

Wythenshawe Culture Hub

Transport Note

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Client: Manchester City Council (Development & Investment Estate Services)

Date: 27 February 2025

Job No

328660

Prepared by: RW

Approved by:

MA

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Manchester City Council (Development & Investment Estate Services) (the 'Applicant') to provide transport planning and highways advice in relation to a change of use planning application from office space to a new 'Culture Hub' at Wythenshawe Civic Centre on The Birtles, Manchester.
- 1.1.2 The proposed development comprises the conversion of the first and second floors from 2,916sqm of vacant office space (Use Class E(g)(iii)), to a new 'Culture Hub' (Use Class F1). The existing retail units on the ground floor will remain as existing and are outside the remit of this planning application.
- 1.1.3 The development site boundary is shown in [Figure 1.1](#).

Figure 1.1 : Development Site Boundary (source : Architectural Emporium)



1.1.4 This Transport Note (TN01) has been prepared to assess the development proposals, with consideration of vehicular and pedestrian access, accessibility via sustainable transport modes, servicing and expected trip generation.

2. Existing Conditions

2.1 Site Location and Existing Use

2.1.1 As shown in **Figure 2.1**, the development site is located in Wythenshawe Town Centre.

Figure 2.1 : Strategic Site Location



2.1.2 The development site comprises the first and second floor of the former Co-Operative Department Store/Select site, which is currently vacant. The proposed change of use will apply to the first and second floor of the building. The ground floor comprises retail units which will be retained and therefore are not included within this change of use application.

2.1.3 The building, along with the wider Civic Shopping Centre, was acquired by Manchester City Council (MCC) in 2022.

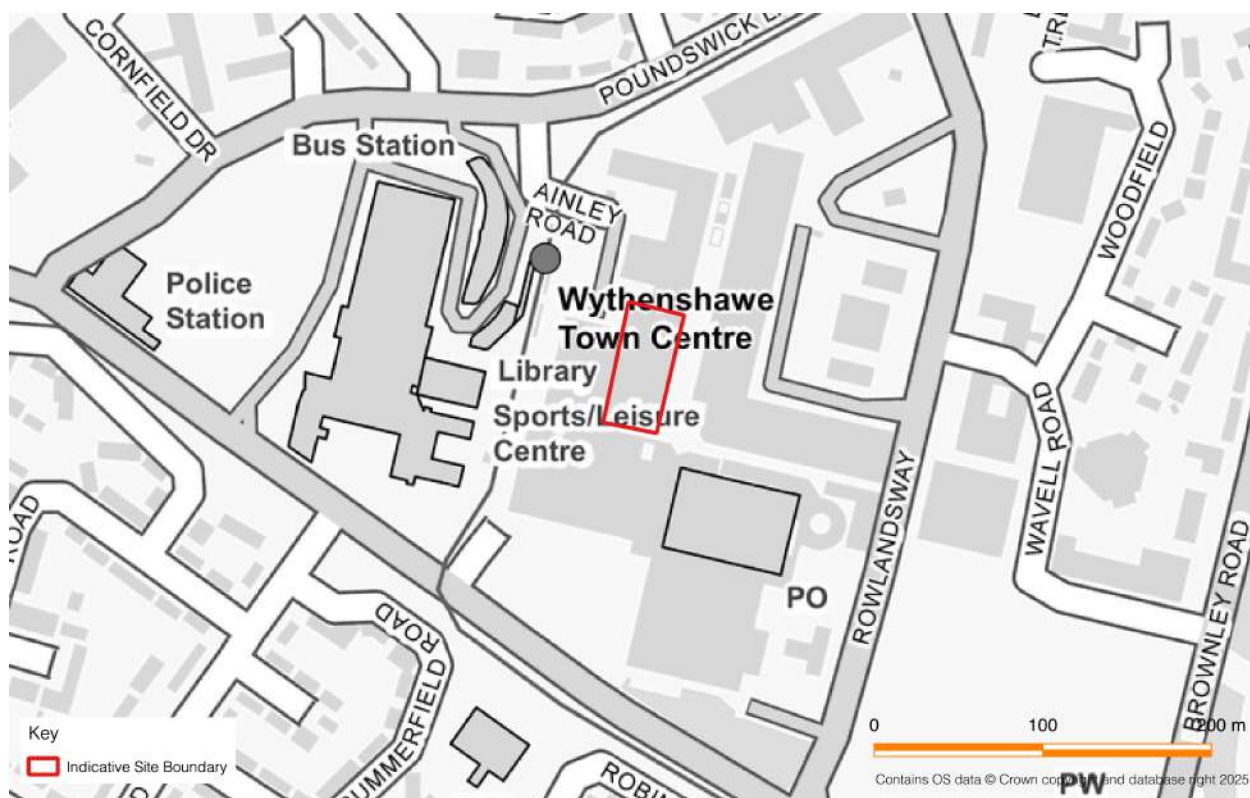
2.2 Local Highway Network

2.2.1 The site is bound by The Birtles to the east and Hale Top to the south. The Birtles and Hale Top are both pedestrianised streets, providing pedestrian access to the units within the Civic Centre. To the north and west, the site abuts existing commercial units and the existing service yard that serves the commercial units along The Birtles.

2.2.2 Vehicular access to the existing service yard and parking area to the rear of the units is accessed from Poundswick Lane, via Ainley Road. This area is for use by service vehicles and permit holders only, with service vehicles allowed access for a maximum of 30no. minutes.

2.2.3 Figure 2.2 shows the location of the site in the context of the local highway network.

Figure 2.2 : Local Highway Network



2.3 Public Rights of Way

2.3.1 There are no Public Rights of Way (PRoWs) within or along the site boundary.

2.4 Air Quality

2.4.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the site is not located within an Air Quality Management Area (AQMA).

3. Development Proposals

3.1 Proposed Use

3.1.1 The proposed development comprises the conversion of the first and second floors from 2,916sqm of vacant office space (Use Class E(g)(iii)), to a new 'Culture Hub' (Use Class F1). The development description is defined as the following:

"Change of use of first and second floor from Use Class E to F1 (Community Facility) together with associated elevational alterations."

3.1.2 The proposed 'Culture Hub' will include the following elements:

- 3x 'Community Rooms' (i.e. exhibition space, workshop);
- 2x communal workshops (First floor)
- Flexible performance space with 232-tiered seating (Second floor);
- Large classroom and rehearsal room;
- Atrium and foyer (first floor)
- 4x creative studios (across First and Second floor);
- Management office (First floor);
- Faith room (First floor);
- Kitchen / dining room (First floor);
- Cycle store (First floor); and
- 4x WCs (across First and Second floor).

3.1.3 The existing retail units on the ground floor will remain as existing and are outside the remit of this planning application.

3.1.4 The proposed first and second floor plans are shown in [Figure 3.1](#) and [Figure 3.2](#) respectively, with the full drawings attached in [Appendix A](#).

Figure 3.1 : Proposed First Floor Layout (source : Architectural Emporium)

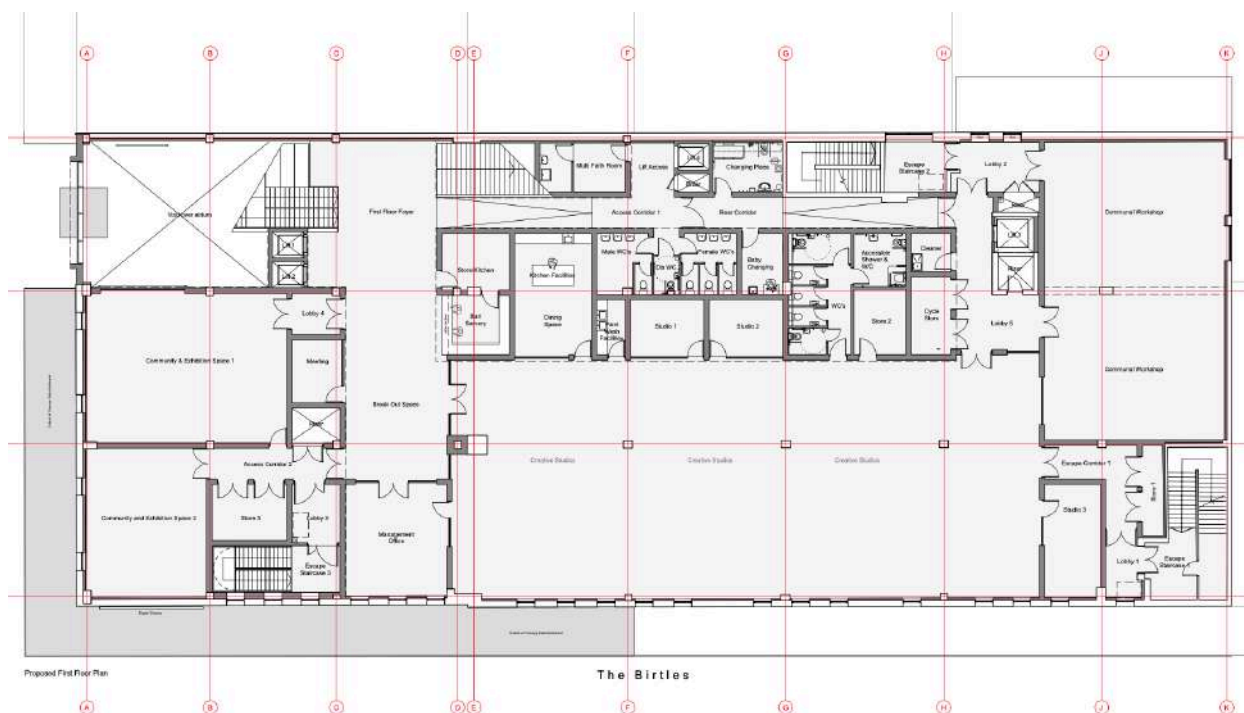
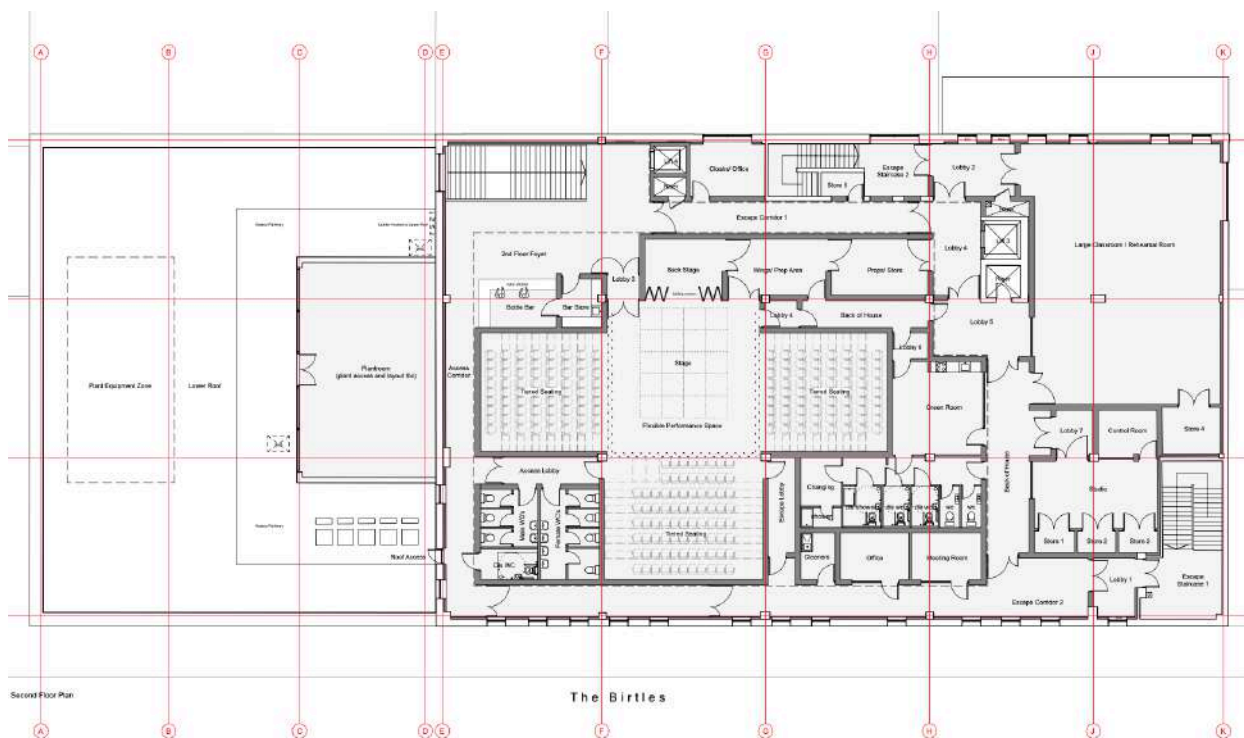


Figure 3.2 : Proposed Second Floor Layout (source : Architectural Emporium)



3.2 Access Arrangement

- 3.2.1 The main pedestrian access point into the building will be from Hale Top along the southern boundary of the site. From the reception area, stairs and lifts provide access from the ground floor to the first and second floors.
- 3.2.2 Fire exits are also provided from The Birtles and via the service yard to the rear.
- 3.2.3 Vehicular access is only permitted to the existing service yard and parking area to the rear of the units, accessed via Ainley Road. This area is for use by service vehicles and permit holders only and cannot be utilised by visitors to the 'Culture Hub'. Any visitors travelling to the site by car would be expected to park off-site and walk/wheel to the 'Culture Hub'.

