

Mayfield Phase 1b

Transport Assessment v1.0

December 2024

PREPARED FOR

Landsec U+I



Transport Assessment v1.0

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1. Introduction

Civic Engineers has been appointed by Landsec U+I, to provide transport advice for a planning application at Phase 1b of the Mayfield development in Manchester. This document is the accompanying Transport Assessment.

The proposals form the first residential phase of development as part of a wider regeneration priority area. In 2018, Manchester's Executive Committee endorsed the 'Mayfield Strategic Regeneration Framework' ('SRF'), which sets out a clear ambition to guide the redevelopment, re-modelling and refurbishment of the site within SRF boundary.

The application includes *"Phased redevelopment of Mayfield Phase 1b comprising site remediation and reprofiling followed by the erection of two residential blocks (Use Class C3) comprising 879 no. residential units contained within four buildings ranging from 7 storeys to 24 storeys in height (Plot J) and 7 to 27 storeys in height (Plot K), including ground and first floor commercial spaces comprising restaurant and / or retail units (Use Class E(b) and/or E(a)), and / or indoor sports facilities (Use Class F2) together with highways works, access, servicing, rooftop plant, cycle parking and back of house, along with delivery of associated public realm and other associated works for each relevant phase."*

This application is split into the following plots:

Plot J:

- 385 apartments
- 1,295 sqm. of commercial floorspace

Plot K:

- 494 dwellings
- 2,253 sqm. of commercial floorspace

Development proposals are included in Appendix A.

1.1. Pre-application Discussion with Manchester City Council Highway Officers

This TA has been produced following scoping meetings with MCC highway officers on 21 February 2024 and 27 March 2024, and subsequent email discussions.

Minutes for both meetings are included at Appendix B.

A Scoping Note was issued to MCC on 24 April 2024, which was shared with TfGM (see Section 1.2). Highways officers at MCC provided responses to the questions set out in the Scoping Note. This feedback is included at Appendix C and a summary, with actions taken, provided below:

- It is acceptable that parking surveys are not required on the streets surrounding the site. However, further information on multi-storey car park operations and resident access into nearby car parks is required. A full Traffic Regulation Order review and analysis of the existing on-street parking around the site is also requested – see Section 2.9.2.
- The proposed removal of the northern footway on Mancunian Way and the re-provision of pedestrian routes through the site is acceptable as long as maintenance of the routes is internal to the site, and not from Mancunian Way. – see Section 4.1.
- The estate road within the site should be priority space for pedestrians. – see Section 4.1.
- Agreement that a reduction on 100% cycle parking would be acceptable, though not as low as 50% proposed in the TA Scoping Note – see Section 4.2.1.
- Secure and sheltered cycle parking must be provided for commercial and leisure uses- see Section 2.5.
- Lack of Temperence Street parking restrictions to be addressed – see Section 4.3.5.
- Proposed delivery bays should accommodate home deliveries. Delivery cycle parking should

also be included – see Section 4.2.

- Agreement on the trip generation methodology used. – see Section 0.
- The impact of the closure of the Hoyle Street/ Mancunian Way junction should be assessed in the Transport Assessment – see Section 6.

1.2. Liaison with Transport for Greater Manchester

MCC shared the TA Scoping Note (see above) with TfGM who provided feedback on the proposed methodology for this TA. TfGM's feedback has been incorporated, with the following further information provided:

- Trip generation and distribution methods are acceptable provided that the multi-storey car park in the vicinity of the site has outline approval in relation to the proposed development – it is confirmed that the MSCP is approved under application 137350/JO/2023.
- A trip distribution diagram is suggested to show how trips disperse from the development – this is not required as the hourly trip generation in either direction, i.e. either arriving via Baring Street or departing via Hoyle Street only exceeds 30 trips in one hour, this is at 07:00-08:00 which is outside the peak hour and the trip generation is only 32 and therefore won't have a significant impact.
- Assessment of likely environmental/ traffic impacts of HGVs during the construction process – this is provided in the accompanying Environmental Statement.

1.3. Transport Assessment Content

This Transport Assessment sets out:

- Existing Site and Transport Context
- Policy Context
- Development Proposals
- Trip Generation and Impacts
- Closure of Hoyle Street Junction
- Conclusions

2. Existing Site and Transport Context

2.1. Site Location

The site is located to the southeast of Manchester city centre, shown in Figure 1. Phase 1b is bounded by Phase 1a (planning reference: 137350/JO/2023) to the west which has planning consent with works starting on site imminently, Mayfield Park to the north, Hoyle Street to the east, beyond which is future Phase 3, and the proposed estate road to the south (part of this application) and Mancunian Way beyond.

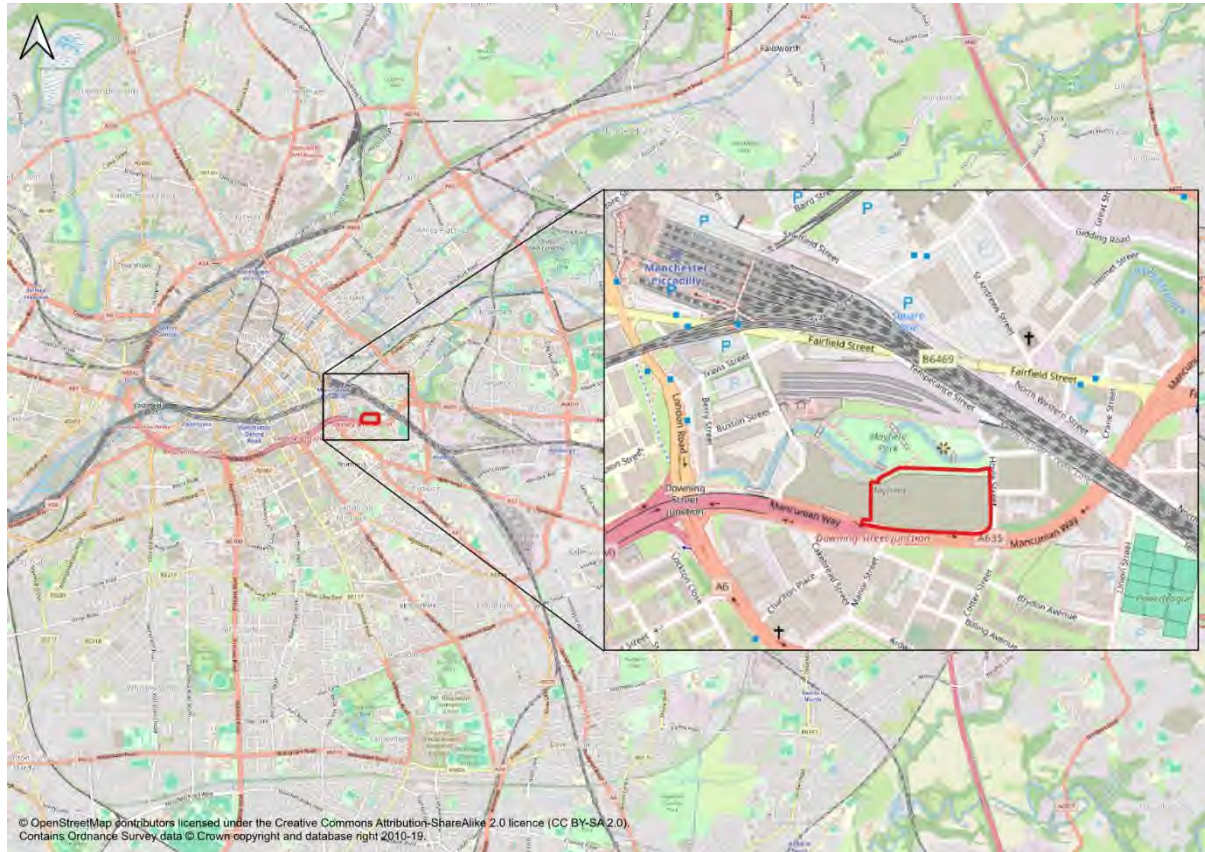


Figure 1: Site location

2.2. Existing Land Use

The site is currently a brownfield site that is vacant. There are no existing structures within the site.

2.3. Review of Mayfield SRF

The proposals form the first residential phase of development as part of a wider regeneration priority area. In 2018, Manchester's Executive Committee endorsed the 'Mayfield Strategic Regeneration Framework' ('SRF'), which sets out a clear ambition to guide the redevelopment, re-modelling and refurbishment of the site within SRF boundary.

The SRF includes suggestion of a pedestrian crossing over Mancunian Way, which does not form part of this application. The neighbouring SRF area to the south, Ardwick, separated from the Mayfield SRF by Mancunian Way, also includes the requirement for a pedestrian crossing.

The requirement for an estate road parallel to Mancunian Way is also included, as is the multi-storey car park at Phase 1a.

2.4. Pedestrian Access

Currently there is no pedestrian access to the site and hoarding surrounds the perimeter. The pedestrian facilities in the surrounding area are generally of good quality. The footway along the south

of the site, adjacent to Mancunian Way is around 3.5m wide (note this is a footway only and not a shared use footway/cycleway), there are however no crossing points on Mancunian Way away from the junctions at the A6 or at Fairfield Street, each around 300m from the site. North of the site is Mayfield Park which provides a network of pedestrian routes and a connection north to Piccadilly Station via Baring Street. The footways of Baring Street are around 2m on the eastern side and variable but generally narrower on the western side. There is no crossing at Travis Street to the north and the footway conditions are poorer here.

To the east of the site the footways on Hoyle Street are in poor condition, they are around 2m wide but are uneven and have step changes at disused vehicle entrances to the site. The footways narrow to the north and there are no pedestrian crossing facilities at Temperance Street.

Figure 2 shows 500m, 1km, and 2km walking isodistances from the site and shows that much of Manchester City Centre is within 2km of the site. This reflects the preferred maximum distance people are willing to walk to reach amenities such as shops, schools and parks as well as social and cultural facilities, based on CIHT (Planning for Walking, 2015) and Sustrans Guidance (Walkable Neighbourhoods 2015).

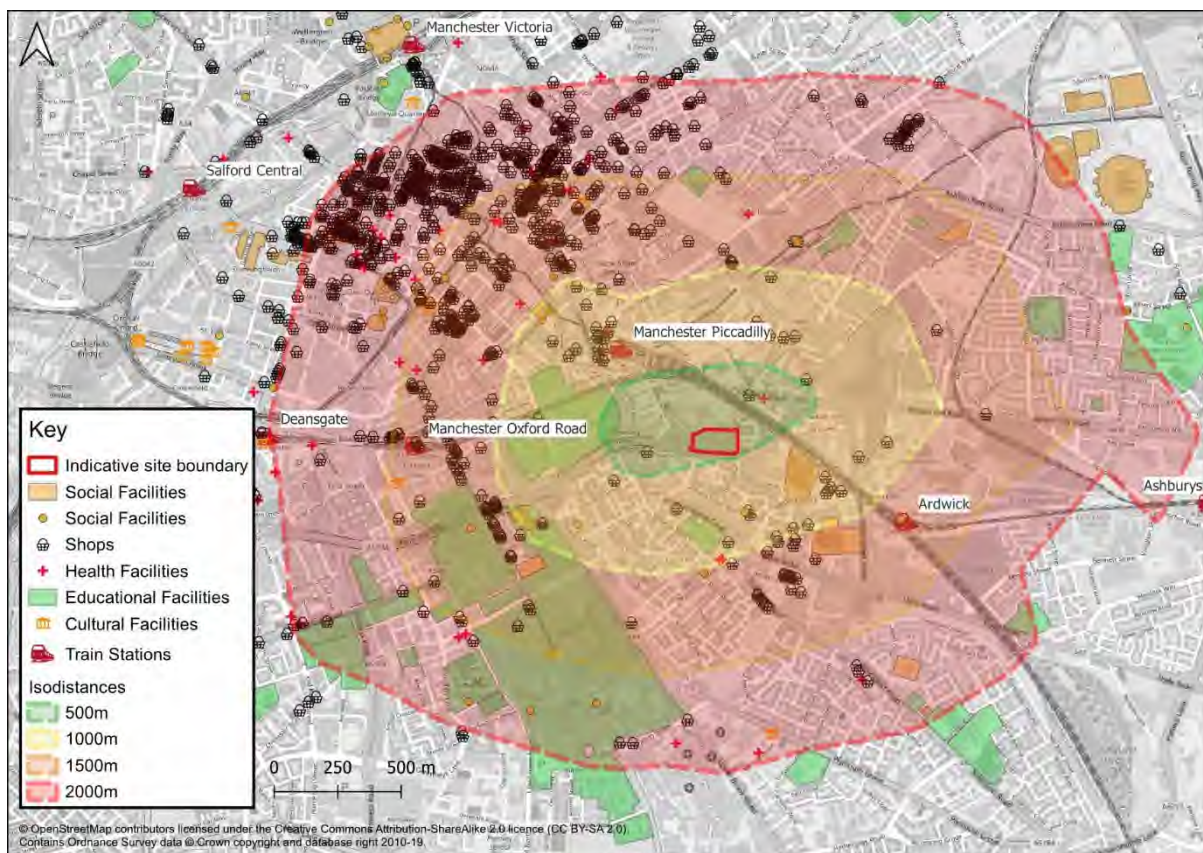


Figure 2: Walking isodistances

Moreover, 800m reflects the distance which people will walk to reach a train station- as is shown in the above Figure, Piccadilly Station is within 800m of the site.

2.5. Cycle Access, Cycle Parking, and Cycle Hire

There are no cycle routes immediately adjacent to the site but there are several routes nearby. The National Cycle Network (NCN) route 66 is to the north of the site, just north of Manchester Piccadilly on Store Street. There are also local routes nearby, to the east of the site off Pin Mill Brow there is access to a local route that roughly follows the banks of the River Medlock. North of the site there is a shared bus/taxi/cycle lane that routes along part of Fairfield Street that routes towards the A6. To the west of the site there is the segregated two-way cycleways on Oxford Road connecting the city centre to the north and Didsbury to the south. There are additional on-carriageway cycle lanes along the A6 London Road, but these are not part of any designated route.

There are cycle stands in the public realm in Mayfield Park adjacent to the site. The nearest cycle hubs are at Oxford Road station or at Piccadilly Gardens. Cycle hubs are secure locations across Manchester that provide places for members to lock their bikes.

There is a 'Beryl Bikes' cycle hire scheme operating in Greater Manchester providing cycles for hire to members of the scheme. The closest stand to the site is on Altrincham Street around 500m to the northwest of the site. Both standard and electric bikes are available for hire.

The existing cycle network, cycle parking, and cycle hire locations are shown in Figure 3.



Figure 3: Existing cycle infrastructure

The beeways are a network of proposed cycle routes to connect Greater Manchester by bicycle. Figure 4 shows the proposed network with a facility running adjacent to the site on Hoyle Street, this route will be dependent on a crossing being provided on the Mancunian Way at the southern end of Hoyle Street.



Figure 4: Proposed cycle network

A distance of 8km takes around 30-35 minutes for the average cyclist and is a distance that is reasonable for commuting. An 8km isodistance is shown on Figure 5.

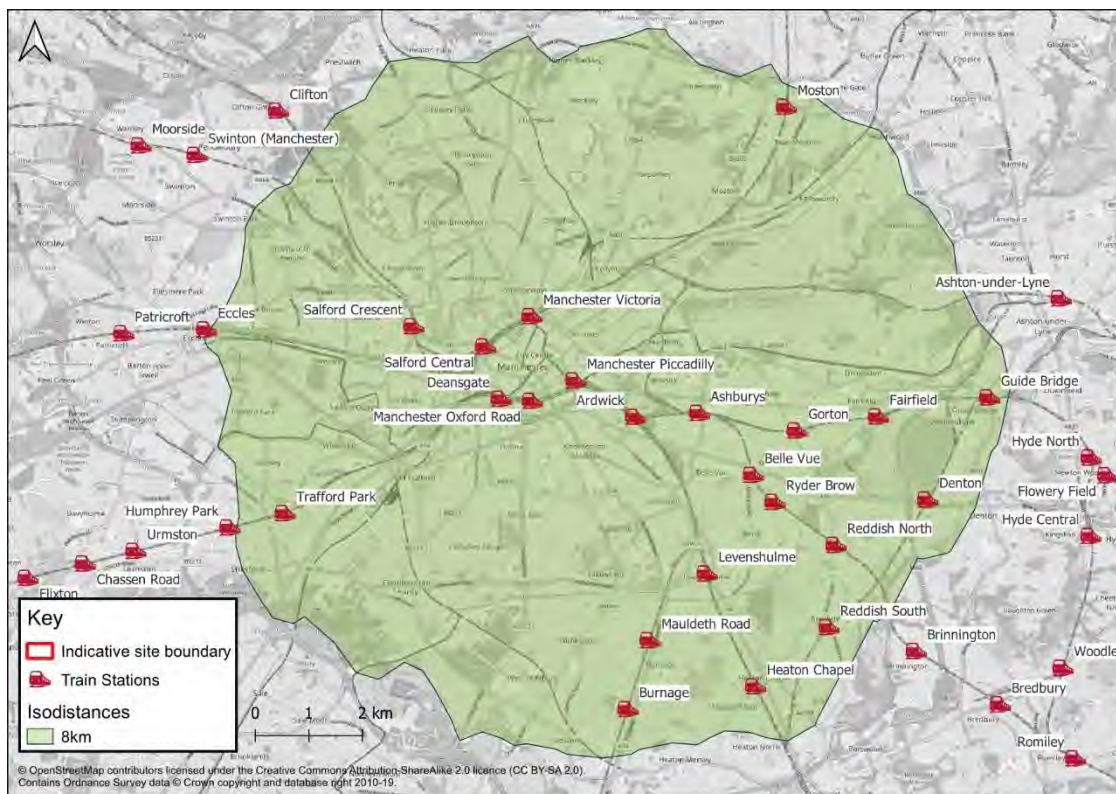


Figure 5: Cycle isodistance

Within the 8km isodistance shown in the above Figure is all of Manchester city centre, central Salford,

Salford Quays, Stretford, Chorlton, Droylsden, Didsbury, and Broughton Park.

2.6. Public Transport Access

The site has excellent public transport access, it sits within an area that scores an 8 on the Greater Manchester Accessibility Level (GMAL) scale. GMAL is a rating of public transport accessibility that rates places on a scale of 1-8 with 1 being the lowest level of accessibility and 8 being the highest. The scores are determined by proximity to services as well as frequency and quality of service.

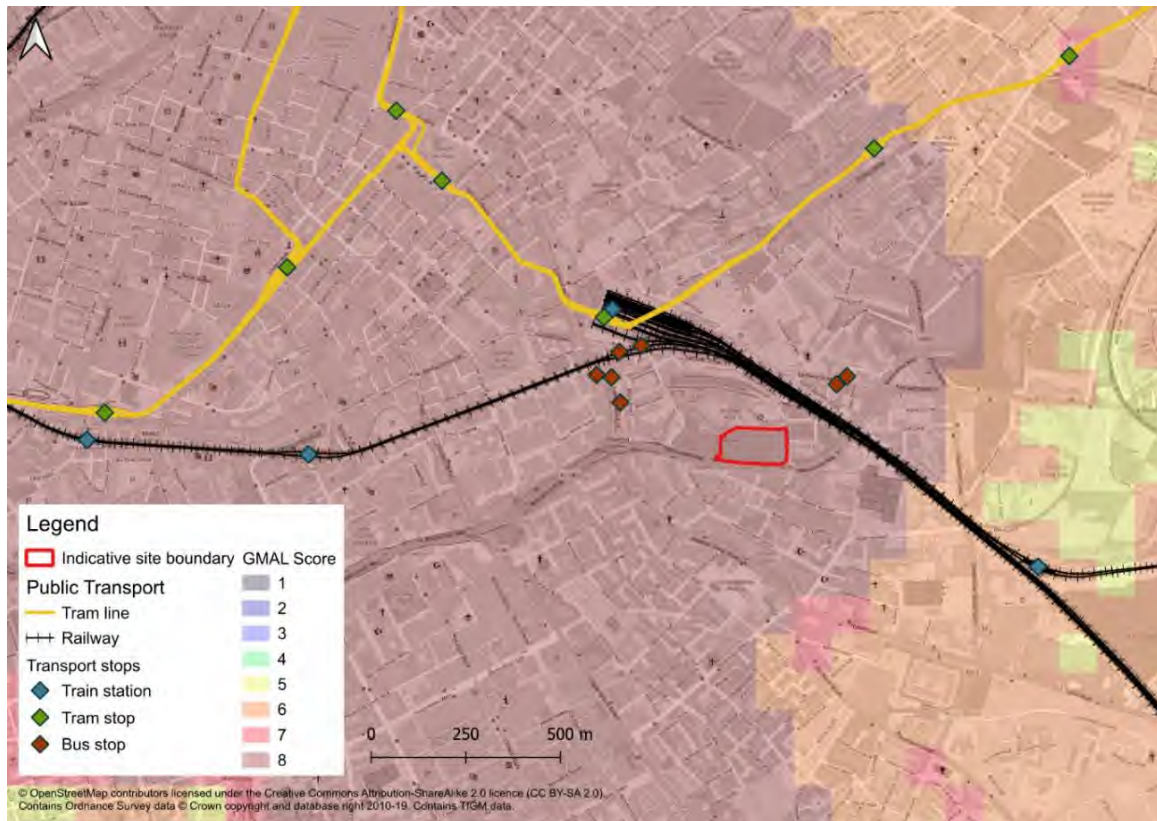


Figure 6: Public Transport

As is shown in the above Figure, the site is approximately 500m from Manchester Piccadilly train station and the associated Piccadilly tram stop. There are also numerous bus stops within 400m of the site.

2.7. Car Club

Car clubs are shared car facilities that will allow users to hire a car for occasional use, rather than having full ownership of a private car. Figure 7 shows the location of car clubs around the site as well as the number of vehicles at each site.

