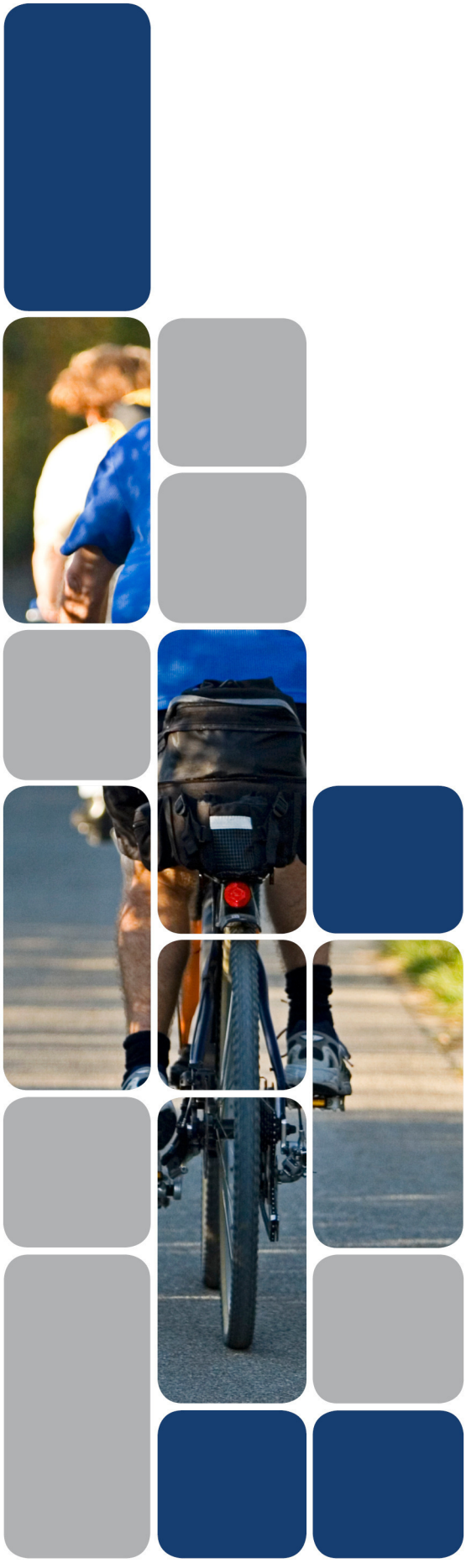


23 New Mount Street

Residential Development

Transport Statement

Final Report for

Homezzz Limited

July 2018

Hydrock Ref: C10323.P1.1

DOCUMENT CONTROL SHEET

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Client: Homezzz Limited

Project: 23 New Mount Street

Title: Transport Statement

Status: Draft

Date: July 2018

Document Production Record

Issue Number:	P1.1	Name	Signature
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Document Revision Record

Issue number	Date	Revision Details
P1.1	30/07/2018	Final

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1.0 INTRODUCTION

1.1 Overview

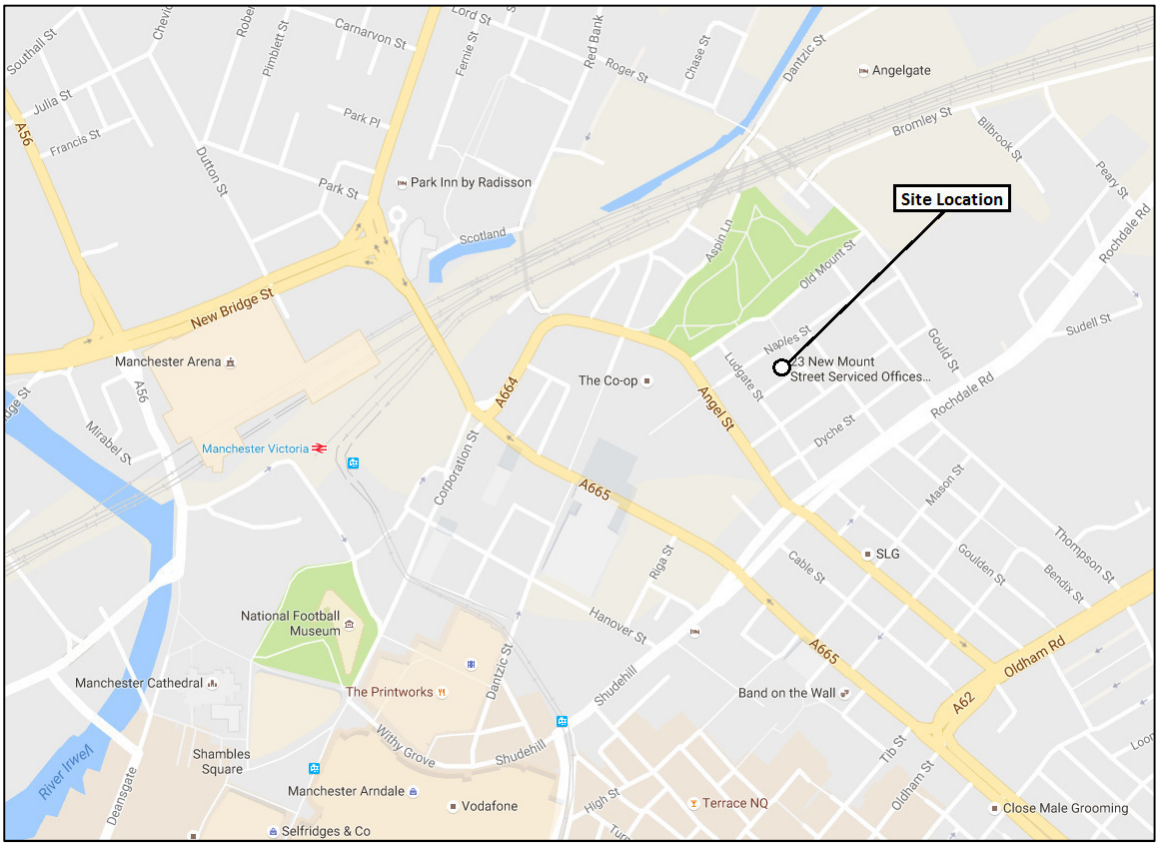
1.1.1 Hydrock has been instructed by Homezzz Limited to prepare a Transport Statement [TS] relating to an application for planning and listed building consent a for the residential development of 23 New Mount Street, located near the heart of the city of Manchester.

1.1.2 The development proposals are seeking a change in use for the 23 New Mount Street building from B1 office use to a residential development comprising of 66 residential units.

1.1.3 The current site and existing offices are situated to the north of New Mount Street. It lies to the east of Manchester Victoria railway station, and to the north of the Manchester Arndale. The offices are currently occupied with tenants.

1.1.4 **Figure 1.1** below presents the site location for reference.

Figure 1.1: Site Location



1.1.5 This TA has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.2 Scope

1.2.1 The report comprises nine sections, including this introduction, and is set out as follows:

- Section two examines the site location, existing conditions, and accident analysis;
- Section three discusses the development proposals;
- Section four summarises the national and regional transport policies;
- Section five estimates the number of trips generated by the development; and
- Section six sets out the summary and conclusions.

2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is situated to the north of New Mount Street. It is positioned just to the north of the centre of the City, nearby the Manchester Arndale. The existing site is a short walk from Manchester Victoria railway station and all general amenities, food stores, public houses and public transport services.

2.1.2 New Mount Street provides links to the A664 to the west and Rochdale Road to the south.

2.2 Highway Network

2.2.1 The local highway network is illustrated in **Figure 2.1**.

Figure 2.1: Local Highway Network



2.2.2 New Mount Street provides links to the A664 to the west of the site and Rochdale Road to the south, which is a main artery route into other areas of Manchester city centre, Middleton and eventually Rochdale towards the north. Along the site frontage, Warren Road measures circa 7m in width. The road is subject to a 10mph speed limit along it course.

2.2.3 The A664 and Rochdale Road provides further links to the A665 and A6010.

2.2.4 Adjacent to the site, along New Mount Street and Naples Street to the north, there are traffic regulation orders [TRO] in addition to yellow lines bounding the site which prohibits parking at certain time periods (Monday-Friday 8am-6pm & Saturday 8am-12:30pm).