3.3 Delivery and Servicing Arrangements

- 3.3.1 All delivery and service vehicles will continue to access the site from the existing service yard to the rear, accessed via Ainley Road.
- 3.3.2 There is an area directly outside the rear of the building where vehicles can reverse up to a raised dock and unload with access directly to the goods lift. The operator will be responsible for coordinating deliveries and will seek to ensure that no more than two small vans or one larger truck will access the building at the same time, to ensure all neighbouring units are not detrimentally impacted.
- 3.3.3 The Applicant has confirmed that all waste will continue to be deposited at the rear of the building. As part of the masterplan, the current bin store will be improved so that it can accommodate extended facilities, should they be required.
- 3.3.4 Savills Estate Management, who look after the area on behalf of MCC, have confirmed that each unit is responsible for the management, access and collection of their waste, with each operator required to take out a private commercial waste contract.
- 3.3.5 Given the range of uses proposed within the proposed 'Culture Hub', it is expected that 10no. 1,100 litre bins may be required, located within the extended existing bin store. Until the end operator is identified, the waste and bin requirements have been estimated using guidance in BS:5906, as shown in [Table 3.1](#).

Table 3.1 : Estimated Waste and Bin Requirements

Building Type	Equation for weekly waste arising (litres)	Weekly waste arising (litres)	1100 litre bin
Office	50 litres per employee (approx. 35)	1700l	1.54
Restaurant	75 litres per number of covers (approx. 118 across 3 floors)	8850l	8.05
Entertainment/Leisure	5l litres per m2 of floor area (882sqm across community rooms workshop, performance venue and rehearsal room)	4410l	4.01
			13.6
Reduction due to compactor and existing cardboard recycling arrangement			Total Proposed 10

3.4 Parking Strategy

- 3.4.1 Due to the site's town centre location, no dedicated on-site car parking will be provided for the development. Due to the site's excellent sustainable accessibility, as discussed in [Chapter 4](#), it is anticipated that the majority of users will travel sustainably, on foot, by cycle, or via public transport (bus or Metrolink).
- 3.4.2 It is intended that those wishing to drive to the site can utilise existing car parking across Wythenshawe Town Centre. This includes Wythenshawe Civic Centre Multi-Storey Car Park, located on the opposite side of Hale Top and accessed via Fleming Road, and provides free parking for up to 2 hours. Alternative Pay & Display parking is also available at Wythenshawe Forum Car Park, which is open 24-hours a day, with parking charges applicable Monday to Saturday from 09:00 to 17:00.
- 3.4.3 A staff cycle store will be provided on the first floor, providing space for up to 8no. cycles and accessible via the goods lift. Shower facilities are also provided on the first and second floors, with space available for lockers should they be required.
- 3.4.4 Visitor cycle parking is available in the local area, including 5no. Sheffield stands (10no. spaces) on The Birtles and 7no. Sheffield stands (14no. spaces) located adjacent to Wythenshawe Town Centre Metrolink Stop.

4. Sustainable Accessibility and Active Travel

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.

4.1.2 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.

4.1.3 Paragraph 110 states that: "*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 considered in both plan-making and decision-making.*"

4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 4.1](#).

Table 4.1 : CIHT Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

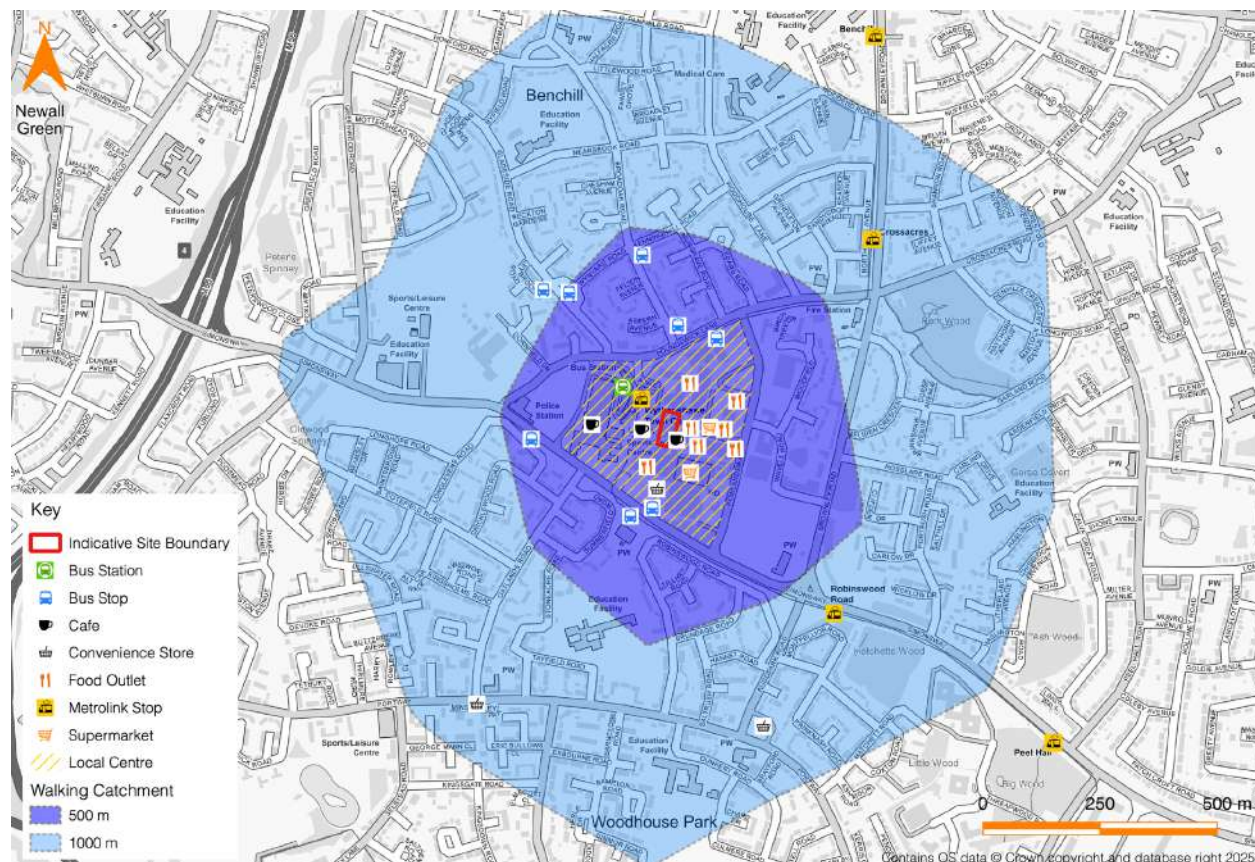
4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.2.4 As described previously, a network of existing footways is in place on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.

4.2.5 [Figure 4.1](#) presents the local amenities and 500m and 1,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area with Local Amenities



4.2.6 As shown in Figure 4.1, the site's town centre location means a wide range of public transport connections and amenities are available within the walking catchment.

4.2.7 Table 4.2 provides an indication of the distances and approximate walking times to public transport provision and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

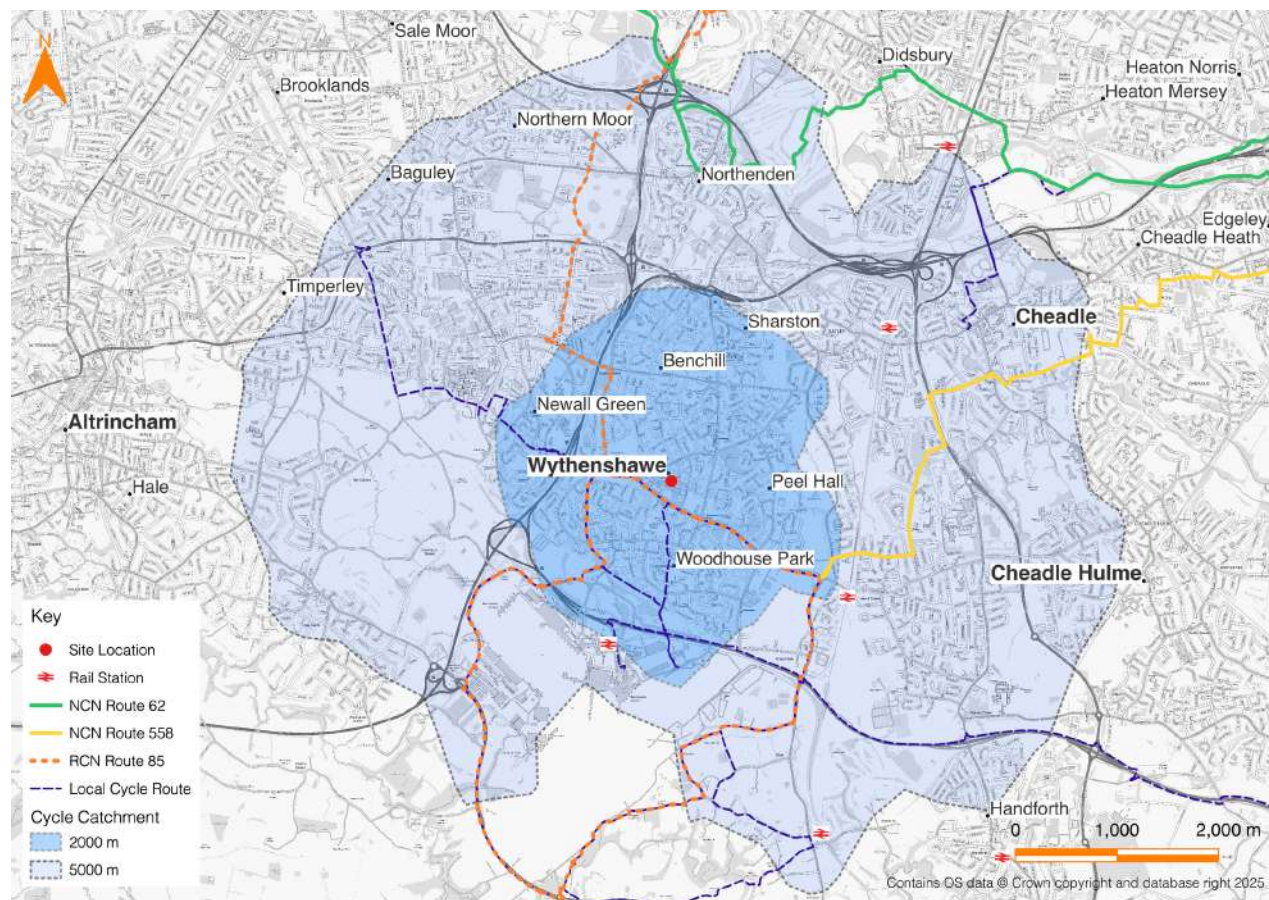
Amenity	Distance	Average Walking Time
Costa Coffee Cafe	0m	-
ASDA Supermarket	85m	1 minute
Wythenshawe Town Centre Multi-Storey Car Park (above ASDA)	85m	1 minute
Greggs	90m	1 minute
Wythenshawe Town Centre Metrolink Stop	200m	2 minutes
Bus Stops on Simonsway	240m	3 minutes
Wythenshawe Bus Interchange	350m	4 minutes

