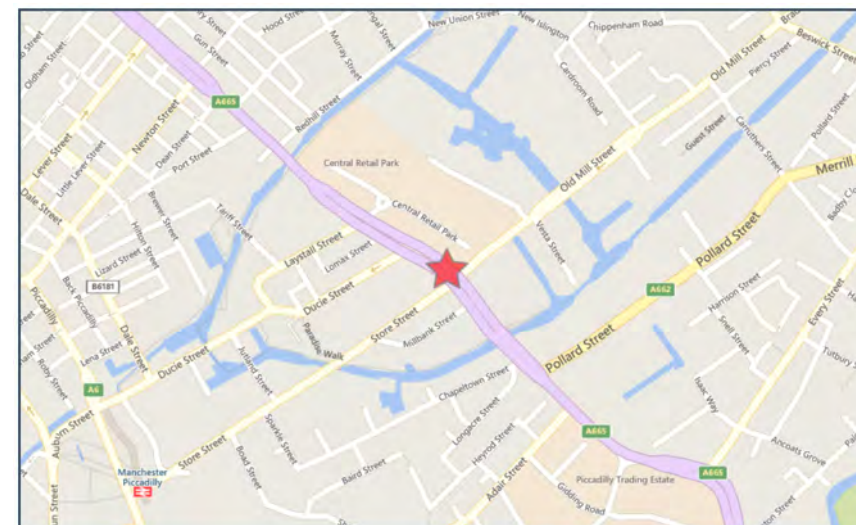
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Crash Date: Wednesday, April 26, 2017 **Time of Crash:** 2:55:00 PM **Crash Reference:** 201706A030388

Highest Injury Severity:	Slight	Road Number:	A665	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	385184 398260
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:	Dual carriageway				
Junction Control:	Auto traffic signal				



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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
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Car (excluding private hire)	-1	Unknown	Unknown	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
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

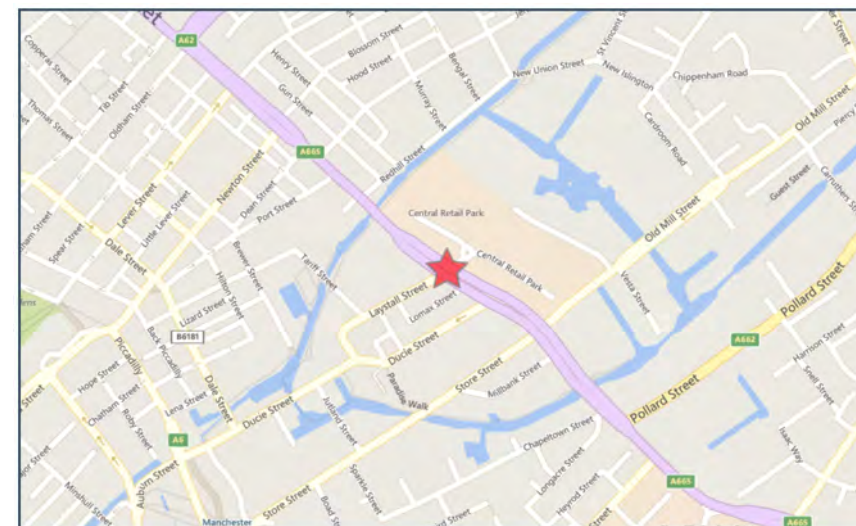
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date:	Tuesday, July 04, 2017	Time of Crash:	5:20:00 PM	Crash Reference:	201706A032770
Highest Injury Severity:	Slight	Road Number:	A665	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	385053 398342
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:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



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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
2	Pedal cycle	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	13	Male	36 - 45	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
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

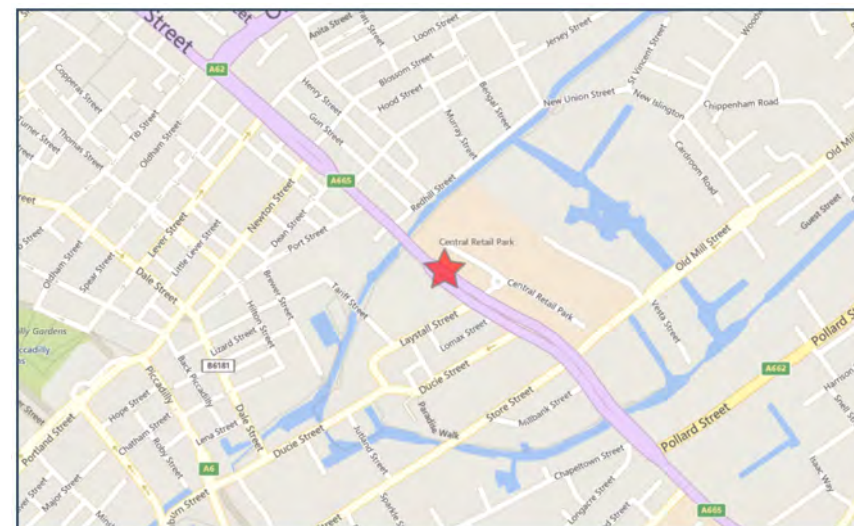
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Crash Date:	Friday, December 01, 2017	Time of Crash:	11:46:00 PM	Crash Reference:	201706A039516
Highest Injury Severity:	Serious	Road Number:	A665	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	1
Local Authority:	Manchester City			OS Grid Reference:	385001 398384
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:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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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	Minibus (8 - 16 passenger seats)	8	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	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	Serious	Pedestrian	Male	36 - 45	Unknown or other	Unknown or other