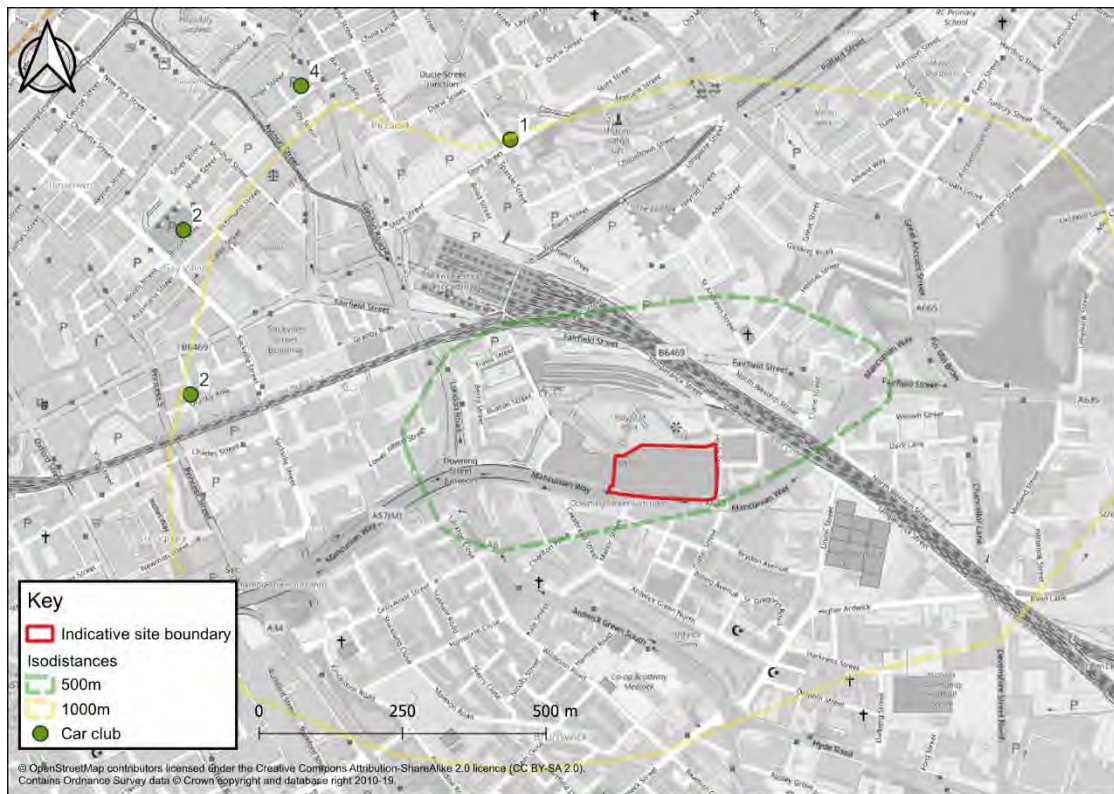


Figure 7: Car club (number indicates how many vehicles at each location).

There are a total of 9 vehicles available to hire within approximately 1km of the site.

2.8. Highway Network

The site currently has a vehicle access from Hoyle Street to the east. There is an alternative, disused, vehicle entrance along the south of the site off Mancunian Way for eastbound traffic only.

The speed limit along Mancunian Way is 30mph to the east and west of the site. The motorway (A57(M)) designation begins after the off-slip where non-motorway traffic leaves the Ring Road. This is notable because there is a pedestrian footway on both sides of the road along the frontage of Phase 1b which would not occur on a motorway. The speed limit is 30mph.

Hoyle Street runs along the east of the development and is a single-carriageway road approximately 6.2m in width with footways varying from 1.0m to 3.0m. There is a junction with Mancunian Way to the south, there are no dropped kerbs or tactile paving at this junction. Hoyle Street also has junctions with Rachel Street and Chapelfield Road, which both in turn lead to Temperance Street. Temperance Street also forms a crossroads with Hoyle Street where traffic on Hoyle Street gives way. Following this junction, Hoyle Street has a further junction with North Western Street and then terminates at a junction with Fairfield Street. Both Chapelfields Road and Rachel Street are subject to 30mph speed limits. North Western Street and Temperance Street are subject to 20mph speed limits.

Chapelfield Road, River Street and Rachel Street will close as part of the wider Mayfield SRF proposals.

Hoyle Street features full parking restrictions from its junction with Mancunian Way to its junction with Temperance Street. Following this point, parking is unrestricted. Similarly, Temperance Street features unrestricted parking to the east of its junction with Hoyle Street. At the Hoyle Street/ Temperance Street junction, there are dropped kerbs at the vertices of each footway, therefore these are not parallel to one another and are not appropriate for visually impaired users. Moreover, there is no tactile paving at this junction.

Baring Street, immediately west of the site, junctions with an unnamed road that links to London Road and Mancunian Way, though the link into Mancunian Way is closed. Moreover, entry into Baring Street from this road is not facilitated. There are dropped kerbs at this junction but no tactile paving. Baring Street is largely subject to no waiting restrictions, from Monday to Friday 08:00 to 18:00 and

08:00 to 12:30 on Saturdays. Baring Street is approximately 5m in width with 1.5m wide footways, though there are many level changes in the footway due to previous junctions with the road. On the west side of the Baring Street carriageway there is a private surface-level car park. On the eastern side there is a pedestrian and cycle access into the Mayfield boulder walk, though this link into Mayfield is not signed for use by cyclists, there are bicycle parking facilities outside the entrance. Baring Street junctions with Buxton Street and Travis Street, which provide access into the Manchester Marriott Hotel car park and Unite Students car park.

The northern side of Buxton Street junction has appropriate tactile paving and a dropped kerb, however the southern side lacks tactile paving and is of a poorer quality. Past this junction, there is a taxi rank area.

The junction of Baring Street and Travis Street forms a crossroads, although the carriageway widths do not match to provide a parallel pedestrian route. Moreover, similar to the Hoyle Street/ Temperance Street crossroads, the dropped kerbs at this junction are incorrectly positioned and do not feature appropriate tactile paving. Past this junction, Baring Street continues briefly until junctioning with Fairfield Street. This final junction also does not feature appropriate tactile paving.

2.9. On-street Car Parking and Traffic Regulation Orders (TROs)

The site is located outside of Zone 4 of Manchester's Controlled Parking Zones (Figure 8).

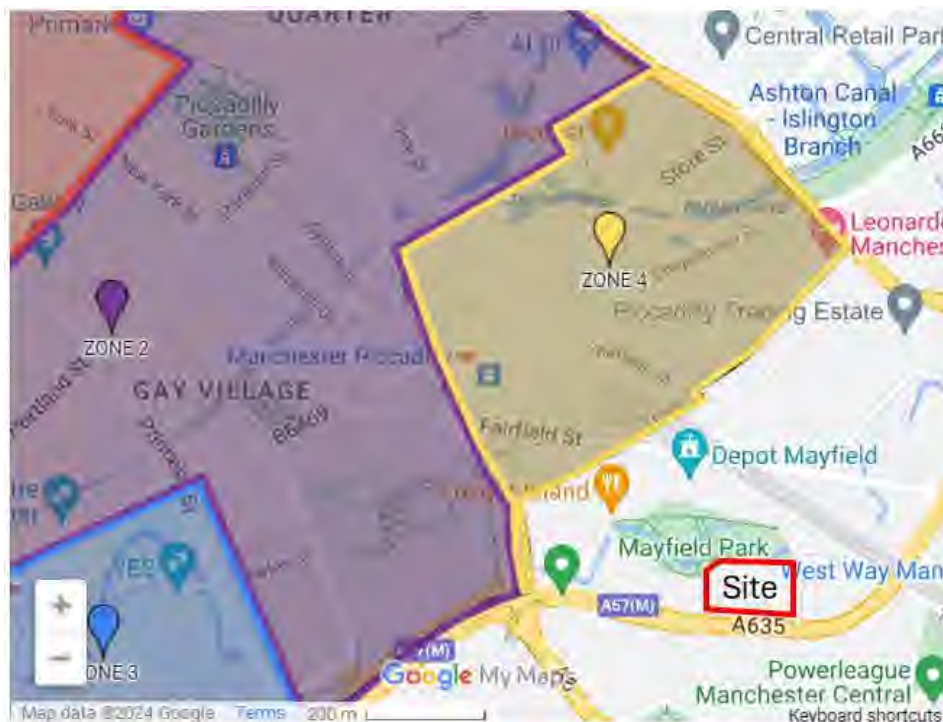


Figure 8: Controlled parking zones

Figure 9 shows the existing TROs surrounding the site.

Hoyle Street to the east of the site has full parking restrictions on both sides of the carriageway (double yellow lines). To the South of the site, parking is not permitted on the A635, and the North of site is bordered by a shared-use path next to Mayfield Park.

Baring Street to the west of the site is subject to single yellow lines with restricted parking and waiting between the hours of 08:00am to 18:00pm from Monday to Friday and 08:00am to 12:30pm on Saturday.

To the north Temperance Street currently has no parking restrictions on the northern side of the carriageway to the west of its junction with Hoyle Street. To the east of this junction, there are no parking restrictions.

Chapelfield Road, River Street and Rachel Street (between Hoyle Street and Temperance Street)

currently allow unrestricted parking. As stated above, these streets will close as part of the wider Mayfield SRF proposals.



Figure 9- Parking restrictions around the site.

2.10. Off-street Parking

There are several at-surface car parks surrounding the site. The majority of these are private car parks for customers or staff and are thus not available to the public. Baring Street car park and Buxton Street car park are both located approximately 100m West of the site. There are a total of 79 spaces in these car parks and they cost £5 to park from 08:00am to 17:00pm.

As part of the approved Mayfield Phase 1a development (planning ref: 137350/JO/2023), which will begin on site imminently, a 488-space multi-storey car park will be constructed.

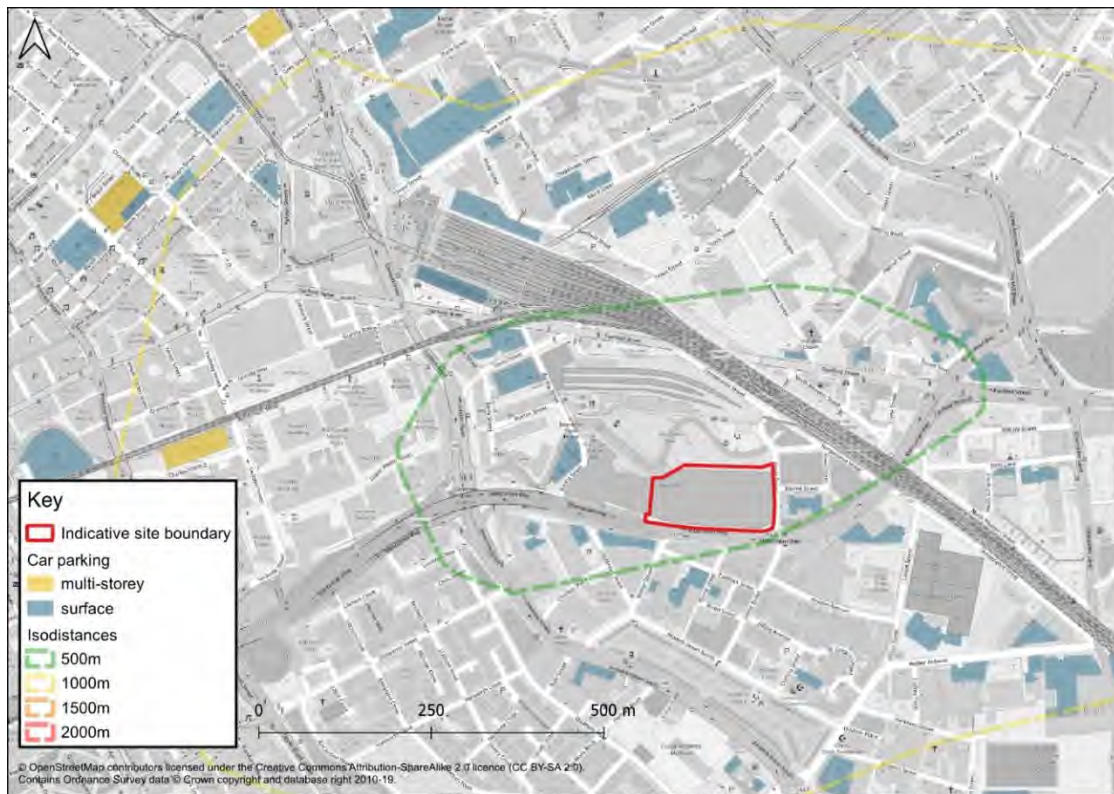


Figure 10: Car parking

2.11. Electric Vehicle Charging

There are no EV charging points within 500m of the site. However, there are two rapid charging points approximately 600m east of the site along the A665. There is also a high density of slow charging points surrounding Manchester Piccadilly station to the North of the site, within 1km.

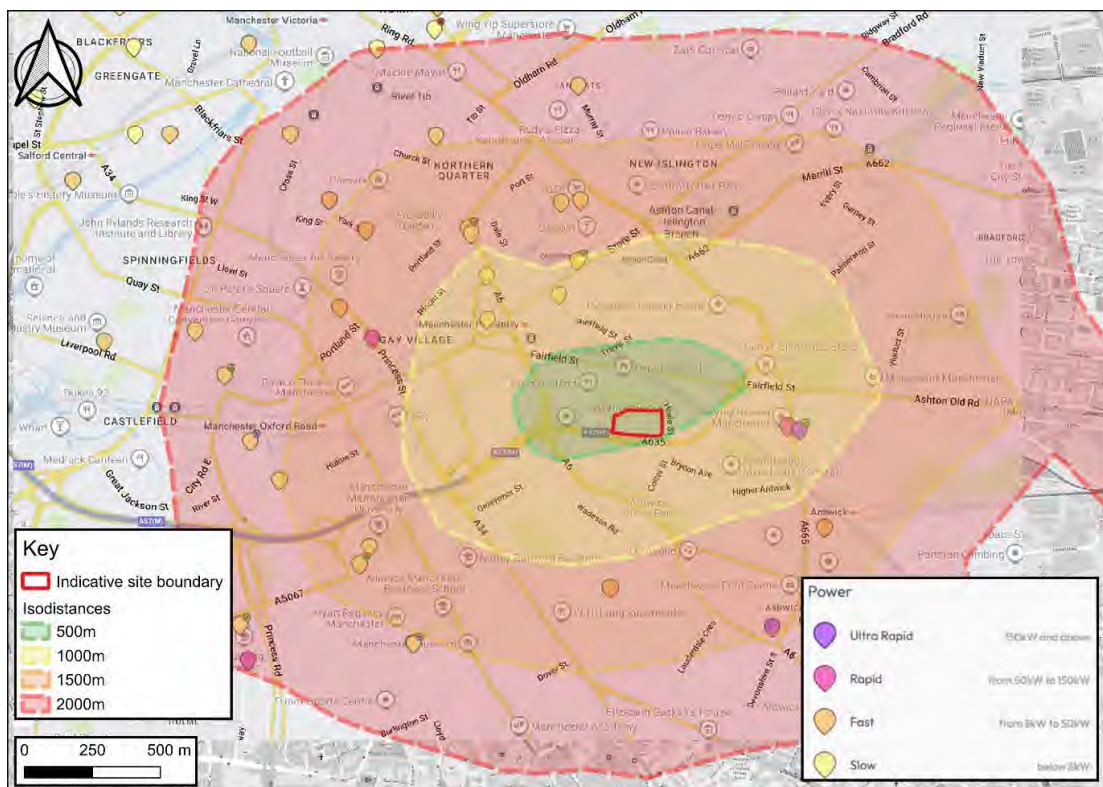


Figure 11: Public EV charging points.

2.12. Traffic Collision Data

In the 5-year period 2018-2022, the most recent data publicly available, the minor roads surrounding the site have experienced no accidents. Further afield from the site, there were clusters of collisions at the junction of Fairfield Street/ Pin Mill Brow and along the A6, at the junction with the A57 and north at the junction with Fairfield street.

Along the A35 south of the site there were three collisions within the past five years. Of these, two are classified as 'slight' in regards to injury severity and one resulting in 'serious' injuries. These accidents have all involved motor vehicles exclusively.

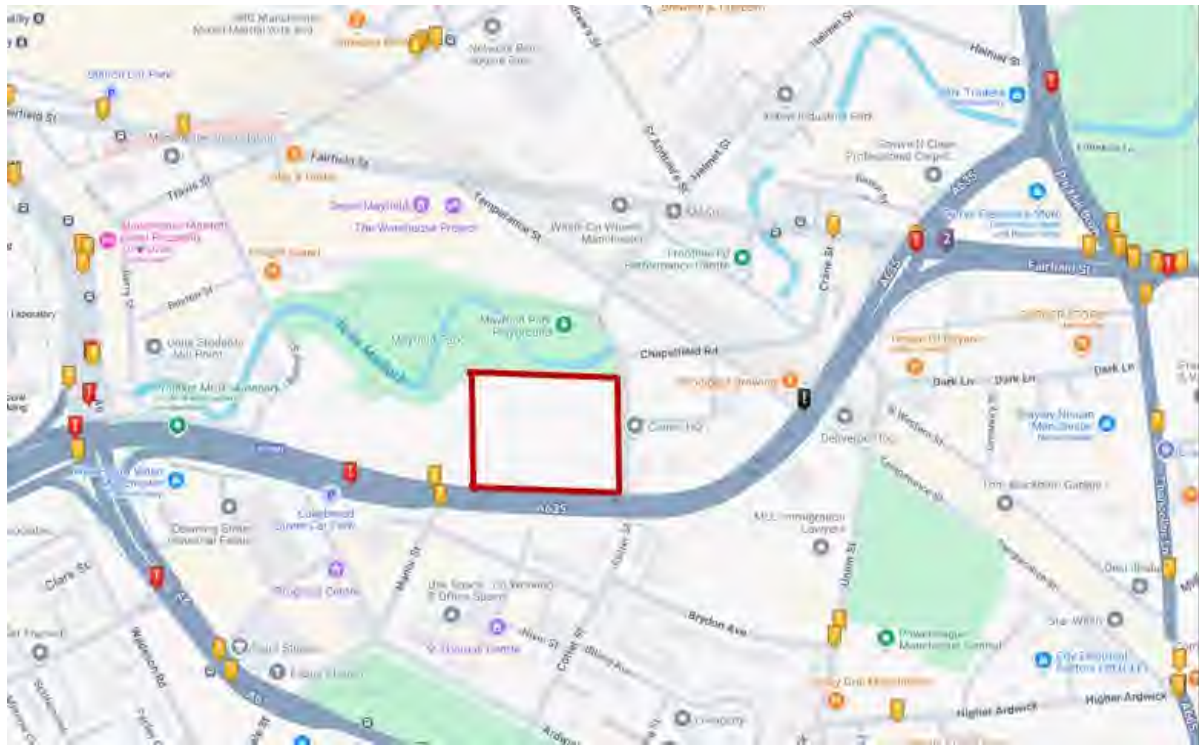


Figure 12: Traffic collisions 2018-2022 (inclusive) (Approximate site boundaries reflected in red).

3. Policy Context

3.1. National Planning Policy Framework

NPPF¹ was originally published in 2012, consolidating a number of planning documents, setting out the government's planning policies for England and how these are expected to be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The most recent version was produced in December 2024, and places greater emphasis on beauty, place-making, the environment, sustainable development and underlines the importance of local design codes.

Chapter 9 is focused on promoting sustainable transport, and a summary of key paragraphs is provided below.

Paragraph 109 of the NPPF states that *“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a. the potential impacts of development on transport networks can be addressed.*
- b. opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.*
- c. opportunities to promote walking, cycling and public transport use are identified and pursued.*
- d. the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse¹ effects, and for net environmental gains; and*
- e. patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”*

Paragraph 110: development should be focused that can be made sustainable, through limiting the need to travel and offering genuine choice of transport modes.

Paragraph 115 states that: *“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.*
- b. safe and suitable access to the site can be achieved for all users;*
- c. the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Paragraph 116 goes on to say that: *“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.*

¹ National Planning Policy Framework, December 2024. (Accessed 17/11/24)

Within this context, applications for development should:

- a. *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
- b. *address the needs of people with disabilities and reduced mobility in relation to all modes of transport.*
- c. *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.*
- d. *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e. *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

3.2. The Climate Emergency

The aspiration to reduce car use and car ownership over time is a common thread running through emerging national and local planning policies, with its links to improved local air quality, reduced impact on global climate change, increased activity levels among residents and reduction in conflict between vehicles and pedestrians/cyclists.

In July 2019 Manchester City Council announced a Climate Emergency, with the target for Manchester to become a zero carbon city by 2038. Manchester has a Climate Change Action Plan 2020-25 which sits alongside a citywide framework produced by Manchester Climate Change Partnership.

3.3. Manchester’s Core Strategy 2012-2027

The policies within the Core Strategy which are of relevance to this Transport Assessment are set out below.

Policy T 1 Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- *Improve choice by developing alternatives to the car.*
- *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.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment. Improve and develop further Manchester’s cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*

- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 1. *Pedestrians and disabled people*
 2. *Cyclists, public transport,*
 3. *Commercial access,*
 4. *General off-peak traffic,*
 5. *General peak time traffic.*

Policy T 2 Accessible areas of opportunity and need

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.*
 - *Links within East Manchester to employment locations, Central Park and Eastlands in particular.*
 - *Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.*
 - *Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.*

- *Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.*
- *Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:*
 - *District Centres*
 - *Areas not within the City Centre or District Centres*
- *The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.*
- *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.*

3.4. Greater Manchester Transport Strategy 2040

Adopted in 2017 and updated in 2021, the Greater Manchester Transport Strategy 2040 has the vision 'to make Greater Manchester one of the best places in the world to grow up, get on and grow old'. It sets out how Government funding will be allocated by this devolved authority to address long-term challenges such as a rapidly growing and ageing population, climate change and the need to improve productivity and reduce social inequality in the city region.

It sets the Right Mix vision for 50% of trips to be made by sustainable modes by 2040, with no net increase in motor vehicles.

3.5. Ardwick Neighbourhood Development Framework

The NDF for Ardwick was produced in September of 2020 to guide the future development of Ardwick Green neighbourhood in central Manchester. Transport aspects of this Framework involve the enhanced provision of pedestrian infrastructure, including more crossings at junctions and restrictions of commuter car parking. Prioritisation of pedestrians and cyclists is listed as a priority within this NDF.

3.6. IDM SRF

ID Manchester is located approximately 450m to the west of the Mayfield 1b site and involves the regeneration of University of Manchester buildings for usage as a commercial tech hub. The SRF for the site sets out principles of connectivity, openness and accessibility with the wider transport network. New and enhanced routes are envisaged that will draw people into and through the Framework Area. When combined with the shared spaces, this would form a strong public realm framework for IDM made up of a connected network of legible and accessible public spaces for people to move through and dwell in.

4. Development Proposals

This section sets out the proposals for the Mayfield Phase 1b development. The masterplan for the site can be viewed in Appendix A.

4.1. Pedestrian and Cycle Access

Pedestrian access to Phase 1b will be provided from the park side to the north via a wide Boulder Walk between Plot K and Plot J.

Pedestrian access from the south will be from a new footway on the north side of the Estate Road, which will be at least 2.5m in width, decreasing to 2m at pinch-points, in line with design principles for an Active Neighbourhood Street as defined in Greater Manchester Streets for All. The existing footway on the north side of Mancunian Way (i.e. the south side of the Estate Road) will be replaced with a green strip comprising of planted SUDs features. This provides a barrier between pedestrians and Mancunian Way that will screen the road from the development and create a more pedestrian-friendly environment.

Pedestrians will also be welcome to walk in the Estate Road carriageway, which is designed not as a traditional highway but as a pedestrian priority space, where vehicles are permitted but will travel at very slow speeds. By restricting access to general traffic (see Section 4.4), the Estate Road will have traffic flows below 100 vehicles per hour set out in Manual for Streets as the threshold where pedestrians feel comfortable sharing space with vehicles. This analysis of hourly flow is provided at Section 5.3.

In order that a pedestrian route is provided on both sides of Mancunian Way but noting that the Estate Road will be maintained privately and not by MCC, the pedestrian route through the site will have a public right of access, replacing the footway directly adjacent to the north side of the Mancunian Way. Walking along the Estate Road will be preferable to walking along Mancunian Way as it will be screened from traffic movements by trees and landscaping, and will be along the active frontage of Plots J and K.