- 4.2.8 As shown in [Figure 4.1](#), various public transport connections are available within a short walk of the site. This includes the closest bus stops to the site on Simonsway to the south within c.240m (3-minute walk). Additional services are also available from Wythenshawe Bus Interchange, accessible within c.350m (4-minute walk).
- 4.2.9 Transport for Greater Manchester's (TfGM) Metrolink network is also accessible within a short walk of the development site. The Wythenshawe Town Centre Metrolink Stop is accessible within c.200m (2-minute walk) of the site.
- 4.2.10 The town centre location of the site means it is well situated in terms of access to amenities, including various shops, food outlets and cafes. In particular, the site is located within c.85m (1-minute walk) of the ASDA supermarket, which is attached to Wythenshawe Civic Centre Multi-Storey Car Park.
- 4.2.11 As described previously, various pedestrianised streets are available in the vicinity of the site, and the local highway network benefits from an extensive network of footways, including dropped kerbs and tactile paving.
- 4.2.12 Overall, the development site is well situated in terms of accessibility to local public transport services and local amenities. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

4.3 Cycle Accessibility

- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that *"two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people"*.
- 4.3.3 [Figure 4.2](#) indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan



- 4.3.4 As shown in Figure 4.2, Wythenshawe Town Centre and the suburbs of Benchill, Newall Green and Woodhouse Park are available within a 2km cycle catchment. There are other areas accessible within a 5km cycle catchment of the development site, including Northenden, Cheadle and Baguley.
- 4.3.5 A number of routes are available on both the National Cycle Network (NCN) and the Regional Cycle Network (RCN) within the cycle catchment area, including NCN Route 62, NCN Route 558 and RCN Route 85.
- 4.3.6 A network of local cycle routes and facilities are available in the vicinity of the site as shown in Figure 4.3.

Figure 4.3 : Local Cycle Map (source : TfGM)



4.3.7 As shown in Figure 4.3, a network of traffic-free cycle routes and cycling infrastructure are available around Wythenshawe Town Centre, which facilitate cycling in the local area. This includes various cycle parking locations in the vicinity of the site, which can be used by future site users.

4.3.8 Considering the close proximity of local cycle routes and accessibility to local areas, cycling could be a reasonable method of travel for future site visitors, particularly as an alternative to private car trips.

4.4 Public Transport Services

Local Bus Services

4.4.1 The closest bus stops to the site are located on Simonsway to the south of the site, which are accessible within c.240m (3-minute walk).

4.4.2 Additional bus services are also available from Wythenshawe Bus Interchange, accessible within c.350m (4-minute walk).

4.4.3 Table 4.3 provides a summary of routes and times of local public bus services accessible from bus stops on Simonsway and Wythenshawe Bus Interchange.

Table 4.3 : Local Bus Services – Simonsway and Wythenshawe Bus Interchange

Service No.	Route	Accessible From	Approx. Two-Way Frequency (buses / hour)				
			AM	Off-Peak	PM	Sat	Sun
11	Stockport - Edgeley - Cheadle - Gatley - Altrincham	Simonsway and Wythenshawe Bus Interchange	3	3	3	3	2
43	Manchester Airport - Wythenshawe - Piccadilly Gardens	Simonsway and Wythenshawe Bus Interchange	6	6	6	6	4
101	Piccadilly Gardens - Moss Side - Baguley - Wythenshawe	Wythenshawe Bus Interchange	4	4	4	4	3
103	Manchester Airport - Wythenshawe - Piccadilly Gardens	Wythenshawe Bus Interchange	2	2	2	2	1
130	Macclesfield - Wilmslow - Heald Green - Manchester Airport	Simonsway and Wythenshawe Bus Interchange	1	1	1	<1	<1
248	Manchester Airport - Sale - Trafford Park - Eccles	Wythenshawe Bus Interchange	1	1	1	1	<1
249	Wythenshawe - Northern Moor - Sale Moor - Sale - Altrincham	Wythenshawe Bus Interchange	2	2	2	2	1
368	Manchester Airport - Cheadle Hulme - Edgeley - Stockport	Simonsway	3	4	3	3	2

4.4.4 As shown in Table 4.3, a wide range of regular bus services are available from Simonsway and Wythenshawe Bus Interchange, providing direct services across Greater Manchester to designations including Stockport, Altrincham, Wilmslow, Eccles and Sale, and Manchester City Centre.

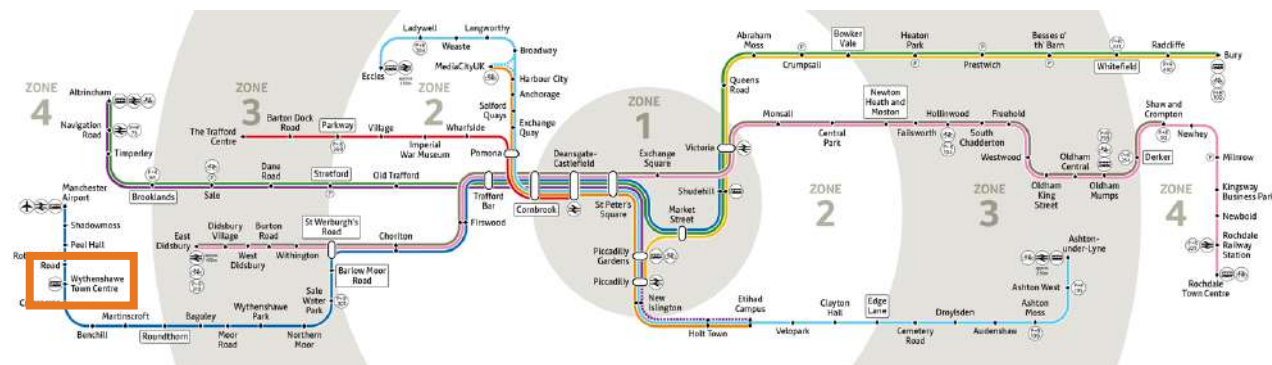
Metrolink Services

4.4.5 The Wythenshawe Town Centre Metrolink Stop is accessible within c.200m (2-minute walk) of the site.

4.4.6 The Wythenshawe Town Centre Metrolink Stop is located on the Navy line, which operates between Manchester Airport and Victoria, via St Peter's Square and Market Street.

4.4.7 Figure 4.4 presents the Transport for Greater Manchester (TfGM) Metrolink network, with the Wythenshawe Town Centre stop highlighted.

Figure 4.4 : Metrolink Tram Network (source: TfGM)



- 4.4.8 The tram services available operate on a 12-minute frequency throughout the day. All tram stops have step-free access to all platforms, help points and security camera coverage.
- 4.4.9 Based on the development site's location, proximity to local public transport services, travel by bus and tram can be considered to be a realistic method of travel, particularly as an alternative to private car trips.

4.5 Summary

- 4.5.1 In summary, it has been shown that the site can be accessed via sustainable modes of travel, including walking, cycling and public transport, thereby offering an alternative to single occupancy car trips.
- 4.5.2 The site is there compliant with MCC's Core Strategy, specifically Policy T2 '*Accessible areas of opportunity and need*', which states that '*The Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open spaces and educational opportunities*'.
- 4.5.3 The site is also compliant with the NPPF in paragraph 115 which states that: '*in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location*'.
- 4.5.4 Furthermore, the proposals accords with paragraph 117 of the NPPF which states that: '*applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use*'.

5. Trip Generation

5.1 Introduction

- 5.1.1 To determine the impact of the proposed land use change on the local highway network, the trip generation of the existing office use has been compared with the expected trip generation for the proposed new 'Culture Hub'.
- 5.1.2 The trip generation exercise has been undertaken using the TRICS database. As detailed in 'TRICS Good Practice Guide 2021', there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates. The guidance indicates that location type is one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations.
- 5.1.3 As such, no surveys were excluded on the basis of geographical region, with the exception of sites in Greater London.
- 5.1.4 TRICS surveys conducted during the COVID-19 pandemic have been excluded from the dataset due to the changes in travel behaviour during this period.

5.2 Trip Generation – Existing Office Use

- 5.2.1 To quantify the traffic impact of the current office development on the local highway network, a vehicle trip generation exercise has been undertaken, based on trip rates derived from the TRICS database (v7.11.4) using the '*Employment - Office*' land use category. In order to derive representative sites from TRICS, 'Town Centre' and 'Edge of Town Centre' locations were selected.
- 5.2.2 The vehicle TRICS trip rates and trip generation during the AM and PM network peak hours are summarised in [Table 5.1](#), with the full TRICS outputs are attached in [Appendix B](#).

Table 5.1 : TRICS Trip Generation – Existing Office Use

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate (per 100sqm) 'Employment – Office'	1.027	0.143	1.170	0.099	0.875	0.974
Existing Office Space (2,916 sqm)	30	4	34	3	25	28

- 5.2.3 As shown in [Table 5.1](#), the existing office use is expected to generate **34** two-way trips during the AM peak hour and **28** two-way trips during the PM peak hour.

5.3 Trip Generation – Proposed ‘Culture Hub’

- 5.3.1 To quantify the traffic impact of the proposed ‘Culture Hub’ on the local highway network, a vehicle trip generation exercise has been undertaken, based on trip rates derived from the TRICS database (v7.11.4) using the ‘*Community Centre*’ land use category.
- 5.3.2 All site locations were selected when deriving the ‘Community Centre’ trip rates. This was considered acceptable as it increased the number of sites in the sample, and it is not expected that travel behaviour will change significantly between the location types for this type of land use. If there was a change in travel behaviour, it is expected that car use would increase in out of town locations, and therefore the resulting trip rates are considered robust.
- 5.3.3 The vehicle TRICS trip rates and trip generation during the AM and PM network peak hours are summarised in [Table 5.2](#), with the full TRICS outputs attached in [Appendix C](#).

Table 5.2 : TRICS Trip Generation – Proposed ‘Culture Hub’

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate (per 100sqm) <i>‘Employment – Office’</i>	0.821	0.319	1.140	0.782	0.768	1.550
Proposed ‘Culture Hub’ (2,916 sqm)	24	9	33	23	22	45

- 5.3.4 As shown in [Table 5.2](#), the proposed ‘Culture Hub’ is expected to generate **33** two-way trips during the AM peak hour and **45** two-way trips during the PM peak hour.

5.4 Trip Generation Comparison

- 5.4.1 [Table 5.3](#) shows a comparison of the AM and PM peak hour flows generated by the existing office use and the proposed ‘Culture Hub’.

Table 5.3 : Trip Generation Comparison

Trip Generation	AM Peak Hour (08:00-09:00)			PM Peak Hour (16:00-17:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Existing Office Use	30	4	34	3	25	28
Proposed ‘Culture Hub’	24	9	33	23	22	45
Difference	-6	+5	-1	+20	-3	+17

5.4.2 As shown in [Table 5.3](#), during the network peak hours, the proposed 'Culture Hub' is expected to generate **1 less trips during the AM peak hour** and **17 more trips during PM peak hour**, when compared to the existing office use.

5.5 Summary

5.5.1 During the network AM peak hour, the proposed 'Culture Hub' is expected to generate 1 less trip compared to the existing office use, which is a negligible change in trips across the peak hour.

5.5.2 During the network PM peak hour, the 'Culture Hub' is expected to generate 17 more trips compared to the existing office use, which is equivalent to 1 additional trip every 3.5 minutes when averaged over the hour. Given the low increase in trips, it is expected that the 'Culture Hub' will have a low traffic impact on the local highway network during the PM network peak.