3.0 DEVELOPMENT PROPOSAL

3.1 Introduction

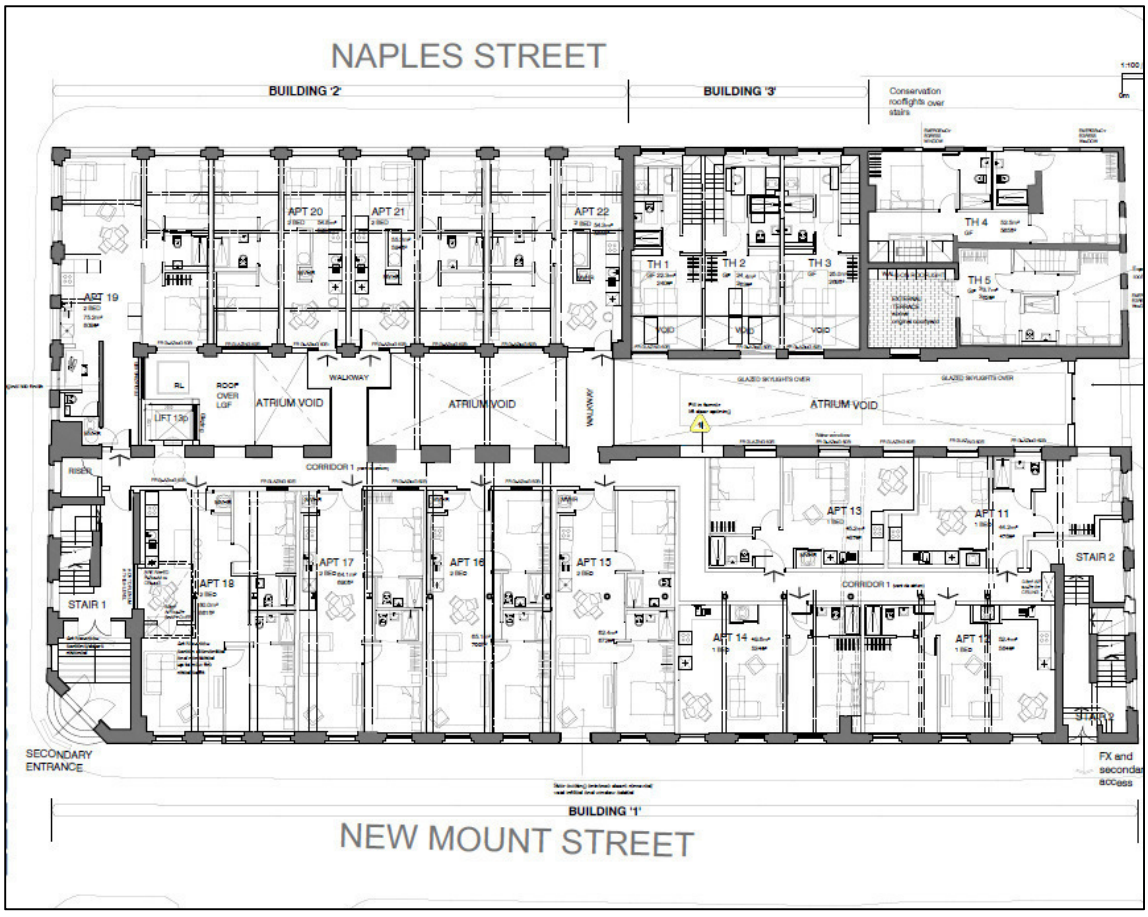
3.1.1 The application site is currently in office use, with the development proposals seeking a change in use for the 23 New Mount Street building from B1 office use to a residential development comprising of 66 residential units.

3.1.2 It should be noted that the whole of the existing building is Grade II listed. As a consequence this has had a significant influence on the site layout. The site is therefore physically constrained, making on site car parking impossible without significant intervention to the listed buildings. It should also be noted that parking regime reflects the existing office parking arrangement.

3.1.3 The main entrance to the proposed apartments will be situated on School Street, bounding the east of the site, where the original co-operative goods entrance is located. An additional entrance located on the corner of the New Mount Street / Ludgate Street priority junction is also proposed.

3.1.4 The proposed floor plan for the "ground floor" of the developments is presented in **Figure 3.1** below and **Appendix A** provides the plan for reference.

Figure 3.1: Proposed Ground Floor Plan



3.2 Parking

Vehicle

3.2.1 As part of the application (Ref: 114920/FO/2017), the following condition was introduced:

"Condition 17) - Prior to the first occupation of the residential element of the development hereby approved, full details and implementation of the off-site car parking strategy and necessary associated off-site highways works (including provision for disabled occupants) together with incentives for car club membership shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented upon first occupation of the residential element of the scheme and thereafter retained and maintained in sit-u."

3.2.2 Since the above condition was introduced, an off-site car parking strategy has been derived. This Strategy should be read in conjunction with the Framework Travel Plan submitted to support the application.

3.2.3 Given the above, and to discharge the conditions, it was agreed that 2 no. car parking spaces, 1 no. designated for disabled users and 1 no. for car club members, to be secured via a s278 agreement, however the specifics of location etc. were not discussed. In addition, as part of the car club members scheme - 1-year free car club membership will be granted for all residential dwellings, subject to scheme eligibility.

3.2.4 The proposed development will therefore adhere to the above specifications.

Bicycle

3.2.5 Secure cycling facilities will be provided within the development. The scheme will provide a total of 66 cycle parking spaces within the development, which represents a 100% provision. Furthermore, a number of units at basement level have sufficient space within them to facilitate cycle storage internally if preferred. This is consistent with the requirements of the Manchester Residential Quality Guidance.

3.2.6 Furthermore, a bike voucher valued at £200 will be provided with each residential unit.

3.3 Servicing & Deliveries

3.3.1 Servicing of the site will be taken from School Street and Naples Street. It is not proposed that vehicles will drive into the site.

4.0 TRANSPORT POLICY AND ACCESSIBILITY

4.1 Overview

4.1.1 This section presents a review of policy and guidance related to this TS. It is important that a TS is produced in accordance with such guidance and that the objectives and targets are consistent with and support local and national policies.

4.2 National Policy

National Planning Policy Framework

4.2.1 The National Planning Policy Framework (NPPF) was published in July 2018 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

4.2.2 Paragraph 102 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 103 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.

4.2.3 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 110).

4.2.4 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4.3 Local Policy

Greater Manchester Third Local Transport Plan

4.3.1 The Greater Manchester Third Local Transport Plan [LTP] was developed by Transport for Greater Manchester [TfGM] in 2011 and encompasses the entire Greater Manchester area, including Stockport. The document provides a plan of how local transport will be developed and improved within the Greater Manchester area over the period 2011 to 2016.

4.3.2 Greater Manchester is an important driver of economic development within the region, accounting for 40% of the North West's total productivity. An extensive, safe, integrated transport network is therefore essential to support and encourage economic development within the region; the LTP therefore contains both a long term strategy and short-term implementation plan to ensure this development continues and is undertaken in the most sustainable way.

4.3.3 One of the key objectives in relation to sustainable development is identified as:

> *"developing an integrated approach to the transport network and travel demand management that helps to support lower carbon travel across Greater Manchester."* (Page 12)

4.3.4 This will, in part, be achieved through supporting the development of travel plans and encouraging travel by more sustainable modes by informing users of the range of options available to access.

4.3.5 The plan identifies that the main town centres are well placed to benefit from the existing concentration of activity and good accessibility. This should make any development in these locations ideally situated to benefit from these good transport and accessibility links.

4.3.6 Manchester City Council | Manchester Core Strategy 2012 to 2027

4.3.7 Manchester's Core Strategy sets out a number of policies which provide the context of the proposed development. These include policies T1 and T2:

- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- The Council will actively manage the pattern of development to ensure that new development:
    - Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
    - Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-
        - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.

4.4 Manchester Residential Quality Guidance

4.4.1 This document sets out the best guidance available to deliver a commensurate quality in housing design. It seeks to be particular to Manchester, and it seeks to strike a balance between prescription and non-prescription. It also takes the opportunity to bring clarity to what are often seen as variable aspects of design criteria such as parking standards, amenity, waste management, carbon management and the like. Above all it seeks to have a serviceability.

4.4.2 It is also noted that the document states that it is not drafted as a substitution for design talent and does not intend to impose any architectural styles or particular tastes. Equally this guidance should not replace or stifle innovation.

4.4.3 The guidance aims to underpin the delivery of new housing which is fit for purpose in the long term, comfortable, safe, accessible, environmentally sustainable and spacious enough to accommodate the changing needs of occupants throughout their lifetimes.

4.5 Planning Practice Guidelines: Travel Plans, Transport Assessments and Statements in Decision Taking

4.5.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If so, advice is given on the level and scope of that assessment.

4.5.2 The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

4.6 Manual for Streets [MfS]

4.6.1 Manual for Streets (March 2007 and September 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

4.6.2 The manual deals with first principles in respect of what a street is for. It outlines five principle functions, namely:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage and utilities.

4.6.3 A sense of place encompasses a number of characteristics namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

4.6.4 In new developments, Manual for Streets highlights that locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

4.6.5 In section 3, the design process, it highlights that the design of a scheme should follow the user hierarchy shown in **Table 4.1**.