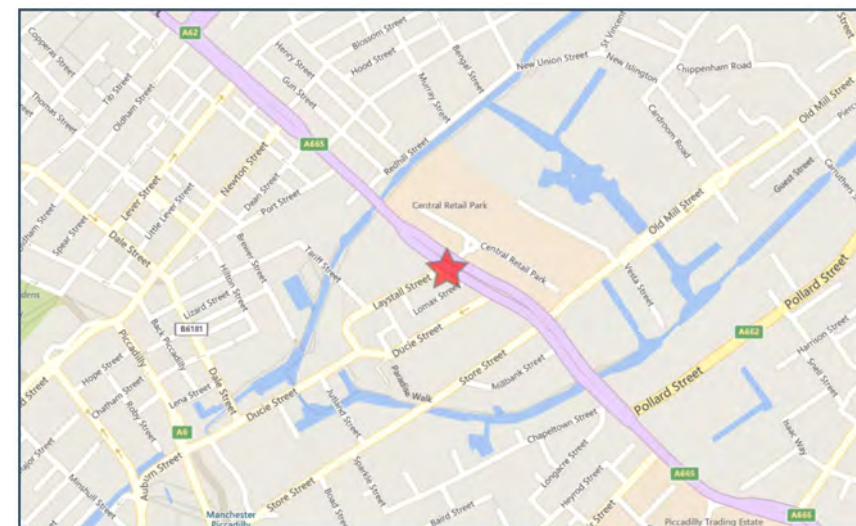
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Crash Date:	Tuesday, April 03, 2018	Time of Crash:	4:00:00 PM	Crash Reference:	201806A142730
Highest Injury Severity:	Slight	Road Number:	A665	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	385046 398330
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:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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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
2	Car (excluding private hire)		8 Unknown	Unknown	Vehicle is passing another vehicle (moving or stationary) on its nearside	Did not impact	Other	None	None
1	Pedal cycle		-1 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	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

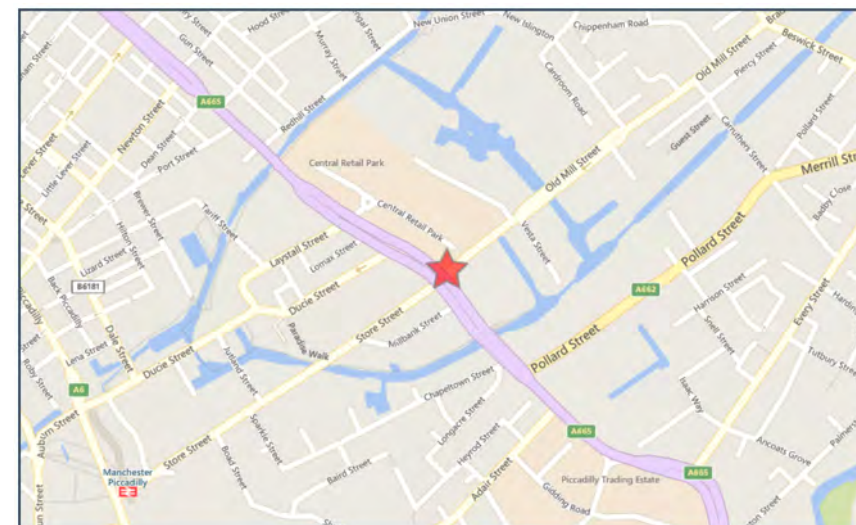
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date:	Friday, March 09, 2018	Time of Crash:	10:30:00 PM	Crash Reference:	201806A341476
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:	385207 398262
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:	Central refuge - no other controls				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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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
2	Pedal cycle	-1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is in the act of turning right	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	Female	21 - 25	Unknown or other	Unknown or other

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Crash Date: Tuesday, December 25, 2018 **Time of Crash:** 8:37:00 PM **Crash Reference:** 201806A352213

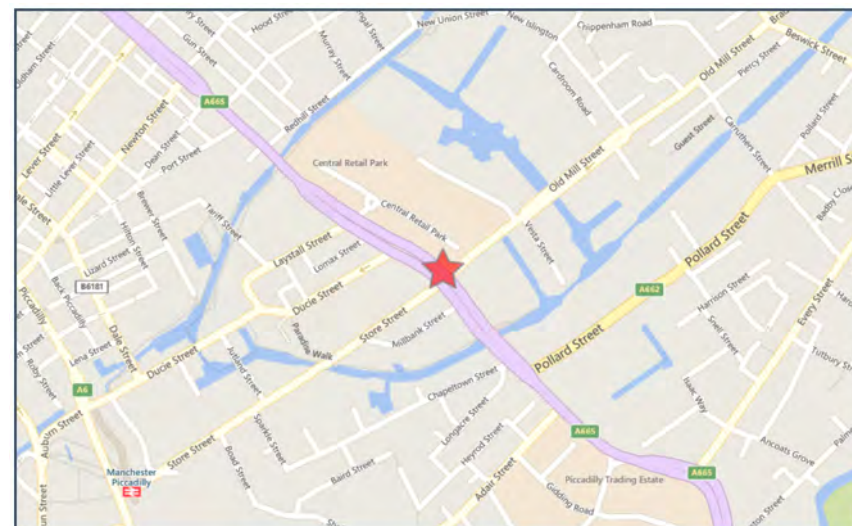
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Auto traffic signal

Road Number: A665

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 385195 398259



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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
2	Car (excluding private hire)	15	Female	Over 75	Vehicle is changing lane to the left	Back	Other	None	None
1	Car (excluding private hire)	1	Female	46 - 55	Vehicle is waiting to proceed normally but is held up	Front	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	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX 4

Travel Plan Framework

Proposed Mixed-use Residential and Office Development
Laystall Street, Manchester

MCCAULS

Transport Statement
August 2020





REPORT

Document: Travel Plan Framework

Project:	Proposed Mixed-use Residential and Office Development, Laystall Street, Manchester
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1 INTRODUCTION

1.1 Preamble

1.1.1 Croft has been instructed by McCauls to prepare a Transport Statement which accompanies a planning application that seeks permission for the erection of up to 89 no. apartments and the conversion of the former Wharnccliffe Fire Clay Works building on land off Laystall Street, to the northeast of Manchester city centre [the Site] to include 487sqm of office use. A Site Location Plan (**Plan 1**) is included with this report.