5.5.3 Overall, it can be concluded that the proposed development will not have a "*severe*" impact on the local highway network, which is the threshold stated by NPPF (Paragraph 116) under which development should not be refused on highways grounds.

6. Summary and Conclusion

6.1 Summary

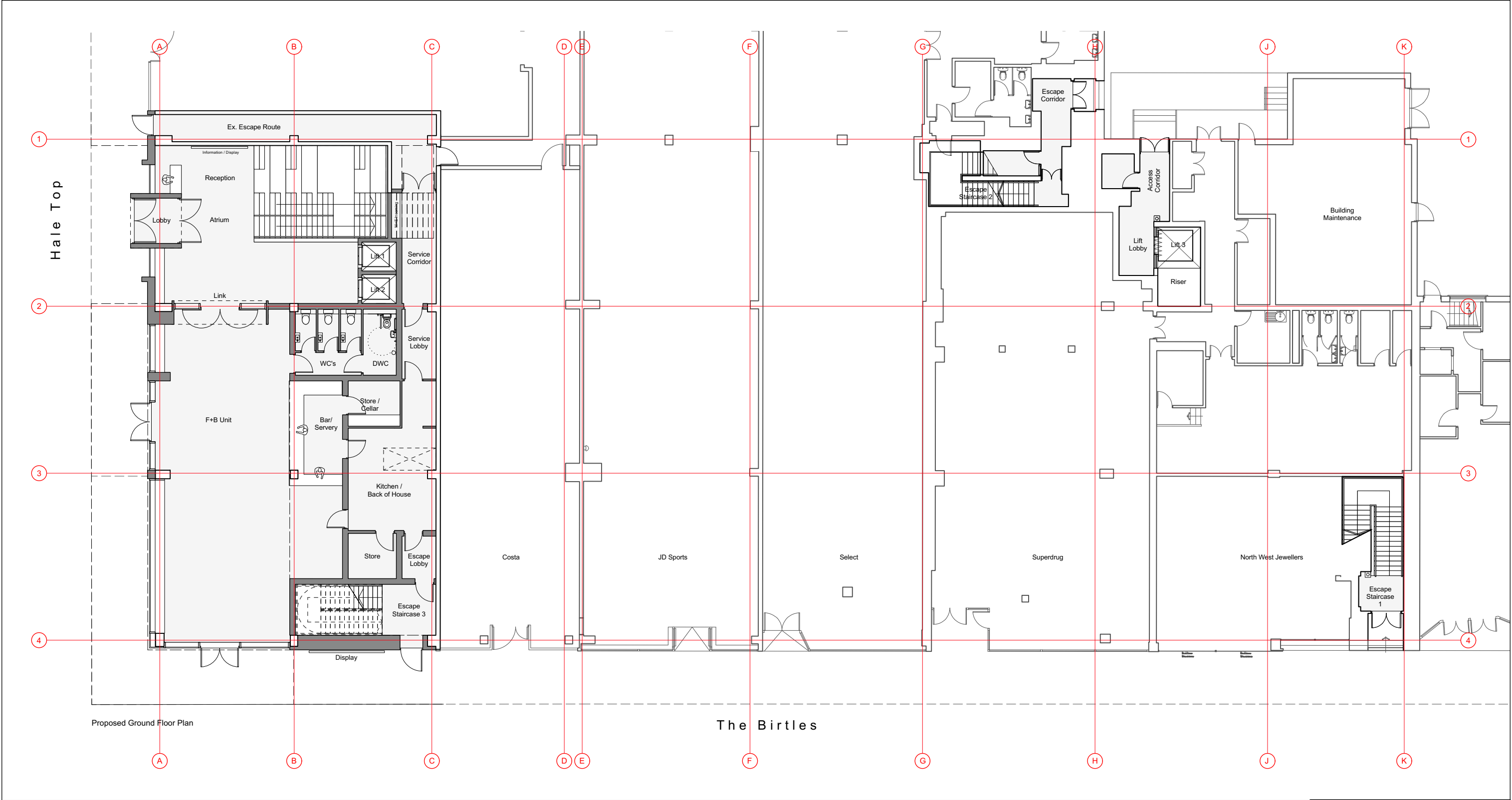
- 6.1.1 Mode Transport Planning has been appointed by Manchester City Council (Development & Investment Estate Services) to provide transport planning and highways advice in relation to a change of use planning application from office space to a new 'Culture Hub' at Wythenshawe Civic Centre on The Birtles, Manchester.
- 6.1.2 The proposed development comprises the conversion of the first and second floors from 2,916sqm of vacant office space (Use Class E(g)(iii)) to a new 'Culture Hub' (Use Class F1). The existing retail units on the ground floor will remain as existing and is outside the remit of this planning application.
- 6.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:
- In accordance with MCC's Core Strategy and NPPF, the site is accessible by a range of sustainable modes of transport, including walking, cycling and local public transport services. These travel options provide a realistic alternative to single occupancy car travel.
 - The main pedestrian access point into the building will be from Hale Top along the southern boundary of the site. From the reception area, stairs and lifts provide access from the ground floor to the first and second floors. Fire exits are also provided from The Birtles and via the service yard to the rear.
 - Vehicular access is only permitted to the existing service yard and parking area to the rear of the units, accessed via Ainley Road. This area is for use by service vehicles and permit holders only and cannot be utilised by visitors to the 'Culture Hub'.
 - The operator will be responsible for the management, access and collection of their waste and will be required to take out a private commercial waste contract.
 - No dedicated on-site car parking will be provided for the development. It is expected that the majority of users will travel sustainably, with on foot, by cycle, or via public transport (bus or Metrolink).
 - Visitors accessing the site by car can utilise existing car parking across Wythenshawe Town Centre, which includes Wythenshawe Civic Centre Multi-Storey Car Park and Wythenshawe Forum Car Park.
 - A staff cycle store will be provided on the first floor, providing space for up to 8no. cycles and accessible via the goods lift. Shower facilities are also provided on the first and second floors, with space available for lockers should they be required.
 - Visitor cycle parking is available in the local area, including 5no. Sheffield stands (10no. spaces) on The Birtles and 7no. Sheffield stands (14no. spaces) located adjacent to Wythenshawe Town Centre Metrolink Stop.

- The proposed 'Culture Hub' is expected to generate 33 two-way trips during the AM network peak hour and 45 two-way trips during the PM network peak hour.
- Compared to the existing office use, the proposed private hospital is expected to generate 1 less trips during the network AM peak hour and 17 more trips during network PM peak hour. In terms of traffic impact on the local highway network, during the PM peak this equates to 1 additional trip every 3.5 minutes when averaged over the hour.
- Given the low increase in trips, the 'Culture Hub' will have a low traffic impact on the local highway network during the PM network peak and will have not have a '*severe*' impact on the local highway network, which is the threshold stated by NPPF (Paragraph 116) under which development should not be refused on highways grounds.

6.2 Conclusion

- 6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning related reasons that prevent this planning application from being approved.

APPENDIX A Proposed Site Layout Drawings



SCALE

0 1 2 5 10

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GENERAL NOTES

- All dimensions are in millimetres unless otherwise stated
- This drawing is to be read with all other relevant documentation
- Do not scale from this drawing, all measurement data should be taken directly from the model
- No part of this drawing may be reproduced without prior written permission of the author of this document

KEY

	Existing Walls
	Proposed Walls
	Structural Grid

ARCHITECTURAL EMPORIUM Ltd

www.architectural-emporium.co.uk / mail@architectural-emporium.co.uk
87 Kempston St, Liverpool, L3 9HE / +44 (0)151 363 0000

DRAWING STATUS **PLANNING**

PROPERTY TITLE

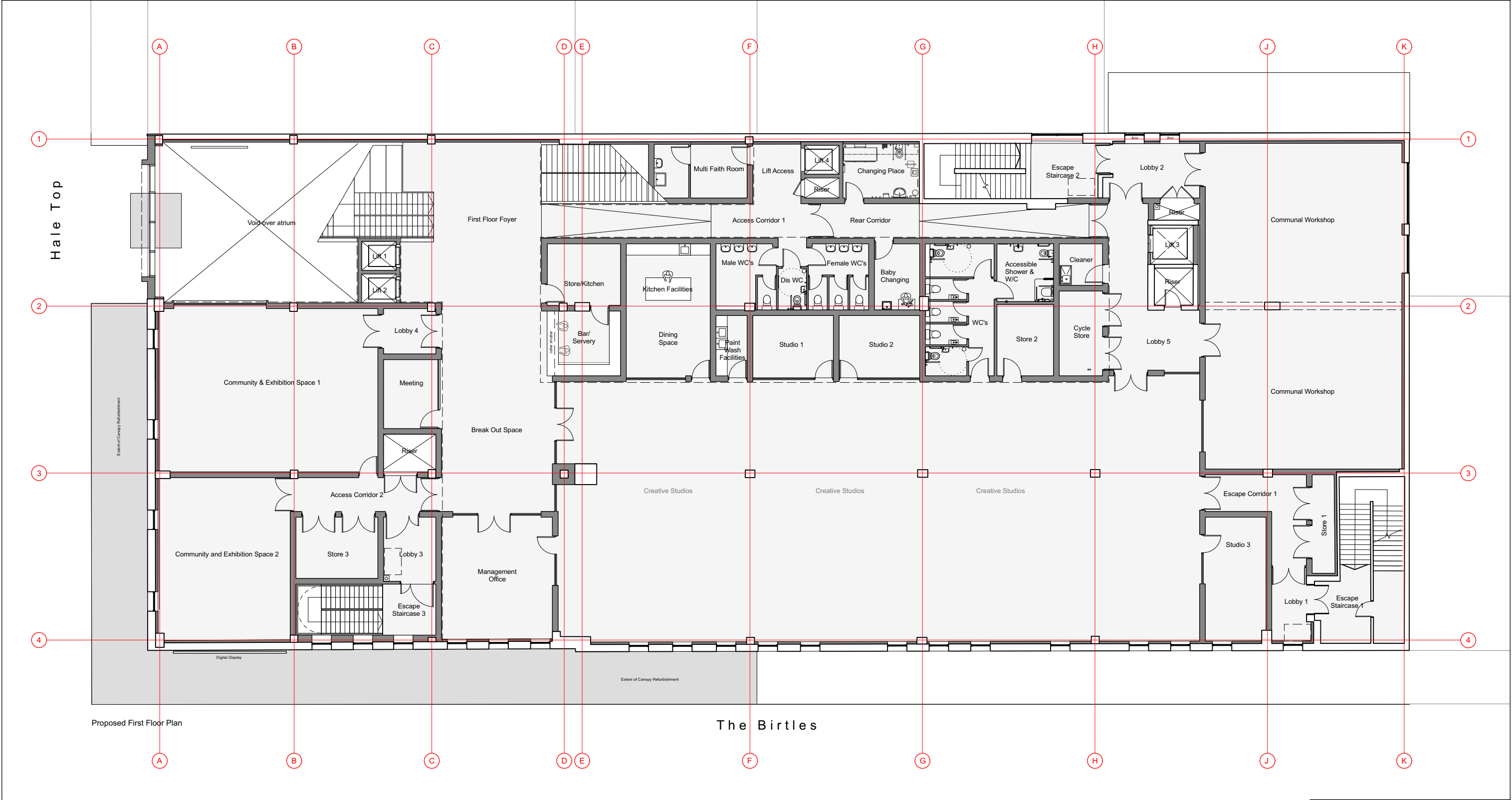
UPRN 010090241040 DFE NO. -

PROJECT TITLE
Wythenshawe Civic Centre

DRAWING TITLE
Proposed Ground Floor Plan

JOB NO. 601	FIRST ISSUE 21/11/2024	REV DATE 18/02/2025	REV P08
REV P08	REV NOTE Planning Issue		
SCALE 1:200 @ A3	AUTHOR AA	CHECKED BY AA	APPROVED BY LC

DRAWING NO.
45848 - AE - 01 - 00 - D - A - 3100 - S3 - P08



SCALE

0 1 2 5 10

→

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KEY

Existing Walls

Proposed Walls

Structural Grid

ARCHITECTURAL EMPORIUM Ltd

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87 Kempton St, Liverpool, L3 8HE / +44 (0)151 363 0000

DRAWING STATUS

PLANNING

PROPERTY TITLE

UPRN

010090241040

DPE NO.