Table 4.1: User Hierarchy (taken from Table 3.2 of MfS March 2007)

Consider First	**Pedestrians**
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	**Other motor vehicles**

4.7 Other Policies / Guidelines Reviewed

4.7.1 Various walk distances are quoted in the Institute of Highways and Transportation's (IHT's) "Guidelines for Providing for Journeys on Foot". **Table 4.2** sets out these distances.

Table 4.2: Suggested Acceptable Walking Distances

	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

4.8 Summary

4.8.1 The above policy review summaries both national and local transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.

4.9 Accessibility on Foot

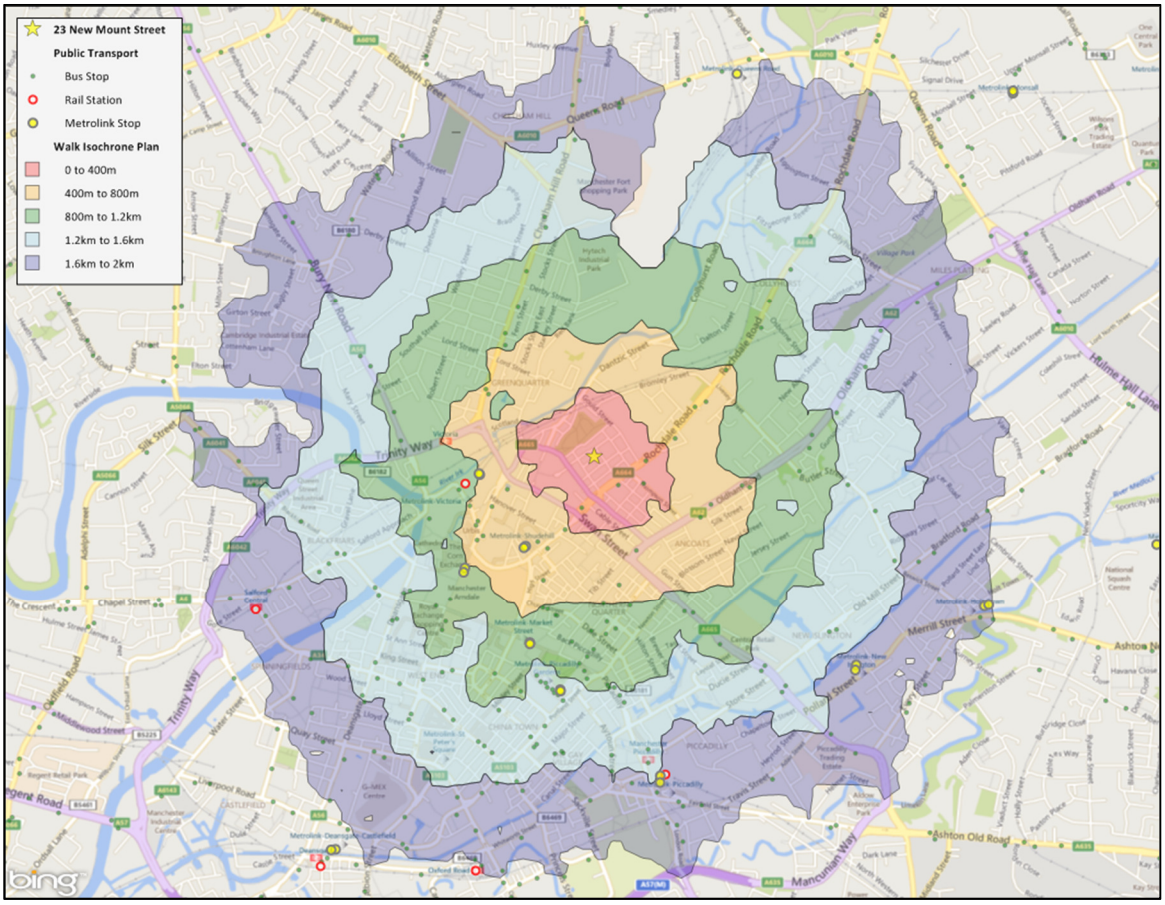
4.9.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km.

4.9.2 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods" have a range of facilities available within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km.

4.9.3 The location of development, within reach of the public transport network, is particularly important in terms of encouraging travel by this mode and supporting the viability of public transport services.

4.9.4 **Figure 4.1** provides an extract of the indicative walk catchment plan using the Visography (TRACC) program which provides sustainable travel mapping. **Appendix B** provides the full plan.

Figure 4.1: Walk Isochrone Plan



4.9.5 Within 800m of the site, there are a significant number of local amenities which includes those associated with the Manchester Arndale Shopping Centre. These include restaurants, takeaways, in addition to a variety of retail and leisure facilities.

4.9.6 The proximity of the site to the local transport network (including by bus, Metrolink and rail) provides significant opportunities to travel further afield using linked trips. This enables access to be gained to a variety of local destinations.

4.9.7 The local highway network provides footways on both sides of the carriageway, with, pedestrian road crossings, dropped kerbs and tactile paving provided at many of the major junctions within the vicinity of the site. Street lighting is also provided on the highway network within the vicinity of the site.

4.9.8 In summary, the site is located close to Manchester City Centre, which will reduce the requirement for residents to make short car journeys to access local amenities.

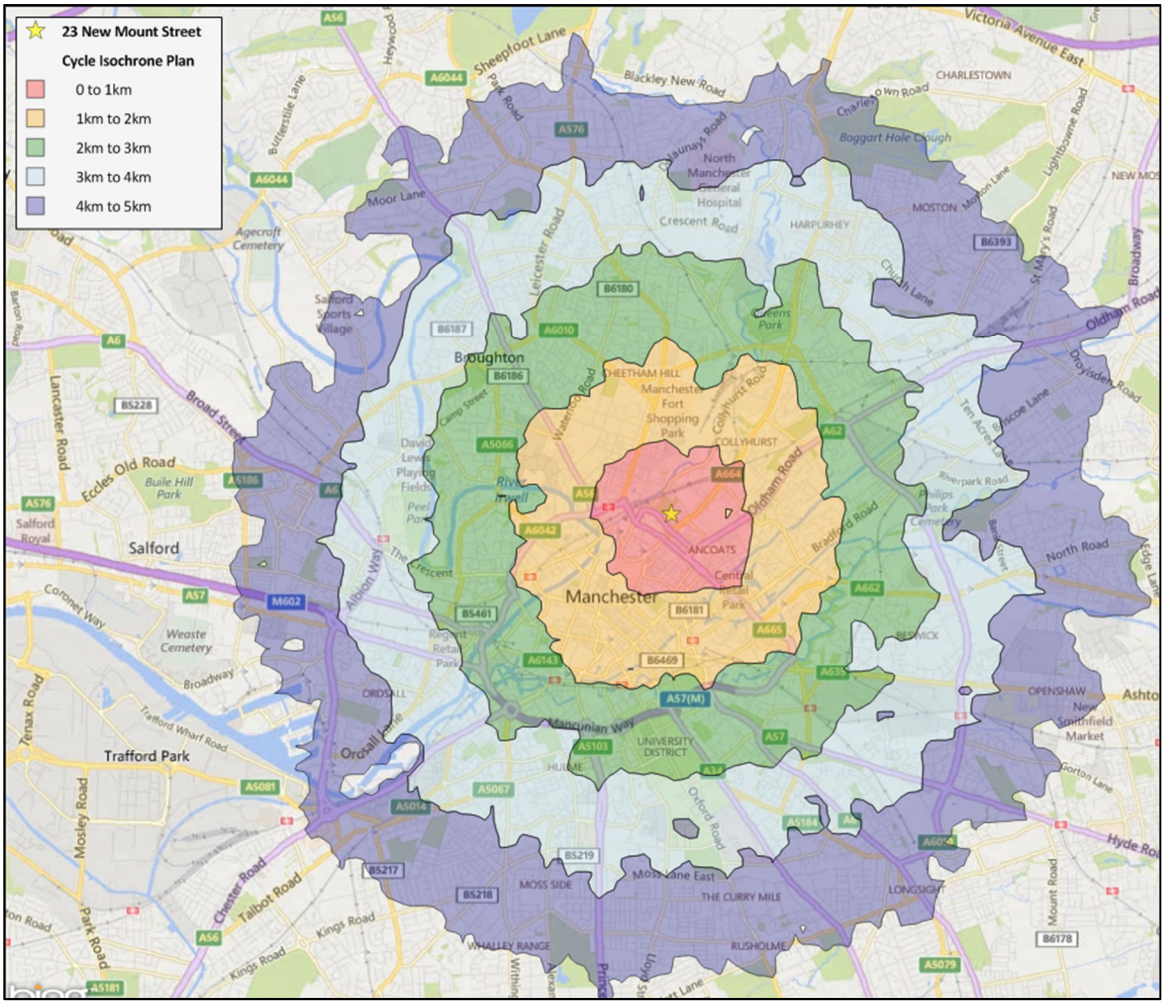
4.10 Accessibility by Cycle

4.10.1 While there are no dedicated bicycle facilities in the immediate vicinity of the site given the relatively narrow carriageways, the local highway network is generally conducive to encouraging cycling. This provides access for cyclists to connect the development site to the wider area. There is a number of on-road and traffic-free cycle routes within the city centre, which provides sustainable links into and out of the city.