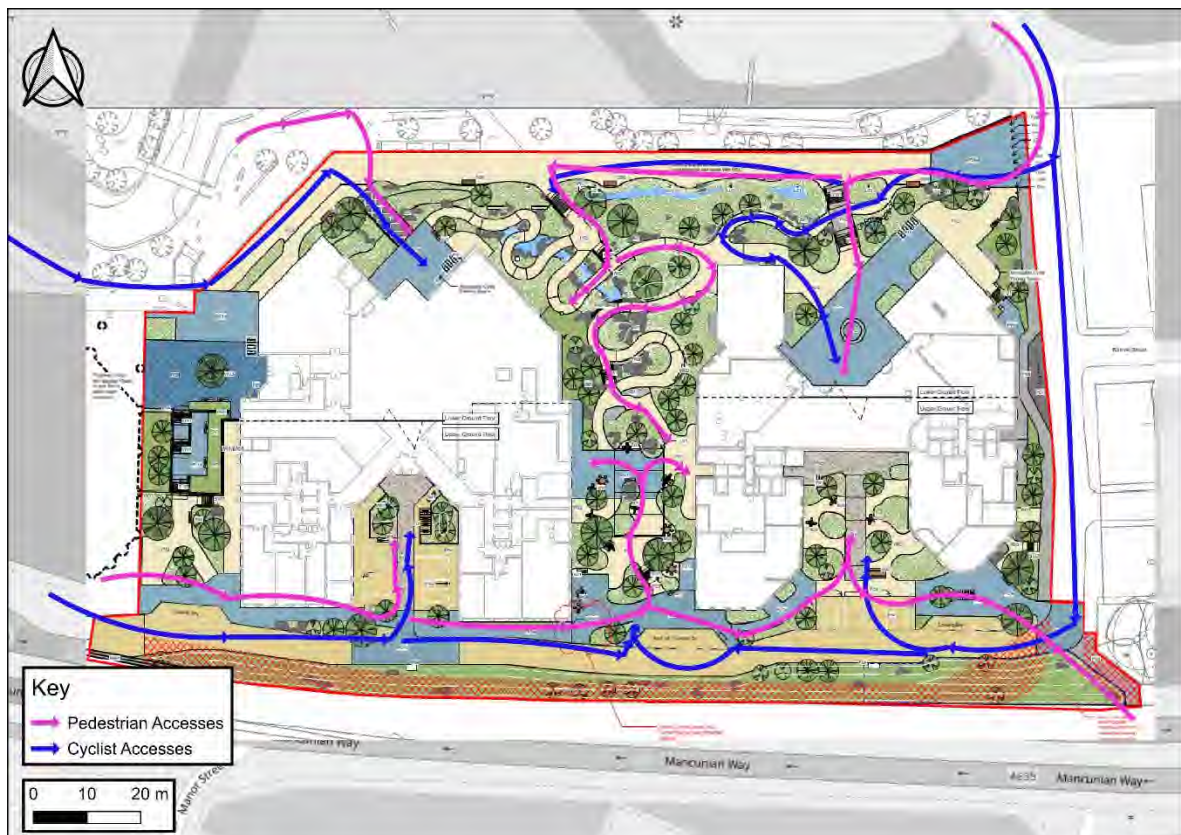


Figure 13- Pedestrian accesses into the site.

Cycle connectivity along the Estate Road will be on-road for both eastbound and westbound journeys:

cyclists will be permitted to travel both ways on the street and vehicles will be restricted to one-way travel from west to east. No segregated facilities will be provided as predicted traffic flows will be below 2000 per day (see Section 5.3), therefore on-street cycling is appropriate in line with LTN 1/20.

Pedestrian movement along and over Mancunian Way

Both the Ardwick and Mayfield SRFs include future provision of a pedestrian and cycle crossing on Mancunian Way in the vicinity of Hoyle Street. This crossing is supported by the applicant, however delivery of this is not proposed by this application. The provision of a new pedestrian and cycling crossing is subject to MCC and TfGM review in line with the aspirations of the SRFs and will be of benefit to people living and working within the Mayfield SRF area and those in the Ardwick SRF area, and will aid wider connectivity and permeability, supporting sustainable travel choices and reducing the current severance issues created by Mancunian Way in this location.

It is understood that there is wider MCC/TfGM feasibility study currently underway regarding a change in environment on Mancunian Way in order to further reduce severance and reduce vehicle dominance and hostility towards pedestrians. Mancunian Way is not a motorway along the frontage of the Phase 1b site or in the vicinity of the Hoyle Street junction where a pedestrian and cycle crossing will be created. In this location the road is the A635. The motorway (A57(M)) designation begins after the off-slip where non-motorway traffic leaves the Ring Road. This is notable because there is a pedestrian footway on both sides of the road along the frontage of Phase 1b which would not occur on a motorway. The speed limit is 30mph. Vehicles turning into Hoyle Street currently have to slow to 20mph and therefore there is precedent for vehicles being slowed to wait for vehicles to turn.

Note that the existing footways on Mancunian Way in the vicinity of the site are footways only and are not shared-use footways/cycleways.

4.2. Cycle Parking

4.2.1. Residential Cycle Parking

Plot J proposes a 50% provision of total apartment numbers from day 1 at upper ground floor and mezzanine level with a scissor lift and protected stair.

An additional area of mezzanine (above the commercial unit in J1, noted on plans as 'surplus cycle storage provision') is available to achieve up to 80% future total provision if required. This mezzanine area will be utilised as rentable residents' storage space until demand for further cycle storage is required.

All wider-spaced (accessible) cycle stands will be at ground floor of the cycle store with double-height racks on the mezzanine.

Breakdown of provision:

- 196 spaces total, 50% provision of 390 homes
- 6no. spaces (3%) enlarged accessible/cargo-type bike stands, located on mezzanine
- 46no. spaces (24%) at 1m centres, on 23no. Sheffield stands, located at ground floor
- 144no. spaces (74%) 72no. Josta-type gas-assisted double-height racks, located on mezzanine

Plot K proposes 80% provision, comprised of:

- 360 spaces on double-height racks (92.5%)
- 20 on Sheffield stands (5%)
- 10 on wider-spaced Sheffield stands (2.5%)

A provision equating to 50% of apartments will be provided at Upper Ground Level from day 1, with the remainder able to be added at mezzanine level if required. A cycle lift is provided.

It is understood that TfGM and Active Travel England aspirations are for 1 cycle parking space per unit/bedroom. It is considered that 1:1 would be a significant overprovision, which was discussed with MCC during pre-application discussions, representing a large area of the residential plots which could be used for other residential amenity.

Requiring 1:1 assumes that every single resident/household cycle, which is not realistic. With such a short walk to Piccadilly for rail, tram and bus services, as well as to Manchester city centre, 100% of people wanting to cycle is not likely. What's more, even with a dramatic shift towards cycling – with widescale Dutch-style cycle infrastructure, culture change and massive uptake of e-bikes, the Propensity to Cycle tool² indicates that in this area, cycling would be at 37% at most.

Therefore, an alternative provision for resident cycle parking at 50% is considered appropriate and sufficient, with provision to uplift this to 80% if demand shows this is required. This can be monitored via the Travel Plan.

4.2.2. Visitor Cycle Parking

Visitor cycle parking will be provided within the public realm close to the main entrances. 36 short-stay cycle parking stands will be provided for both Plots J and K.

4.3. Car Parking

4.3.1. Car Free Development

The development will be car free except for disabled parking. This reflects the highly accessible location of the development, and this strategy has been agreed with MCC during pre-application discussions.

4.3.2. Disabled Car Parking

7 disabled car parking spaces are proposed in total. 4 of these bays will be within 50m of the entrance to Plot K and 3 will be within 50m of the Plot J entrance, as shown in Figure 14.

The disabled parking spaces are provided close to the building entrances. These bays will have EV charging provision.

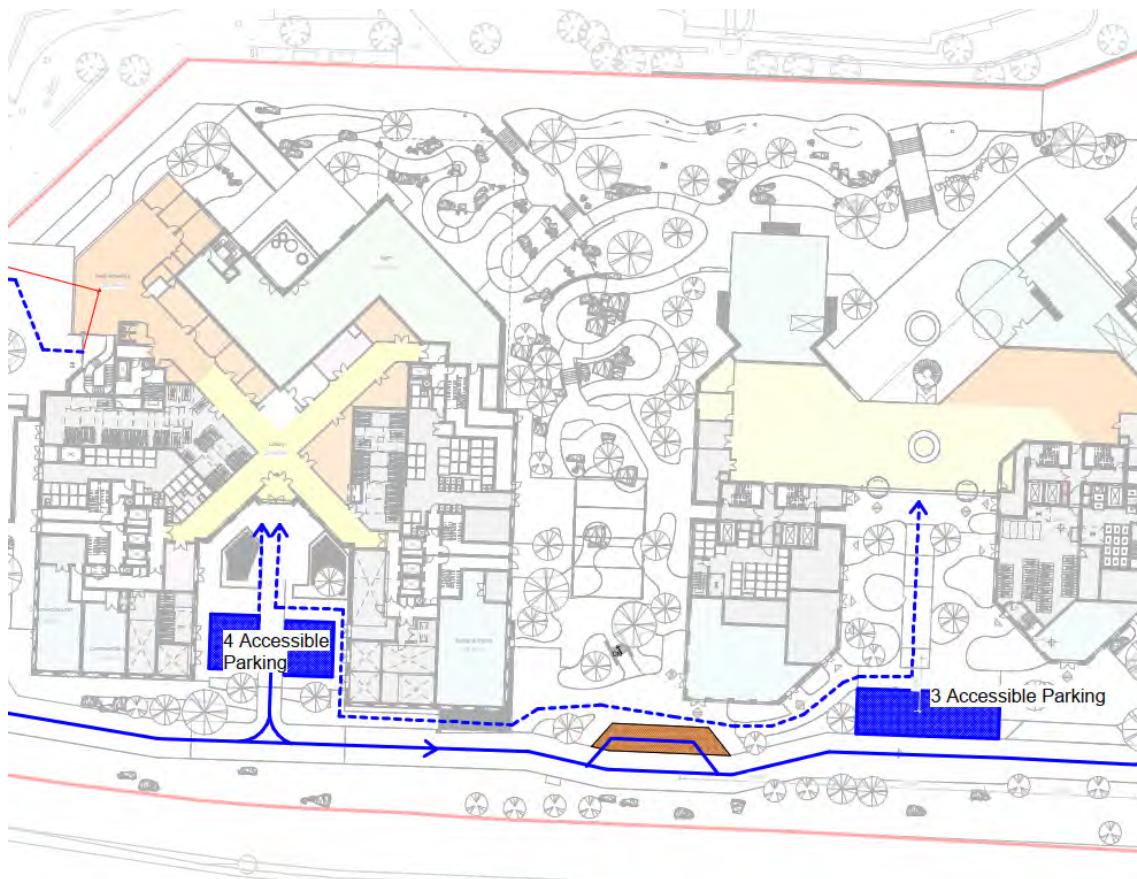


Figure 14: Disabled Car Parking Proposals.

² <https://www.pct.bike/>

4.3.3. Electric Vehicle Charging

Electric vehicle charging will be available in the MSCP (see Section 4.3.4) at Phase 1a, and at the disabled car parking spaces at Plot K and Plot J for the people entitled to park there.

4.3.4. Multi-storey Car Park

As above, Phase 1b will be car-free except for disabled parking, and will be marketed to people who do not own a car, with a proactive Travel Plan in place to encourage and enable people to live car-free lifestyles and make sustainable travel choices.

People living at the development will be able to park at the new MSCP at Mayfield if they choose.

4.3.5. Impact on Surrounding Streets

The impact on surrounding streets of the development being car free is considered to be minimal:

- Parking on Hoyle Street will not be possible as double yellow line TROs are already in place.
- Chapelfield Road, River Street and Rachel Street are to be closed to traffic as part of the wider Mayfield SRF proposals
- Temperance Street – there are double yellow line TROs in place north of Hoyle Street. South of Hoyle Street unrestricted parking is understood to be largely used by commuters as free parking for the city centre. As the Mayfield masterplan is developed, it will be sensible to introduce TROs to control parking in this area.
- Baring Street – it is understood that proposals for Baring Street as part of Mayfield Phase 1a include TROs to restrict on-street parking.

4.4. Estate Road and Vehicle Access

4.4.1. Estate Road as Active Neighbourhood Street

A new Estate Road will be created which will run parallel to Mancunian Way. This is one of the principles of the SRF, and the Estate Road has the following objectives:

- Provide emergency and maintenance access
- Be a welcoming and attractive setting for the new buildings
- Be a pedestrian and cycle priority space, facilitating links between Mayfield and Ardwick
- Provide access for taxis, servicing and deliveries for Phase 1b buildings
- Allow for utilities – HV cables, foul and service water
- Be deliverable in the short/medium term without significant changes to the wider network
- Discourage through traffic
- Provide on-street disabled parking
- Provide access for taxis, servicing and deliveries for Phase 3

As set out in Section 5.3, the Estate Road will carry fewer than 100 vehicles per hour which is the threshold set out in Manual for Streets where streets are likely to work well for pedestrians and vehicles sharing space, subject to provision for disabled people, in this case a dedicated footway along the northern side.

Vehicle access to the Estate Road will be restricted to one-way eastbound movement for deliveries, taxi drop-off and servicing of Plot 1b only, consistent with the Mayfield SRF. The Estate Road will not be used by MSCP traffic, which will ensure vehicle flow is low (see Section 4.4.3). The maximum hourly flow on the Estate Road associated with Phase 1b will be 32 vehicles, see Section 5.3.

Future Mayfield Phases may also need to use the Estate Road for servicing and delivery access. This has been tested and the maximum hourly flow associated with Phase 1b, plus future phases, is 64 vehicles.

The vehicle flow on the Estate Road will be sufficiently low for it to be delivered as a 20mph Active

Neighbourhood Street as defined in TfGM's Streets for All, though there will also be a delineated footway on the north side adjacent to the buildings, which will be generally at least 2.5m, and at least 2m at pinch-points. The footway will have a 50mm upstand kerb.

On the south side of the Estate Road will be significant tree planting, landscaping and SUDs features in a wide border, to screen Mancunian Way from the development and enhance the people-focused vision of the proposals.

The Estate Road will be managed privately and will not be part of the MCC maintained highway. This has been discussed with MCC highways during meetings as set out in Section 1.2. It has also been discussed that the landscaped/SUDs area on the south side of the Estate Road must be maintained from the Estate Road, not from Mancunian Way. This is understood and agreed. The pedestrian route through the site will have a public right of access.

The Estate Road will provide a parallel and superior walking route to the footway along the Mancunian Way and pedestrians will be able to walk away from the noise and pollution of heavy traffic flows.

As set out in Section 4.1, cyclists will be permitted to cycle both eastbound and westbound on the new carriageway of the Estate Road which will be of an Active Neighbourhood Street in character.

4.4.2. Closure of Mancunian Way/Hoyle Street Junction

This application proposes to close the Mancunian Way/Hoyle Street junction for the following reasons:

- Visibility issues with vehicles turning from the Estate Road to Hoyle Street having to look back over their shoulder for traffic leaving Mancunian Way at the Hoyle Street junction.
- With the stopping up of Chapelfield Road, River Street and Rachel Street to accommodate Phase 3 of the Mayfield redevelopment, access from Mancunian Way via Hoyle Street would only provide local access to Phase 1b and (in the future) Phase 3, both of which are car-free. Beyond this, access could be considered as 'rat-running' towards Fairfield Street and development to the north, which can and should use the more suitable Mancunian Way/Fairfield Street junction.
- The closure of the Mancunian Way/Hoyle Street junction would allow for the safe extension of the Estate Road to service Phase 3.
- Closing the junction would reduce the temptation for MSCP to use the Estate Road to more directly access the strategic network, which would compromise the low-traffic environment intended for this space.

The closure of the junction was discussed with MCC officers during pre-application discussions, and modelling was requested by MCC and TfGM to determine the impact on surrounding junctions of the closure of the junction. This is presented in Section 6.

Civic Engineers' drawing 0198_MAY-CIV-SWI-ZZZZ-SK-C-040009 shows visibility around the south-west corner of the Estate Road is shown in Appendix D.

4.4.3. Managing the Use of Estate Road

As per the objectives of the Estate Road, through-traffic will not be accommodated, and therefore MSCP traffic will be routed to/from the west via Baring Street. This will ensure that the environment along the Estate Road can be an Active Neighbourhood Street as traffic flow will be low.

Traffic leaving the MSCP at Phase 1a will not be able to access the Estate Road directly. This will be achieved via street layout and signage.

Servicing, delivery and taxi trips to Phase 1b will be permitted to use the Estate Road.

4.4.4. Refuse and Delivery

Refuse collection and deliveries by motor vehicle will take place using the three proposed loading bays on the Estate Road, and one on Hoyle Street. These can accommodate:

- 2 cars / 2 small vans / 1 car + Luton or Sprinter van / 1 refuse vehicle/ 1 large delivery vehicle

Tracking of the loading bays is shown on drawing 0198_MAY-CIV-SWI-ZZZZ-SK-C-040002 at

Appendix E.

4.4.5. Fire Tender

The fire tender access strategy is in development.

4.5. Road Safety Audit and Designer's Response

A Stage 1 Road Safety Audit (RSA) has been commissioned by Civic Engineers on behalf of the developer of the site in order to evaluate the potential road safety risks associated with the proposed new street layout network within the site. A site visit was undertaken by the Road Safety Auditors (Sevenairs Consulting Ltd.) on the 5 December 2024. Potential highway safety issues raised by the auditors are presented in Table 1 alongside the Designers' response. The RSA Stage 1 Report can be viewed in full in Appendix G.

Table 1- Issues raised in the Stage 1 RSA report.

Issue Code	Issues Raised by Road Safety Auditors	Designers' Response (Civic Engineers)
A-01	The proposals include the formation of a new eastbound one-way road fronting the development, with cycling permitted in both directions. This is likely to be facilitated by means of a contra-flow cycle route. There is a risk here that with the concentration of apartments, regular deliveries and waiting vehicles may obstruct the eastbound direction. This may increase the risk of other vehicles using the area of contra-flow to pass waiting or loading vehicles. The audit team note the provision of two loading bays, however these may not be sufficient at busy times. Insufficient carriageway width may increase the risk of vehicle incursion into any contra-flow cycleway and consequently increase the risk of collisions involving cyclists. It is recommended that sufficient provision is made for deliveries and other waiting vehicles, and that the contra-flow cycle route is protected from vehicle incursion.	Loading bays are provided and sized to meet demand and provide spare capacity so there shouldn't be vehicles waiting in the Estate Road carriageway. If a vehicle is waiting in the carriageway, there is space for a standard design vehicle to overtake a waiting LGV. However, the low traffic-volumes on the road and provision of several loading bays will make this an unlikely occurrence. Regardless, with the low design speeds on the Estate Road, should this occur, there would be adequate forward visibility between a cyclist and an overtaking vehicle. No design change proposed.
A-02	At this early stage no details of forward stopping sight distance have been indicated on the drawings. Although the approach speeds are expected to be low, there is a risk that landscaping on the inside of the bend may obscure forward stopping sight distance. Should the visibility requirements not be maintained clear of obstruction, there may be an increased risk of collisions linked to insufficient visibility on the bend and at the crossing. It is recommended that the extents of visibility at the bend and crossing is kept clear of any obstruction that may grow or mature in future years and that the extents of the visibility is clearly marked to aid future maintenance.	Using Manual for Streets Guidance, an appropriate stopping sight distance for vehicles travelling at 20mph (16m) is achievable at the corner where the Estate Road joins Hoyle Street. This SSD is using an overestimate of what speeds are intended to be along this road, which is 10mph or less. Forward visibility is shown on drawing 0198_MAY-CIV-SWI-ZZZZ-SK-C-040009 at Appendix D. No design changes proposed.

Issue Code	Issues Raised by Road Safety Auditors	Designers' Response (Civic Engineers)
A-03	At this early stage, no details have been provided on the proposed drainage arrangements. The proposals indicate kerbed buildouts on the northern side of the road. As such, this may require measures to manage surface water around the buildouts that could, if left unmanaged, increase the risk of standing water and consequently skidding type collisions. There may also be the potential for standing water and detritus in near dropped crossings which may increase the risk of slips and falls by pedestrians. It is recommended that all low areas are provided with suitable measures to minimise the risk of standing water and detritus.	The detailed design of proposed surface water drainage to the proposed roads within the development is to be developed within subsequent design stages and will be agreed with the Local Highway Authority under Section 278 of the Highways Act 1980, and with the Local Planning Authority as part of any planning conditions, where required. Drawing 0198_MAY-CIV-SWI-ZZZZ-DR-C-030001 - provided within the Drainage Strategy for the development - shows the design intent for surface water drainage along the proposed road, in which runoff is directed to either rain gardens or shallow gullies that discharge to rain gardens. The rain gardens have been appropriately sized based on their incoming catchment to provide sufficient attenuation for anticipated flows generated from the design storm events. To reduce the risk of standing water developing adjacent to proposed inlets to the drainage system in more severe storm events, overflow mechanisms are to be provided within rain gardens to allow runoff to be conveyed and managed by downstream SuDS features such as detention basins. To be addressed at detailed design.
A-04	No parking and loading restrictions are indicated. There is a risk that on street parking and loading may occur on the roads fronting the development. Vehicles parked or loading near or on the approach to pedestrian crossings and the bend may increase the risk of collisions at these points. It is recommended that the need for measures is established and, where necessary, restrictions are introduced.	Parking will be prohibited on the Estate Road and this will be controlled by building operator(s).

Issue Code	Issues Raised by Road Safety Auditors	Designers' Response (Civic Engineers)
A-05	There is a desire line for pedestrians between Mancunian Way and the development. This appears to have no provision for pedestrians with mobility issues, specifically those users with prams, wheelchairs or mobility scooters. The alternatives for these users may require them to use drop kerbs provided for driveways or to cross at locations where visibility to approaching vehicles may be otherwise compromised. This lack of a dropped crossing on a desire line may increase the risk of collisions involving users with mobility issues. It is recommended that a dropped pedestrian crossing with tactile paving is provided at the corner of the proposed road and Hoyle Street. This will need to consider the risk of vehicle overrun as well as damage to the tactile paving by large vehicles, in particular refuse collection vehicles.	The applicant supports the provision of a pedestrian and cycle crossing over the Mancunian Way, as set out in Mayfield SRF and Ardwick SRF, although this is not part of this planning application.
A-06	It is understood that cyclists will be allowed to travel in both directions on the proposed road. At this early stage, there is a lack of clarity on how this will be achieved. It would not be unreasonable to expect that westbound cyclists would keep to the southern kerb line. However clarity of use may be confusing for some users and may increase the risk of collisions between cyclists and other road users in particular at transition points. It is recommended that route and interfaces are clearly signed and that connectivity for cycles is provided where there are onward desire routes.	As the speed and volume of motor traffic is intended to be very low within the development, an unsegregated contra-flow cycle route can be considered suitable by LTN 120 standards. Signage on entry into the estate road will read 'no entry - except cyclists', notifying service vehicles and pedestrians to the presence of cyclists. No design changes proposed.