1.1.2 This Travel Plan Framework will set out the principal strategies that will be put in place once the development is open and residents and workers are occupying the apartments and offices respectively, to encourage sustainable travel to the development.

1.1.3 The Department for Transport has issued two separate guides on the preparation of travel plans which are of relevance to this proposed development, these documents are as follows;

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process - Published in April 2009.

1.2 Structure of the Travel Plan

1.2.1 Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'.

1.2.2 Section 3 sets out a series of management measures that will be implemented as part of the Travel Plan.

1.2.3 Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport. Section 5 discusses targets for reducing trips by the private car while Section 6 details the monitoring of the Travel Plan.

1.2.4 Section 7 draws together the findings and conclusions.

1.3 Development Proposals

1.3.1 The proposals would provide 225-affordable dwellings (452 bedrooms) and associated infrastructure comprising:

- Twenty-eight 1-Bedroom Apartments;
- Sixty-one 2-Bedroom Apartments; and
- 487sqm of office floor space.

1.3.2 The development will be accessed off Laystall Street. The proposed site layout is shown in **Plan 2**.

1.4 The Travel Plan

1.4.1 The aim of the Travel Plan is as follows:

- To encourage residents, employees and visitors to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.



1.5 Travel Pack

- 1.5.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 3.

2 TRAVEL PLANNING POLICY AND GUIDANCE

2.1 Travel Planning Policy

- 2.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.
- 2.1.2 The NPPF further reinforces the importance of travel plans in the planning context and states *"Travel Plans should be considered in parallel to development proposals and readily integrated into the design and occupation of a new site"*.

2.2 Travel Planning Guidance

- 2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.
- 2.2.2 The document, entitled *'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'* sets out an overview of the process and delivery of Travel Plans and states that *"A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."*
- 2.2.3 The DfT document entitled *"Making Residential Travel Plans Work"* states that *Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas" and goes on to say:*

- 2.2.4 *"Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas".*
- 2.2.5 The DfT's 'Making Residential Travel Plans Work' also introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below;



Figure 2.1 – The Travel Plan Pyramid

- 2.2.6 The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that "good practice" is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.



- 2.2.7 The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 2.2.8 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.2.9 As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 2.2.10 The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be implemented:

- i) Appointment of Travel Plan Co-ordinator
- ii) Resident's Travel Pack
- iii) Travel Awareness and Information
- iv) Promotion of Lift Share Scheme
- v) Encouraging Walking/Cycling
- vi) Encouraging Home Working and Delivery Services
- vii) Encouraging Travel by Public Transport
- viii) Marketing and Promotion

3.2 Appointment of Travel Co-ordinator

3.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed by the developer at least one month before the first properties being occupied.

3.2.2 The TPC will be responsible for all aspects of the Travel Plan.

3.2.3 Their primary functions will be as follows;

- Liaison with the local planning and highways authorities;

- Provision of a Residents Travel Pack containing information for residents and occupiers;
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes; and
- Maintenance of all necessary systems, data and paperwork.

3.2.4 The role of the TPC will also be to develop and manage the Travel Plan for the site.

3.2.5 The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing. Annual progress reports will be prepared and submitted to the Council.

3.2.6 Details of the nominated TPC will be submitted to the Planning and Highway Authority and the appropriate local bus companies at least one month prior to first occupation at the site. Similarly, the TPC will be advised of appropriate contact personnel at the Council.

3.3 Travel Pack

3.3.1 It is an important and emerging principle in developments that where appropriate, the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.3.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of a local bus and rail services will encourage choice of public transport as a primary means of travel for the development.

- 3.3.3 However, in order to build on these locational advantages, it is recommended that a Travel Pack is provided for the occupants of each new apartment.
- 3.3.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information, as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.
- 3.3.1 The contents of the packs will vary depending upon the information available on sources, such as the internet or local bus stops.
- 3.3.2 However, the Travel Packs will include:
- Information about the local area, e.g. location, distance and directions to local shops, schools, Post Offices, Doctor Surgeries, Hospitals, Banks, Libraries, Parks, attractions and other local amenities.
 - Copies of the most recently published public transport information.
 - Details of web sites and other sources of information which can be accessed in the future such as:
 - o Public Transport - Links to timetable information e.g. www.traveline.org.uk and www.nationalrail.co.uk
 - o Car Sharing - Links to websites that co-ordinate car sharing such as www.carshare.com, www.liftshare.org.uk and www.nationalcarshare.co.uk to encourage car sharing.
 - o Cycling - Link to the UK's National Cyclists Organisation website www.ctc.org.uk and Sustrans www.sustrans.org.uk

- o Local Amenities - local supermarkets offering internet shopping would reduce the need for car travel.

3.3.3 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a development. Within the development's Welcome Pack, residents and office workers will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home.

3.3.4 The first issue of the Travel Pack will be the responsibility of the developer.

3.3.5 The provision of a Travel Pack will form part of the terms of the occupancy of a new apartment and therefore residents are aware in advance of what is required of them within the Travel Plan.

3.4 Travel Awareness and Information

3.4.1 Residents and staff will be made aware of the existence of the Travel Plan and its aims. As mentioned previously, Travel Packs will be issued for new occupiers moving into the development and prospective buyers will be made aware of the Travel Plan when viewing properties.

3.5 Promotion of Lift Share Scheme

3.5.1 The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to, if they are offering a lift or need a lift to their destination.

3.5.2 The website can be found at the following location www.liftshare.com

3.6 Encouraging Walking/Cycling

3.6.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the Greater Manchester cycle and walking schemes.

3.6.2 Information on these schemes is available on the following websites:

<https://tfgm.co/cycling-and-walking/> - which has further information about walking and cycling in Greater Manchester.

<https://mappinggm.org.uk/bee-network/>

<https://gmwalking.co.uk/walking-locations/salford/>

3.6.3 The Bee Network is a cycling and walking infrastructure proposal for Greater Manchester which can be viewed on Transport for Greater Manchester's website. The Bee Network proposal is a vision for Greater Manchester to become the very first city region in the UK to have a fully joined up cycling and walking network; the most comprehensive in Britain, covering 1,000 miles.