4.10.2 Additionally the general topography of area is reasonably flat, which should assist in encouraging visitors of the proposed development to travel by cycle.

4.10.3 **Figure 4.2** presents an extract of the 5km cycling isochrone from the site. A copy of the cycling isochrone is provided in **Appendix C**. 5km is equivalent to a typical cycle time of 15-20 minutes, making it an achievable distance for most people.

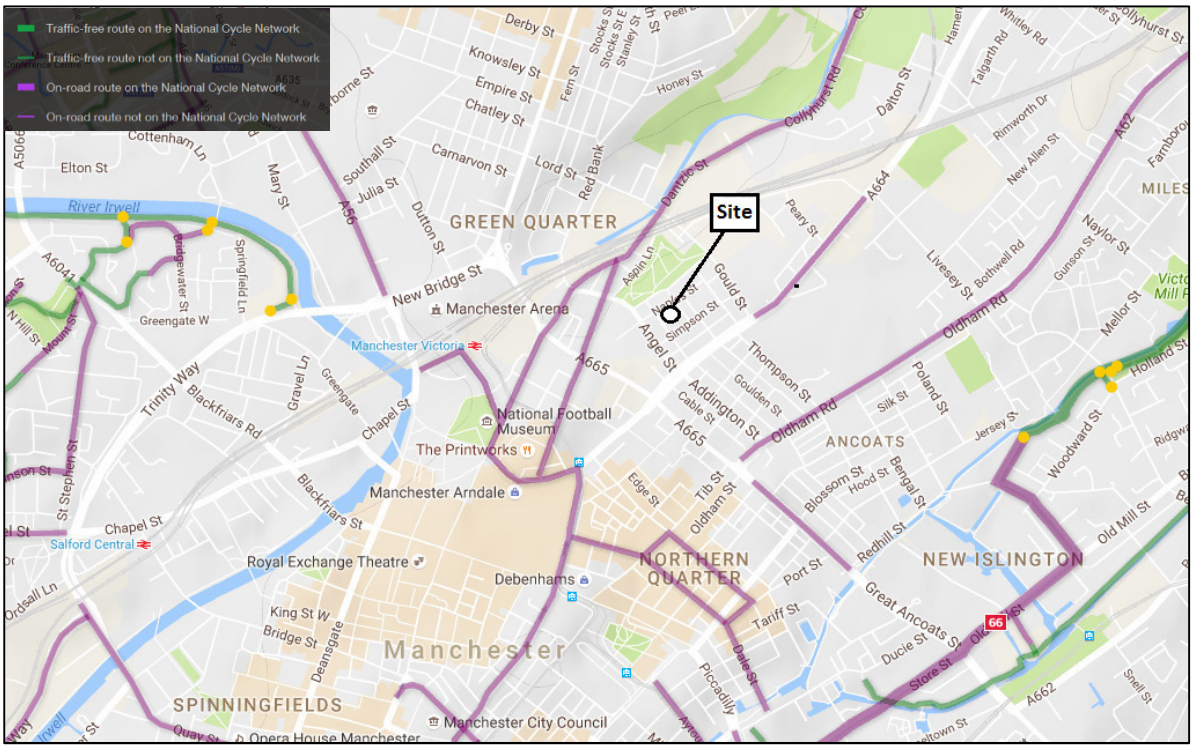
Figure 4.2: Cycle Isochrone Plan



4.10.4 As can be seen from **Figure 4.2**, the whole of Manchester City Centre and the neighbouring areas of Stretford, Old Trafford, Salford and Broughton are situated within 5km of the site. This provides access to a range of additional local facilities and residential areas.

4.10.5 **Figure 4.3** provides an extract of the Sustrans cycle map for the area surrounding the site.

Figure 4.3: Sustrans Cycle Map



4.10.6 The map illustrates that a number of existing cycling routes surrounding the site, including along A62 Oldham Road and a route heading through the city centre nearby to the development site. Cycling would therefore be a viable mode of transport for residents living at the site and commuting to work in these locations.

4.11 Accessibility by Public Transport

Bus

4.11.1 This site is accessible by bus. The nearest pair of bus stops are located circa 200m away from the proposed development site, on the A664 Rochdale Road. Department for Transport guidance states that, for bus travel to be a viable option for most people, a bus stop or station must be located within 400m of the site. The stops on the A664 Rochdale Road meet this criteria, providing access to a number of local bus services. Shudehill Interchange, a major bus interchange, is located approximately 450 metres from the site.

4.11.2 **Table 4.3** shows the services accessible from these stops, and provides a summary of the timetables of these services.

Table 4.3: Bus Timetable Summary

Service Number	Route	Monday – Friday					Saturday	
		First	AM Peak	PM Peak	Last	per day	Peak	per day
17 / 17a	Rochdale - Manchester	05:05	6	6	00:45	103	6	88
	Manchester - Rochdale	04:36	5	6	23:48	97	6	88
18	Middleton – Manchester Royal Infirmary	04:39	5	6	00:00	89	6	79
	Manchester Royal Informary – Middleton	04:32	5	6	23:38	93	6	87
42	East Didsbury – Middleton	05:57	7	6	23:40	85	6	72
	Middleton – East Didsbury	06:36	6	6	00:10	85	6	71
64	Higher Blackley – Manchester	06:30	1	1	18:05	13	1	11
	Manchester – Higher Blackley	05:52	1	1	18:30	12	1	11
81 / 81A	Holts – Manchester	05:12	9	8	23:41	112	8	99
	Manchester – Holts	05:41	8	8	00:05	113	8	100
88	Cheetham Hill – Manchester	-	0	0	-	0	0	0
	Manchester – Cheetham Hill	04:44	0	0	06:39	4	0	1
112 / 113 / 114	Middleton – Manchester	06:16	7	6	23:47	86	6	75
	Manchester – Middleton	06:24	5	6	23:44	80	6	77
118	North Manchester General Hospital – Manchester	05:17	6	6	22:43	83	6	72
	Manchester – North Manchester General Hospital	06:40	5	6	00:09	81	6	75
131	Boarshaw – Manchester	07:42	1	0	08:21	2	0	0

	Manchester – Boarshaw	17:30	0	1	17:30	1	0	0
135	Bury – Manchester	04:36	6	6	23:57	113	6	91
	Manchester – Bury	05:21	6	6	00:25	101	6	90
156	Langley – Manchester	06:37	2	2	23:02	28	2	25
	Manchester – Langley	06:57	2	2	23:19	29	2	22
162 / 163	Norden – Manchester	05:28	5	6	00:09	86	6	80
	Manchester – Norden	05:52	6	6	00:01	86	6	78
164	Hollin – Manchester	19:26	0	0	23:26	4	0	4
	Manchester - Hollin	18:51	0	0	22:51	5	0	5
X35	Walmersley – Manchester	-	0	0	-	0	0	0
	Manchester – Walmersley	16:50	0	2	18:20	4	0	0
Total			**104**	**109**	**-**	**1,595**	**106**	**1,401**

4.11.3 **Table 4.3** shows that the site is very well served by a very high frequency of buses which stop close to the site, providing access to a variety of destinations including Manchester City Centre, Rochdale, Cheetham Hill, Holts, Langley, Norden and Bury.

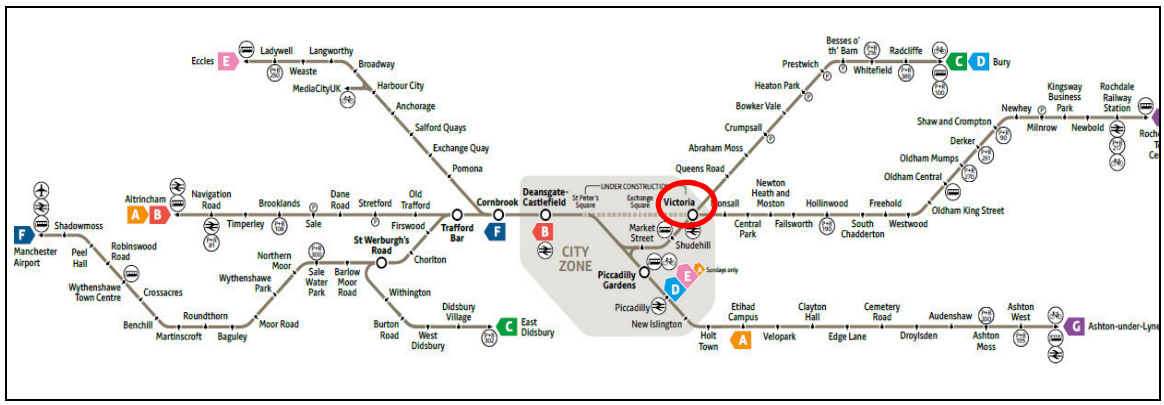
4.11.4 It is therefore concluded that the site benefits from excellent access by bus, offering an attractive mode of transport to and from the site. Given the frequency of bus services, this mode of transport is likely to provide a real alternative to car journeys for commuting and leisure purposes.