5. Trip Generation and Impact

This section sets out the methodology for trip generation. This was included in the Transport Assessment Scoping Note issued to MCC and TfGM in April 2024, and the methodology was subsequently agreed.

Note this is for servicing trips only (LGV, HGV, taxi) as the development is car free and the MSCP at Mayfield Phase 1a, at which some residents and visitors to Phase 1b may park, has already been assessed in terms of its impact on the highway network, and the planning application approved.

Trip generation for the AM (08:00-09:00) and PM (17:00-18:00) peak hours have been calculated, looking at taxis, vans, and heavy goods vehicles (OGVs), this gives an indication of the development traffic generated during the times at which the surrounding highway network is likely to be at its busiest.

Section 5.3 also sets out hourly flows on the Estate Road, to demonstrate that its characteristic as an Active Neighbourhood Street is appropriate.

5.1. Trip Generation of Proposed Use

TRICS was used to obtain trip rates for the residential and commercial parameters of the development. Search parameters are set out below. For all, London surveys were removed as per TfGM's usual request.

The development proposals include for:

- 385 apartments in Plot J and 494 in Plot K, a total of 879 apartments. These have all been assessed as private flats.
- 1,295sqm commercial in Plot J and 569sqm in Plot K, a total of 1,864sqm. As the future use of this is flexible, 50% of this has been assumed to be convenience store, 25% restaurant and 25% café.
- There will be a gym of 1,684sqm at Plot K.

5.1.1. Shop

The TRICS category '01 RETAIL / O – CONVENIENCE STORE' was used. In order to obtain sufficient surveys in edge of town centre locations, the start date was adjusted to 2010. Weekday surveys were used. Note that no LGV trip rate is available and therefore the café LGV trip rate was used as a proxy.

5.1.2. Residential

The TRICS category '03 – RESIDENTIAL / C – PRIVATE FLATS' was used. Edge of town centre locations were used and sites with more than one car parking space per dwelling filtered out. Ideally sites with lower parking ratios or no parking would be used but there are not enough surveys in the TRICS database for this. Extending the date range to include more surveys was explored but the additional surveys included all had more than one parking space per dwelling, so the default date range (2015-present) was used. It is understood that TfGM HFAS prefer that London sites are removed from TRICS analysis, so Greater London was excluded. Multi-modal surveys were chosen to be able to consider all modes of sustainable travel to and from the proposed development.

5.1.3. Restaurant

The TRICS category '06 – HOTEL FOOD & DRINK / B – Restaurant' was used. Edge of town centre surveys were included, with the start date set to 2010 in order to obtain sufficient surveys. Weekday surveys were used.

5.1.4. Café

The TRICS category '06 – HOTEL FOOD & DRINK / K – CAFÉ' was used. No town centre surveys were available, even taking the date back to 2010. Therefore town centre surveys were used. As this exercise is for servicing trips only, it is expected the servicing demand of a town centre café and a café at the edge of a town centre would be comparable. Weekday surveys were used.

5.1.5. Gym

TRICS Category '07 – LEISURE / K - FITNESS CLUB (PRIVATE)' was used with surveys at the edge of town centre included, on weekdays.

5.1.6. Trip Rates and Trip Generation

The selections used to derive the trip rates shown in this section can be viewed in Appendix H. The TRICS outputs using these parameters are shown in Appendix I. These trip rates for taxis, LGVs and OGVs, and summarised in Table 2.

Table 2: Trip Rates

Land Use	AM Peak Hour (0800-0900)			PM Peak Hour (1700-18-00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Taxi						
01O - Convenience Store*	0	0	0	0.087	0.087	0.174
03C - Private flats**	0.008	0.005	0.013	0.003	0.003	0.006
06K – Café*	0	0	0	0	0	0
06B – Restaurant*	0	0	0	0.126	0.063	0.189
07K – Gym****	0	0	0	0.687	0.687	1.374
OGV						
01O - Convenience Store*	0	0.087	0.087	0	0	0
03C - Private flats**	0	0	0	0	0	0
06K – Café*	0	0	0	0	0	0
06B – Restaurant*	0	0	0	0	0	0
07K – Gym****	0	0	0	0	0	0
LGV						
01O - Convenience Store*	0.000	0.126	0.126	0.000	0.000	0.000
03C - Private flats**	0.008	0.011	0.019	0.008	0.003	0.011
06K – Café*	0.000	0.126	0.126	0.000	0.000	0.000
06B – Restaurant*	0.000	0.000	0.000	0.094	0.000	0.094
07K – Gym****	0.344	0.687	1.031	1.718	0.687	2.405

The trip rates above have been multiplied by the quantum of development which is set out in Section 4 above.

Table 3: Trip Generation.

Land Use	AM Peak Hour (0800-0900)			PM Peak Hour (1700-18-00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Taxi						
01O - Convenience Store	0	0	0	1	1	2
03C - Private flats	7	4	11	3	3	5
06K – Café	0	0	0	0	0	0

Land Use	AM Peak Hour (0800-0900)			PM Peak Hour (1700-18-00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
06B – Restaurant	0	0	0	1	0	1
07K – Gym	0	0	0	0	0	0
Total	7	4	11	4	4	8
OGV						
01O - Convenience Store	0	1	1	0	0	0
03C - Private flats	0	0	0	0	0	0
06K – Café	0	0	0	0	0	0
06B – Restaurant	0	0	0	0	0	0
07K – Gym	0	0	0	0	0	0
Total	0	1	1	0	0	0
LGV						
01O - Convenience Store	0	1	1	0	0	0
03C - Private flats	7	10	17	7	3	10
06K – Café	0	1	1	0	0	0
06B – Restaurant	0	0	0	0	0	0
07K – Gym	0	0	0	0	0	0
Total	7	12	19	8	3	11
Total Vehicles on Estate Road	7	12	19	8	3	11

5.2. Impact on the Highway Network

As presented in Table 3 total peak hour servicing and taxi trip generation of the proposed development is 19 two-way trips in the AM peak hour and 11 in the PM peak hour. This is sufficiently low that further analysis is not required.

The development will be car-free, though it is acknowledged that some people will choose to own a car and may park in the consented multi-storey car park at Mayfield Phase 1a. As this car park is already consented and its impact on the highway network already assessed and concluded to be acceptable, no further analysis is proposed.

5.3. Hourly Trip Generation – Trips on the Estate Road and Use of Taxi/Loading Bays

Using the TRICS search parameters set out in Section 5.1, the following hourly trips have been derived and are included at Appendix I.

The maximum hourly trip generation would be 32 vehicles at 07:00-08:00, formed of:

- 0 taxis – this increases during the day, with a maximum of 10 per hour
- 9 OGV – note this is the highest hourly trip generation of OGVs by far, with the highest in any other hour of 6 (11:00-12:00), 3 (09:00-10:00, 14:00-15:00), 1 (10:00-11:00) and 0 (the remaining 19 hours of the day)
- 23 LGV – this is also the highest hourly trip generation of LGVs, the general LGV trips outside this time is 5-15, with 12 hours with no LGV arrivals

The 32 vehicles would be distributed to the 4 loading bays, with around 8 vehicles visiting each

loading bay in the busiest hour, which on average would comprise 2 OGV and 6 LGV. Each loading bay can accommodate one OGV or two LGVs at any one time, so would need to turn over 5 times (twice for the OGVs which occupy a loading bay alone, then 3 times for the LGVs as two can be in the loading bay at once).

Assuming that OGVs stop for 15 minutes each and LGVs for 5 minutes, there would be capacity for twice as many LGVs to occupy the loading bays as can be accommodated.

The TRICS surveys used are from the period 2015-present. It is understood that the surveys from 2015-2019 may understate current trend for home delivery and taxi use, which has increased since the Covid-19 pandemic (home delivery) and rise of Uber (taxis), however the surveys from 2020-present will give a picture of the current situation.

MCC requested during pre-application discussions that home delivery trips were considered in particular as TRICS may not reflect recent popularity.

As stated above, there is capacity in the proposed loading bays on site to accommodate twice as many LGVs in the peak hour as has been predicted using TRICS, and therefore the provision is considered appropriate.

5.4. Transport Impact by Mode

The trip rates used in this TA are derived from TRICS, which includes car occupants as a trip category. The modal split of the trip rates including car occupants is shown in Table 4.

Table 4- Modal split of TRICS surveys with car occupants.

Modal Splits With Car Occ.		
Mode	AM	PM
Taxi	2%	1%
OGV	0%	0%
LGV	3%	2%
Cyclist	3%	3%
Peds	17%	28%
Bus tram	18%	9%
Train	1%	3%
Car Occupant	57%	54%

As the development is car free, the category of car occupants is not relevant to the trips generated by the site. Because of this, the trips generated in this category have been re-distributed to other modes based on a proportional split. The modal split and resultant trip generation is shown in Table 5.

Table 5- Modal split with car occupants and the resultant trip generation.

Modal Splits Sans Car Occ.			Additional Trips Re-distributed from Car Occupants	
Mode	AM	PM	AM	PM
Taxi	4%	3%	15	10
OGV	0%	0%	1	0
LGV	7%	4%	24	13
Cyclist	6%	7%	19	24
Peds	40%	61%	134	206
Bus tram	41%	19%	139	66
Train	2%	6%	6	20

The resulting trip generation for cyclists, pedestrians, bus/tram trips and train trips is shown in Table 6.

Table 6: Number of trips generated by cyclists, pedestrians and public transport modes.

Transport Mode	Number of trips generated		
	AM Peak (0800-0900)	PM Peak (1700-1800)	Daily
Cyclists	34	42	259
Pedestrians	237	368	2694
Bus & Tram	247	117	1209
Train	10	36	195

A Travel Plan has been produced to accompany the planning application and sets out how people living at the development will be encouraged and enabled to travel by sustainable modes.

Active Travel Network Impacts

Walking

The pedestrian network in the vicinity of the site will see an increase in people walking because of the proposed development. The estimated two-way walking trips during the AM peak are 237 and during the PM peak 368. This equates to four to six additional people on the network every minute during the peak hour. The pedestrian facilities are unlikely to be negatively impacted because of the additional footfall. A positive impact could be that the main pedestrian routes feel safer due to the increase in activity. Moreover, the site itself is intended to act as a pedestrian-priority area that will improve pedestrian facilities in the area.

Cycling

The cycle network in the vicinity of the site is estimated to see an increase of 34 trips during the AM peak and 42 trips during the PM peak. This equates to one new trip on the network every 1-2 minutes during the peak hours. With the proposed cycle infrastructure improvements in the area the network should be well equipped to deal with higher volumes of cyclists.

Public Transport Impacts

Bus and tram trips are grouped together in the TRICs surveys retrieved. Due to the high quality of both bus and tram infrastructure around the site, the trips generated for these modes has been split 50/50 from the combined trip rate.

Bus

The estimated trips by bus during the AM peak is 123 and during the PM peak is 59. With sixteen buses per hour at the closest bus stop on London Road this equates to 7.7 additional people per bus during the AM peak and 3.7 in the PM peak.

Tram

The estimated trips by tram during the AM peak is similarly 123 and during the PM peak is 59. With the closest tram stop to the site at Piccadilly station where there are about 50 trams per hour at peak times there are many options for the 604 daily trips estimated to use the tram network.

Train

The estimated trips by train during the AM peak is 10 and during the PM peak is 36. With 18 trains per hour from Piccadilly station at peak times, the 195 daily trips estimated can be easily accommodated in the network.

6. Closure of Mancunian Way/Hoyle Street Junction

6.1. Introduction & Context

As part of the Mayfield Phase 1b planning application it is proposed to close the Mancunian Way/Hoyle Street junction in order to deliver the Estate Road safely and with adequate visibility. The full justification of this can be found in the file note available in Appendix J and in the response to the TA Scoping Note which can be found in Appendix C.

Within the response to the Transport Assessment Scoping Note TfGM stated that 'In relation to closing Hoyle Street, a recent traffic count for the relevant junction should be undertaken and a 'spreadsheet' model undertaken showing the alternative traffic movements. If there are changes over 30 vehicles per hour, the junctions should be modelled as per the guidance used by TfGM'.

An ANPR survey was commissioned to understand the movement of vehicles within the Hoyle Street cordon. The purpose of this survey was to understand what proportion of vehicles using Hoyle Street do so to park in Mayfield, and what proportion drive through the area to destinations beyond Fairfield Street.

The ANPR survey, details of which are available in the file note in Appendix J, shows that there are 158 trips in the AM peak and 231 trips in the PM peak which can be considered to be through traffic. Any trips which had a dwell time of sufficient length were assumed to be as a result of parking and netted off the redistribution due to the double yellows which are proposed to be added across the area.

The remaining trips are assumed to reassign and were split equally amongst the preceding and proceeding junctions. This results in an addition of 79 trips in the AM peak and 116 in the PM peak in the Mancunian Way/Fairfield Street junction all of which are taken as heading left into Fairfield Street. It is not proposed to model the A57(M) Mancunian Way/A6 London Road junction as the closure of Hoyle Street would result in a total net reduction of trips, as shown in the file note, as a result of the removal of parking opportunities.

6.2. Assessment Scenarios

The following scenarios have been modelled using LinSig software:

- Existing Scenario
- Hoyle Street Closure Scenario

6.3. Model Assessment Parameters

The LinSig models have been assessed against the Mean Max Queue (measured in PCU), the average delay per PCU (s/pcu) and the degree of saturation of the junction. The degree of saturation measures the demand relative to the total capacity. Values over 90% typically indicate where the junction is approaching saturation, where vehicle delay may become higher, and drivers will begin to choose to use different routes.

6.4. Mancunian Way/Fairfield Road Junction Model Results

The Mancunian Way/Fairfield Road Junction Model (E: 385533, N: 397649) is an existing cross-roads. The existing junctions can be seen in Figure 15.



Figure 15: Existing Mancunian Way/Fairfield St junction layout

The existing junction has been modelled in LinSig, the results of which can be seen in Table 7. Existing signal information has been obtained from Manchester City Council which can be found in Appendix K.

Table 7: Mancunian Way/Fairfield Road junction results from LinSig

Movement		AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
Lane	Description	MMQ (PCU)	Av. Delay per PCU (s/PCU)	Deg Sat (%)	MMQ (PCU)	Av. Delay per PCU (s/PCU)	Deg Sat (%)
Existing Scenario							
1/1	Mancunian Way (S) Ahead Left	11.9	61.3	87.0	11.2	37.7	73.7
1/2	Mancunian Way (S) Ahead	14.1	66.7	90.4	12.6	38.2	76.2
1/3	Mancunian Way (S) Right	8.1	43.7	69.1	9.5	33.7	64.8
1/4	Mancunian Way (S) Right	8.1	43.7	69.0	9.5	33.7	64.8
2/1	Fairfield Street (W) Left Ahead Right	6.1	64.0	74.9	10.0	62.6	84.2
3/1	Mancunian Way (N) Ahead	24.4	51.0	93.6	12.3	45.8	81.2
3/2	Mancunian Way (N) Right Ahead	24.4	51.0	93.6	12.3	45.7	81.1
4/1	Fairfield Street (E) Ahead	6.5	19.2	40.1	1.0	8.9	7.7
4/2	Fairfield Street (E) Ahead	14.4	25.6	70.6	5.6	10.9	34.0
4/3	Fairfield Street (E) Ahead	0.1	1.1	13.1	0.1	1.0	12.2
9/1	Fairfield Street (E) Ahead	6.7	3.1	26.9	0.0	1.4	6.8
9/2	Fairfield Street (E) Ahead	12.5	1.9	34.3	3.6	1.2	21.9
10/1	Mancunian Way (S) Ahead Left	0.0	0.9	1.6	0.0	0.9	1.3
12/1	Fairfield Street (E) Ahead	9.2	80.1	87.7	6.0	43.5	58.7
All		-	-	93.6	-	-	84.2
Hoyle Street Closure Scenario							
1/1	Mancunian Way (S) Ahead Left	14.1	70.3	91.4	13.2	41.2	80.5
1/2	Mancunian Way (S) Ahead	18.0	83.8	95.5	15.2	42.4	83.3
1/3	Mancunian Way (S) Right	7.9	41.1	65.8	9.3	32.2	62.6
1/4	Mancunian Way (S) Right	7.8	41.1	65.7	9.3	32.2	62.6
2/1	Fairfield Street (W) Left Ahead Right	6.8	76.1	81.8	10.0	62.6	84.2
3/1	Mancunian Way (N) Ahead	24.4	51.0	93.6	13.1	50.7	84.6
3/2	Mancunian Way (N) Right Ahead	24.4	51.0	93.6	13.0	50.6	84.4
4/1	Fairfield Street (E) Ahead	6.5	19.2	40.1	1.0	8.4	7.5
4/2	Fairfield Street (E) Ahead*	14.4	25.6	70.6	5.3	10.3	33.4
4/3	Fairfield Street (E) Ahead*	0.1	1.1	13.1	0.1	1.0	12.2
9/1	Fairfield Street (E) Ahead**	6.7	3.1	26.9	0.0	1.4	6.8

Movement		AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
Lane	Description	MMQ (PCU)	Av. Delay per PCU (s/PCU)	Deg Sat (%)	MMQ (PCU)	Av. Delay per PCU (s/PCU)	Deg Sat (%)
9/2	Fairfield Street (E) Ahead**	12.5	1.9	34.3	3.6	1.2	21.9
10/1	Mancunian Way (S) Ahead Left***	0.0	1.0	5.7	0.0	1.0	7.3
12/1	Fairfield Street (E) Ahead***	11.9	117.3	95.7	6.0	43.5	58.7
All		-	-	95.7	-	-	84.6

*Lanes 4/2 and 4/2 are listed as Ahead where the road markings show a left turn. This is as the lanes do not require any turning through the junction and adhere to a straight ahead movement before merging into Mancunian Way (S).

**Lanes 9/1 and 9/2 represent the storage capacity of the lanes between the signal head of the Fairfield Street (E) arm and the merge with Mancunian Way (S).

***Lane 10/1 represents the storage of the left turn spur on the Mancunian Way (S) arm and allows for the modelling of the pedestrian crossing. Lane 12/1 represents the space between the stop line of Lanes 4/2 and 4/3 and allows for the cycle lane signals to be correctly modelled.

The lane descriptors shown in Table 7 correspond to Figure 16

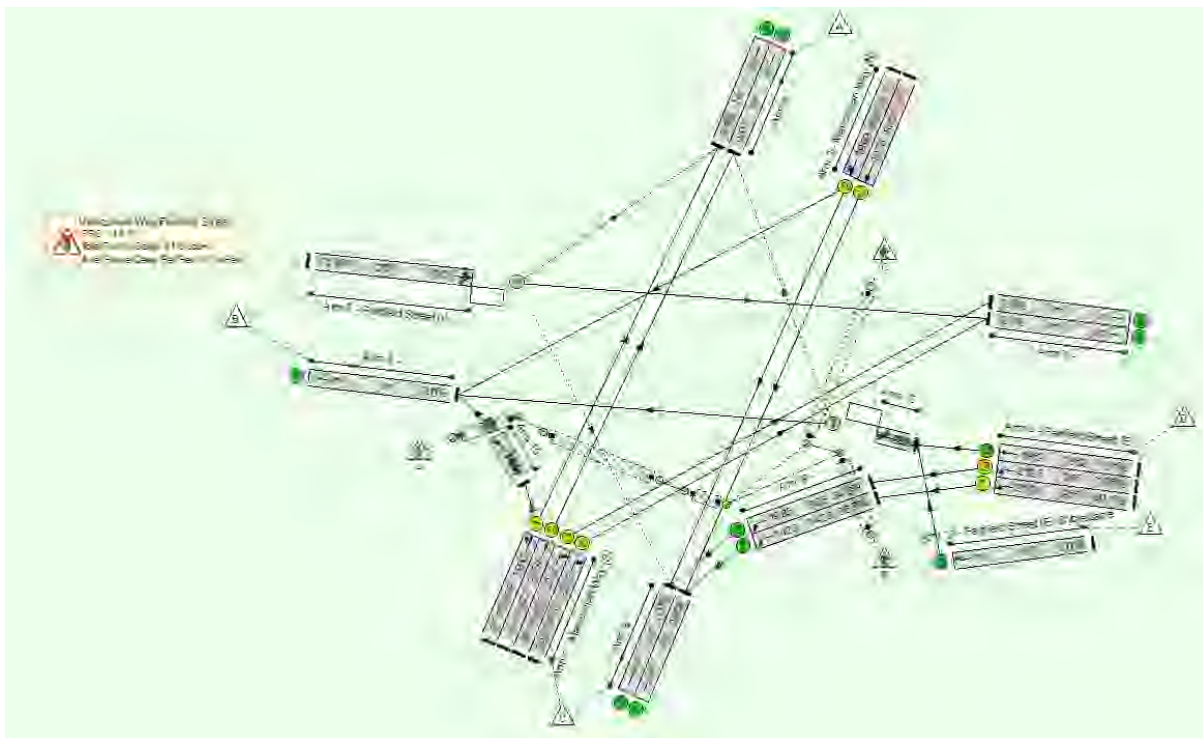


Figure 16: Mancunian Way/Hoyle Street Junction Model Diagram

The junction modelling indicates that the junction is over capacity in the existing scenario, with a total junction PRC of -4.0% in the AM Peak and a PRC of 6.9% in the PM Peak. The full junction modelling results can be found in Appendix L.

The reassigned trips which would result from the closure of the Mancunian Way/Hoyle Street junction is an additional 79 trips in the AM peak and an additional 116 trips in the PM peak, all of which are assumed to turn left at the junction from the Mancunian Way (S) junction arm. The impact of the additional trips results in slight increases in delay and queuing on all approaches, with the majority of the impact on the Mancunian Way south ahead left (1/1) and ahead lanes (1/2). The overall impact in the AM peak is a maximum MMQ increase of 4 pcu on the Mancunian Way South (1/2) arm and maximum Average Delay (s/PCU) increase of 37.2 seconds on the Fairfield Street East (12/1 + 4/3) arm.

The impact of the closure in the PM peak is a maximum MMQ increase of 3 pcu on the Mancunian Way South (1/2) arm and maximum Average Delay (s/PCU) increase of 4 seconds in the Mancunian Way (3/1 + 3/2) arm.

It is concluded that slight capacity issues will exist at this junction in the AM peak, regardless of the redistributed trips as a result of the proposed closure of the Mancunian Way/ Hoyle Street junction. The modelled junction remains within capacity for the PM peak in both scenarios. The impact of the closure of the Mancunian Way/ Hoyle Street junction at the Mancunian Way/Fairfield Street junction is, therefore, not considered significant and no mitigation is proposed.

7. Conclusions

This Transport Assessment presents details of the proposed mixed-use, residential-led development of Phase 1b of the Mayfield masterplan at Mayfield Park in Manchester city centre.