3.6.4 As part of these schemes, the provision of walking/cycling signage will be investigated by the Travel Plan Co-ordinator, this signage could provide details on the routes and distances to and from local services and amenities in the area.

3.7 Encouraging Travel by Public Transport

3.7.1 The TPC will liaise with the local bus operators to promote the use of bus and rail services and ensure that up to date timetable information is readily available to residents and staff.



- 3.7.2 Travel by public transport by residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.

4 ACCESSIBILITY BY NON-CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the 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 framework 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 10 states that when making decisions, local authorities should ensure that:

'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.'

4.1.3 Paragraph 103 of the NPPF goes on to state:

4.1.4 *"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

4.1.5 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.

4.1.6 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 Existing footways are provided along Laystall Street, Pigeon Street, Brock Street and Lomax Street adjacent to the site. These link to the wider pedestrian network.

4.2.3 The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.

4.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 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**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

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

- 4.2.5 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.'*
- 4.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre 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'.*
- 4.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre 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-kilometres) for children under 8 and 3-miles (4.8-kilometres) for children over the age of 8, as summarised 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 85th 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 85th percentile distance for walking as the main mode of travel. **Table 4.4** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances					Overall Recommended 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 3.2-kilometres.

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 such as local shops/retail outlets, Post Office and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also shown in **Plan 3**.
- 4.2.17 **Table 4.5** below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Urban Exchange, Manchester	86m	1,600m	YES
Jolly Angler	120m	1,600m	YES
Aldi	130m	1,600m	YES
PureGym	140m	1,600m	YES
A665 (Ducie Street) Bus stop	190m	1,600m	YES
Port Street Beer House	350m	1,600m	YES
K's Chemist	419m	1,600m	YES
New Islington Medical Practice	430m	1,600m	YES
Anytime Fitness	600m	1,600m	YES
Wetherspoons	600m	1,600m	YES
SPAR Piccadilly	550m	1,600m	YES
Tesco Express	650m	1,600m	YES
Piccadilly Railway Station	700m	1,600m	YES
Sainsbury's Local	700m	1,600m	YES
New Islington Metrolink Stop	700m	1,600m	YES
Morrisons	700m	1,600m	YES
Piccadilly Gardens Bus/Metrolink Interchange	750m	1,600m	YES
Halifax	750m	1,600m	YES

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Piccadilly Plaza Post Office	800m	1,600m	YES
Barclays Bank	1,000m	1,600m	YES
St. Anne's RC Primary School	1,000m	3,200m	YES
Shudehill Bus/Metrolink Interchange	1,100m	1,600m	YES
Manchester Spring Gardens Post Office	1,100m	1,600m	YES
Victoria Dental Clinic	1,200m	1,600m	YES
Boots	1,200m	1,600m	YES
Victoria Station Rail/Metrolink Interchange	1,300m	1,600m	YES
Tiddlywinks Day Nursery, Ancoats	1,300m	1,600m	YES
Manchester Central Library	1,400m	1,600m	YES
City Health Walk in Centre	1,400m	1,600m	YES
Manchester Metropolitan University	1,800m	3,320m	YES

Table 4.5 Distance from Site to Local Facilities

- 4.2.18 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities together with education opportunities.

4.3 Access by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle. 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 kilometres per hour and would encompass Manchester City Centre, Clayton, Openshaw, Belle Vue, Longsight, Victoria Park, Rusholme, Moss Side, Hulme, Peel Park, Cheetwood, Cheetham Hill, Harpurhey and

Monsall.

- 4.3.2 An on-road route with other cycling facilities is provided along Great Ancoats Street in close proximity to the site. Additionally, a suggested/advised on-road route is provided along Ducie Street to the southwest of the site, with on-road signposted routes provided along Dale Street to the southwest and Pollard Street to the northeast of the site. Traffic-free routes are provided along the Rochdale Canal towpath and canal basin to the northeast of Cottonfield Park as shown in **Figure 4.1** below.