4.12 Access by Metrolink

4.12.1 The Victoria Station tram stop is located approximately 600m from the site and is therefore situated within convenient walking distance for both commuting and leisure trips. The station is operated by Metrolink and is located on the East Didsbury to Rochdale, Manchester to Bury and Altrincham to Bury lines.

4.12.2 **Figure 4.3** illustrates the map of the Metrolink network. The map illustrates that the station provides access to a variety of destinations, making travel by tram a realistic and appealing option for the site's residents.

Figure 4.3: Metrolink Network



Source: www.metrolink.co.uk

4.12.3 The station is open 24 hours a day, 7 days a week, with trams travelling between 06:01 and 23.37 on Monday to Thursday, 05:50 to 00:07 on Fridays and Saturdays, and 05:50 to 01:01 on Sundays and Bank Holidays.

4.12.4 Bicycle lockers and stands are available at the station, which are sheltered and covered by CCTV. These provide opportunities for residents to travel by bicycle to nearby Metrolink stations and travel onwards from there.

4.12.5 Given the proximity of the Metrolink station, frequency of service and network coverage, travel by tram will offer a real alternative for individuals who may be commuting to Media City, Didsbury, Manchester City Centre, Bury and Altrincham. This should encourage travel by this mode.

Rail

4.12.6 The nearest rail station (Manchester Victoria) is located approximately 600m from the site and is therefore easily accessible. This is a busy station with a large number of trains stopping per hour. It therefore provides opportunities for linked sustainable trips to more regional and national destinations.

4.12.7 A limited service between Manchester Airport and Victoria via Salford Crescent operates calling at Salford Crescent, Manchester Oxford Road, Manchester Piccadilly and Manchester Airport.

Westbound services:

- 2 trains per hour (tph) to Wigan Wallgate (via Bolton);
- 1tph to Kirkby (via Atherton);
- 1tph to Southport (via Atherton);
- 1tph to Blackpool North;
- 1tph to Clitheroe; and
- 2tph to Liverpool Lime Street (1 express, 1 stopping).

Eastbound services:

- 1tph to Blackburn via Todmorden;
- 1tph to Stalybridge (stopping);

- 1tph to Huddersfield;
- 3tph to Leeds (2 via Bradford Interchange & 1 via Dewsbury); and
- 1tph to Newcastle (express via Huddersfield, Leeds and York).

4.12.8 Manchester Piccadilly Station is circa 1.6km away from the site and is the principal rail station in Manchester and is managed by Network Rail. The station has 14 platforms, in addition to two Metrolink platforms situated within the station. The station provides connections to London Euston, Birmingham, Bristol, Southampton, South Wales, Glasgow, Edinburgh, Liverpool, Leeds, Sheffield, Newcastle and York.

4.13 Developer Commitment to Sustainable Transport

Bicycle Voucher

4.13.1 To promote sustainability the developer is willing to commit to a condition that for every apartment that becomes first occupied, for the first year, the occupier will be provided with a £200 voucher for the purchase of a new bicycle.

Car Club

4.13.2 In addition to the above the developer is willing to commit to a condition that for every apartment that becomes first occupied, for the first year, the occupier will be provided with a year's free membership of Manchester's car club with www.enterprisecarclub.co.uk.

4.14 Conclusion

4.14.1 The ability to readily access wider major destinations by rail or bus provides a key advantage in providing a real alternative to car travel (e.g. for journeys to work) and as such promotes the aim of reducing car travel.

5.0 Trip Generation

5.1 Introduction

5.1.1 A TRICS based assessment will be undertaken to confirm and compare the associated extant trips with those associated with the planning application.

5.1.2 The application site is currently proposed for office use, with the development proposals seeking a change in use for the 23 New Mount Street building from B1 office use to a residential development comprising of 66 residential units.

5.2 Trip Generations

Extant Planning Use

5.2.1 Trip generation figures for the individual elements of the extant development have been derived from the TRICS database (Version 7.3.3). The TRICS database was interrogated to determine trip rates for the Weekday Morning and Evening Peaks. In order to obtain appropriate trip rates sites within London, Northern Ireland and the Republic of Ireland have not been included.

5.2.2 The results of this TRICS interrogation are shown within **Table 5.1**, whilst the TRICS outputs for the extant planning permission are presented within **Appendix D**.

Table 5.1: Extant Development Trip Rates

Land Use	GFA (M^2)	Weekday Morning Peak (08:00-09:00)		Weekday Evening Peak (17:00-18:00)	
		Arr	Dep	Arr	Dep
Office	4,958	2.138	0.334	0.171	1.618

5.2.3 The above trip rates have been applied to the extant development GFA to determine the maximum potential traffic generation associated with extant use. The resultant traffic generations are shown in **Table 5.2**.

Table 5.2 Extant Traffic Generation

Land Use	GFA (M^2)	Weekday Morning Peak (08:00-09:00)		Weekday Evening Peak (17:00-18:00)	
		Arr	Dep	Arr	Dep
Office	4,958	106	17	8	80

5.2.4 It can be seen from the above table that the extant planning use generates the following two-way vehicular trips:

- 123 Morning Peak; and
- 88 Evening Peak.

Proposed Development

5.2.5 Trip generation figures for the individual elements of the proposed development have been derived from the TRICS database. The TRICS database was interrogated to determine trip rates for the Weekday Morning and Evening Peaks. In order to obtain appropriate trip rates sites within London, Northern Ireland and the Republic of Ireland have not been included.

5.2.6 The results of this TRICS interrogation are shown within **Table 5.3**, whilst the TRICS outputs for the proposed development are presented within **Appendix D**.

Table 5.3: Proposed Development Trip Rates

Land Use	Number of Units	Weekday Morning Peak (08:00-09:00)		Weekday Evening Peak (17:00-18:00)	
		Arr	Dep	Arr	Dep
Apartment / Flats	66	0.067	0.139	0.134	0.120

5.2.7 The above trip rates have been applied to the current development GFA to determine the maximum potential traffic generation associated with extant use. The resultant traffic generations are shown in **Table 5.4**.

Table 5.4: Proposed Development Traffic Generation

Land Use	Number of Units	Weekday Morning Peak (08:00-09:00)		Weekday Evening Peak (17:00-18:00)	
		Arr	Dep	Arr	Dep
Apartment / Flats	66	4	9	9	8

5.2.8 It can be seen from the above table that the extant planning use generates the following two-way vehicular trips:

- 13 Morning Peak; and
- 17 Evening Peak.

5.2.9 Based on the above analysis it is evident the site would be not be a high generator of traffic with only very modest flows predicted to be travelling to and from the site in the peak periods.

5.2.10 Notwithstanding the number of trips which are predicted to be generated by the proposed development **Table 5.5** presents the difference in the extant and proposed development trips.

Table 5.5: Comparison of Extant and Proposed Traffic Generation Levels

Land Use	Weekday Morning Peak		Weekday Evening Peak	
	Arr	Dep	Arr	Dep
Extant	106	17	8	80
Proposed	4	9	9	8
Total	**-102**	**-8**	**1**	**-72**

5.2.11 From the above table it is evident that the proposed development will generate significantly less traffic that the extant planning use.

5.2.12 In traffic terms this will provide a benefit in the number of vehicles travelling along the local highway network.

6.0 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 Hydrock has been instructed by Homezzz Limited to prepare a Transport Statement [TS] relating to a change of use application for a development off 23 New Mount Street, located near the heart of the city of Manchester.

6.1.2 The application site is currently in office use, with the development proposals seeking a change in use for the 23 New Mount Street building from B1 office use to a residential development comprising of 66 residential units.

6.1.3 The main entrance to the proposed apartments will be situated on School Street, bounding the east of the site, where the original co-operative goods entrance is located.

6.1.4 The sustainability assessment shows that the site is accessible by non-car modes.

6.1.5 The scheme will provide a total of 66 cycle parking spaces within the development, which represents a 100% provision. Furthermore, a number of units at basement level have sufficient space within them to facilitate cycle storage internally if preferred. This is consistent with the requirements of the Manchester Residential Quality Guidance.