The site is very well connected to the surrounding rail and tram network, with Piccadilly Station and tram stop being approximately 600m north-west of the site.

The development proposals are the first residential phase of development as part of the wider Mayfield SRF, and seek to deliver important elements of the SRF including:

- The creation of a locality that has its own distinctive character while also feeling like a continuation of the city centre, improving the environment around the Mayfield area and Piccadilly Station.
- Connecting key regeneration areas and transport hubs including: Corridor Manchester and Ardwick to the east and south. Piccadilly SRF area and Piccadilly Station transport hub, New Islington and Ancoats to the north; and North Campus and the remainder of the city centre to the west.

Pedestrian access into the site will take place through the park and the associated Boulder Walk for pedestrians coming into the site from the north, east or west, and along the Estate Road and associated footways for pedestrians from the south.

Cycle parking provision will be 50% at day 1, with space to increase to 80% if required by growing demand, as well as provision for visitor cycles close to building entrances. All cycle parking areas have specific provision for larger and modified cycles, meaning cycling can be accessible to more people, and deliveries by cargo bike can take place.

Car parking at the development is disabled only with seven accessible bays provided in total, within 50m of entrances into Plot J or K. There remains a possibility for residents to use the nearby MSCP associated with Mayfield Phase 1a, however. The ample public transport provisions around the site will enable residents to travel car-free.

Vehicle access is considered in Section 4.4, with tracking analysis provided in Appendix E.

As the development will be car-free, the trip generation is limited to servicing and taxis. These trips will generate 19 two-way trips in the AM peak and 11 in the PM peak, with this being an insignificant impact on the surrounding highway network.

To deliver the Estate Road, the Mancunian Way/Hoyle Street junction will close. Modelling output at Mancunian Way/Fairfield Street junction is included at Section 6, noting that there will not be a significant impact at the next junctions up or down stream from the proposed closure.

Appendix A- Development Proposals



Key

For Level information refer to drawing 198_MAY-SEW-SW1-1000-DR-L-000002

Planning Application Boundary

Paving Types

P01 Paving Type 01
Description: Proposed Clay Paving Bricks (to match Mayfield Park)
Finish: Diamond chequered pattern
Colour: Staffordshire blue
P01a - Pedestrian and light vehicle maintenance loading
P01b - Vehicular Loading
P01c - Permeable jointing (To civil engineer specification)

P02 Paving Type 02
Description: Proposed Clay Paving Bricks
Finish: Smooth pattern
Colour: Staffordshire blue
Allow for vehicular loading
UK sourced

P03 Paving Type 03
Description: Resin Bound Gravel
Colour: Hard (to match Mayfield Park)
Permeable and non-permeable subject to ground conditions
UK sourced

P04 Paving Type 04
Description: Asphalt road surface
Colour: Buff
Allow for vehicular loading
UK sourced

P05 Paving Type 05
Description: In-situ reinforced concrete surface (to match Mayfield Park)
Aggregate: UK sourced
Finish: Mixed tone aggregate with Staffordshire pink to match Mayfield Park
Allow for vehicular loading

P06 Paving Type 06
Description: Steel Grating Walkway (to match Mayfield Park)
Finish: Pressurised steel grating
Allow: Weathered steel upstand (150mm)

P07 Paving Type 07
Description: Temporary asphalt road surface (to match Mayfield Park)
Finish: Asphalt with stone chippings (pink/red)
Allow for vehicular loading
UK sourced

P08 Paving Type 08
Description: Temporary Pavement
Finish: Asphalt
Allow for pedestrian loading

Seating Types

S01 Seating Type 01
Description: Large Timber Bench
Product: Drifter Bench
Material: Treated upcycled hardwood timber with metal fixings (to match Mayfield Park)
Supplier: Streetlife
Dimensions: 500mm x 2000mm
Accessories: 1200mm backrest, armrest and lighting to underside

S02 Seating Type 02
Description: Large Picnic Bench
Product: Drifter
Material: Treated upcycled hardwood timber with metal fixings (to match Mayfield Park)
Supplier: Streetlife
Dimensions: 500mm x 2000mm
Accessories: 1200mm backrest, armrest and lighting to underside

S03 Seating Type 03
Description: Table and Chair Set
Product: Crd by rimble (L05240, L05250, L05280)
Material: Powder coated steel

S06 Seating Type 06
Description: Relocated existing bench

Benches

B01 Boulder Type 01
Description: Proposed Boulders (to match Mayfield Park)
Size: Varies (500mm-2500mm)
Locally sourced
Allowance: Allow for 5-10% of boulders to have flat top (stepping boulders)

Steps

ST01 Step Type 01
Description: In-situ concrete steps
Finish: Variety of concrete finishes to differentiate beads from risers to match Mayfield Park
Dimensions: 150mm risers x 280mm treads
Supplier: Streetlife
Accessories: Allowance for handrails elsewhere and for integrated noise visibility detail to match Mayfield Park

Street Furniture

F01 Furniture Type 01
Description: Proposed Cycle Stands (to match Mayfield Park)
Product: Cor-Ten Bicycle Racks
Supplier: Streetlife

F02 Furniture Type 02
Description: Existing lighting columns to be retained

F03 Furniture Type 03
Description: EV Charging pedestal
Product: To MEP specification
Allowance: Clearance zone around charger to comply with accessible parking bay standards

F04 Furniture Type 04
Description: Indicative feeder pillar location
Specification to Mechanical Engineer

F05 Furniture Type 05
Description: Bollards
F05a - Existing Static Bollard
F05b - Existing retractable Bollard
F05c - Proposed Static Bollard (to match F05a)

Walls and Balustrades

W01 Wall Type 01
Description: In-situ concrete wall
Finish: Polished horizontal face and exposed aggregate vertical face
Allowance: 1100mm high powder-coated steel aggregate vertical face
Height: 1100mm
Inclusion of timber seating and armrests

W02 Wall Type 02
Description: In-situ concrete wall
Finish: Polished horizontal face and exposed aggregate vertical face
Height: Min 450mm - 600mm
Inclusion of timber seating and armrests

BA01 Balustrade Type 01
Description: Proposed slatted metal balustrade
Height: 1100mm
Allowance: Balustrade to achieve 50% porosity

BA02 Balustrade Type 02
Description: Proposed balustrade to match Mayfield Park
Height: 1100mm

BR01 Barrier Type 01
Description: Highway Crash Barrier
To highways engineer specification

WS01 Screen Type 01
Description: Perforated Wind screen
Dimensions: 2m x 2m
To incorporate signage/wayfinding

Soft Landscaping

Planting Type 01
Description: Herbaceous, ornamental grass and shrub planting
Finish: Herbaceous perennials and ornamental grasses
Density: 9 per/sqm (average)
Pot Size: 10cm-20cm pots
Soil Depth: 450mm

Planting Type 02
Description: Herbaceous planting with rain garden build-up
Bulkup: To include free draining stone and rain garden aggregate to base
Density: 9 per/sqm (average)
Pot Size: 10cm-20cm pots
Soil Depth: 450mm

Tree Planting
Semi-Mature Tree
Size: Varies
Small: 30-40cm Girth/Multistem
Medium: 40-50cm Girth
Large: 60-80cm Girth
Fencing: Underground geyed
Accessories: Roadrain precast system
Soil depth: 1200 - 1400mm with 200mm drainage layer
Target soil volume per tree: 20m³
An allowance for a root cell system will be required for all trees planted in hard landscape.

Contours

Structures

L01 Landscape Structure Type 01
Description: Reclaimed Depot Structure
Dimensions: 180' following further site investigation
Foundations and structural build up to engineers detail

Water Channel
Description: Natural Stone River Bed
Material: Natural stone cobbles and boulders
Build up to engineers detail
Rigidly bed
UK Sourced

General Notes

No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation.
Do not scale this drawing for construction purposes. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility.
All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect.

Notes

DRAFT

Key Plan

For Planning

Project No. 0198_MAY

Project Name Mayfield Phase 1b

Drawing Title Landscape General Arrangement

Client	LandsecU+I
Scale @A1	As indicated
Date	24/05/24
Drawn by	TH
Checked by	SEW

Drawing Number	Rev
0198_MAY-SEW-SW1-1000-DR-L-000001	P01

Studio Egret West

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Note: Blue dashed area indicates potential location for connection towards Ardwick across the Mancunian Way.

Extent of Wind Screen TBC.
Further input by wind consultant required.

Appendix B- MCC Meeting Minutes

Project Name: Mayfield Phase 1 b

Subject: Meeting with MCC Highways

Job number: 1076-35

Location: TEAMS

Held on: 21 February 2024

Attendees: Rebecca Hesketh – MCC
Neil Bayliss-Rowe – MCC
Angela Leckie – MCC
Mikey Percival – Deloitte
Tara Hiley – SEW
Leah Stuart – Civic Engineers
Chris Kendrick – Civic Engineers

Cc: Mayfield Project Team

Ref	Item	Action
1.0	Development Proposals & Planning Context	
1.1	Mayfield Phase 1B comprises of around 900 residential units delivered across 2 buildings/plots situated to the south of Mayfield Park adjacent to the Mancunian Way. There will be ancillary amenity space at ground floor level, landscaping linking to the park and on-street parking. The target submission date is beginning of August 2024.	
1.2	Noted that there are ongoing discussions within planning about the relationship of this development with the SRF. Likely that an update of the SRF will be required alongside a detailed application for this plot.	
2.0	Estate Road: strategic role within Mayfield (function and place status), design parameters and interface with Mancunian Way	
2.1	Current proposals show an estate road running parallel to the Mancunian Way. This will provide servicing access to the proposed development, consistent with the strategy set out in the SRF. CE/SEW to set out key aspects/ objectives and design justifications for the estate road as a shared space street – expected numbers of vehicles, cyclists and pedestrians.	CE/SEW
2.2	Noted that the new route will provide a parallel and superior walking route to the footway along the Mancunian Way and that pedestrians should be encouraged to walk away from the noise and pollution of heavy traffic flows. There is then an opportunity to convert the footway to a green area. MCC noted that if this is the case, an alternative pedestrian route will need to be designated through the site.	
2.3	Maintenance of SUDS/Greenery next to the Mancunian Way is a key concern. MCC do not want this to take place from lane 1 of the Mancunian Way. Better that this can happen from the estate road. CE to explore precedents within Manchester where there is green infrastructure immediately adjacent to the carriageway.	CE

Ref	Item	Action
2.4	Currently the junction at Hoyle Street is left-in, left out. Any changes to this junction and the interface with the estate road need to be subject to a safety audit. Discussed the role of this junction in the future. MCC keen that CE and the Mayfield Team speak to TfGM and mentioned the aspiration to downgrade the Mancunian Way.	CE
2.5	The crossing to Ardwick was discussed – this has been set out as an aspiration but delivery and design need to be determined. MCC acknowledged that it would be highly relevant to introduce the new crossing when phase 1b comes forward. MCC to discuss internally (including with Andy Crompton) and get back to us.	MCC
3.0	Disabled car parking, EV charging and off-plot parking	
3.1	Disabled parking is proposed for 1% of units, based on precedents elsewhere in the city. Also noted that disabled parking will be available in the nearby MSCP. MCC confirmed they will accept 1% and prefer that this is provided close to the building entrances,	Note
3.2	Acknowledged that there are concerns around electric vehicles parking under residential buildings and that EV charging will be provided in the MSCP. If the estate road is private, it may be that spaces have to provide charge points as part of the building regulations.	Note
3.3	The MSCP will provide some parking for residents. The application needs to refer to previous assessment and assumptions around the MSCP and also the proposed management and allocation strategy for parking.	CE
3.4	The TA will need to include a TRO review of the streets surrounding the development including Ardwick Green (refer to the SRF for Arwick Green North)	CE
4.0	Cycle Parking	
4.1	MCC agreed that there is precedent for providing less than 1:1 cycle parking, and that some applications have monitored this as part of the travel plan, providing less cycle parking in the first instance with a mechanism to provide more should there be demand. MCC will accept cycle parking within flats, but need evidence that this is a sensible approach.	CE
4.2	Noted that Crusader Mill (Capital & Centric) has cycle parking within flats. MCC suggested we ask C&C if there has been uptake of the equipment to hang cycles on walls. MCC confirmed that they are not currently tracking Travel Plans but TPs do provide a useful tool for reviewing things like cycle parking.	CE
5.0	Documentation for Planning Application: Transport Assessment, Travel Plan	
5.1	CE confirmed that a Scoping Note would be submitted to MCC setting out the proposed TA contents.	CE
6.0	AOB	
6.1	NBR asked about the application for wayfinding – MP to discuss offline.	MP/MCC

Project Name: Mayfield Phase 1 b

Subject: Meeting with MCC Highways

Job number: 1076-35

Location: TEAMS

Held on: 27 March 2024

Attendees: Neil Bayliss-Rowe – MCC
Nick Porzig – Landsec U+I
Tara Hiley – SEW
Leah Stuart – Civic Engineers

Cc: Mayfield Project Team

Ref	Item	Action
1.0	Purpose of meeting	
1.1	To discuss MCC aspirations for the Mancunian Way and for wider pedestrian and cycle links.	
2.0	Mancunian Way	
2.1	NBR fed back from Kevin Gillen (MCC network manager). Surface-level pedestrian crossing over Mancunian Way shouldn't be explored any further at this stage. KG's preference was for a bridge link so that there would be no impact on the Mancunian Way in terms of highways capacity, safety and journey times. Mancunian Way has a temporary speed limit at 30mph at the moment, but still classified as a motorway and this would need to go to Secretary of State to be downgraded before a crossing can be provided. Also downgrading would open up the footway to utility companies, who currently can't use the footway because of the motorway status.	
2.2	It was acknowledged that this needs a discussion with Dave Roscoe and Pat Bartoli as there are wider aspirations for long-term connectivity in this part of the city that are beyond current operational concerns. ACTION - NP to raise through the Master Developer Team. ACTION – crossing should not be included as part of this application.	NP CE
2.4	MCC are not against greening the footway but needs a hard strip and a good strategy for maintenance. ACTION confirm the status of the Mancunian Way footway – is it a shared cycleway?	CE
3.0	Hoyle Street/Mancunian Way junction	
3.1	Discussed closing the Hoyle Street/Mancunian Way junction to reduce conflicts with the proposed estate road. NBR requested full design to understand implications. ACTION – SEW/CE to prepare a package of information with latest estate road proposals to present to MCC after NBR returns from leave 10/4/24.	CE /SEW

Appendix C- TfGM Scoping Note Feedback

Your ref:
Our ref: MAN/24/144

Manchester City Council
PO Box 532
Town Hall Manchester
Manchester
M60 2LA

8th May 2024

Location: **Phase 1B Mayfield development**

Proposal: - **Plot J and Plot K, comprising a total of approximately 900 new apartments, and approximately 1,300 sqm of commercial use including Use Class E (retail, restaurant, café, gym and cinema).**

Dear Sir / Madam

Thank you for consulting Transport for Greater Manchester (TfGM) on the above scoping proposals. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

TfGM scoping advice has been requested from Manchester City Council in respect of a mixed-use development at Plots J & K of Mayfield Phase 1B, comprising 900 apartments and 1300sqm of commercial floorspace.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so. ²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

1. Site Specific Comments

Colleagues within TfGM HFAS, UTC and Active Travel have reviewed the Scoping Note and provided the following comments:

- The trip generation and distribution assessments are acceptable provided that the MSCP in the vicinity has outline approval in relation to the development under consideration, and that the trips for this development have already been considered as part of the MSCP development. We would refer to the LHA to confirm this is accurate.
- TfGM HFAS would suggest a trip distribution diagram is issued to show how the calculated trips disperse to and from the development.
- TfGM UTC would highlight that the provision of a signalised crossing across the Mancunian Way will need to be thoroughly assessed, in terms of the design and feasibility of the scheme. It will also need to be supported by independent RSAs given the nature of the road. TfGM would query whether as an alternative, the provision of a grade separated crossing could be explored.
- Whilst it is not strictly speaking a 'motorway' the road design is as of a DMRB road, (as such built for vehicle speeds). Furthermore, there is currently an experimental 30 mph limit and aspiration for making this permanent. The actual speeds are much higher than that, with a significant proportion of vehicles travelling over 50 mph:

Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 th Node	Mean Speed	Std Dev
00:00	2096	2	2	3	6	26	200	492	517	264	61	340	42.9	26.5	7.0
01:00	1335	1	0	0	0	16	171	222	257	196	61	209	44.1	17.5	7.2
02:00	1016	1	0	0	1	8	74	222	292	172	69	127	44.9	28.0	7.2
03:00	821	3	0	0	0	6	64	185	229	149	62	94	44.9	28.4	7.2
04:00	961	0	1	0	0	4	47	184	243	162	68	61	44.8	26.9	7.0
05:00	1432	0	0	0	0	6	56	284	423	286	135	159	46.0	28.8	6.8
06:00	2401	0	1	2	5	48	402	792	815	621	195	508	43.5	26.7	6.7
07:00	4916	3	11	50	81	266	214	2264	972	629	126	942	40.4	35.4	7.1
08:00	4830	13	53	80	146	266	252	2238	682	552	203	791	39.2	21.8	7.9
09:00	4499	9	11	56	109	249	291	2220	644	510	91	689	39.2	22.7	7.2
10:00	4215	7	12	19	52	209	215	2212	789	514	91	559	39.2	22.0	6.7
11:00	4821	17	23	54	94	263	319	2262	748	578	75	788	38.5	22.1	7.2
12:00	5033	46	101	72	124	267	1022	1291	792	272	76	888	37.9	20.8	6.2
13:00	5174	28	48	98	158	279	1088	1392	819	594	84	892	37.9	21.2	7.9
14:00	5221	40	125	89	104	214	1133	1294	769	513	91	891	36.5	21.0	6.5
15:00	6122	89	129	127	104	266	552	1314	689	581	75	898	35.9	20.0	5.3
16:00	4973	132	288	105	100	260	685	1056	589	290	92	991	36.5	20.0	10.6
17:00	4931	145	342	122	151	289	687	941	823	486	78	885	37.9	20.0	10.9
18:00	4893	34	188	95	120	273	959	1002	586	310	99	892	36.5	20.1	9.7
19:00	4574	49	109	62	105	295	670	1079	779	109	24	792	39.2	21.6	8.6
20:00	2878	5	6	12	46	144	687	1214	757	357	208	713	38.9	25.7	6.5
21:00	2827	3	2	9	27	101	600	1051	772	121	64	648	40.4	24.4	6.7
22:00	2324	11	16	8	24	92	515	915	589	222	109	581	41.0	24.4	7.0
23:00	2376	18	18	8	12	81	311	879	999	343	117	427	42.1	25.2	7.8

- In relation to closing Hoyle Street, a recent traffic count for the relevant junction should be undertaken and a 'spreadsheet' model undertaken showing the alternative traffic movements. If any there are changes over 30 vehicles per hour, then the junctions should be modelled as per the guidance used by TfGM.



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- The Active Travel team consider that walking, wheeling and cycle access to the development has been well thought through and the Streets for All approach has been applied. The connection across the Mancunian way would be beneficial, as it is part of the Bee Network, currently impossible as the Mancunian Way severs Hoyle St., and the development of an active neighbourhood on the site is encouraging. The re-alignment of the northern footway of the Mancunian Way is a better connection and replacing it with planting will have a beneficial screening effect.

2. General Comments

TfGM would suggest that eventually a full Transport Assessment (TA) should be provided as part of the application. The TA should contain the information specified within the following sections of this letter.

- I. A description of current baseline traffic conditions in the area.
- II. An analysis of injury accidents during the most recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.
- III. Up-to-date traffic counts should be used in any assessments - scope to be agreed with the Local Highway Authority (LHA), TfGM UTC and HFAS. TfGM UTC can be contacted in respect of the availability of any traffic counts in the area that could be used for the assessment.
- IV. A clear estimate of the level of new traffic likely to be associated with the development, based on an inspection of similar (and similarly-located) developments across the UK (excluding London) via the TRICS (or similar) database. The assessment work should be undertaken using a person-trip approach and applying the appropriate modal share percentages from local Census data. Other methodologies to determine trip rates are acceptable but these should be fully explained in the TA.
- V. A clearly defined methodology for determining the distribution / assignment of development trips onto the network i.e. understanding of where such new traffic is likely to distribute to/from, based on data sources such as a Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions.



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- VI. An assessment of traffic levels and impacts at the specified year of opening of the development, and at a future year at least five years later, with due regard for traffic growth (if any).
- VII. An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments.
- VIII. In the relevant TA, clear diagrams should be provided illustrating the following elements, each individually:
- Base Flows
 - Committed Development Flows
 - Proposed Flows
 - Proposed Distribution
 - Base plus Committed plus proposed development
 - Future plus Committed plus proposed development
- IX. TfGM HFAS recommends an increase of about 30vehs/hr at a junction as an appropriate threshold for considering the necessity of a traffic impact assessment; this is in preference to a percentage-increase threshold, which tends to favour development in already heavily-trafficked areas.
- X. The scope of the junctions to be assessed by detailed modelling should be agreed with TfGM (UTC) and the LHA in advance and will depend upon the outcome of the trip assessment and distribution exercise. For this reason, TfGM would advise that a trip generation and distribution exercise should be issued before submission of the planning application. Once this is undertaken it will be possible to finalise TfGM requirements in terms of the TA. This will largely depend on the amount of trip generation.
- XI. Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.
- XII. A swept path analysis should be provided for any vehicular access.
- XIII. A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development.



XIV. An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

3. Site Accessibility by Sustainable Modes

Walking and cycling should form the natural mode choice for shorter trips, and also provide a viable option to facilitate longer trips through providing easy access to public transport. New developments should connect with, and enhance, existing walking and cycling networks in their vicinity, and also provide high quality facilities and networks for walking and cycling within development sites.

The TA should include a comprehensive review of the existing provision in the vicinity of the site for all pedestrians including those with disabilities. In addition to walking distances and pedestrian desire lines, pedestrian environment (including footway condition and widths) and pedestrian safety and security should be considered. An audit of the footways in the vicinity of the development should be undertaken and improvements identified.

A comprehensive review of the cycling infrastructure in the vicinity of the proposed development should also be undertaken. This should include an assessment of the connectivity of the site with existing cycle routes. The quality and condition of existing infrastructure, cyclist safety and security should also be considered.

The catchment area for cycling, walking and public transport should be captured in maps. The quality of the routes for pedestrians and cyclists should be described and this should include a description of any signing for cycle routes as appropriate.

The TA should provide a review of existing public transport services (including service frequency and location of nearest stations/stops), with a view to supporting improvements to existing public transport services as required, in particular, assess the quality of the surrounding bus infrastructure i.e. upgrade to shelters etc.

The TA should include a plan clearly showing details of the proposed pedestrian and cycle access points serving the site and linkages into the surrounding area. Connectivity with local public transport networks should be highlighted. The applicant should consider measures to encourage access by sustainable modes. Possible measures include but are not limited to the provision of pedestrian crossings, cycleways, cycle parking, new/improved footway ensuring that there are linkages into existing cycle and pedestrian facilities, as well as upgrades to existing bus stops (where appropriate).