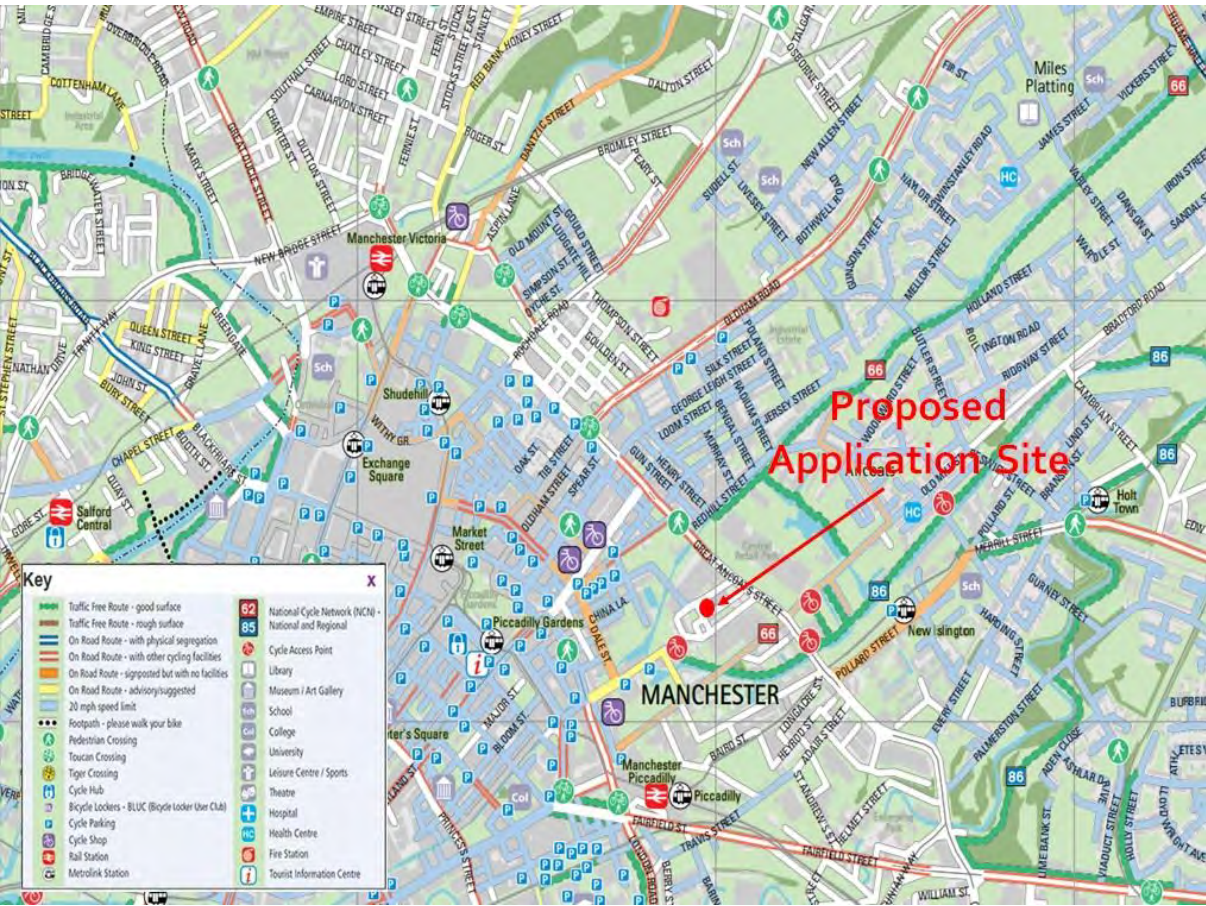


Figure 4.1 Cycle Network (Taken from TfGM Cycle Map)



4.3.3 Furthermore, National Cycle route 66 connecting Manchester city centre to Spurn Head in Yorkshire via Bradford, Leeds, York, Beverley, and Kingston upon Hull, passes to the southeast of the site along Store Street as shown below in **Figure 4.1**.

4.3.4 The site can, therefore, be considered as being highly accessible by cycle.

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 stops to the site are located along the A665 (Ducie Street), approximately 190-metres walking distance (around 2-minutes walking time) to the northeast and northwest of the site. These stops consist of steel and glass shelters with seating at both the east and westbound stops.

4.4.3 Additional bus stops are located throughout the city centre area including the Piccadilly Gardens Bus/Tram Interchange located approximately 750-metres to the southwest of the site (approximately 9-minutes walking time) and Shudehill bus/tram interchange, located approximately 1,100m (approximately 12-minutes walking time) to the west of the site. All the nearest bus stops to the site are shown on **Plan 3**, a summary of service frequencies and operating hours is included in **Appendix 1**.

4.4.4 The nearest bus stops to the site currently provide access to up to twenty-two bus services per hour throughout the day to destinations including Piccadilly Gardens, Ashton-under-Lyne and Wythenshawe Hospital. Furthermore, additional bus services can be accessed at Piccadilly Gardens, Piccadilly station, and Shudehill Interchange, within a 700 to 1,100-metre walking distance (approximately 8 to 14-minute walking

time) of the site.

- 4.4.5 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.6** below.

Destination	Journey Time
Piccadilly Gardens	5 Minutes
Sport city	8 Minutes
Droylsden Metrolink Stop	14 Minutes
Manchester Royal Infirmary	17 Minutes
Audenshaw	20 Minutes
Withington Library	31 Minutes
Ashton-under-Lyne Metrolink Stop	33 Minutes
West Didsbury, Withington Hospital	55 Minutes
Northenden	61 Minutes
Wythenshawe Hospital	68 Minutes

Table 4.6 Example Bus Journey Times from the A665 Bus Stops

- 4.4.6 The above table demonstrates that Piccadilly Gardens is a 5-minute journey by bus from the site, Droylsden a 14-minute journey, Audenshaw a 20-minute journey, Withington a 31-minute journey by bus and Wythenshawe a 68-minute bus journey from the site.
- 4.4.7 Furthermore, it is possible to travel by direct bus service to the Manchester Royal Infirmary (17-minutes), Withington Hospital (55-minutes) and Wythenshawe Hospital (68-minutes) from the site.

- 4.4.8 It is noted that the available bus services provide a choice of how people travel with the services currently operating from around 00:12 to around midnight, making travel by public transport a real alternative to travelling by car for commuting trips.

4.5 Accessibility by Rail

- 4.5.1 The nearest railway station to the site is Manchester Piccadilly, located approximately 700-metres from the site and accessible by an 8-minute walk from the site.

- 4.5.2 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.
- 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 Manchester Victoria is located approximately 1,300-metres (around 17-minutes walking time) from the 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.

4.6 Metrolink Services

4.6.1 The nearest Metrolink stops are at New Islington and Piccadilly (700-metres), served by trams running between Ashton-under-Lyne, media City and Eccles, Piccadilly and Bury and Piccadilly and Altrincham. Additional stops are located at Piccadilly Gardens (750-metres), Market Street (950-metres) and at Shudehill (1,100-metres), served by Bury to Piccadilly services and Victoria to Manchester Airport tram services.

4.6.2 All services operate on a 10-minute frequency between 06:00 and 19:00 and a 20-minute frequency between 19:00 and 23:00 on weekdays. On Saturdays, trams operate on a 20-minute frequency between 06:00 and 08:00 then a 10-minute frequency between 08:00 and 20:00 before reverting to a 20-minute frequency between 20:00 and 23:00. On Sundays, trams operate on a 20-minute frequency between 07:00 and 22:00.

4.6.3 It can therefore be concluded that the site is highly accessible by rail.

4.7 Accessibility Summary

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

4.7.2 The following conclusions can be drawn from this section of the Report:

- The site is accessible on foot by cycle and as the area is relatively flat it is highly



conducive to walking and cycling.