-

PROJECT TITLE

Wythenshawe Civic Centre

DRAWING TITLE

Proposed First Floor Plan

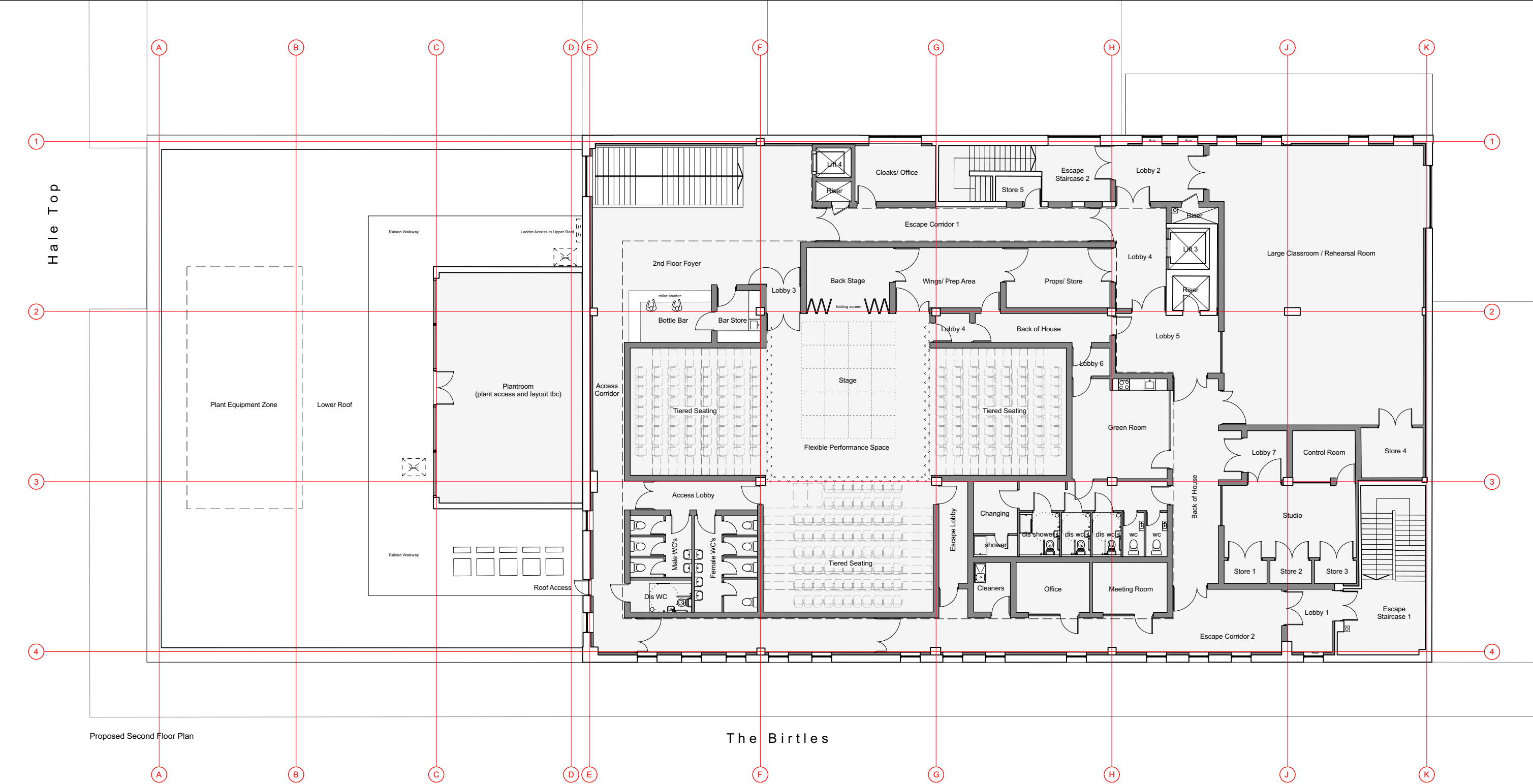
JOB NO.	FIRST ISSUE	REV DATE	REV
601	21/11/2024	18/02/2025	P08

REV	REV NOTE
P08	Planning Issue

SCALE	AUTHOR	CHECKED BY	APPROVED BY
1:200 @ A3	AA	AA	LC

DRAWING NO.

45848 - AE - 01 - 01 - D - A - 3101 - S3 - P08



SCALE

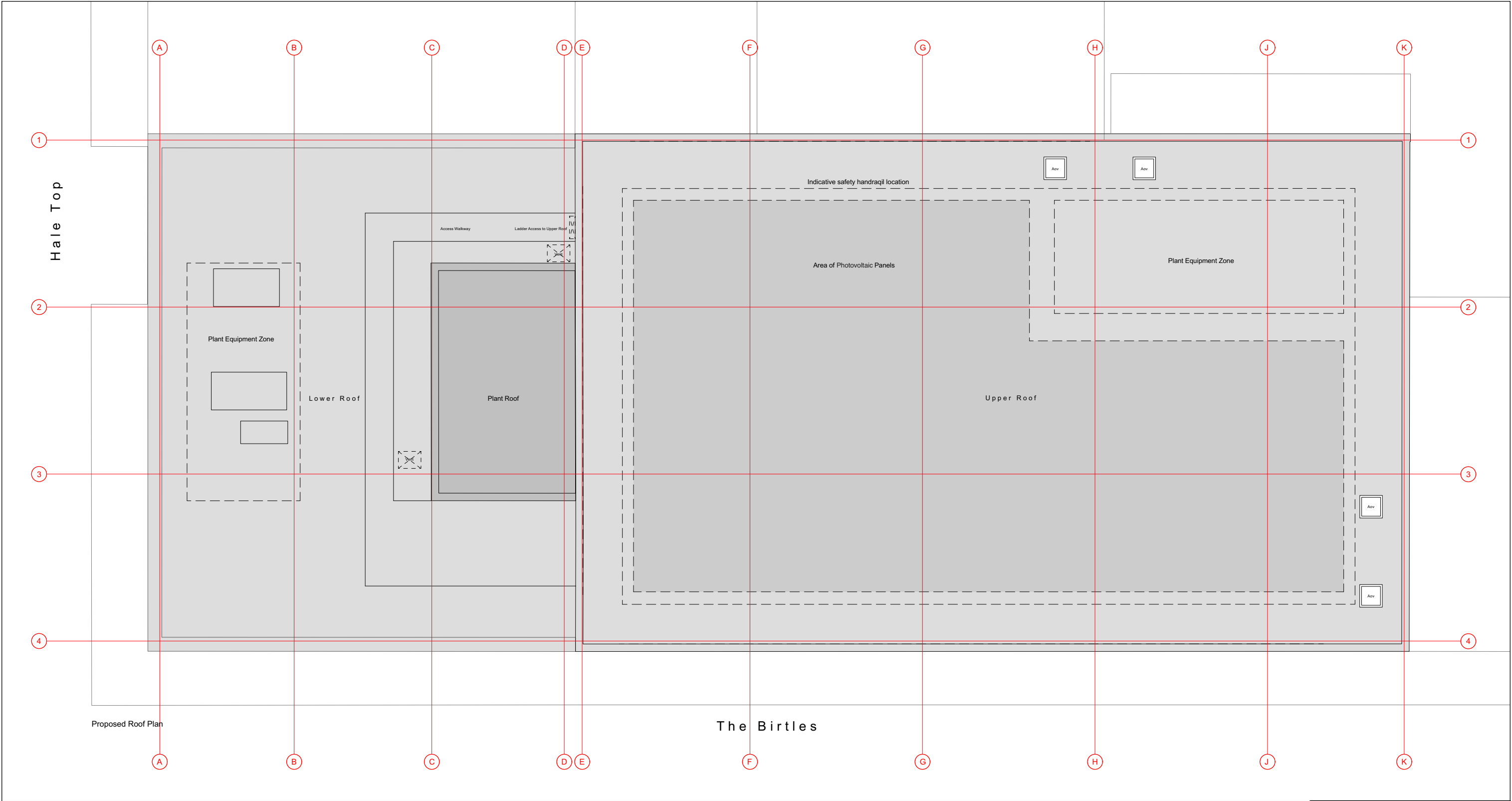
0 1 2 5 10

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KEY	
	Existing Walls
	Proposed Walls
	Structural Grid

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DRAWING STATUS		PLANNING	
PROPERTY TITLE			
UPRN		DFE NO.	
010090241040		-	
PROJECT TITLE			
Wythenshawe Civic Centre			
DRAWING TITLE			
Proposed Second Floor Plan			
JOB NO.	FIRST ISSUE	REV DATE	REV
601	21/11/2024	18/02/2025	P08
REV	REV NOTE		
P08	Planning Issue		
SCALE	AUTHOR	CHECKED BY	APPROVED BY
1:200 @ A3	AA	AA	LC
DRAWING NO.			
45848 - AE - 01 - 02 - D - A - 3102 - S3 - P08			



SCALE

0 1 2 5 10

→

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KEY

Existing Walls

Proposed Walls

Structural Grid

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87 Kempston St, Liverpool, L3 9HE / +44 (0)151 363 0000

DRAWING STATUS **PLANNING**

PROPERTY TITLE

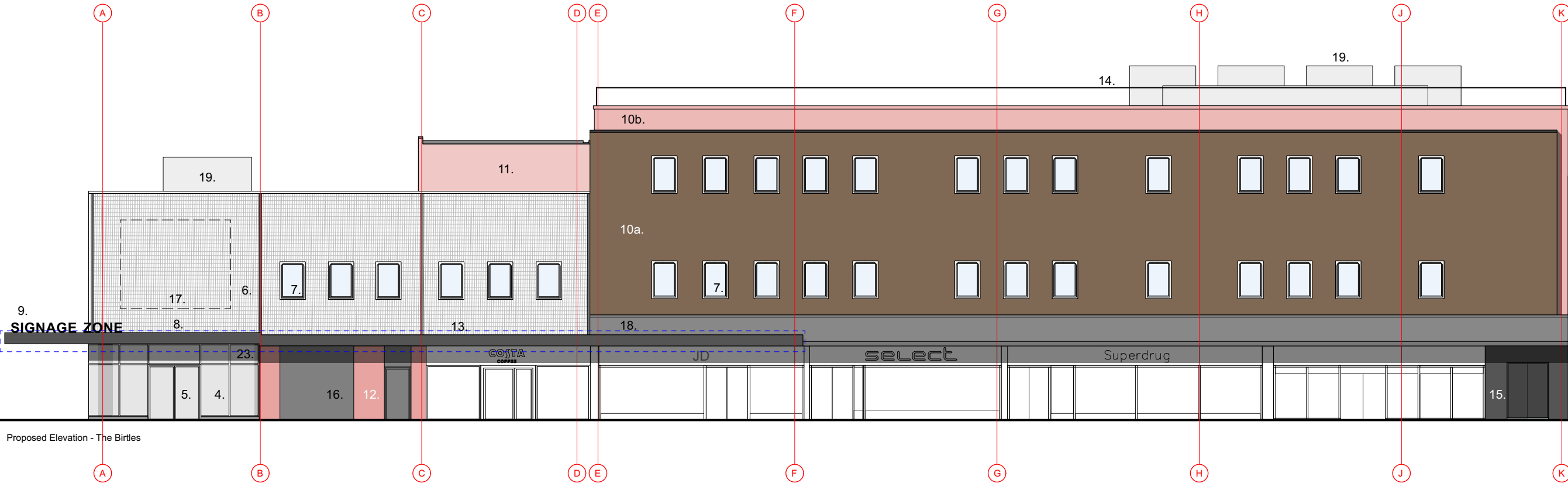
UPRN 010090241040 DFE NO. -

PROJECT TITLE
Wythenshawe Civic Centre

DRAWING TITLE
Proposed Roof Plan

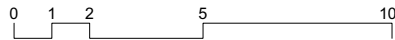
JOB NO. 601	FIRST ISSUE 21/11/2024	REV DATE 18/02/2025	REV P05
REV P05	REV NOTE Planning Issue		
SCALE 1:200 @ A3	AUTHOR AA	CHECKED BY AA	APPROVED BY LC