TfGM would suggest that a pedestrian survey is carried out in the vicinity of the site, as per guidance <https://www.livingstreets.org.uk/media/1434/street-review-guidance-for-web.pdf> and included as part of the TA.

It should be highlighted that LTN/120 has been introduced by the DfT and this has changed the requirements for the design of cycling provision.

Details of cycle parking facilities for the proposed development (e.g., number of spaces, location and type) should be provided and shown on plan.

4. Mitigation Measures

Impacts of the development should be identified through the above assessment work. The applicant should identify appropriate mitigation to accommodate any increases in traffic generation and increased pedestrian and cyclist movements. Any appropriate mitigation should be identified in conjunction with TfGM UTC and the LHA who will be happy to work with the developer to agree an approach.

The TA should consider the impact of the development on the existing public transport networks in terms of extension of bus services, additional person trips. Mitigation measures should be considered where appropriate.

5. Travel Plan

A Framework Travel Plan for the development should accompany any future planning application.

6. Other

If there are any changes planned for bus infrastructure, for example relocation of existing bus stops or the creation of new bus parking areas, TfGM would request that the applicant liaise directly with TfGM's bus infrastructure team who can be contacted at Shelters@tfgm.com.

7. Suggested Useful Guidance

In relation to walking, the importance of providing and maintaining good quality footways, free from obstruction and wide enough for when they are at their busiest, is critical to encourage and maximise walking levels associated with new developments. Useful guidance on street layouts which encourage walking is provided in Manual for Streets (Department for Transport, 2007). MfS provides guidance on lightly trafficked



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residential streets, and Manual for Streets 2 (CIHT, 2010) further develops the principles of the first Manual for Streets for application in wider circumstances on busier streets, including town and district centres.

In relation to cycling, infrastructure should be designed in accordance with current Greater Manchester Cycling Design Standards, the latest version of which is available from the TfGM website or by emailing cycling@tfgm.com. In particular, connections to/from and within developments should be designed in accordance with the Key Design Criteria of Safety, Coherence, Directness, Attractiveness and Comfort. A general principle is that infrastructure should be designed to be attractive to those who do not currently cycle, in order to drive the increase in cycling's mode share.

TfGM would encourage the applicant to review the Bee Network map online via <https://www.tfgm.com> to determine whether there is an opportunity for this development to connect into the proposed Bee Network.

I hope you find these comments useful in the scoping process. Should you wish to discuss any matter further please do not hesitate to contact the Landuse team via the details below.

Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester
Email: landuse@tfgm.com



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Appendix D- Visibility Splays

FILE LOCATION PATH: P:\PROJECTS\HOT1076-35 MAYFIELD PH1B - PLOTS J & K\004 BIM\DWLS\DRAWINGS\0198_MAY-CIV-SWI-ZZZZ-SK-C-040009 VISIBILITY SPLAY.DWG



STANDARD NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.
- THIS DRAWING SHOULD NOT BE SCALED.
- ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
- ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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NOTES

- THE STOPPING SIGHT VISIBILITY SPLAYS ARE BASED ON STOPPING SIGHT DISTANCE OF 16m CALCULATED ACCORDING TO S7.5.3 OF MANUAL FOR STREETS, BASED ON THE DESIGN SPEED OF 20mph.
- THE SPLAY CONSIDERS THE VISIBILITY WHEN A ROAD USER IS POSITIONED 1.5m FROM THE EDGE OF KERB.

KEY

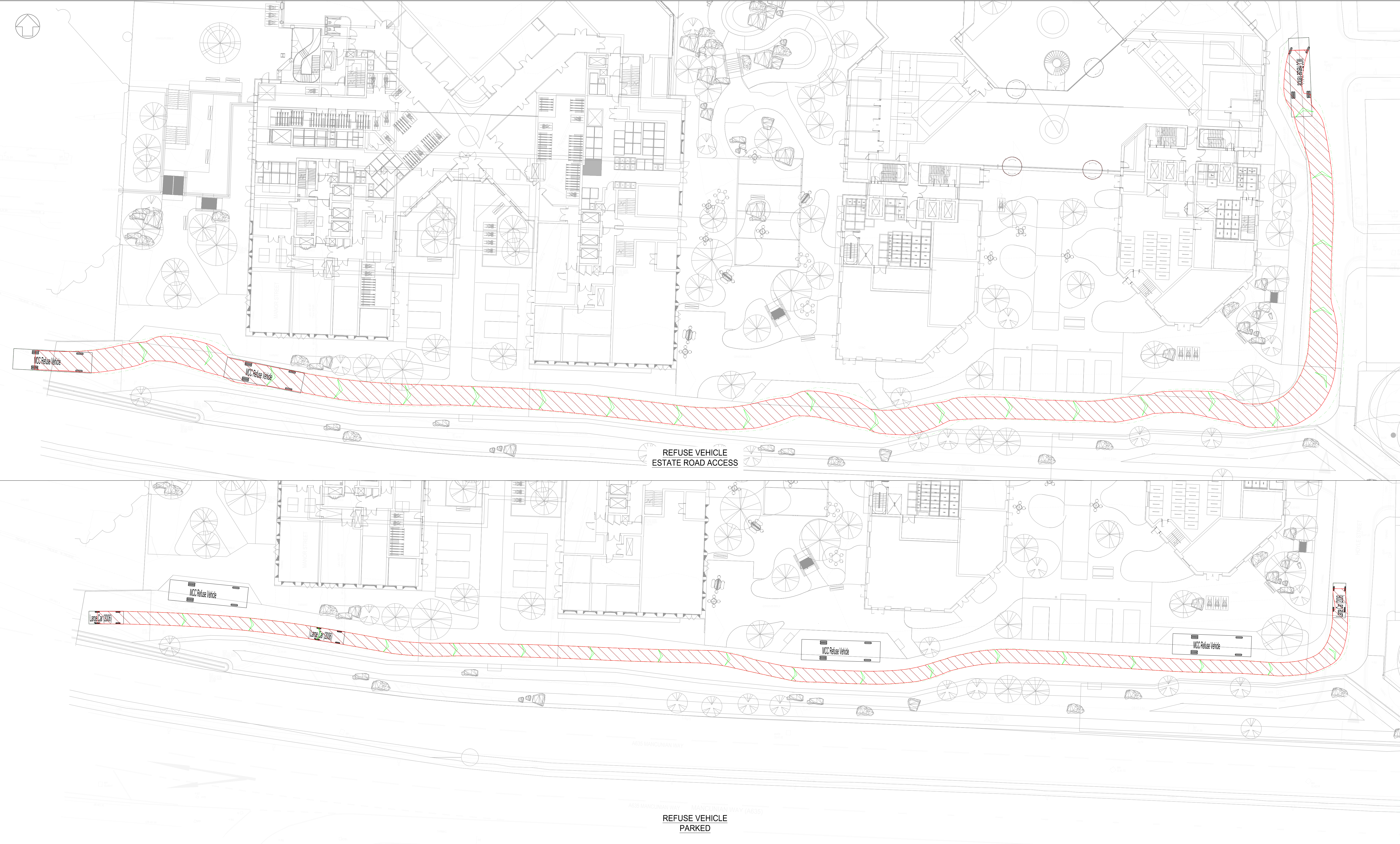
— FORWARD VISIBILITY SPLAY

17.12.24	P01	FIRST ISSUE	NL	EI
DATE	REV	DESCRIPTION	DRAWN	CHKD

PROJECT						
MAYFIELD						
PHASE 1B						
TITLE					civicingeers.com	
FORWARD VISIBILITY SPLAY					DRAWING STATUS PLANNING STATUS CODE -	
JUNCTION JOINING						
HOYLE STREET						
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED	DRAWING No.	REV
1076-35	1:100	DEC 24	NL	EI	0198_MAY-CIV-SWI-ZZZZ-SK-C-040009	P01

Appendix E- Vehicle Tracking Drawings

FILE LOCATION PATH: P:\PROJECTS\HOT11076-35 MAYFIELD, PH1B - PLOTS J & K\004 BIM\DWLS\DRAWINGS\0189_MAY-CIV-SWI-ZZZZ-DR-C-040003_SWEPT PATH ANALYSIS REFUSE VEHICLE.DWG



STANDARD NOTES

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NOTES

- THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY.
- THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER VISIBILITY, GRADIENTS AND ALTERNATIVE VEHICLE SPECIFICATIONS.

KEY

- CHASSIS ENVELOPE
- BODY ENVELOPE
- CHASSIS ENVELOPE (REVERSE)
- BODY ENVELOPE (REVERSE)

VEHICLE SPECIFICATION			
	MCC Refuse Vehicle		
	Overall Length	11.500m	
	Overall Width	3.000m	
	Overall Body Height	3.850m	
	Min Body Clearance	3.850m	
	Track Width	2.800m	
	Lock to lock time	6.00m	
	Large Car (2000)		
	Overall Length	5.075m	
	Overall Width	1.825m	
	Overall Body Height	1.575m	
	Min Body Clearance	1.425m	
	Track Width	2.000m	
	Lock to lock time	4.00m	

MANOEUVRES SHOWN SUBJECT TO CONFIRMATION OF REFUSE ACCESS STRATEGY (BY OTHERS)

PROJECT MAYFIELD PHASE 1B TITLE SWEPT PATH ANALYSIS REFUSE VEHICLE								civcengineers.com	
								DRAWING STATUS	
						PLANNING		-	
						DRAWING No.		REV	
CE PROJECT No.		SCALE @ A1	DATE CREATED	DRAWN	CHECKED	0198_MAY-CIV-SWI-ZZZZ-DR-C-040003		P01	
1076-35		1:250	DEC 24	NL	EI				
17.12.24	P01	FIRST ISSUE		NL	EI				
DATE	REV	DESCRIPTION		DRAWN	CHKD				

FILE LOCATION PATH: P:\PROJECTS\HOT1076-35 MAYFIELD, PH1B - PLOTS J & K\004 BIM\DWLS\DRAWINGS\0189_MAY-CIV-SWI-ZZZZ-DR-H-040004_SWEPH PATH ANALYSIS RIGID VEHICLE DWG



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- THIS DRAWING SHOULD NOT BE SCALED.
- ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
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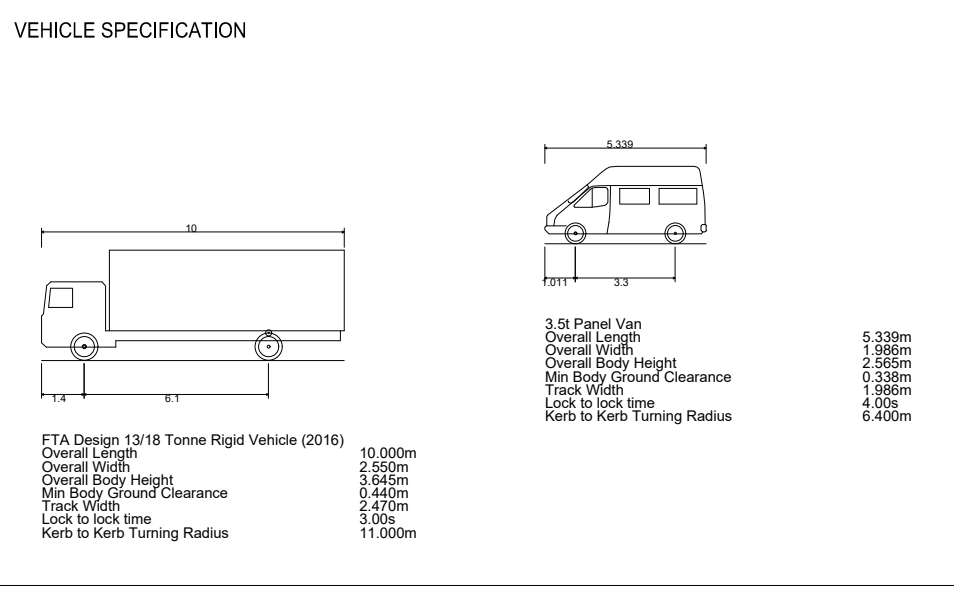
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KEY

- CHASSIS ENVELOPE
- BODY ENVELOPE
- CHASSIS ENVELOPE (REVERSE)
- BODY ENVELOPE (REVERSE)



PROJECT MAYFIELD PHASE 1B				TITLE SWEPH PATH ANALYSIS RIGID VEHICLE			
CE PROJECT No. 1076-35				SCALE @ A1 1:250			
DATE 17.12.24				DATE CREATED DEC 24			
P01 REV				DRAWN NL			
FIRST ISSUE DESCRIPTION				CHECKED EI			
NL DRAWN				EI CHKD			
STATUS CODE -				DRAWING No. 0198_MAY-CIV-SWI-ZZZZ-DR-C-040004			
REV P01				REV P01			

Appendix F- Fire Tracking - TO FOLLOW

Appendix G- Road Safety Audit Stage 1 Report



Sevenairs Consulting Ltd

Hoyle Street, Mayfield Park, Manchester

Road Safety Audit Stage 1

December 2024



Document Control

Report Title:

Hoyle Street, Mayfield Park, Manchester – Road Safety Audit Stage 1

Date of Site Visit

5th December 2024

Document Reference

2024-12 Mayfield Park RSA1 – Revision 0

Report Prepared By:

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On behalf of

Civic Engineers Ltd. – 77 Dale Street, Manchester, M1 2HG

Highway Authority / Overseeing Organisation

Manchester City Council

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Document History:

Revision	Date	Description	By
0	09.12.2024	For Issue	HV

Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a residential development off Hoyle Street in Mayfield Park, Manchester. The audit was carried out at the request of Emily Ingham, Associate, Civic Engineers on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

The Audit Team	Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency), Road Safety Team Leader in accordance with GG119 Sarah Vernals BAHonsQTS NPQH, Road Safety Team Member in accordance with GG119
Audit Observers	None

The main project comprises of a residential development, known as Mayfield Phase 1b, providing 878 new apartments. Highway works include closing up the junction of Hoyle Street with Mancunian Way, resurfacing of Hoyle Street, formation of a new one way road on the frontage facing Mancunian Way, with contra-flow for cyclists and associated footway works. The scope of this Road Safety Audit is to review the proposed highway works.

The audit has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Site Visit Attendance

A site visit took place comprising of the RSA team on Thursday 5th December 2024 between 14:15 and 14:45 hours during which the weather was raining and the road surface wet. Traffic conditions were light and free flowing, with a small number of pedestrians and cyclists observed.

Documents Supplied

- Email proposal background
- 0198_MAY-SEW-SW1-1000-DR-L-000001 – Landscape General Arrangement

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Road Safety Audit. The Audit Team has examined and reported only on the road safety

implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme and consider any interactions between design elements.

Previous Road Safety Audits

The audit team have not been made aware of any previous Road Safety Audits.

Problems Raised at this Stage 1 RSA

PROBLEM – A-01

Location: Proposed Road adjacent to Mancunian Way.

Summary: Cross Sections – Insufficient carriageway width may increase the risk of collisions involving cyclists.

The proposals include the formation of a new eastbound one way road fronting the development, with cycling permitted in both directions. This is likely to be facilitated by means of a contra-flow cycle route. There is a risk here that with the concentration of apartments, regular deliveries and waiting vehicles may obstruct the eastbound direction. This may increase the risk of other vehicles using the area of contra-flow to pass waiting or loading vehicles. The audit team note the provision of two loading bays, however these may not be sufficient at busy times. Insufficient carriageway width may increase the risk of vehicle incursion into any contra-flow cycleway and consequently increase the risk of collisions involving cyclists.

RECOMMENDATION

It is recommended that sufficient provision is made for deliveries and other waiting vehicles, and that the contra-flow cycle route is protected from vehicle incursion.

PROBLEM – A-02

Location: Hoyle Street – Southern End.

Summary: Landscaping – Future growth from landscaping may obstruct forward visibility, consequentially increasing the risk of shunt type collisions or collisions with pedestrians on the crossing.

At this early stage no details of forward stopping sight distance have been indicated on the drawings. Although the approach speeds are expected to be low, there is a risk that landscaping on the inside of the bend may obscure forward stopping sight distance. Should the visibility requirements not be maintained clear of obstruction, there may be an increased risk of collisions linked to insufficient visibility on the bend and at the crossing.

RECOMMENDATION

It is recommended that the extents of visibility at the bend and crossing is kept clear of any obstruction that may grow or mature in future years and that the extents of the visibility is clearly marked to aid future maintenance.

PROBLEM – A-03

Location: Proposed Road adjacent to Mancunian Way.

Summary: Drainage – Insufficient surface water drainage may increase the risk of skidding type collisions at the crossing as well as slips and falls by pedestrians.

At this early stage, no details have been provided on the proposed drainage arrangements. The proposals indicate kerbed buildouts on the northern side of the road. As such, this may require measures to manage surface water around the buildouts that could, if left unmanaged, increase the risk of standing water and consequently skidding type collisions. There may also be the potential for standing water and detritus in near dropped crossings which may increase the risk of slips and falls by pedestrians.

RECOMMENDATION

It is recommended that all low areas are provided with suitable measures to minimise the risk of standing water and detritus.

PROBLEM – A-04

Location: Proposed Road adjacent to Mancunian Way and Hoyle Street.

Summary: Network Management – Vehicles parked or loading near or on the approach to crossings or the bend may increase the risk of collisions at these points.

No parking and loading restrictions are indicated. There is a risk that on street parking and loading may occur on the roads fronting the development. Vehicles parked or loading near or on the approach to pedestrian crossings and the bend may increase the risk of collisions at these points.

RECOMMENDATION

It is recommended that the need for measures is established and, where necessary, restrictions are introduced.

PROBLEM – A-05

Location: Hoyle Street – Southern End.

Summary: Specific Road Users – Lack of crossing facility may increase the risk of collisions involving users who rely on mobility aids.

There is a desire line for pedestrians between Mancunian Way and the development. This appears to have no provision for pedestrians with mobility issues, specifically those users with prams, wheelchairs or mobility scooters. The alternatives for these users may require them to use drop kerbs provided for driveways or to cross at locations where visibility to approaching vehicles may be otherwise compromised. This lack of a dropped crossing on a desire line may increase the risk of collisions involving users with mobility issues.

RECOMMENDATION

It is recommended that a dropped pedestrian crossing with tactile paving is provided at the corner of the proposed road and Hoyle Street. This will need to consider the risk of vehicle overrun as well as damage to the tactile paving by large vehicles, in particular refuse collection vehicles.

PROBLEM – A-06

Location: Proposed Road adjacent to Mancunian Way.

Summary: Cycles – Lack of use clarity may increase the risk of collisions between cyclists and other road users.

It is understood that cyclists will be allowed to travel in both directions on the proposed road. At this early stage, there is a lack of clarity on how this will be achieved. It would not be unreasonable to expect that westbound cyclists would keep to the southern kerb line. However clarity of use may be confusing for some users and may increase the risk of collisions between cyclists and other road users in particular at transition points.

RECOMMENDATION

It is recommended that route and interfaces are clearly signed and that connectivity for cycles is provided where there are onward desire routes.

Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119 Revision 2.

Road Safety Audit Team Leader

Haydn Vernals FCIHT FIHE CMILT MSoRSA
Directive 2008/96/EC (Certificate of Competency)

Signed:



Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Date: 9th December 2024

Road Safety Audit Team Member

Sarah Vernals BAHonsQTS NPQH

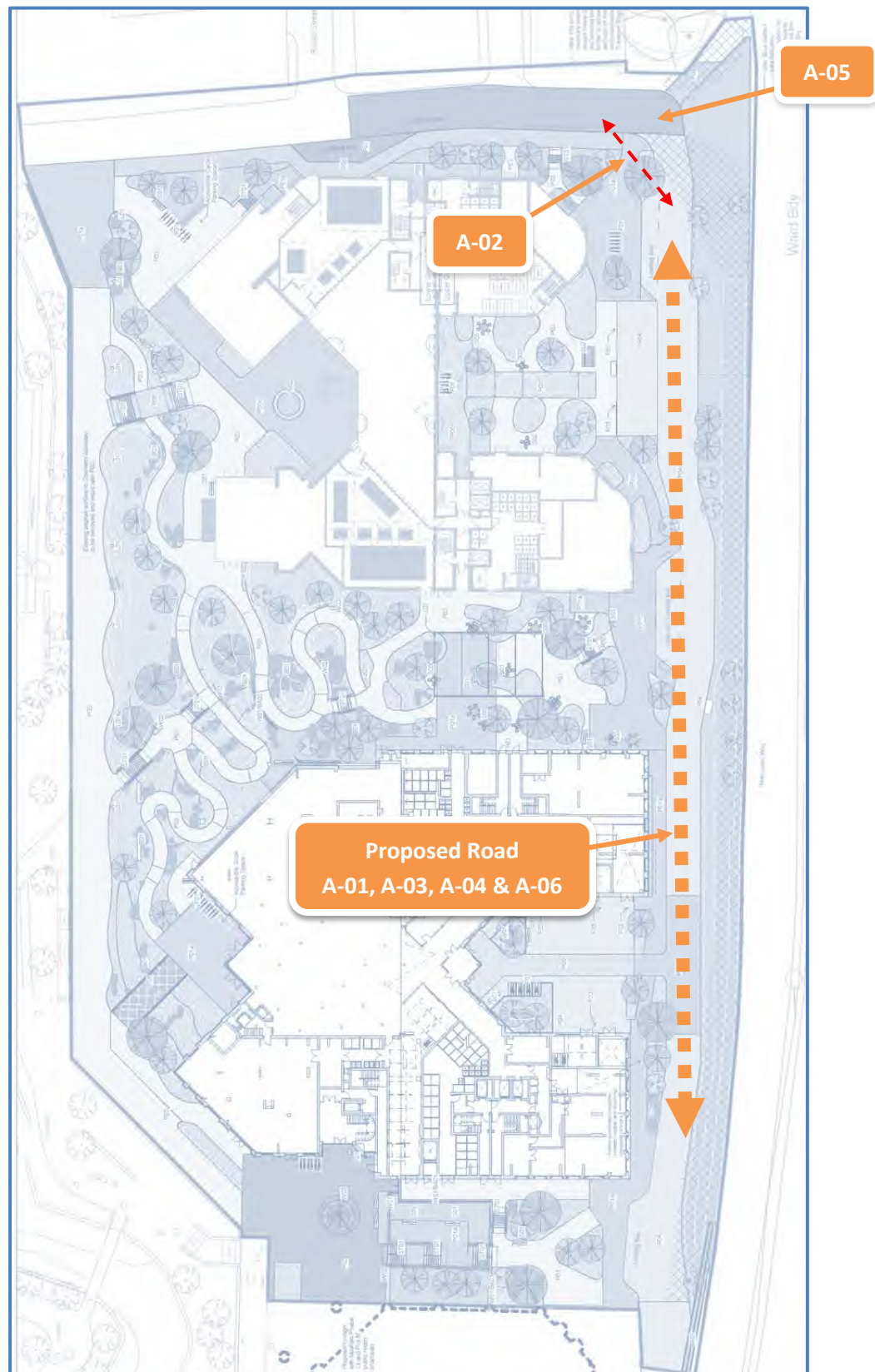
Signed:



Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Date: 9th December 2024

Problem Location Plan



Appendix H- TRICs Selections

Calculation Reference: AUDIT-758701-240419-0434

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

Civic Engineers Dale Street Manchester

Licence No: 758701

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: 204 to 728 (units: sqm)
 Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 15/06/23

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 1 days
 Wednesday 1 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 3

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 1
 Retail Zone 1
 Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 2 days
 E(a) 1 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®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
250,001 to 500,000	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	2 days
1.1 to 1.5	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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 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	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DL-01-O-01	TESCO		DUBLIN
	UPPER BAGGOT STREET			
	DUBLIN			
	DUBLIN 4			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:	728 sqm		
	Survey date: TUESDAY	27/09/11	Survey Type: MANUAL	
2	DY-01-O-01	SAINSBURY'S LOCAL		DERBY
	NUNS STREET			
	DERBY			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	204 sqm		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	
3	NY-01-O-02	SAINSBURY'S LOCAL		NORTH YORKSHIRE
	COLD BATH ROAD			
	HARROGATE			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	220 sqm		
	Survey date: MONDAY	10/12/12	Survey Type: MANUAL	

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
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	1	204	0.490	1	204	0.000	1	204	0.490
06:00 - 07:00	2	466	1.717	2	466	1.717	2	466	3.434
07:00 - 08:00	3	384	2.691	3	384	2.517	3	384	5.208
08:00 - 09:00	3	384	2.431	3	384	1.736	3	384	4.167
09:00 - 10:00	3	384	2.951	3	384	2.951	3	384	5.902
10:00 - 11:00	3	384	2.344	3	384	2.083	3	384	4.427
11:00 - 12:00	3	384	3.385	3	384	3.212	3	384	6.597
12:00 - 13:00	3	384	3.819	3	384	3.559	3	384	7.378
13:00 - 14:00	3	384	3.993	3	384	3.906	3	384	7.899
14:00 - 15:00	3	384	5.122	3	384	4.948	3	384	10.070
15:00 - 16:00	3	384	4.948	3	384	5.382	3	384	10.330
16:00 - 17:00	3	384	4.601	3	384	5.035	3	384	9.636
17:00 - 18:00	3	384	5.208	3	384	4.774	3	384	9.982
18:00 - 19:00	3	384	3.906	3	384	4.427	3	384	8.333
19:00 - 20:00	3	384	3.819	3	384	3.819	3	384	7.638
20:00 - 21:00	3	384	1.302	3	384	1.649	3	384	2.951
21:00 - 22:00	3	384	0.694	3	384	1.128	3	384	1.822
22:00 - 23:00	2	466	0.858	2	466	0.751	2	466	1.609
23:00 - 24:00	2	466	0.429	2	466	0.536	2	466	0.965
Total Rates:			54.708			54.130			108.838

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:

204 - 728 (units: sqm)

Survey date range:

01/01/10 - 15/06/23

Number of weekdays (Monday-Friday):

3

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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	204	0.000	1	204	0.000	1	204	0.000
06:00 - 07:00	2	466	0.000	2	466	0.000	2	466	0.000
07:00 - 08:00	3	384	0.000	3	384	0.000	3	384	0.000
08:00 - 09:00	3	384	0.000	3	384	0.000	3	384	0.000
09:00 - 10:00	3	384	0.087	3	384	0.087	3	384	0.174
10:00 - 11:00	3	384	0.000	3	384	0.000	3	384	0.000
11:00 - 12:00	3	384	0.000	3	384	0.000	3	384	0.000
12:00 - 13:00	3	384	0.000	3	384	0.000	3	384	0.000
13:00 - 14:00	3	384	0.000	3	384	0.000	3	384	0.000
14:00 - 15:00	3	384	0.000	3	384	0.000	3	384	0.000
15:00 - 16:00	3	384	0.000	3	384	0.000	3	384	0.000
16:00 - 17:00	3	384	0.000	3	384	0.000	3	384	0.000
17:00 - 18:00	3	384	0.087	3	384	0.087	3	384	0.174
18:00 - 19:00	3	384	0.000	3	384	0.000	3	384	0.000
19:00 - 20:00	3	384	0.000	3	384	0.000	3	384	0.000
20:00 - 21:00	3	384	0.000	3	384	0.000	3	384	0.000
21:00 - 22:00	3	384	0.000	3	384	0.000	3	384	0.000
22:00 - 23:00	2	466	0.000	2	466	0.000	2	466	0.000
23:00 - 24:00	2	466	0.000	2	466	0.000	2	466	0.000
Total Rates:			0.174			0.174			0.348

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
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	1	204	0.000	1	204	0.000	1	204	0.000
06:00 - 07:00	2	466	0.000	2	466	0.000	2	466	0.000
07:00 - 08:00	3	384	0.087	3	384	0.000	3	384	0.087
08:00 - 09:00	3	384	0.000	3	384	0.087	3	384	0.087
09:00 - 10:00	3	384	0.000	3	384	0.000	3	384	0.000
10:00 - 11:00	3	384	0.000	3	384	0.000	3	384	0.000
11:00 - 12:00	3	384	0.174	3	384	0.174	3	384	0.348
12:00 - 13:00	3	384	0.000	3	384	0.000	3	384	0.000
13:00 - 14:00	3	384	0.000	3	384	0.000	3	384	0.000
14:00 - 15:00	3	384	0.000	3	384	0.000	3	384	0.000
15:00 - 16:00	3	384	0.000	3	384	0.000	3	384	0.000
16:00 - 17:00	3	384	0.000	3	384	0.000	3	384	0.000
17:00 - 18:00	3	384	0.000	3	384	0.000	3	384	0.000
18:00 - 19:00	3	384	0.000	3	384	0.000	3	384	0.000
19:00 - 20:00	3	384	0.000	3	384	0.000	3	384	0.000
20:00 - 21:00	3	384	0.000	3	384	0.000	3	384	0.000
21:00 - 22:00	3	384	0.000	3	384	0.000	3	384	0.000
22:00 - 23:00	2	466	0.000	2	466	0.000	2	466	0.000
23:00 - 24:00	2	466	0.000	2	466	0.000	2	466	0.000
Total Rates:			0.261			0.261			0.522

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	204	0.000	1	204	0.000	1	204	0.000
06:00 - 07:00	2	466	0.000	2	466	0.000	2	466	0.000
07:00 - 08:00	3	384	0.260	3	384	0.174	3	384	0.434
08:00 - 09:00	3	384	0.087	3	384	0.174	3	384	0.261
09:00 - 10:00	3	384	0.521	3	384	0.521	3	384	1.042
10:00 - 11:00	3	384	0.000	3	384	0.000	3	384	0.000
11:00 - 12:00	3	384	0.087	3	384	0.000	3	384	0.087
12:00 - 13:00	3	384	0.174	3	384	0.260	3	384	0.434
13:00 - 14:00	3	384	0.000	3	384	0.000	3	384	0.000
14:00 - 15:00	3	384	0.000	3	384	0.000	3	384	0.000
15:00 - 16:00	3	384	0.260	3	384	0.260	3	384	0.520
16:00 - 17:00	3	384	0.174	3	384	0.000	3	384	0.174
17:00 - 18:00	3	384	0.087	3	384	0.174	3	384	0.261
18:00 - 19:00	3	384	0.174	3	384	0.174	3	384	0.348
19:00 - 20:00	3	384	0.000	3	384	0.087	3	384	0.087
20:00 - 21:00	3	384	0.000	3	384	0.000	3	384	0.000
21:00 - 22:00	3	384	0.000	3	384	0.000	3	384	0.000
22:00 - 23:00	2	466	0.000	2	466	0.000	2	466	0.000
23:00 - 24:00	2	466	0.000	2	466	0.000	2	466	0.000
Total Rates:			1.824			1.824			3.648

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

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

Calculation Reference: AUDIT-758701-240118-0121

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Civic Engineers Dale Street Manchester

Licence No: 758701

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 16 to 175 (units:)
 Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/04/23

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	1 days
Thursday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
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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	2
Built-Up Zone	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 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®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	2 days
No	3 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	5 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CT-03-C-03 COURT DRIVE DUNSTABLE	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings: 146 Survey date: TUESDAY 15/05/18		Survey Type: MANUAL
2	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS	HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 91 Survey date: THURSDAY 14/11/19		Survey Type: MANUAL
3	HI-03-C-02 KING STREET NAIRN	BLOCK OF FLATS	HIGHLAND
	Edge of Town Centre Residential Zone Total No of Dwellings: 16 Survey date: WEDNESDAY 19/04/23		Survey Type: MANUAL
4	MS-03-C-04 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN	BLOCK OF FLATS	MERSEYSIDE
	Edge of Town Centre Residential Zone Total No of Dwellings: 24 Survey date: MONDAY 12/04/21		Survey Type: MANUAL
5	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS	PORTSMOUTH
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 90 Survey date: TUESDAY 05/06/18		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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
CO-03-C-01	26/03/18	parking ratio over 1
CT-03-C-01	15/05/18	parking ratio over 1
CT-03-C-02	15/05/18	parking ratio over 1
SF-03-C-05	23/06/21	parking ratio over 1

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.45

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	73	0.030	5	73	0.142	5	73	0.172
08:00 - 09:00	5	73	0.063	5	73	0.193	5	73	0.256
09:00 - 10:00	5	73	0.076	5	73	0.076	5	73	0.152
10:00 - 11:00	5	73	0.044	5	73	0.074	5	73	0.118
11:00 - 12:00	5	73	0.071	5	73	0.087	5	73	0.158
12:00 - 13:00	5	73	0.084	5	73	0.101	5	73	0.185
13:00 - 14:00	5	73	0.068	5	73	0.060	5	73	0.128
14:00 - 15:00	5	73	0.057	5	73	0.063	5	73	0.120
15:00 - 16:00	5	73	0.098	5	73	0.060	5	73	0.158
16:00 - 17:00	5	73	0.131	5	73	0.074	5	73	0.205
17:00 - 18:00	5	73	0.174	5	73	0.098	5	73	0.272
18:00 - 19:00	5	73	0.169	5	73	0.093	5	73	0.262
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.065			1.121			2.186

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:	16 - 175 (units:)
Survey date date range:	01/01/15 - 19/04/23
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	73	0.000	5	73	0.000	5	73	0.000
08:00 - 09:00	5	73	0.008	5	73	0.005	5	73	0.013
09:00 - 10:00	5	73	0.003	5	73	0.005	5	73	0.008
10:00 - 11:00	5	73	0.003	5	73	0.003	5	73	0.006
11:00 - 12:00	5	73	0.008	5	73	0.008	5	73	0.016
12:00 - 13:00	5	73	0.011	5	73	0.011	5	73	0.022
13:00 - 14:00	5	73	0.000	5	73	0.000	5	73	0.000
14:00 - 15:00	5	73	0.000	5	73	0.000	5	73	0.000
15:00 - 16:00	5	73	0.003	5	73	0.003	5	73	0.006
16:00 - 17:00	5	73	0.005	5	73	0.005	5	73	0.010
17:00 - 18:00	5	73	0.003	5	73	0.003	5	73	0.006
18:00 - 19:00	5	73	0.003	5	73	0.003	5	73	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.046			0.093

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	73	0.008	5	73	0.008	5	73	0.016
08:00 - 09:00	5	73	0.000	5	73	0.000	5	73	0.000
09:00 - 10:00	5	73	0.003	5	73	0.003	5	73	0.006
10:00 - 11:00	5	73	0.000	5	73	0.000	5	73	0.000
11:00 - 12:00	5	73	0.005	5	73	0.003	5	73	0.008
12:00 - 13:00	5	73	0.000	5	73	0.003	5	73	0.003
13:00 - 14:00	5	73	0.000	5	73	0.000	5	73	0.000
14:00 - 15:00	5	73	0.003	5	73	0.003	5	73	0.006
15:00 - 16:00	5	73	0.000	5	73	0.000	5	73	0.000
16:00 - 17:00	5	73	0.000	5	73	0.000	5	73	0.000
17:00 - 18:00	5	73	0.000	5	73	0.000	5	73	0.000
18:00 - 19:00	5	73	0.000	5	73	0.000	5	73	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.020			0.039

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	73	0.003	5	73	0.014	5	73	0.017
08:00 - 09:00	5	73	0.000	5	73	0.014	5	73	0.014
09:00 - 10:00	5	73	0.000	5	73	0.000	5	73	0.000
10:00 - 11:00	5	73	0.003	5	73	0.000	5	73	0.003
11:00 - 12:00	5	73	0.008	5	73	0.005	5	73	0.013
12:00 - 13:00	5	73	0.000	5	73	0.000	5	73	0.000
13:00 - 14:00	5	73	0.005	5	73	0.003	5	73	0.008
14:00 - 15:00	5	73	0.005	5	73	0.005	5	73	0.010
15:00 - 16:00	5	73	0.008	5	73	0.000	5	73	0.008
16:00 - 17:00	5	73	0.003	5	73	0.000	5	73	0.003
17:00 - 18:00	5	73	0.014	5	73	0.005	5	73	0.019
18:00 - 19:00	5	73	0.003	5	73	0.000	5	73	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.046			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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	73	0.041	5	73	0.204	5	73	0.245
08:00 - 09:00	5	73	0.074	5	73	0.311	5	73	0.385
09:00 - 10:00	5	73	0.093	5	73	0.090	5	73	0.183
10:00 - 11:00	5	73	0.052	5	73	0.090	5	73	0.142
11:00 - 12:00	5	73	0.084	5	73	0.098	5	73	0.182
12:00 - 13:00	5	73	0.114	5	73	0.139	5	73	0.253
13:00 - 14:00	5	73	0.101	5	73	0.065	5	73	0.166
14:00 - 15:00	5	73	0.060	5	73	0.082	5	73	0.142
15:00 - 16:00	5	73	0.144	5	73	0.068	5	73	0.212
16:00 - 17:00	5	73	0.196	5	73	0.079	5	73	0.275
17:00 - 18:00	5	73	0.243	5	73	0.125	5	73	0.368
18:00 - 19:00	5	73	0.240	5	73	0.114	5	73	0.354
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.442			1.465			2.907

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	73	0.027	5	73	0.101	5	73	0.128
08:00 - 09:00	5	73	0.035	5	73	0.082	5	73	0.117
09:00 - 10:00	5	73	0.046	5	73	0.049	5	73	0.095
10:00 - 11:00	5	73	0.060	5	73	0.046	5	73	0.106
11:00 - 12:00	5	73	0.025	5	73	0.041	5	73	0.066
12:00 - 13:00	5	73	0.060	5	73	0.068	5	73	0.128
13:00 - 14:00	5	73	0.054	5	73	0.054	5	73	0.108
14:00 - 15:00	5	73	0.054	5	73	0.071	5	73	0.125
15:00 - 16:00	5	73	0.076	5	73	0.052	5	73	0.128
16:00 - 17:00	5	73	0.087	5	73	0.093	5	73	0.180
17:00 - 18:00	5	73	0.101	5	73	0.093	5	73	0.194
18:00 - 19:00	5	73	0.090	5	73	0.082	5	73	0.172
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.715			0.832			1.547

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	73	0.003	5	73	0.044	5	73	0.047
08:00 - 09:00	5	73	0.016	5	73	0.106	5	73	0.122
09:00 - 10:00	5	73	0.003	5	73	0.027	5	73	0.030
10:00 - 11:00	5	73	0.011	5	73	0.011	5	73	0.022
11:00 - 12:00	5	73	0.019	5	73	0.008	5	73	0.027
12:00 - 13:00	5	73	0.025	5	73	0.016	5	73	0.041
13:00 - 14:00	5	73	0.022	5	73	0.046	5	73	0.068
14:00 - 15:00	5	73	0.030	5	73	0.025	5	73	0.055
15:00 - 16:00	5	73	0.065	5	73	0.027	5	73	0.092
16:00 - 17:00	5	73	0.041	5	73	0.016	5	73	0.057
17:00 - 18:00	5	73	0.054	5	73	0.008	5	73	0.062
18:00 - 19:00	5	73	0.052	5	73	0.019	5	73	0.071
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.341			0.353			0.694

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	73	0.000	5	73	0.025	5	73	0.025
08:00 - 09:00	5	73	0.000	5	73	0.005	5	73	0.005
09:00 - 10:00	5	73	0.000	5	73	0.005	5	73	0.005
10:00 - 11:00	5	73	0.003	5	73	0.000	5	73	0.003
11:00 - 12:00	5	73	0.005	5	73	0.003	5	73	0.008
12:00 - 13:00	5	73	0.003	5	73	0.003	5	73	0.006
13:00 - 14:00	5	73	0.000	5	73	0.000	5	73	0.000
14:00 - 15:00	5	73	0.003	5	73	0.000	5	73	0.003
15:00 - 16:00	5	73	0.003	5	73	0.003	5	73	0.006
16:00 - 17:00	5	73	0.016	5	73	0.000	5	73	0.016
17:00 - 18:00	5	73	0.019	5	73	0.000	5	73	0.019
18:00 - 19:00	5	73	0.011	5	73	0.005	5	73	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.049			0.112

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	73	0.003	5	73	0.068	5	73	0.071
08:00 - 09:00	5	73	0.016	5	73	0.112	5	73	0.128
09:00 - 10:00	5	73	0.003	5	73	0.033	5	73	0.036
10:00 - 11:00	5	73	0.011	5	73	0.011	5	73	0.022
11:00 - 12:00	5	73	0.019	5	73	0.011	5	73	0.030
12:00 - 13:00	5	73	0.027	5	73	0.019	5	73	0.046
13:00 - 14:00	5	73	0.025	5	73	0.046	5	73	0.071
14:00 - 15:00	5	73	0.030	5	73	0.025	5	73	0.055
15:00 - 16:00	5	73	0.071	5	73	0.030	5	73	0.101
16:00 - 17:00	5	73	0.057	5	73	0.016	5	73	0.073
17:00 - 18:00	5	73	0.074	5	73	0.008	5	73	0.082
18:00 - 19:00	5	73	0.068	5	73	0.025	5	73	0.093
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.404			0.404			0.808

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.45

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	73	0.074	5	73	0.387	5	73	0.461
08:00 - 09:00	5	73	0.125	5	73	0.518	5	73	0.643
09:00 - 10:00	5	73	0.142	5	73	0.172	5	73	0.314
10:00 - 11:00	5	73	0.125	5	73	0.147	5	73	0.272
11:00 - 12:00	5	73	0.136	5	73	0.155	5	73	0.291
12:00 - 13:00	5	73	0.202	5	73	0.226	5	73	0.428
13:00 - 14:00	5	73	0.185	5	73	0.169	5	73	0.354
14:00 - 15:00	5	73	0.150	5	73	0.183	5	73	0.333
15:00 - 16:00	5	73	0.300	5	73	0.150	5	73	0.450
16:00 - 17:00	5	73	0.343	5	73	0.188	5	73	0.531
17:00 - 18:00	5	73	0.431	5	73	0.232	5	73	0.663
18:00 - 19:00	5	73	0.401	5	73	0.221	5	73	0.622
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.614			2.748			5.362

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	73	0.008	5	73	0.125	5	73	0.133
08:00 - 09:00	5	73	0.046	5	73	0.174	5	73	0.220
09:00 - 10:00	5	73	0.060	5	73	0.060	5	73	0.120
10:00 - 11:00	5	73	0.033	5	73	0.054	5	73	0.087
11:00 - 12:00	5	73	0.046	5	73	0.065	5	73	0.111
12:00 - 13:00	5	73	0.057	5	73	0.068	5	73	0.125
13:00 - 14:00	5	73	0.054	5	73	0.041	5	73	0.095
14:00 - 15:00	5	73	0.049	5	73	0.057	5	73	0.106
15:00 - 16:00	5	73	0.076	5	73	0.049	5	73	0.125
16:00 - 17:00	5	73	0.114	5	73	0.057	5	73	0.171
17:00 - 18:00	5	73	0.158	5	73	0.090	5	73	0.248
18:00 - 19:00	5	73	0.161	5	73	0.087	5	73	0.248
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.862			0.927			1.789

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	73	0.011	5	73	0.008	5	73	0.019
08:00 - 09:00	5	73	0.008	5	73	0.011	5	73	0.019
09:00 - 10:00	5	73	0.011	5	73	0.008	5	73	0.019
10:00 - 11:00	5	73	0.008	5	73	0.016	5	73	0.024
11:00 - 12:00	5	73	0.011	5	73	0.011	5	73	0.022
12:00 - 13:00	5	73	0.016	5	73	0.019	5	73	0.035
13:00 - 14:00	5	73	0.011	5	73	0.016	5	73	0.027
14:00 - 15:00	5	73	0.005	5	73	0.003	5	73	0.008
15:00 - 16:00	5	73	0.016	5	73	0.008	5	73	0.024
16:00 - 17:00	5	73	0.011	5	73	0.011	5	73	0.022
17:00 - 18:00	5	73	0.008	5	73	0.003	5	73	0.011
18:00 - 19:00	5	73	0.005	5	73	0.003	5	73	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.121			0.117			0.238

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	73	0.003	5	73	0.000	5	73	0.003
08:00 - 09:00	5	73	0.000	5	73	0.003	5	73	0.003
09:00 - 10:00	5	73	0.000	5	73	0.000	5	73	0.000
10:00 - 11:00	5	73	0.000	5	73	0.000	5	73	0.000
11:00 - 12:00	5	73	0.000	5	73	0.000	5	73	0.000
12:00 - 13:00	5	73	0.000	5	73	0.000	5	73	0.000
13:00 - 14:00	5	73	0.003	5	73	0.003	5	73	0.006
14:00 - 15:00	5	73	0.000	5	73	0.000	5	73	0.000
15:00 - 16:00	5	73	0.003	5	73	0.000	5	73	0.003
16:00 - 17:00	5	73	0.000	5	73	0.000	5	73	0.000
17:00 - 18:00	5	73	0.005	5	73	0.003	5	73	0.008
18:00 - 19:00	5	73	0.000	5	73	0.000	5	73	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.009			0.023

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

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

Calculation Reference: AUDIT-758701-240419-0429

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	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: 500 to 1136 (units: sqm)
 Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 20/06/23

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
 Thursday 1 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 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:

Development Zone 1
 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:**Use Class:**

E(b) 4 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®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	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:

No	4 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	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-06-B-01	BBQ RESTAURANT		CESHIRE WEST & CHESTER
	SOUTERS LANE			
	CHESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	500 sqm		
	Survey date: TUESDAY	11/11/14	Survey Type: MANUAL	
2	LN-06-B-01	PREZZO		LINCOLNSHIRE
	BRAYFORD WHARF NORTH			
	LINCOLN			
	BRAYFORD WHARF			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	1136 sqm		
	Survey date: TUESDAY	10/10/17	Survey Type: MANUAL	
3	LS-06-B-01	CHINESE RESTAURANT		LEEDS
	BINGLEY STREET			
	LEEDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	950 sqm		
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL	
4	WM-06-B-05	AKBARS		WEST MIDLANDS
	THE BUTTS			
	COVENTRY			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	600 sqm		
	Survey date: THURSDAY	17/11/16	Survey Type: MANUAL	