- The services from the bus stops on Great Ancoats Street, travelling to Piccadilly Gardens, Wythenshawe and Aston-under-Lyne, with additional services available from Piccadilly gardens and Shudehill, demonstrates that the proposed development is highly accessible by bus.
- The site is highly accessible via rail with Piccadilly and Victoria railway stations located within 1,100-metres from the centre of the site and Metrolink services from Piccadilly, Piccadilly gardens, Shudehill, Market Street and New Islington.

4.7.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

5 TRAVEL PLAN TARGETS

5.1 Introduction

- 5.1.1 This section of the Travel Plan deals with the post development scenario i.e. once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.
- 5.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.
- 5.1.3 In order to set the targets, further information (e.g. through a travel survey) may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of staff and residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.
- 5.1.4 More accurate information to establish the baseline targets, however, will be obtained from a Travel Survey which will be undertaken within one month of the development being 50% occupied.
- 5.1.5 Suitable targets for reducing the need to travel by private car will be set against the baseline targets and agreed with the Council and included in the final Travel Plan for the development.

5.2 Potential Targets

- 5.2.1 Baseline modal split targets for the proposed development will be reliant on the results of the first travel survey.

5.2.2 At this stage however, reference has been made to the travel to work data contained on the Neighbourhood Statistics website for Manchester in the field of 'Method of Travel'.

5.2.3 The interim targets are set out in **Table 5.1** below.

Mode of Travel	2021	2022	2023	2024	2025	2026
Train	22.5%	22.7%	22.9%	23.1%	23.2%	23.4%
Bus, minibus or coach	23.6%	23.6%	23.5%	23.5%	23.4%	23.4%
Taxi or minicab	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%
Driving a car or van	33.2%	32.9%	32.7%	32.4%	32.1%	31.9%
Passenger in a car or van	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Motorcycle, scooter or moped	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
Bicycle	3.4%	3.4%	3.4%	3.4%	3.5%	3.5%
On foot	12.5%	12.6%	12.8%	12.9%	13.0%	13.1%
Other method of travel to work	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%

Table 5.1 – Interim Targets

5.2.4 The above table sets out the interim targets, but these will need to be reviewed and amended in once the first round of travel surveys has been undertaken. No amendments to the above targets will be made without them being discussed and agreed with the Sustainable Travel Officer at MCC.

5.2.5 This matter can be discussed further with the Travel Plan officer at the Council, once planning permission is granted.

5.3 Action Plan

5.3.1 **Table 5.1** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan;

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Residents Travel Pack	Upon Occupation	Resident travel survey	Developer
Undertake initial travel surveys	Within 1 month of reaching 50% occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Receipt of written agreements of targets	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Residents travel surveys conducted in years 1, 3 and 5	TPC

Table 5.1 – Travel Plan Action Plan and Timescales

5.3.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

6 PLAN MONITORING AND ASSESSMENT

6.1.1 DfT best practice guidelines state that monitoring of the Travel Plan should normally take place on the following basis:

- Early on in the occupation period of the site - for example, triggered by 50% occupancy to provide the information base for the review of the plan;
- Annually or at least every two years thereafter to provide on-going information on the impact of the plan;
- Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by the residential and office developments.

6.1.2 The monitoring could include items such as:

- Full surveys to be completed in year 1, year 3 and year 5 and snap shot surveys to be completed every 6 to 12 months.
- Feedback from bus operators to establish demand for local bus services.

6.1.3 Once planning permission has been granted, consideration will be given on how best to monitor and measure the success of the Travel Plan measures when preparing the final Travel Plan for the development. Appropriate monitoring arrangements will be discussed and agreed with the Council.

6.1.4 The monitoring and assessment of the Travel Plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.



- 6.1.5 An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan.
- 6.1.6 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at the Council.

7 CONCLUSIONS

- 7.1.1 This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.
- 7.1.2 Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.
- 7.1.3 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to residents, office workers and visitors to the development. The aim of the Travel Plan is:
- to encourage residents to use sustainable modes of transport to access the site;
 - reduce the reliance on single car occupancy journeys; and
 - generally, reduce traffic related pollution and noise.
- 7.1.4 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.
- 7.1.5 The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.
- 7.1.6 A detailed resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at the Council.
- 7.1.7 The site has been demonstrated to benefit from excellent non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.