DRAWING NO.
45848 - AE - 01 - RF - D - A - 3103 - S3 - P05



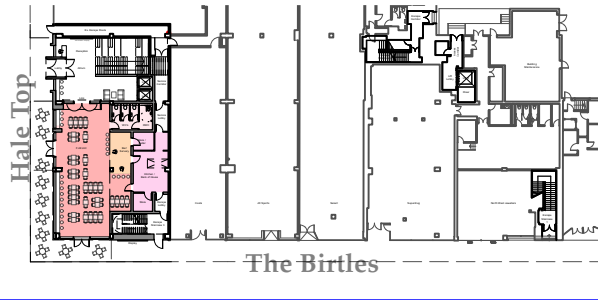
Proposed Elevation - The Birtles

SCALE



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KEY:

- Two storey curtain wall glazed entrance with aluminium framed canopy/ lobby around entrance door.
- Existing canopy removed to entrance location (only) to highlight double height space and location.
- Two storey aluminium rainscreen cladding to frame glazed entrance and improve existing junction between ground and first floor elevation treatment
- Single storey curtain wall glazing to F+B unit.
- F+B Glazed Entrance Doors
- Existing tiled facade. Existing services fixed to external face to be tidied up
- Existing windows to be replaced.
- New roof finish and aluminium fascia to canopy with painted soffit

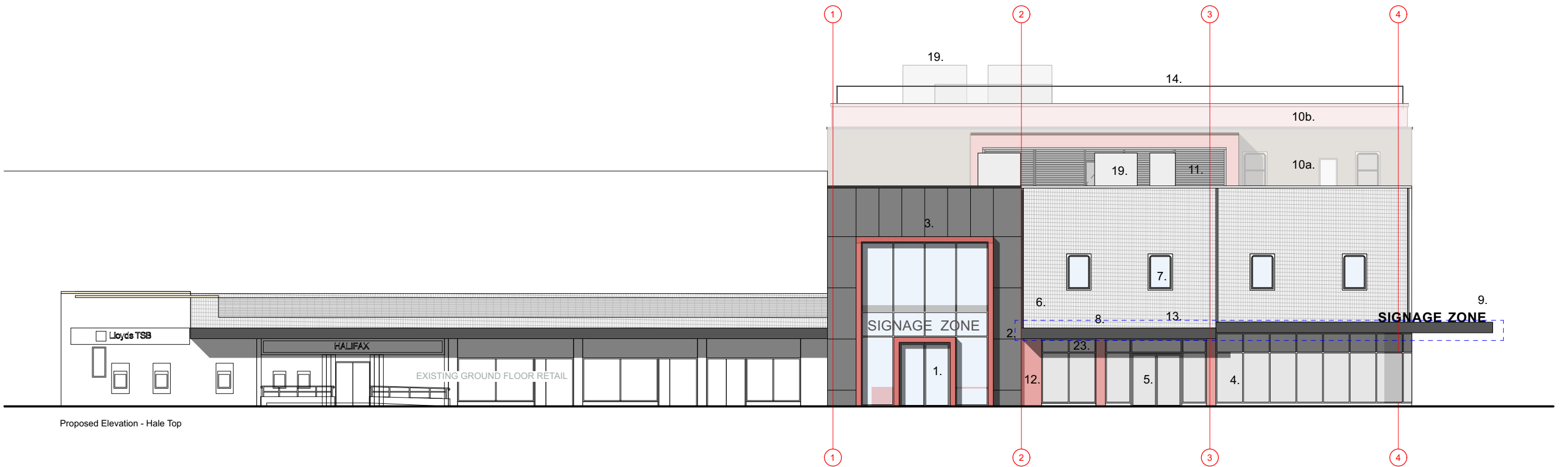
KEY (continued):

- Signage fixed to aluminium canopy. To be covered by a separate signage/ advertisement consent.
- Existing brickwork to main building.
- Banding to top of existing brickwork overlaid with aluminium capping.
- Rooftop plantroom. Existing walls to be refurbished/ painted. Louvres to Hale Top elevation (3201)
- Aluminium rainscreen cladding to ground floor area with no glazed curtain walling . To include colour matched fire escape doors.
- Extent of canopy to be refurbished. Refer to blue dashed line.
- Proposed perimeter handrail for health and safety/ maintenance.
- Painted finish to escape door surround. To include colour matched fire escape doors.

KEY (continued):

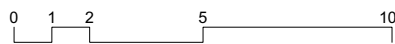
- Potential Digital advertising/ information screens (To be covered on separate advertisement consent application)
- Potential position for projection (To be covered on separate advertisement consent application)
- Existing surface mounted cables currently located on brickwork to be fixed under projecting facade
- Rooftop plant equipment.
- New opening to be made in level 1 stair lobby for proposed AOV.
- Proposed new full height windows to fit existing louvre S.O.
- New window on level 2 to match window dimensions on level 1.
- Vents where required at high level

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DRAWING STATUS		PLANNING	
PROPERTY TITLE			
UPRN 010090241040		DPE NO. -	
PROJECT TITLE Wythenshawe Civic Centre			
DRAWING TITLE Proposed Elevation 01 - The Birtles			
JOB NO. 601	FIRST ISSUE 16/12/2024	REV DATE 18/02/2025	REV P05
REV P05	REV NOTE Planning Issue		
SCALE 1:200 @ A3	AUTHOR AA	CHECKED BY AA	APPROVED BY LC
DRAWING NO. 45848 - AE - 01 - XX - D - A - 3200 - S3 - P05			



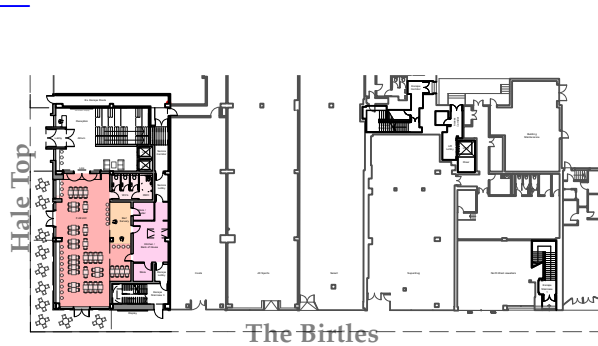
Proposed Elevation - Hale Top

SCALE



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KEY:

1. Two storey curtain wall glazed entrance with aluminium framed canopy/ lobby around entrance door.
2. Existing canopy removed to entrance location (only) to highlight double height space and location.
3. Two storey aluminium rainscreen cladding to frame glazed entrance and improve existing junction between ground and first floor elevation treatment
4. Single storey curtain wall glazing to F+B unit.
5. F+B Glazed Entrance Doors
6. Existing tiled facade. Existing services fixed to external face to be tidied up
7. Existing windows to be replaced.
8. New roof finish and aluminium fascia to canopy with painted soffit

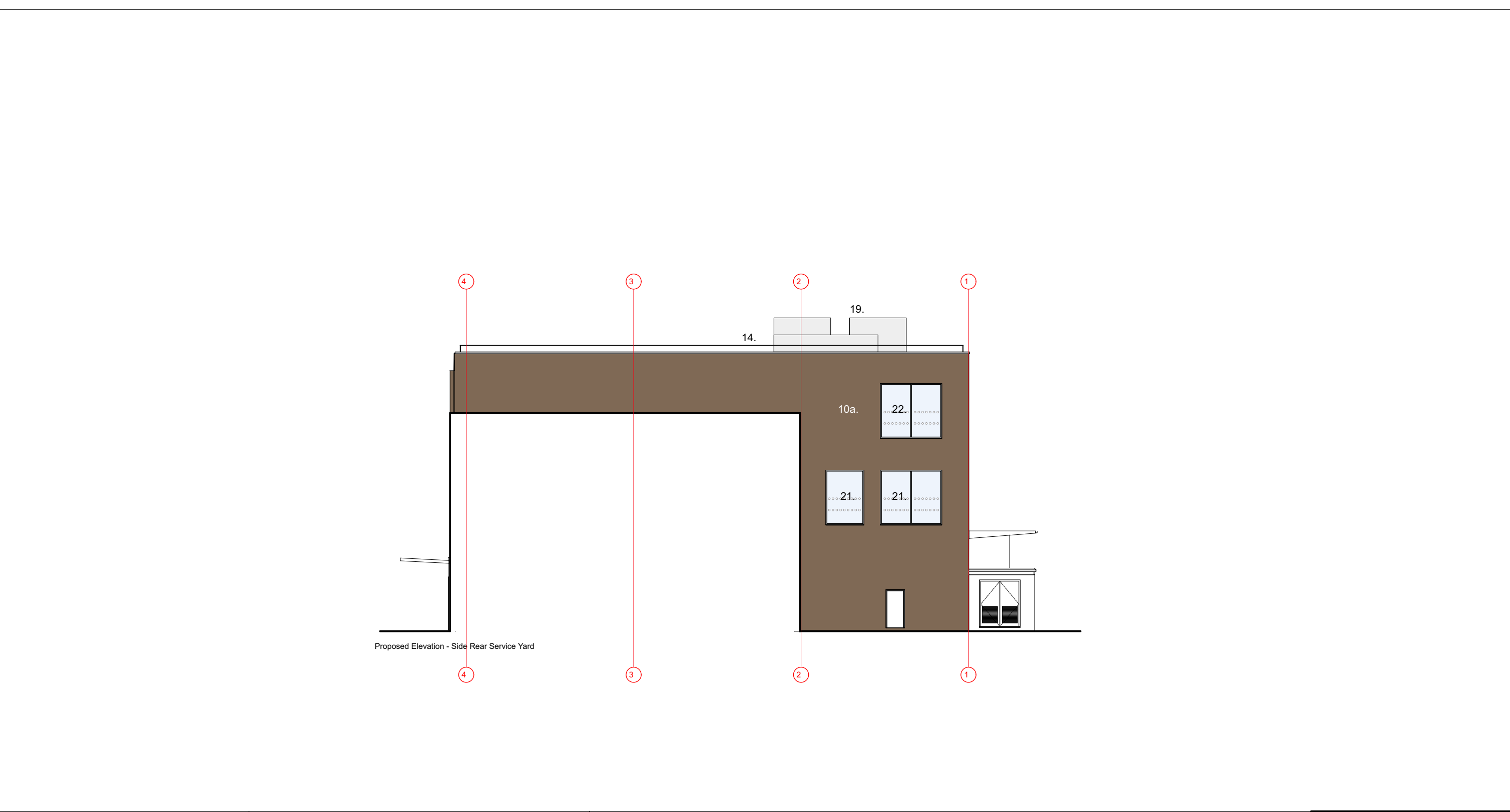
KEY (continued):

9. Signage fixed to aluminium canopy. To be covered by a separate signage/ advertisement consent.
- 10a. Existing brickwork to main building.
- 10b. Banding to top of existing brickwork overlaid with aluminium capping.
11. Rooftop plantroom. Existing walls to be refurbished/ painted. Louvres to Hale Top elevation (3201)
12. Aluminium rainscreen cladding to ground floor area with no glazed curtain walling . To include colour matched fire escape doors.
13. Extent of canopy to be refurbished. Refer to blue dashed line.
14. Proposed perimeter handrail for health and safety/ maintenance.
15. Painted finish to escape door surround. To include colour matched fire escape doors.