6.1.6 To discharge conditions relating to car parking it was agreed that 2 no. car parking spaces, 1 no. designated for disabled users and 1 no. for car club members, to be secured via a s278 agreement, however the specifics of location etc. were not discussed. In addition, as part of the car club members scheme - 1-year free car club membership will be granted for all residential dwellings, subject to scheme eligibility.

6.1.7 Furthermore, a bike voucher valued at £200 will be provided with each residential unit.

6.1.8 Given the development traffic flows presented, in **Table 5.5**, it is reasonable to conclude that the proposed development will have less traffic than that which was previously permitted for this site.

6.1.9 NPPF para 109 states “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

6.1.10 The traffic impact assessment shows that the proposed development would have a minimal impact on the highway network.

6.2 Conclusion

6.2.1 It is concluded that the development proposals are acceptable in highways and transport terms. There are no highways or transport related reasons upon which a refusal of the planning application for the proposals would be justified.

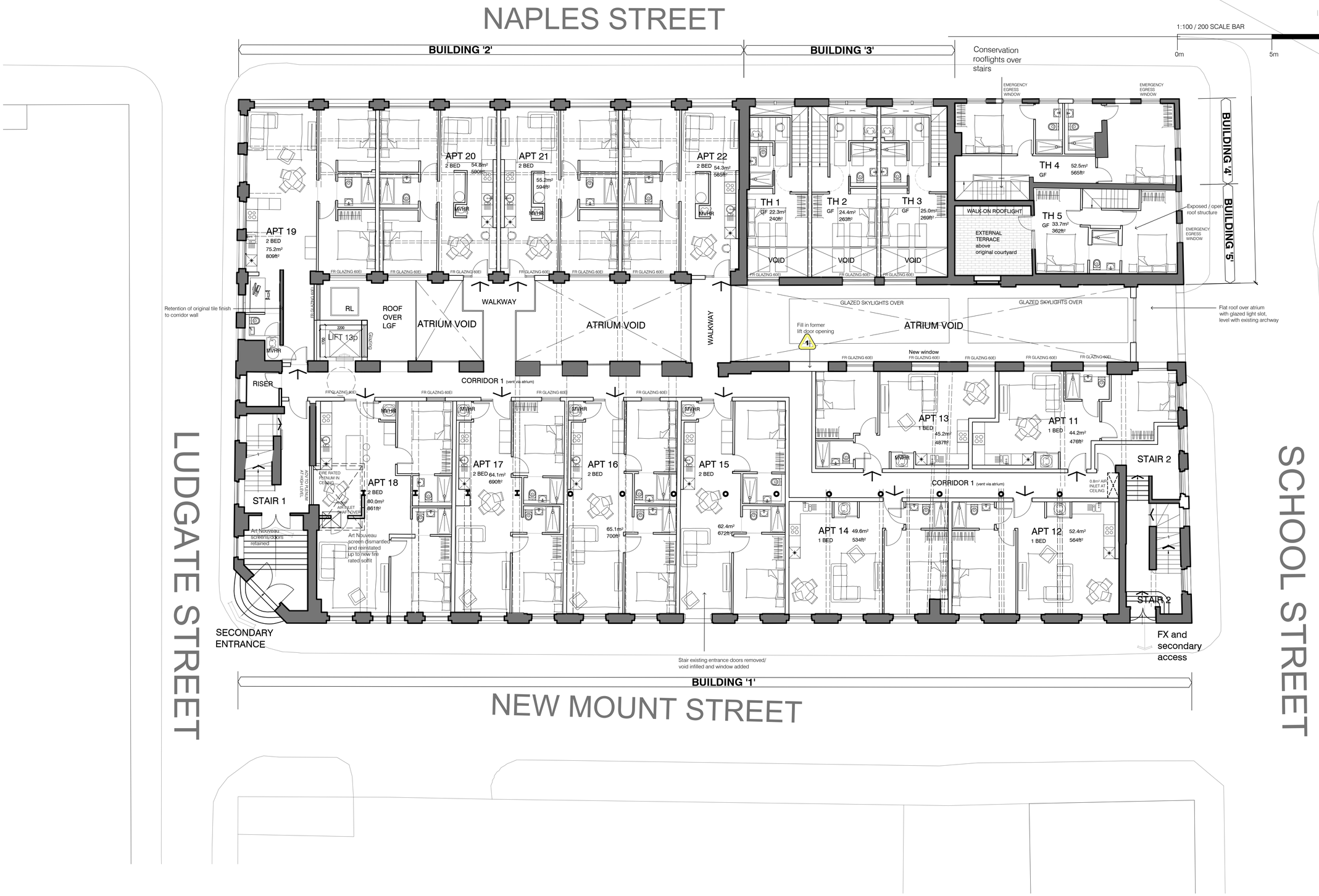
APPENDICES

Appendix A **Ground Floor Plan (Proposed)**

1 Demolition and adaptation of existing structure. Main contractor to complete method statements identifying the demolition / dismantling sequences / temporary works required to prevent accidental collapse of the structure, and safe working methods.

RESIDUAL RISK

Wherever possible unnecessary risk is designed out of these proposals. Where residual risk remains this is assessed and identified on the relevant drawings with this symbol. Refer to the note and the relevant measures in the Health + Safety documentation



P	AIR INLET SHAFT REINSTATED AS PER FIRE ENGINEER COMMENTS. NOTES ADDED RE PLENUM AND REPOSITIONING OF EXISTING GLAZED SCREEN.	26-06-2018
N	BUILDING 1 REPLANNED	22-06-2018
M	APTS 15 AND 17 REPLANNED	CORRIDORS ADJUSTED TO GAIN FLOORSPACE TO APARTMENTS.	18-06-2018
L	ISSUED FOR TENDER AND UPDATE TO CONSULTANTS	18-05-2018
K	APARTMENTS 15 AND 17 REPLANNED TO FORM LARGER 1 BED UNITS, AS DISCUSSED WITH PLANNERS.	08-05-2018
J	BUILDING 1 REPLANNED WITH CENTRAL CORRIDOR, VENTED TO ATRIUM. ALL APARTMENTS RENUMBERED. LIFT REPOSITIONED.	09-03-2018
H	VARIOUS AMENDMENTS IN LINE WITH DESIGN DEVELOPMENT. DRAINAGE RUNS ADDED| AG	08/12/2017

Revision

AXIS architecture
Talbot Chambers 2-6 North Church Street Sheffield S1 2DH
tel: +44(0)114 2490944 fax: +44(0)114 2490966 www.axis-architecture.com