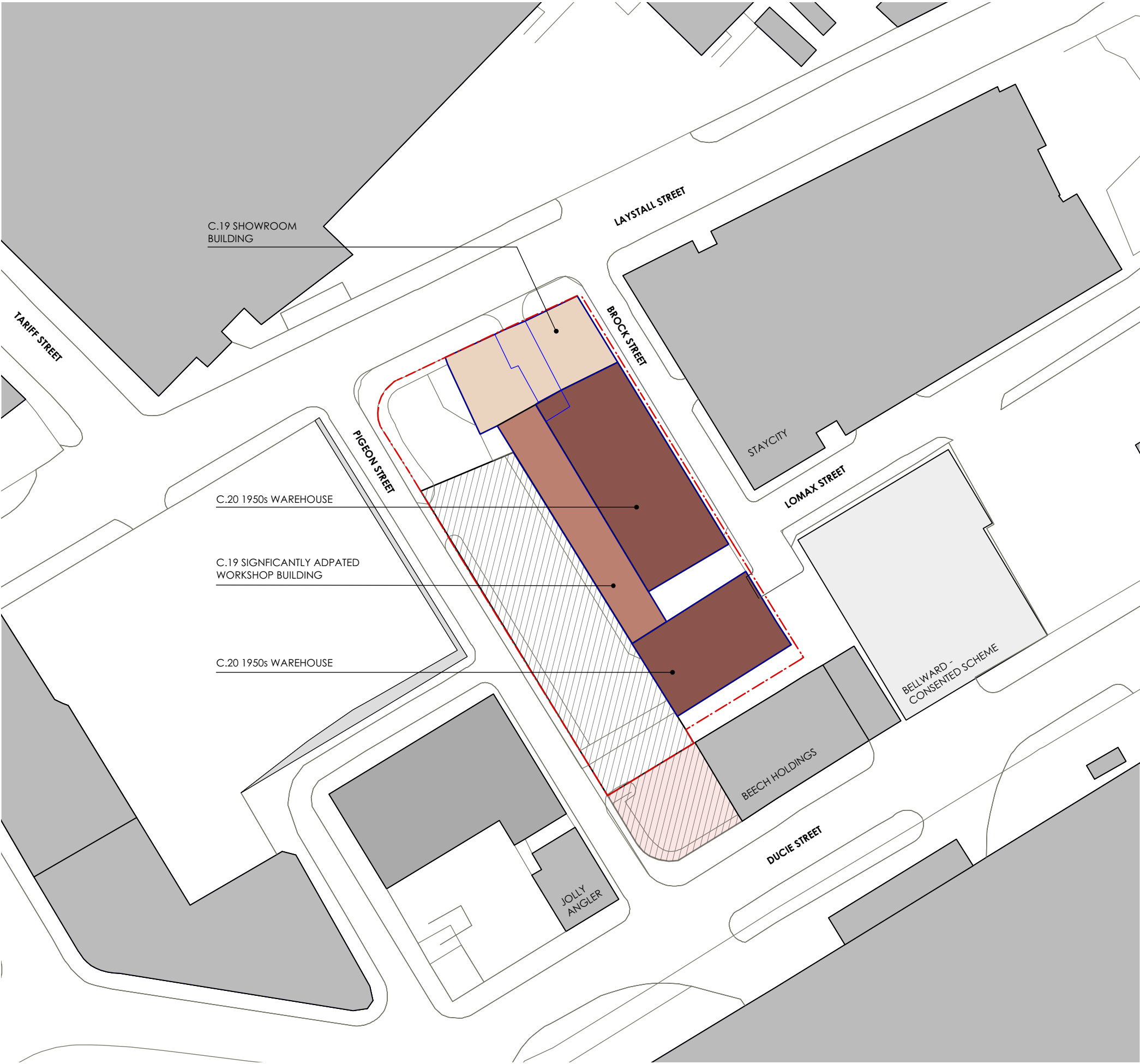


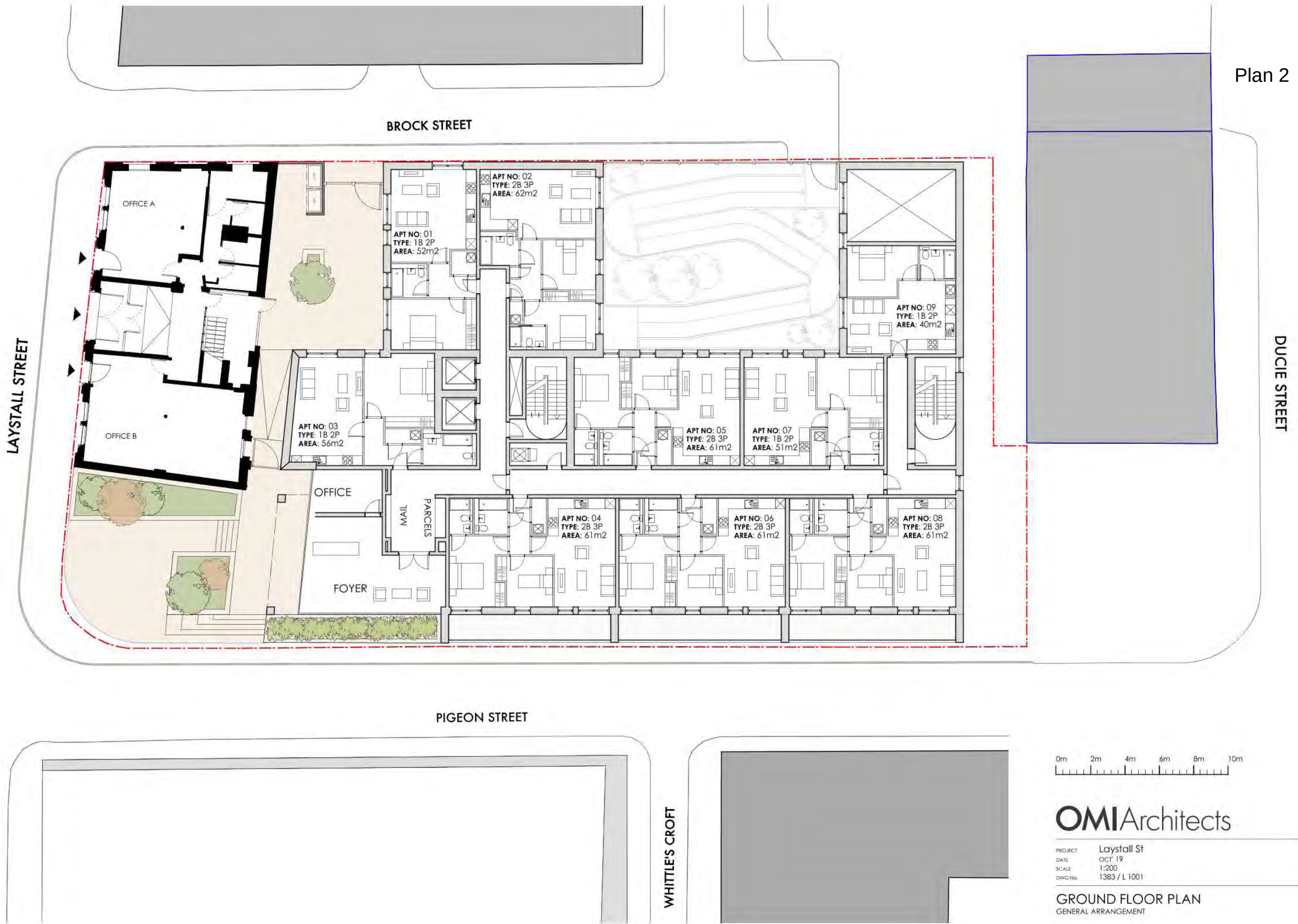
- 7.1.8 It can therefore be concluded that the proposals will provide a highly sustainable development and should be considered acceptable to the local highway authority.