KEY (continued):

16. Potential Digital advertising/ information screens (To be covered on separate advertisement consent application)
17. Potential position for projection (To be covered on separate advertisement consent application)
18. Existing surface mounted cables currently located on brickwork to be fixed under projecting facade
19. Rooftop plant equipment.
20. New opening to be made in level 1 stair lobby for proposed AOV.
21. Proposed new full height windows to fit existing louvre S.O.
22. New window on level 2 to match window dimensions on level 1.
23. Vents where required at high level

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DRAWING STATUS		PLANNING	
PROPERTY TITLE			
UPRN 010090241040		DFE NO. -	
PROJECT TITLE Wythenshawe Civic Centre			
DRAWING TITLE Proposed Elevation 02 - Hale Top			
JOB NO 601	FIRST ISSUE 16/12/2024	REV DATE 18/02/2025	REV P05
REV P05	REV NOTE Planning Issue		
SCALE 1:200 @ A3	AUTHOR AA	CHECKED BY AA	APPROVED BY LC
DRAWING NO. 45848 - AE - 01 - XX - D - A - 3201 - S3 - P05			

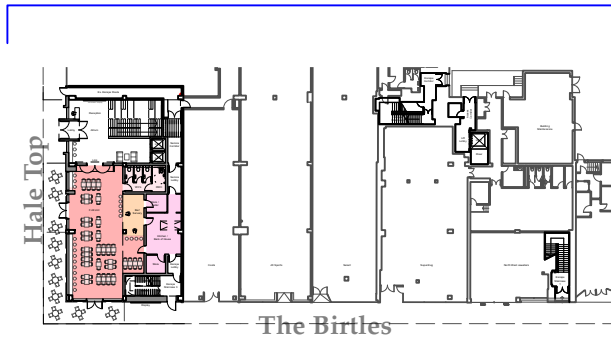


SCALE

0 1 2 5 10

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- KEY:
- Two storey curtain wall glazed entrance with aluminium framed canopy/ lobby around entrance door.
 - Existing canopy removed to entrance location (only) to highlight double height space and location.
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 - Single storey curtain wall glazing to F+B unit.
 - F+B Glazed Entrance Doors
 - Existing tiled facade. Existing services fixed to external face to be tidied up
 - Existing windows to be replaced.
 - New roof finish and aluminium fascia to canopy with painted soffit
- KEY (continued):
- Signage fixed to aluminium canopy. To be covered by a separate signage/ advertisement consent.
 - Existing brickwork to main building.
 - Banding to top of existing brickwork overlaid with aluminium capping.
 - Rooftop plantroom. Existing walls to be refurbished/ painted. Louvres to Hale Top elevation (3201)
 - Aluminium rainscreen cladding to ground floor area with no glazed curtain walling . To include colour matched fire escape doors.
 - Extent of canopy to be refurbished. Refer to blue dashed line.
 - Proposed perimeter handrail for health and safety/ maintenance.
 - Painted finish to escape door surround. To include colour matched fire escape doors.

- KEY (continued):
- Potential Digital advertising/ information screens (To be covered on separate advertisement consent application)
 - Potential position for projection (To be covered on separate advertisement consent application)
 - Existing surface mounted cables currently located on brickwork to be fixed under projecting facade
 - Rooftop plant equipment.
 - New opening to be made in level 1 stair lobby for proposed AOV.
 - Proposed new full height windows to fit existing louvre S.O.
 - New window on level 2 to match window dimensions on level 1.
 - Vents where required at high level

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DRAWING STATUS		PLANNING	
PROPERTY TITLE			
UPRN 010090241040		DFE NO. -	
PROJECT TITLE Wythenshawe Civic Centre			
DRAWING TITLE Proposed Elevation 03 - Side			
JOB NO. 601	FIRST ISSUE 13/02/2025	REV DATE 18/02/2025	REV P02
REV P02	REV NOTE Planning Issue		
SCALE 1:200 @ A3	AUTHOR AA	CHECKED BY AA	APPROVED BY LC
DRAWING NO. 45848 - AE - 01 - XX - D - A - 3203 - S3 - P02			

APPENDIX B TRICS Output: Employment - Offices

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

Calculation Reference: AUDIT-754101-250224-0213

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	BO BEDFORD	1 days
	ES EAST SUSSEX	2 days
	HF HERTFORDSHIRE	2 days
	KC KENT	3 days
	SO SLOUGH	2 days
	SS SOUTHEND ON SEA	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	BR BRISTOL CITY	2 days
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	4 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CU CUMBERLAND	1 days
	IM ISLE OF MAN	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 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
12	CONNAUGHT	
	CS SLIGO	1 days
	RO ROSCOMMON	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	1 days
	MG MONAGHAN	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: 118 to 45000 (units: sqm)
 Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/06/24

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	11 days
Tuesday	9 days
Wednesday	10 days
Thursday	13 days
Friday	11 days

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

Selected survey types:

Manual count	54 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	17
Edge of Town Centre	37

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	5
Residential Zone	6
Built-Up Zone	29
High Street	4
No Sub Category	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	15 days - Selected
Servicing vehicles Excluded	48 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	54 days
-----------	---------

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

Filter by Site Operations Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	8 days
20,001 to 25,000	7 days
25,001 to 50,000	24 days
50,001 to 100,000	2 days
100,001 or More	1 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	3 days
125,001 to 250,000	18 days
250,001 to 500,000	8 days
500,001 or More	8 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	21 days
1.1 to 1.5	30 days
1.6 to 2.0	3 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	13 days
No	41 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	54 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BC-02-A-08	OFFICES		BOURNEMOUTH CHRISTCHURCH & POOLE
	HOLDENHURST ROAD			
	BOURNEMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2600 sqm		
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL	
2	BH-02-A-05	OFFICES		BRIGHTON & HOVE
	ROMAN ROAD			
	HOVE			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL	
3	BO-02-A-01	OFFICES		BEDFORD
	BROMHAM ROAD			
	BEDFORD			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1469 sqm		
	Survey date: MONDAY	14/10/13	Survey Type: MANUAL	
4	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	
5	BR-02-A-03	ARCHITECTS		BRISTOL CITY
	COLSTON STREET			
	BRISTOL			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	118 sqm		
	Survey date: MONDAY	15/11/21	Survey Type: MANUAL	
6	CS-02-A-02	COUNCIL OFFICE		SLIGO
	QUAY STREET			
	SLIGO			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2750 sqm		
	Survey date: FRIDAY	01/11/13	Survey Type: MANUAL	
7	CU-02-A-02	OFFICE		CUMBERLAND
	PORT ROAD			
	CARLISLE			
	Edge of Town Centre			
	Industrial Zone			
	Total Gross floor area:	925 sqm		
	Survey date: FRIDAY	24/06/16	Survey Type: MANUAL	
8	CV-02-A-02	SOLICITORS		CAVAN
	GRANARD STREET			
	BALLYJAMESDUFF			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	170 sqm		
	Survey date: TUESDAY	25/10/22	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	DC-02-A-09 THE GROVE DORCHESTER	COUNCIL OFFICES		DORSET
	Edge of Town Centre Built-Up Zone Total Gross floor area:	11664 sqm		
	Survey date: MONDAY	28/11/11	Survey Type: MANUAL	
10	DL-02-A-04 AMIENS STREET DUBLIN DOCKLANDS	OFFICES		DUBLIN
	Edge of Town Centre Development Zone Total Gross floor area:	13827 sqm		
	Survey date: THURSDAY	20/05/10	Survey Type: MANUAL	
11	DN-02-A-02 ST ORANS ROAD BUNCRANA	COUNCIL OFFICES		DONEGAL
	Edge of Town Centre Residential Zone Total Gross floor area:	400 sqm		
	Survey date: MONDAY	28/06/10	Survey Type: MANUAL	
12	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	
13	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBY
	Edge of Town Centre No Sub Category Total Gross floor area:	594 sqm		
	Survey date: THURSDAY	21/10/21	Survey Type: MANUAL	
14	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	
15	ES-02-A-01 SOUTH STREET EASTBOURNE	OFFICES		EAST SUSSEX
	Town Centre High Street Total Gross floor area:	506 sqm		
	Survey date: THURSDAY	21/03/24	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

16	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	
17	GM-02-A-07 MOSELEY STREET MANCHESTER	LAW OFFICES		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Gross floor area:	4200 sqm		
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL	
18	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	
19	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	
20	GM-02-A-11 SAINT PETER'S SQUARE MANCHESTER	OFFICES		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Gross floor area:	6420 sqm		
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL	
21	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	
22	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	
23	IM-02-A-02 HOPE STREET DOUGLAS	OFFICES		ISLE OF MAN
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	2400 sqm		
	Survey date: FRIDAY	24/05/24	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

24	KC-02-A-09 SANDLING ROAD MAIDSTONE	COUNCIL OFFICES		KENT
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	1500 sqm		
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL	
25	KC-02-A-10 SANDLING ROAD MAIDSTONE	COUNCIL OFFICES		KENT
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	2900 sqm		
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL	
26	KC-02-A-11 SANDLING ROAD MAIDSTONE	COUNTY HALL		KENT
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	32793 sqm		
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL	
27	KS-02-A-01 BRADFORD ROAD CLECKHEATON	INSURANCE COMPANY		KIRKLEES
	Town Centre High Street			
	Total Gross floor area:	442 sqm		
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL	
28	LE-02-A-04 BURTON STREET MELTON MOWBRAY	COUNCIL OFFICES		LEICESTERSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	3981 sqm		
	Survey date: WEDNESDAY	30/11/16	Survey Type: MANUAL	
29	MG-02-A-01 MARKET STREET MONAGHAN	MOTOR TAX OFFICE		MONAGHAN
	Town Centre High Street			
	Total Gross floor area:	400 sqm		
	Survey date: WEDNESDAY	11/09/13	Survey Type: MANUAL	
30	MS-02-A-02 MOUNT PLEASANT LIVERPOOL	SCIENCE PARK OFFICES		MERSEYSIDE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	11250 sqm		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

31	MS-02-A-04 MANN ISLAND LIVERPOOL MANN ISLAND Edge of Town Centre Development Zone Total Gross floor area: Survey date: TUESDAY	OFFICES 15000 sqm 05/04/22	MERSEYSIDE	Survey Type: MANUAL
32	MT-02-A-02 CASTLE STREET MERTHYR TYDFIL Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: THURSDAY	COUNCIL OFFICES 5250 sqm 17/10/13	MERTHYR TYDFIL	Survey Type: MANUAL
33	NF-02-A-01 CHAPEL STREET KING'S LYNN Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: THURSDAY	COUNCIL OFFICE 5500 sqm 30/09/10	NORFOLK	Survey Type: MANUAL
34	NF-02-A-02 NORTH QUAY GREAT YARMOUTH Edge of Town Centre Commercial Zone Total Gross floor area: Survey date: MONDAY	FINANCIAL PLANNERS 894 sqm 11/09/17	NORFOLK	Survey Type: MANUAL
35	NF-02-A-03 NORTH QUAY GREAT YARMOUTH Edge of Town Centre Commercial Zone Total Gross floor area: Survey date: TUESDAY	OFFICES 5500 sqm 12/09/17	NORFOLK	Survey Type: MANUAL
36	NY-02-A-01 NORTH PARK ROAD HARROGATE Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: THURSDAY	SOLICITORS 178 sqm 04/10/18	NORTH YORKSHIRE	Survey Type: MANUAL
37	NY-02-A-03 STATION ROAD RICHMOND Edge of Town Centre No Sub Category Total Gross floor area: Survey date: FRIDAY	DISTRICT COUNCIL OFFICES 1590 sqm 06/05/22	NORTH YORKSHIRE	Survey Type: MANUAL
38	PB-02-A-03 NEW ROAD PETERBOROUGH Town Centre Built-Up Zone Total Gross floor area: Survey date: TUESDAY	OFFICES 8793 sqm 16/12/14	PETERBOROUGH	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

39	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
40	RO-02-A-02 GOLF LINKS ROAD ROSCOMMON ARDSALLAGH BEG	GOVERNMENT OFFICES		ROSCOMMON
	Edge of Town Centre Residential Zone Total Gross floor area:		7200 sqm	
	Survey date: TUESDAY		23/09/14	Survey Type: MANUAL
41	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
42	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
43	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
44	SS-02-A-01 VICTORIA AVENUE SOUTHEND-ON-SEA	HMRC		SOUTHEND ON SEA
	Town Centre Built-Up Zone Total Gross floor area:		45000 sqm	
	Survey date: WEDNESDAY		23/10/13	Survey Type: MANUAL
45	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
46	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

LIST OF SITES relevant to selection parameters (Cont.)