23 New Mount Street

Manchester

Clugston Estates

Proposed Ground Floor

GA PLAN

A1 Scale	A3 Scale	Date	Drawn By
1:100	1:200	14 07 2016	AXIS

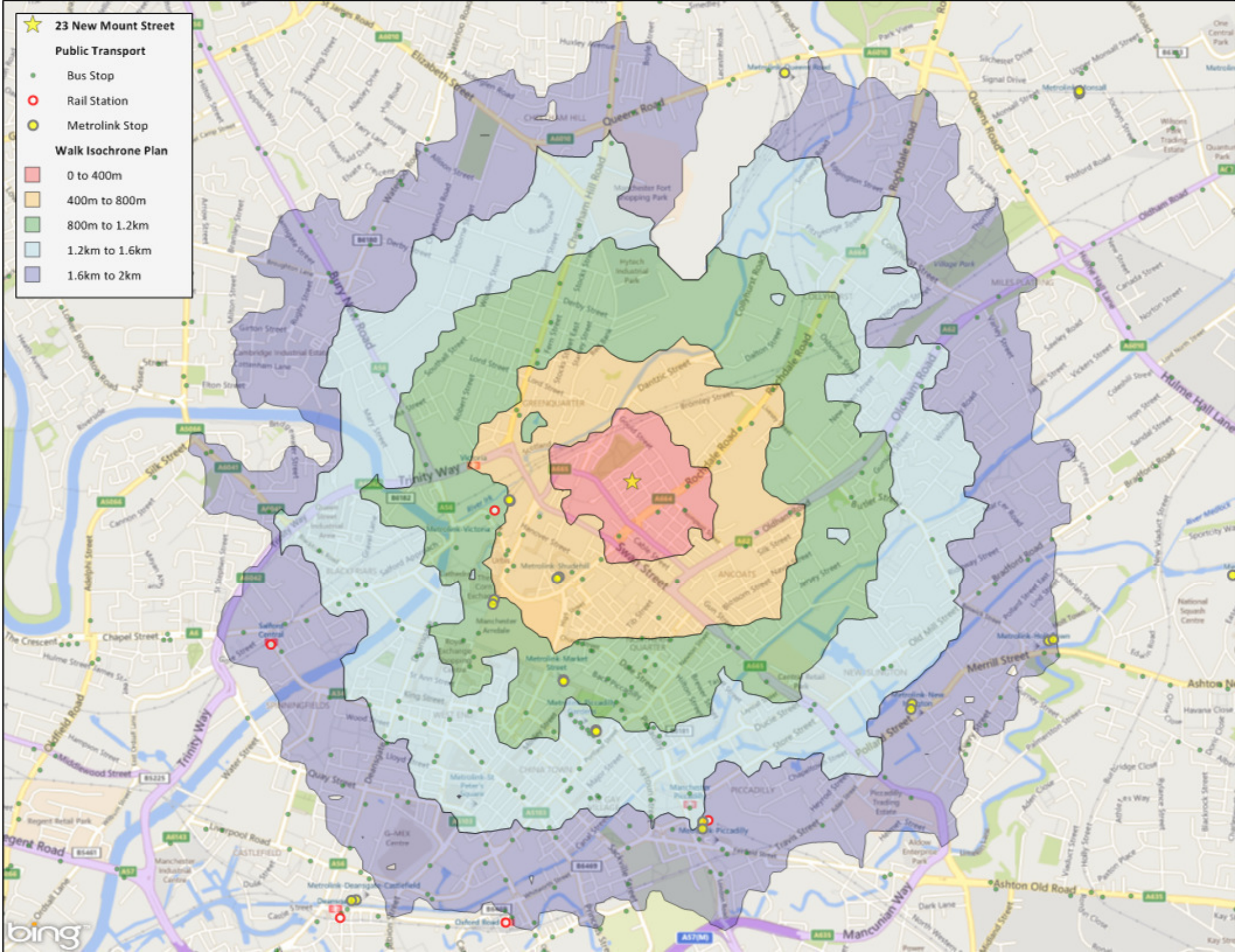
Drawing Number: 27005(02)02

Revision: P

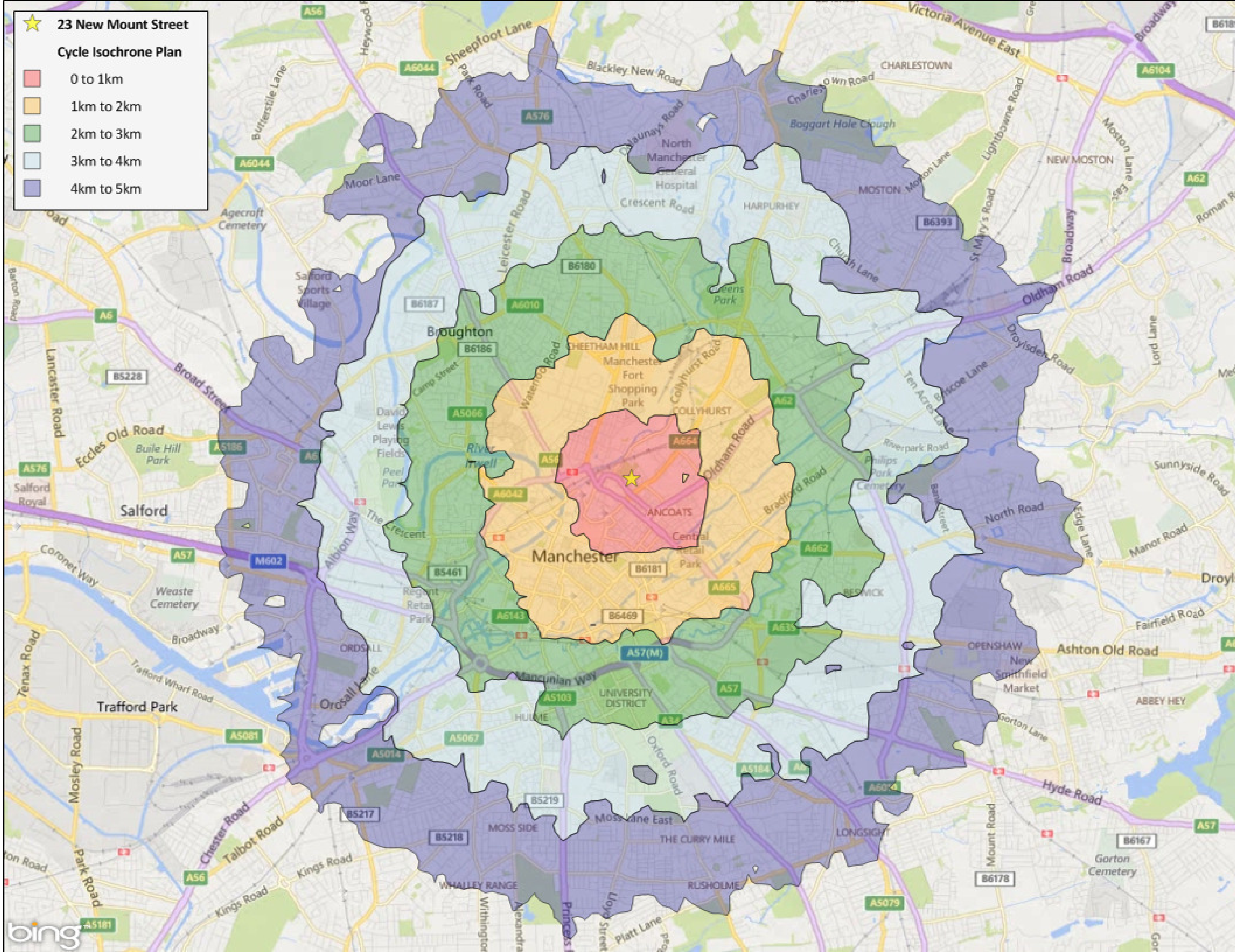
TENDER

© COPYRIGHT EXISTS ON ALL DESIGN AND INFORMATION SHOWN
DO NOT SCALE for manufacture. Verify all dimensions prior to construction

Appendix B **Walking Catchment Isochrone**


23 New Mount Street
Public Transport
Bus Stop
Rail Station
Metrolink Stop
Walk Isochrone Plan
0 to 400m
400m to 800m
800m to 1.2km
1.2km to 1.6km
1.6km to 2km
Queens Road
Elizabeth Street
Rochdale Road
Oldham Road
Hulme Hall Lane
Trinity Way
Chapel Street
Sweet Street
Merrill Street
Ashton Old Road
Mancunian Way
Bury New Road
Silk Street
Bradford Road
Oldfield Road
Middlewood Street
Liverpool Road
Regent Road
Quay Street
Deansgate
Water Street
Metrolink Victoria
Metrolink Shudehill
Metrolink Market Street
Metrolink Piccadilly
Metrolink Deansgate-Castlefield
Salford Central
bing

Appendix C **Cycling Catchment Isochrone**


23 New Mount Street
Cycle Isochrone Plan
0 to 1km
1km to 2km
2km to 3km
3km to 4km
4km to 5km
Manchester
Salford
Broughton
Trafford Park
CHEETHAM HILL
Manchester Fort Shopping Park
COLLYHURST
ANCOATS
Central Retail Park
UNIVERSITY DISTRICT
HULME
MOSS SIDE
THE CURRY MILE
RUSHOLME
WHALLEY RANGE
LONGSIGHT
OPENSHAW
New Smithfield Market
ABBEY HEY
BESWICK
HARPURHEY
North Manchester General Hospital
MOSTON
NEW MOSTON
CHARLESTOWN
Boggart Hole Clough
ORDSALL
Salford Sports Village
David Lewis Playing Fields
Peel Park
Agecraft Cemetery
Weaste Cemetery
Buile Hill Park
Salford Royal
Philips Park Cemetery
Queens Park
Gorton Cemetery
River Irwell
Mancunian Way
Oldham Road
Ashton Old Road
Hyde Road
Victoria Avenue East
Sheepfoot Lane
Blackley New Road
Crescent Road
Broad Street
Eccles Old Road
North Road
Moss Lane East
bing

Appendix D **TRICS Outputs**

Calculation Reference: AUDIT-540501-161121-1157

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	SO	SLOUGH	1 days
03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
09	**NORTH**		
	TV	TEES VALLEY	1 days
10	**WALES**		
	MT	MERTHYR TYDFIL	1 days
	PS	POWYS	1 days
	SW	SWANSEA	2 days

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

Filtering Stage 2 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: 2225 to 6630 (units: sqm)
Range Selected by User: 2000 to 8000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 26/11/15

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:

Tuesday	2 days
Wednesday	2 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	13 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 undertaking using machines.

Selected Locations:

Town Centre	3
Edge of Town Centre	10

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:

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.