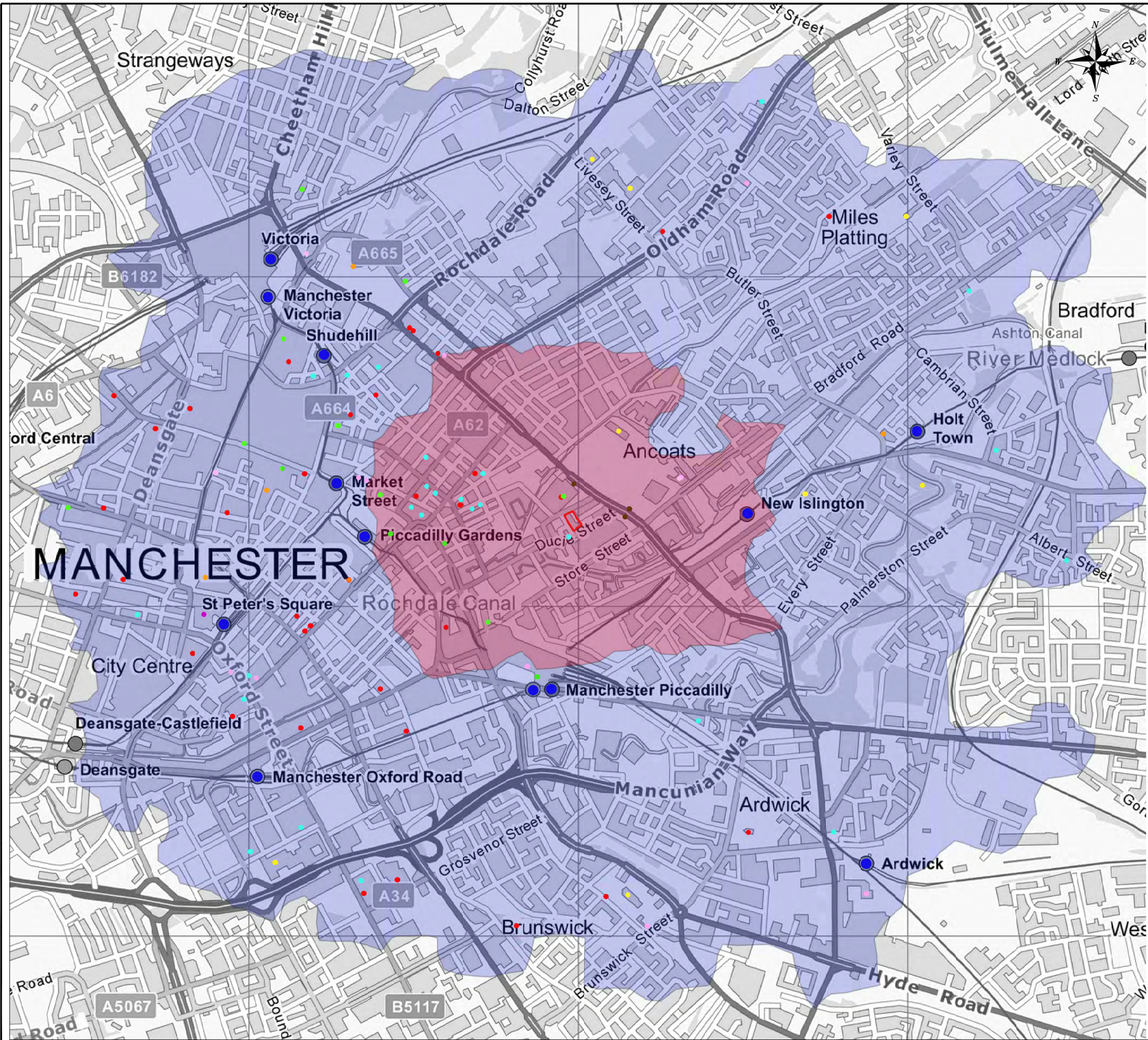
PLANS

Plan 1

SITE PLAN







NOTES

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

Plan 3

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

MCCAULS

PROJECT:

LAYSTALL STREET, MANCHESTER

DRAWING TITLE:

**800M & 2KM PEDESTRIAN
CATCHMENT WITH AMENITIES**

SCALES:

NTS @ A3

DRAWN:	LG	CHECKED:	MR	DATE:	AUG 20
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Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	2123-03	REVISION:	-
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APPENDICES

APPENDIX 1

Bus Services

Serv. 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
216	Manchester - Ashton	20 mins	10 mins	24 services	20 mins	10 mins	24 services	15 mins	00:12	23:12	00:12	23:12	00:12	23:22
	Ashton - Manchester	20 mins	10 mins	24 services	20 mins	10 mins	25 services	15 mins	04:54	00:00	05:50	00:00	06:00	23:10
217	Ashton - Manchester Piccadilly via Clayton	2 services	60 mins	2 services	-	60 mins	1 service	60 mins	06:07	18:42	08:17	17:17	08:50	22:50
	Manchester Piccadilly - Ashton via Clayton	1 service	60 mins	2 services	-	60 mins	2 services	60 mins	07:15	18:47	08:35	18:37	08:59	22:59
230	Manchester - Littlemoss/Ashton	2 services	30 mins	6 services	-	30 mins	8 services	60 mins	06:34	23:29	08:55	23:32	10:27	22:27
	Littlemoss/Ashton - Manchester	1 service	30 mins	8 services	-	30 mins	8 services	60 mins	07:26	23:13	09:07	23:13	10:29	22:11
231	Littlemoss/Ashton - Manchester	7 services	30 mins	6 services					06:02	20:08				
	Manchester - Littlemoss/Ashton	5 services	30 mins	9 services					06:14	19:32				



Croft Transport Planning & Design

340 Deansgate

Manchester

M3 4LY

0161 837 7380

eddisons.com

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Manchester

M3 4LY

0161 837 7380

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