47	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
48	TW-02-A-07	OFFICES		TYNE & WEAR
	MULGRAVE TERRACE			
	GATESHEAD			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2090 sqm		
	Survey date: MONDAY	13/06/16		Survey Type: MANUAL
49	WK-02-A-02	OFFICES		WARWICKSHIRE
	WHITEHALL ROAD			
	RUGBY			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	540 sqm		
	Survey date: MONDAY	14/11/22		Survey Type: MANUAL
50	WM-02-A-05	OFFICES		WEST MIDLANDS
	WARWICK ROAD			
	COVENTRY			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	960 sqm		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL
51	WO-02-A-01	OFFICES		WORCESTERSHIRE
	ST MARY'S STREET			
	WORCESTER			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	22657 sqm		
	Survey date: FRIDAY	23/05/14		Survey Type: MANUAL
52	WO-02-A-02	OFFICE		WORCESTERSHIRE
	MOOR STREET			
	WORCESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2000 sqm		
	Survey date: MONDAY	14/11/16		Survey Type: MANUAL
53	WS-02-A-05	SOCIAL HOUSING COMPANY		WEST SUSSEX
	NORTH STREET			
	WORTHING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	830 sqm		
	Survey date: TUESDAY	17/05/22		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

54 WS-02-A-07 BUSINESS TECHNOLOGY WEST SUSSEX
HAM ROAD
SHOREHAM-BY-SEA

Edge of Town Centre
No Sub Category
Total Gross floor area: 2780 sqm
Survey date: FRIDAY 11/11/22 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GS-02-A-01	Covid
SR-02-A-02	Covid

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL 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	52	5518	0.458	52	5518	0.055	52	5518	0.513
08:00 - 09:00	54	5326	1.027	54	5326	0.143	54	5326	1.170
09:00 - 10:00	54	5326	0.700	54	5326	0.203	54	5326	0.903
10:00 - 11:00	54	5326	0.329	54	5326	0.218	54	5326	0.547
11:00 - 12:00	54	5326	0.250	54	5326	0.228	54	5326	0.478
12:00 - 13:00	54	5326	0.231	54	5326	0.261	54	5326	0.492
13:00 - 14:00	54	5326	0.274	54	5326	0.250	54	5326	0.524
14:00 - 15:00	54	5326	0.221	54	5326	0.241	54	5326	0.462
15:00 - 16:00	54	5326	0.158	54	5326	0.330	54	5326	0.488
16:00 - 17:00	54	5326	0.147	54	5326	0.689	54	5326	0.836
17:00 - 18:00	54	5326	0.099	54	5326	0.875	54	5326	0.974
18:00 - 19:00	52	5518	0.039	52	5518	0.296	52	5518	0.335
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	3.933			3.789			7.722		

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:	118 - 45000 (units: sqm)
Survey date range:	01/01/10 - 28/06/24
Number of weekdays (Monday-Friday):	54
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	2

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 02 - EMPLOYMENT/A - OFFICE
 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	52	5518	0.001	52	5518	0.001	52	5518	0.002
08:00 - 09:00	54	5326	0.003	54	5326	0.003	54	5326	0.006
09:00 - 10:00	54	5326	0.002	54	5326	0.002	54	5326	0.004
10:00 - 11:00	54	5326	0.003	54	5326	0.003	54	5326	0.006
11:00 - 12:00	54	5326	0.001	54	5326	0.001	54	5326	0.002
12:00 - 13:00	54	5326	0.001	54	5326	0.001	54	5326	0.002
13:00 - 14:00	54	5326	0.001	54	5326	0.001	54	5326	0.002
14:00 - 15:00	54	5326	0.001	54	5326	0.001	54	5326	0.002
15:00 - 16:00	54	5326	0.002	54	5326	0.002	54	5326	0.004
16:00 - 17:00	54	5326	0.001	54	5326	0.001	54	5326	0.002
17:00 - 18:00	54	5326	0.001	54	5326	0.001	54	5326	0.002
18:00 - 19:00	52	5518	0.000	52	5518	0.000	52	5518	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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 C TRICS Output: Leisure – Community Centre

Calculation Reference: AUDIT-754101-250224-0240

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : Q - COMMUNITY CENTRE
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	TE TELFORD & WREKIN	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	3 days
10	WALES	
	PS POWYS	1 days
	SW SWANSEA	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
13	MUNSTER	
	LI LIMERICK	1 days
	TI TIPPERARY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	1 days
17	ULSTER (NORTHERN IRELAND)	
	DO DOWN	1 days

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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: 100 to 1800 (units: sqm)
 Range Selected by User: 100 to 1800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 24/04/24

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

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	5 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	21 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	4
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	8

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	10
Retail Zone	2
Village	4
High Street	2
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:**Use Class:**

F2(b)	21 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	5 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	9 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:

No	21 days
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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	21 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-07-Q-01 HIGH STREET COTTENHAM	COMMUNITY CENTRE	CAMBRIDGESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	500 sqm	
	Survey date: MONDAY	15/10/12	Survey Type: MANUAL
2	CA-07-Q-02 HIGH STREET CAMBOURNE	COMMUNITY CENTRE	CAMBRIDGESHIRE
	Edge of Town Centre High Street		
	Total Gross floor area:	629 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
3	CV-07-Q-01 KILLYMOONEY DRIVE CAVAN	COMMUNITY CENTRE	CAVAN
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	922 sqm	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL
4	DL-07-Q-01 BALLYBOUGH ROAD DUBLIN BALLYBOUGH	COMMUNITY CENTRE	DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL
5	DN-07-Q-01 STATION ROAD BUNDORAN	COMMUNITY CENTRE	DONEGAL
	Town Centre Retail Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	24/04/24	Survey Type: MANUAL
6	DO-07-Q-01 CHURCH ROAD NEAR BELFAST MONEYREAGH	COMMUNITY CENTRE	DOWN
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	19/06/15	Survey Type: MANUAL
7	EC-07-Q-01 WARRINGTON ROAD MERE	COMMUNITY CENTRE	CHESHIRE EAST
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	100 sqm	
	Survey date: TUESDAY	07/11/17	Survey Type: MANUAL
8	FA-07-Q-02 PARKHALL DRIVE FALKIRK MADDISTON	COMMUNITY CENTRE	FALKIRK
	Edge of Town Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: MONDAY	03/06/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	GM-07-Q-01 MOODY STREET STANDISH	COMMUNITY CENTRE	GREATER MANCHESTER
	Edge of Town Residential Zone Total Gross floor area:	270 sqm	
	Survey date: THURSDAY	28/04/22	Survey Type: MANUAL
10	LI-07-Q-01 CASTLE OAKS VIEW LIMERICK DONOUGH O'MALLEY PARK	COMMUNITY CENTRE	LIMERICK
	Edge of Town Residential Zone Total Gross floor area:	1676 sqm	
	Survey date: WEDNESDAY	06/11/13	Survey Type: MANUAL
11	LS-07-Q-01 WATERLOO LANE LEEDS BRAMLEY	COMMUNITY CENTRE	LEEDS
	Neighbourhood Centre (PPS6 Local Centre) Retail Zone Total Gross floor area:	625 sqm	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL
12	NG-07-Q-01 61B MANSFIELD ROAD NOTTINGHAM	COMMUNITY CENTRE	NOTTINGHAM
	Edge of Town Centre Residential Zone Total Gross floor area:	800 sqm	
	Survey date: THURSDAY	13/06/13	Survey Type: MANUAL
13	NY-07-Q-01 SHUTE ROAD CATTERRICK GARRISON	COMMUNITY CENTRE	NORTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area:	316 sqm	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
14	PS-07-Q-01 HOWELL ROAD WELSHPOOL	COMMUNITY CENTRE	POWYS
	Edge of Town Centre No Sub Category Total Gross floor area:	350 sqm	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL
15	SW-07-Q-01 HIGH STREET SWANSEA	COMMUNITY CENTRE	SWANSEA
	Edge of Town Centre High Street Total Gross floor area:	500 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
16	TE-07-Q-01 SOUTHGATE TELFORD SUTTON HILL	COMMUNITY CENTRE	TELFORD & WREKIN
	Edge of Town Residential Zone Total Gross floor area:	1486 sqm	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	TI-07-Q-01 ORMOND DRIVE NENAGH TYONE Edge of Town Residential Zone Total Gross floor area: Survey date: THURSDAY	COMMUNITY CENTRE 160 sqm 13/10/22	TIPPERARY Survey Type: MANUAL
18	TW-07-Q-01 HIGH STREET GATESHEAD WREKENTON Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: Survey date: FRIDAY	COMMUNITY CENTRE 450 sqm 04/10/13	TYNE & WEAR Survey Type: MANUAL
19	TW-07-Q-02 ROSEDON WAY NEWCASTLE BRUNTON Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: Survey date: FRIDAY	COMMUNITY CENTRE 880 sqm 13/11/15	TYNE & WEAR Survey Type: MANUAL
20	TW-07-Q-03 ASKEW ROAD W GATESHEAD TEAMS Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: Survey date: FRIDAY	COMMUNITY CENTRE 750 sqm 24/05/19	TYNE & WEAR Survey Type: MANUAL
21	WM-07-Q-01 PRIOR DERAM WALK COVENTRY CANLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: Survey date: TUESDAY	COMMUNITY CENTRE 560 sqm 18/10/22	WEST MIDLANDS 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 07 - LEISURE/Q - COMMUNITY CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	11	543	0.268	11	543	0.000	11	543	0.268
08:00 - 09:00	21	673	0.821	21	673	0.319	21	673	1.140
09:00 - 10:00	21	673	0.927	21	673	0.538	21	673	1.465
10:00 - 11:00	21	673	0.368	21	673	0.446	21	673	0.814
11:00 - 12:00	21	673	0.382	21	673	0.566	21	673	0.948
12:00 - 13:00	21	673	0.602	21	673	0.637	21	673	1.239
13:00 - 14:00	21	673	0.319	21	673	0.404	21	673	0.723
14:00 - 15:00	21	673	0.425	21	673	0.290	21	673	0.715
15:00 - 16:00	21	673	0.772	21	673	0.644	21	673	1.416
16:00 - 17:00	20	690	0.362	20	690	0.724	20	690	1.086
17:00 - 18:00	20	690	0.782	20	690	0.768	20	690	1.550
18:00 - 19:00	19	687	1.042	19	687	0.536	19	687	1.578
19:00 - 20:00	17	640	0.735	17	640	1.268	17	640	2.003
20:00 - 21:00	16	663	0.207	16	663	0.584	16	663	0.791
21:00 - 22:00	9	697	0.000	9	697	0.478	9	697	0.478
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.012			8.202			16.214

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:

100 - 1800 (units: sqm)

Survey date range:

01/01/10 - 24/04/24

Number of weekdays (Monday-Friday):

21

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

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	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	11	543	0.000	11	543	0.000	11	543	0.000
08:00 - 09:00	21	673	0.014	21	673	0.014	21	673	0.028
09:00 - 10:00	21	673	0.007	21	673	0.007	21	673	0.014
10:00 - 11:00	21	673	0.007	21	673	0.007	21	673	0.014
11:00 - 12:00	21	673	0.021	21	673	0.014	21	673	0.035
12:00 - 13:00	21	673	0.000	21	673	0.007	21	673	0.007
13:00 - 14:00	21	673	0.000	21	673	0.000	21	673	0.000
14:00 - 15:00	21	673	0.000	21	673	0.000	21	673	0.000
15:00 - 16:00	21	673	0.000	21	673	0.000	21	673	0.000
16:00 - 17:00	20	690	0.000	20	690	0.000	20	690	0.000
17:00 - 18:00	20	690	0.000	20	690	0.000	20	690	0.000
18:00 - 19:00	19	687	0.000	19	687	0.000	19	687	0.000
19:00 - 20:00	17	640	0.000	17	640	0.000	17	640	0.000
20:00 - 21:00	16	663	0.000	16	663	0.000	16	663	0.000
21:00 - 22:00	10	672	0.000	10	672	0.000	10	672	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.049			0.098

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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