Filtering Stage 3 selection:

Use Class:

A1	1 days
B1	12 days

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

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days
25,001 to 50,000	6 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	10 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	8 days
No	5 days

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

LIST OF SITES relevant to selection parameters

1 **BR-02-A-02** **PLANNING & ENGINEERING** **BRISTOL CITY**
ST THOMAS STREET

BRISTOL
Town Centre
Built-Up Zone
Total Gross floor area: 5736 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

2 **ES-02-A-12** **COUNCIL OFFICES** **EAST SUSSEX**
VICARAGE LANE

HAILSHAM
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3640 sqm
Survey date: THURSDAY *26/11/15* *Survey Type: MANUAL*

3 **GM-02-A-07** **LAW OFFICES** **GREATER MANCHESTER**
MOSELEY STREET

MANCHESTER
Town Centre
Built-Up Zone
Total Gross floor area: 4200 sqm
Survey date: WEDNESDAY *19/10/11* *Survey Type: MANUAL*

4 **HF-02-A-04** **OFFICES** **HERTFORDSHIRE**
STATION WAY

ST ALBANS
Edge of Town Centre
Residential Zone
Total Gross floor area: 5000 sqm
Survey date: THURSDAY *02/10/14* *Survey Type: MANUAL*

5 **KC-02-A-10** **COUNCIL OFFICES** **KENT**
SANDLING ROAD

MAIDSTONE
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2900 sqm
Survey date: WEDNESDAY *19/10/11* *Survey Type: MANUAL*

6 **MT-02-A-02** **COUNCIL OFFICES** **MERTHYR TYDFIL**
CASTLE STREET

MERTHYR TYDFIL
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5250 sqm
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

7 **NF-02-A-01** **COUNCIL OFFICE** **NORFOLK**
CHAPEL STREET

KING'S LYNN
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5500 sqm
Survey date: THURSDAY *30/09/10* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **PS-02-A-01** **COUNCIL OFFICES** **POWYS**
SEVERN ROAD

WELSHPOOL
Edge of Town Centre
No Sub Category
Total Gross floor area: 3920 sqm
Survey date: TUESDAY *12/05/15* *Survey Type: MANUAL*

9 **SF-02-A-02** **OFFICES** **SUFFOLK**
BATH STREET

IPSWICH
Edge of Town Centre
Commercial Zone
Total Gross floor area: 6505 sqm
Survey date: FRIDAY *19/07/13* *Survey Type: MANUAL*

10 **SO-02-A-02** **COUNCIL OFFICES** **SLOUGH**
BATH ROAD

SLOUGH
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5050 sqm
Survey date: THURSDAY *27/02/14* *Survey Type: MANUAL*

11 **SW-02-A-01** **OFFICES** **SWANSEA**
LANGDON ROAD

SWANSEA
Edge of Town Centre
Development Zone
Total Gross floor area: 6630 sqm
Survey date: FRIDAY *25/10/13* *Survey Type: MANUAL*

12 **SW-02-A-02** **OFFICE** **SWANSEA**
KINGS ROAD

SWANSEA
Edge of Town Centre
Development Zone
Total Gross floor area: 2225 sqm
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

13 **TV-02-A-04** **COUNCIL OFFICES** **TEES VALLEY**
CORPORATION ROAD

MIDDLESBROUGH
Town Centre
Commercial Zone
Total Gross floor area: 3950 sqm
Survey date: TUESDAY *08/10/13* *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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	4654	0.190	13	4654	0.020	13	4654	0.210
07:30 - 08:00	13	4654	0.787	13	4654	0.137	13	4654	0.924
08:00 - 08:30	13	4654	1.016	13	4654	0.149	13	4654	1.165
08:30 - 09:00	**13**	**4654**	**1.122**	13	4654	0.185	**13**	**4654**	**1.307**
09:00 - 09:30	13	4654	0.780	13	4654	0.183	13	4654	0.963
09:30 - 10:00	13	4654	0.459	13	4654	0.220	13	4654	0.679
10:00 - 10:30	13	4654	0.251	13	4654	0.185	13	4654	0.436
10:30 - 11:00	13	4654	0.202	13	4654	0.182	13	4654	0.384
11:00 - 11:30	13	4654	0.185	13	4654	0.213	13	4654	0.398
11:30 - 12:00	13	4654	0.241	13	4654	0.175	13	4654	0.416
12:00 - 12:30	13	4654	0.205	13	4654	0.259	13	4654	0.464
12:30 - 13:00	13	4654	0.212	13	4654	0.256	13	4654	0.468
13:00 - 13:30	13	4654	0.235	13	4654	0.250	13	4654	0.485
13:30 - 14:00	13	4654	0.235	13	4654	0.238	13	4654	0.473
14:00 - 14:30	13	4654	0.212	13	4654	0.183	13	4654	0.395
14:30 - 15:00	13	4654	0.159	13	4654	0.246	13	4654	0.405
15:00 - 15:30	13	4654	0.134	13	4654	0.203	13	4654	0.337
15:30 - 16:00	13	4654	0.131	13	4654	0.246	13	4654	0.377
16:00 - 16:30	13	4654	0.145	13	4654	0.565	13	4654	0.710
16:30 - 17:00	13	4654	0.107	13	4654	0.628	13	4654	0.735
17:00 - 17:30	13	4654	0.116	**13**	**4654**	**1.101**	13	4654	1.217
17:30 - 18:00	13	4654	0.055	13	4654	0.517	13	4654	0.572
18:00 - 18:30	13	4654	0.040	13	4654	0.426	13	4654	0.466
18:30 - 19:00	13	4654	0.015	13	4654	0.150	13	4654	0.165
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.234			6.917			14.151

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.*

Parameter summary

Trip rate parameter range selected:	2225 - 6630 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-540501-160321-0358

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
10	**WALES**		
	FS	FLINTSHIRE	1 days
11	**SCOTLAND**		
	HI	HIGHLAND	1 days
	SR	STIRLING	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 6 to 48 (units:)
Range Selected by User: 6 to 50 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 26/05/15

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 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 undertaking using machines.

Selected Locations:

Town Centre	3
Edge of Town Centre	4

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

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	3

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

Filtering Stage 3 selection:

Use Class:

C3	7 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:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 days

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

Travel Plan:

No	7 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.

LIST OF SITES relevant to selection parameters

1 **CB-03-C-01** **BLOCK OF FLATS** **CUMBRIA**
KING STREET

CARLISLE
Town Centre
Built-Up Zone
Total Number of dwellings: 40
Survey date: THURSDAY *12/06/14* *Survey Type: MANUAL*

2 **DC-03-C-01** **BLOCKS OF FLATS** **DORSET**
ABBOTSBURY ROAD

WEYMOUTH
Edge of Town Centre
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY *08/07/08* *Survey Type: MANUAL*

3 **EX-03-C-01** **FLATS** **ESSEX**
WESTCLIFF PARADE
WESTCLIFF
SOUTHEND-ON-SEA
Edge of Town Centre
Residential Zone
Total Number of dwellings: 6
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

4 **FS-03-C-01** **BLOCK OF FLATS** **FLINTSHIRE**
WREXHAM STREET

MOLD
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 30
Survey date: MONDAY *06/07/09* *Survey Type: MANUAL*

5 **GM-03-C-03** **BLOCK OF FLATS** **GREATER MANCHESTER**
FAIRFIELD STREET

MANCHESTER
Town Centre
Built-Up Zone
Total Number of dwellings: 20
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

6 **HI-03-C-01** **FLATS** **HIGHLAND**
SHORE STREET

INVERNESS
Town Centre
Residential Zone
Total Number of dwellings: 38
Survey date: WEDNESDAY *20/05/09* *Survey Type: MANUAL*

7 **SR-03-C-02** **FLATS** **STIRLING**
ROSEBERRY TERRACE

STIRLING
Edge of Town Centre
Residential Zone
Total Number 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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	7	30	0.053	7	30	0.105	7	30	0.158
08:00 - 09:00	7	30	0.067	**7**	**30**	**0.139**	7	30	0.206
09:00 - 10:00	7	30	0.057	7	30	0.091	7	30	0.148
10:00 - 11:00	7	30	0.062	7	30	0.081	7	30	0.143
11:00 - 12:00	7	30	0.062	7	30	0.048	7	30	0.110
12:00 - 13:00	7	30	0.053	7	30	0.057	7	30	0.110
13:00 - 14:00	7	30	0.077	7	30	0.086	7	30	0.163
14:00 - 15:00	7	30	0.057	7	30	0.072	7	30	0.129
15:00 - 16:00	7	30	0.081	7	30	0.053	7	30	0.134
16:00 - 17:00	**7**	**30**	**0.134**	7	30	0.100	7	30	0.234
17:00 - 18:00	7	30	0.134	7	30	0.120	**7**	**30**	**0.254**
18:00 - 19:00	7	30	0.124	7	30	0.077	7	30	0.201
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.961			1.029			1.990

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.*

Parameter summary

Trip rate parameter range selected:	6 - 48 (units:)
Survey date date range:	01/01/07 - 26/05/15
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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