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 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	1	950	0.211	1	950	0.211	1	950	0.422
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	500	2.200	1	500	1.800	1	500	4.000
11:00 - 12:00	3	862	1.044	3	862	0.580	3	862	1.624
12:00 - 13:00	3	862	1.469	3	862	0.387	3	862	1.856
13:00 - 14:00	3	862	1.469	3	862	1.353	3	862	2.822
14:00 - 15:00	3	862	1.083	3	862	1.701	3	862	2.784
15:00 - 16:00	3	862	0.464	3	862	0.773	3	862	1.237
16:00 - 17:00	4	797	0.879	4	797	0.471	4	797	1.350
17:00 - 18:00	4	797	1.193	4	797	0.471	4	797	1.664
18:00 - 19:00	4	797	2.103	4	797	1.444	4	797	3.547
19:00 - 20:00	4	797	2.228	4	797	1.883	4	797	4.111
20:00 - 21:00	4	797	1.099	4	797	2.448	4	797	3.547
21:00 - 22:00	4	797	0.502	4	797	1.444	4	797	1.946
22:00 - 23:00	4	797	0.471	4	797	1.161	4	797	1.632
23:00 - 24:00	4	797	0.345	4	797	0.659	4	797	1.004
Total Rates:			16.760			16.786			33.546

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:
 Survey date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

500 - 1136 (units: sqm)
 01/01/10 - 20/06/23
 4
 0
 0
 0
 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.000	1	950	0.000	1	950	0.000
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	500	0.000	1	500	0.000	1	500	0.000
11:00 - 12:00	3	862	0.000	3	862	0.000	3	862	0.000
12:00 - 13:00	3	862	0.077	3	862	0.077	3	862	0.154
13:00 - 14:00	3	862	0.116	3	862	0.116	3	862	0.232
14:00 - 15:00	3	862	0.039	3	862	0.039	3	862	0.078
15:00 - 16:00	3	862	0.000	3	862	0.000	3	862	0.000
16:00 - 17:00	4	797	0.000	4	797	0.000	4	797	0.000
17:00 - 18:00	4	797	0.126	4	797	0.063	4	797	0.189
18:00 - 19:00	4	797	0.220	4	797	0.282	4	797	0.502
19:00 - 20:00	4	797	0.314	4	797	0.314	4	797	0.628
20:00 - 21:00	4	797	0.188	4	797	0.157	4	797	0.345
21:00 - 22:00	4	797	0.031	4	797	0.031	4	797	0.062
22:00 - 23:00	4	797	0.126	4	797	0.157	4	797	0.283
23:00 - 24:00	4	797	0.063	4	797	0.063	4	797	0.126
Total Rates:			1.300			1.299			2.599

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.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
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	1	950	0.000	1	950	0.000	1	950	0.000
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	500	0.200	1	500	0.200	1	500	0.400
11:00 - 12:00	3	862	0.000	3	862	0.000	3	862	0.000
12:00 - 13:00	3	862	0.000	3	862	0.000	3	862	0.000
13:00 - 14:00	3	862	0.000	3	862	0.000	3	862	0.000
14:00 - 15:00	3	862	0.000	3	862	0.000	3	862	0.000
15:00 - 16:00	3	862	0.000	3	862	0.000	3	862	0.000
16:00 - 17:00	4	797	0.031	4	797	0.031	4	797	0.062
17:00 - 18:00	4	797	0.000	4	797	0.000	4	797	0.000
18:00 - 19:00	4	797	0.000	4	797	0.000	4	797	0.000
19:00 - 20:00	4	797	0.000	4	797	0.000	4	797	0.000
20:00 - 21:00	4	797	0.000	4	797	0.000	4	797	0.000
21:00 - 22:00	4	797	0.000	4	797	0.000	4	797	0.000
22:00 - 23:00	4	797	0.000	4	797	0.000	4	797	0.000
23:00 - 24:00	4	797	0.000	4	797	0.000	4	797	0.000
Total Rates:			0.231			0.231			0.462

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.*

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

PSVS

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	1	950	0.000	1	950	0.000	1	950	0.000
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	500	0.200	1	500	0.000	1	500	0.200
11:00 - 12:00	3	862	0.000	3	862	0.000	3	862	0.000
12:00 - 13:00	3	862	0.000	3	862	0.000	3	862	0.000
13:00 - 14:00	3	862	0.000	3	862	0.039	3	862	0.039
14:00 - 15:00	3	862	0.000	3	862	0.000	3	862	0.000
15:00 - 16:00	3	862	0.000	3	862	0.000	3	862	0.000
16:00 - 17:00	4	797	0.000	4	797	0.000	4	797	0.000
17:00 - 18:00	4	797	0.000	4	797	0.000	4	797	0.000
18:00 - 19:00	4	797	0.000	4	797	0.000	4	797	0.000
19:00 - 20:00	4	797	0.000	4	797	0.000	4	797	0.000
20:00 - 21:00	4	797	0.000	4	797	0.000	4	797	0.000
21:00 - 22:00	4	797	0.000	4	797	0.000	4	797	0.000
22:00 - 23:00	4	797	0.000	4	797	0.000	4	797	0.000
23:00 - 24:00	4	797	0.000	4	797	0.000	4	797	0.000
Total Rates:			0.200			0.039			0.239

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.000	1	950	0.000	1	950	0.000
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	500	0.000	1	500	0.000	1	500	0.000
11:00 - 12:00	3	862	0.000	3	862	0.000	3	862	0.000
12:00 - 13:00	3	862	0.000	3	862	0.000	3	862	0.000
13:00 - 14:00	3	862	0.000	3	862	0.000	3	862	0.000
14:00 - 15:00	3	862	0.000	3	862	0.000	3	862	0.000
15:00 - 16:00	3	862	0.000	3	862	0.000	3	862	0.000
16:00 - 17:00	4	797	0.000	4	797	0.000	4	797	0.000
17:00 - 18:00	4	797	0.094	4	797	0.000	4	797	0.094
18:00 - 19:00	4	797	0.000	4	797	0.000	4	797	0.000
19:00 - 20:00	4	797	0.000	4	797	0.063	4	797	0.063
20:00 - 21:00	4	797	0.031	4	797	0.000	4	797	0.031
21:00 - 22:00	4	797	0.000	4	797	0.000	4	797	0.000
22:00 - 23:00	4	797	0.000	4	797	0.000	4	797	0.000
23:00 - 24:00	4	797	0.000	4	797	0.063	4	797	0.063
Total Rates:			0.125			0.126			0.251

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.211	1	950	0.211	1	950	0.422
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	500	1.400	1	500	1.200	1	500	2.600
11:00 - 12:00	3	862	0.928	3	862	0.425	3	862	1.353
12:00 - 13:00	3	862	1.276	3	862	0.232	3	862	1.508
13:00 - 14:00	3	862	1.315	3	862	1.160	3	862	2.475
14:00 - 15:00	3	862	0.928	3	862	1.547	3	862	2.475
15:00 - 16:00	3	862	0.387	3	862	0.735	3	862	1.122
16:00 - 17:00	4	797	0.816	4	797	0.408	4	797	1.224
17:00 - 18:00	4	797	0.973	4	797	0.408	4	797	1.381
18:00 - 19:00	4	797	1.695	4	797	1.130	4	797	2.825
19:00 - 20:00	4	797	1.915	4	797	1.538	4	797	3.453
20:00 - 21:00	4	797	0.910	4	797	2.197	4	797	3.107
21:00 - 22:00	4	797	0.471	4	797	1.412	4	797	1.883
22:00 - 23:00	4	797	0.345	4	797	0.910	4	797	1.255
23:00 - 24:00	4	797	0.282	4	797	0.534	4	797	0.816
Total Rates:			13.852			14.047			27.899

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.000	1	950	0.000	1	950	0.000
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	500	0.400	1	500	0.400	1	500	0.800
11:00 - 12:00	3	862	0.116	3	862	0.155	3	862	0.271
12:00 - 13:00	3	862	0.077	3	862	0.077	3	862	0.154
13:00 - 14:00	3	862	0.039	3	862	0.039	3	862	0.078
14:00 - 15:00	3	862	0.116	3	862	0.116	3	862	0.232
15:00 - 16:00	3	862	0.039	3	862	0.039	3	862	0.078
16:00 - 17:00	4	797	0.031	4	797	0.031	4	797	0.062
17:00 - 18:00	4	797	0.094	4	797	0.000	4	797	0.094
18:00 - 19:00	4	797	0.063	4	797	0.031	4	797	0.094
19:00 - 20:00	4	797	0.000	4	797	0.031	4	797	0.031
20:00 - 21:00	4	797	0.000	4	797	0.063	4	797	0.063
21:00 - 22:00	4	797	0.000	4	797	0.000	4	797	0.000
22:00 - 23:00	4	797	0.000	4	797	0.063	4	797	0.063
23:00 - 24:00	4	797	0.000	4	797	0.031	4	797	0.031
Total Rates:			0.975				1.076		

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.000	1	950	0.000	1	950	0.000
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	500	0.000	1	500	0.000	1	500	0.000
11:00 - 12:00	3	862	0.000	3	862	0.000	3	862	0.000
12:00 - 13:00	3	862	0.039	3	862	0.000	3	862	0.039
13:00 - 14:00	3	862	0.000	3	862	0.000	3	862	0.000
14:00 - 15:00	3	862	0.000	3	862	0.000	3	862	0.000
15:00 - 16:00	3	862	0.039	3	862	0.000	3	862	0.039
16:00 - 17:00	4	797	0.000	4	797	0.000	4	797	0.000
17:00 - 18:00	4	797	0.000	4	797	0.000	4	797	0.000
18:00 - 19:00	4	797	0.031	4	797	0.000	4	797	0.031
19:00 - 20:00	4	797	0.000	4	797	0.000	4	797	0.000
20:00 - 21:00	4	797	0.000	4	797	0.031	4	797	0.031
21:00 - 22:00	4	797	0.000	4	797	0.000	4	797	0.000
22:00 - 23:00	4	797	0.000	4	797	0.031	4	797	0.031
23:00 - 24:00	4	797	0.000	4	797	0.031	4	797	0.031
Total Rates:			0.109			0.093			0.202

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.

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Calculation Reference: AUDIT-758701-240419-0424

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
14	LEINSTER	
	WC WICKLOW	1 days
	WX WEXFORD	1 days

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

Civic Engineers Dale Street Manchester

Licence No: 758701

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: 60 to 320 (units: sqm)
 Range Selected by User: 60 to 320 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 20/04/23

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 3 days
 Wednesday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 5 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 5

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

Selected Location Sub Categories:

Built-Up Zone 3
 High Street 1
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:**Use Class:**

E(b) 5 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®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 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	2 days
1.1 to 1.5	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:

No	5 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	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GM-06-K-01	CAFÉ		GREATER MANCHESTER
	DEANS GATE			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	200 sqm		
	Survey date: TUESDAY	19/04/22	Survey Type: MANUAL	
2	LN-06-K-01	CAFÉ & TEA ROOM		LINCOLNSHIRE
	RED LION SQUARE			
	STAMFORD			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	190 sqm		
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL	
3	NF-06-K-01	CAFÉ		NORFOLK
	SAINT GILES STREET			
	NORWICH			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	82 sqm		
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL	
4	WC-06-K-01	CAFÉ		WICKLOW
	FITZWILLIAM SQUARE			
	WICKLOW			
	Town Centre			
	High Street			
	Total Gross floor area:	320 sqm		
	Survey date: WEDNESDAY	16/11/22	Survey Type: MANUAL	
5	WX-06-K-01	CAFÉ		WEXFORD
	MALLIN STREET			
	WEXFORD			
	Town Centre			
	No Sub Category			
	Total Gross floor area:	60 sqm		
	Survey date: THURSDAY	20/04/23	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 06 - HOTEL, FOOD & DRINK/K - CAFE
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	1	320	1.875	1	320	1.250	1	320	3.125
08:00 - 09:00	4	198	1.136	4	198	0.631	4	198	1.767
09:00 - 10:00	5	170	3.638	5	170	2.582	5	170	6.220
10:00 - 11:00	5	170	3.638	5	170	4.225	5	170	7.863
11:00 - 12:00	5	170	3.756	5	170	3.404	5	170	7.160
12:00 - 13:00	5	170	3.991	5	170	3.873	5	170	7.864
13:00 - 14:00	5	170	4.343	5	170	4.225	5	170	8.568
14:00 - 15:00	5	170	3.638	5	170	3.991	5	170	7.629
15:00 - 16:00	5	170	2.465	5	170	2.934	5	170	5.399
16:00 - 17:00	4	193	1.948	4	193	2.078	4	193	4.026
17:00 - 18:00	3	193	1.379	3	193	2.069	3	193	3.448
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			31.807			31.262			63.069

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:
Survey date range:
Number of weekdays (Monday-Friday):
Number of Saturdays:
Number of Sundays:
Surveys automatically removed from selection:
Surveys manually removed from selection:

60 - 320 (units: sqm)
01/01/10 - 20/04/23
5
0
0
0
0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	320	0.000	1	320	0.000	1	320	0.000
08:00 - 09:00	4	198	0.000	4	198	0.000	4	198	0.000
09:00 - 10:00	5	170	0.000	5	170	0.000	5	170	0.000
10:00 - 11:00	5	170	0.117	5	170	0.117	5	170	0.234
11:00 - 12:00	5	170	0.117	5	170	0.117	5	170	0.234
12:00 - 13:00	5	170	0.000	5	170	0.000	5	170	0.000
13:00 - 14:00	5	170	0.117	5	170	0.117	5	170	0.234
14:00 - 15:00	5	170	0.117	5	170	0.117	5	170	0.234
15:00 - 16:00	5	170	0.000	5	170	0.000	5	170	0.000
16:00 - 17:00	4	193	0.000	4	193	0.000	4	193	0.000
17:00 - 18:00	3	193	0.000	3	193	0.000	3	193	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.468			0.468			0.936

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
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	1	320	0.313	1	320	0.313	1	320	0.624
08:00 - 09:00	4	198	0.000	4	198	0.000	4	198	0.000
09:00 - 10:00	5	170	0.117	5	170	0.117	5	170	0.234
10:00 - 11:00	5	170	0.000	5	170	0.000	5	170	0.000
11:00 - 12:00	5	170	0.000	5	170	0.000	5	170	0.000
12:00 - 13:00	5	170	0.000	5	170	0.000	5	170	0.000
13:00 - 14:00	5	170	0.000	5	170	0.000	5	170	0.000
14:00 - 15:00	5	170	0.117	5	170	0.117	5	170	0.234
15:00 - 16:00	5	170	0.000	5	170	0.000	5	170	0.000
16:00 - 17:00	4	193	0.000	4	193	0.000	4	193	0.000
17:00 - 18:00	3	193	0.000	3	193	0.000	3	193	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.546			0.546			1.092

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	320	0.000	1	320	0.000	1	320	0.000
08:00 - 09:00	4	198	0.000	4	198	0.000	4	198	0.000
09:00 - 10:00	5	170	0.235	5	170	0.117	5	170	0.352
10:00 - 11:00	5	170	0.000	5	170	0.117	5	170	0.117
11:00 - 12:00	5	170	0.000	5	170	0.000	5	170	0.000
12:00 - 13:00	5	170	0.352	5	170	0.117	5	170	0.469
13:00 - 14:00	5	170	0.000	5	170	0.235	5	170	0.235
14:00 - 15:00	5	170	0.000	5	170	0.000	5	170	0.000
15:00 - 16:00	5	170	0.000	5	170	0.000	5	170	0.000
16:00 - 17:00	4	193	0.000	4	193	0.000	4	193	0.000
17:00 - 18:00	3	193	0.000	3	193	0.000	3	193	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.587			0.586			1.173

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.*

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	320	0.625	1	320	0.313	1	320	0.937
08:00 - 09:00	4	198	1.136	4	198	0.505	4	198	1.641
09:00 - 10:00	5	170	3.052	5	170	2.113	5	170	5.165
10:00 - 11:00	5	170	3.521	5	170	3.991	5	170	7.512
11:00 - 12:00	5	170	3.638	5	170	3.286	5	170	6.924
12:00 - 13:00	5	170	3.991	5	170	3.873	5	170	7.864
13:00 - 14:00	5	170	4.225	5	170	4.108	5	170	8.333
14:00 - 15:00	5	170	3.286	5	170	3.638	5	170	6.924
15:00 - 16:00	5	170	2.465	5	170	2.934	5	170	5.399
16:00 - 17:00	4	193	1.948	4	193	2.078	4	193	4.026
17:00 - 18:00	3	193	1.379	3	193	2.069	3	193	3.448
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			29.266			28.907			58.173

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	320	0.938	1	320	0.625	1	320	1.563
08:00 - 09:00	4	198	0.000	4	198	0.126	4	198	0.126
09:00 - 10:00	5	170	0.352	5	170	0.235	5	170	0.587
10:00 - 11:00	5	170	0.000	5	170	0.117	5	170	0.117
11:00 - 12:00	5	170	0.000	5	170	0.000	5	170	0.000
12:00 - 13:00	5	170	0.000	5	170	0.000	5	170	0.000
13:00 - 14:00	5	170	0.000	5	170	0.000	5	170	0.000
14:00 - 15:00	5	170	0.000	5	170	0.000	5	170	0.000
15:00 - 16:00	5	170	0.000	5	170	0.000	5	170	0.000
16:00 - 17:00	4	193	0.000	4	193	0.000	4	193	0.000
17:00 - 18:00	3	193	0.000	3	193	0.000	3	193	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.290			1.103			2.393

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	320	0.000	1	320	0.000	1	320	0.000
08:00 - 09:00	4	198	0.000	4	198	0.000	4	198	0.000
09:00 - 10:00	5	170	0.117	5	170	0.117	5	170	0.234
10:00 - 11:00	5	170	0.000	5	170	0.000	5	170	0.000
11:00 - 12:00	5	170	0.000	5	170	0.000	5	170	0.000
12:00 - 13:00	5	170	0.000	5	170	0.000	5	170	0.000
13:00 - 14:00	5	170	0.000	5	170	0.000	5	170	0.000
14:00 - 15:00	5	170	0.117	5	170	0.117	5	170	0.234
15:00 - 16:00	5	170	0.000	5	170	0.000	5	170	0.000
16:00 - 17:00	4	193	0.000	4	193	0.000	4	193	0.000
17:00 - 18:00	3	193	0.000	3	193	0.000	3	193	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.234			0.234			0.468

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.*

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

Servicing 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	1	320	1.250	1	320	0.938	1	320	2.188
08:00 - 09:00	4	198	0.000	4	198	0.126	4	198	0.126
09:00 - 10:00	5	170	0.469	5	170	0.352	5	170	0.821
10:00 - 11:00	5	170	0.000	5	170	0.117	5	170	0.117
11:00 - 12:00	5	170	0.000	5	170	0.000	5	170	0.000
12:00 - 13:00	5	170	0.117	5	170	0.117	5	170	0.234
13:00 - 14:00	5	170	0.000	5	170	0.000	5	170	0.000
14:00 - 15:00	5	170	0.117	5	170	0.117	5	170	0.234
15:00 - 16:00	5	170	0.000	5	170	0.000	5	170	0.000
16:00 - 17:00	4	193	0.000	4	193	0.000	4	193	0.000
17:00 - 18:00	3	193	0.000	3	193	0.000	3	193	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.953			1.767			3.720

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

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

Calculation Reference: AUDIT-758701-240419-0427

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days

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

Civic Engineers Dale Street Manchester

Licence No: 758701

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: Site area
 Actual Range: 0.06 to 1.70 (units: hect)
 Range Selected by User: 0.04 to 9.10 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 24/04/23

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 1 days
 Thursday 3 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 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:

Commercial Zone 1
 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:**Use Class:**

n/a 1 days
 Not Known 2 days
 E(d) 1 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®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
250,001 to 500,000	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	4 days
------------	--------

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

Travel Plan:

No	4 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DY-07-K-02	LA FITNESS	DERBY
	CARRINGTON STREET		
	DERBY		
	CASTLE WARD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Site area:	0.36 hect	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
2	KS-07-K-01	FITNESS CLUB	KIRKLEES
	GELDERD ROAD		
	BIRSTALL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Site area:	0.79 hect	
	Survey date: TUESDAY	22/04/14	Survey Type: MANUAL
3	NG-07-K-01	VIRGIN ACTIVE	NOTTINGHAM
	LONDON ROAD		
	NOTTINGHAM		
	Edge of Town Centre		
	Commercial Zone		
	Total Site area:	1.70 hect	
	Survey date: THURSDAY	27/06/13	Survey Type: MANUAL
4	WM-07-K-02	STRENGTH & FITNESS GYM	WEST MIDLANDS
	FAR GOSFORD STREET		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Site area:	0.06 hect	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES
 Calculation factor: 1 hect
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	4	0.73	53.265	4	0.73	3.093	4	0.73	56.358
07:00 - 08:00	4	0.73	34.708	4	0.73	34.364	4	0.73	69.072
08:00 - 09:00	4	0.73	37.113	4	0.73	54.639	4	0.73	91.752
09:00 - 10:00	4	0.73	58.076	4	0.73	41.924	4	0.73	100.000
10:00 - 11:00	4	0.73	56.014	4	0.73	47.079	4	0.73	103.093
11:00 - 12:00	4	0.73	35.739	4	0.73	56.357	4	0.73	92.096
12:00 - 13:00	4	0.73	34.708	4	0.73	47.766	4	0.73	82.474
13:00 - 14:00	4	0.73	40.893	4	0.73	47.079	4	0.73	87.972
14:00 - 15:00	4	0.73	36.082	4	0.73	27.148	4	0.73	63.230
15:00 - 16:00	4	0.73	44.674	4	0.73	41.237	4	0.73	85.911
16:00 - 17:00	4	0.73	62.543	4	0.73	37.113	4	0.73	99.656
17:00 - 18:00	4	0.73	113.058	4	0.73	49.485	4	0.73	162.543
18:00 - 19:00	4	0.73	94.502	4	0.73	93.127	4	0.73	187.629
19:00 - 20:00	4	0.73	64.605	4	0.73	93.127	4	0.73	157.732
20:00 - 21:00	4	0.73	26.804	4	0.73	72.852	4	0.73	99.656
21:00 - 22:00	4	0.73	3.093	4	0.73	37.457	4	0.73	40.550
22:00 - 23:00	1	1.70	0.588	1	1.70	9.412	1	1.70	10.000
23:00 - 24:00									
Total Rates:			796.465			793.259			1589.724

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:	0.06 to 1.70 (units: hect)
Survey date range:	01/01/10 - 24/04/23
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TAXIS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	4	0.73	0.344	4	0.73	0.344	4	0.73	0.688
07:00 - 08:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
08:00 - 09:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
09:00 - 10:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
10:00 - 11:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
11:00 - 12:00	4	0.73	0.344	4	0.73	0.344	4	0.73	0.688
12:00 - 13:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
13:00 - 14:00	4	0.73	0.344	4	0.73	0.344	4	0.73	0.688
14:00 - 15:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
15:00 - 16:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
16:00 - 17:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
17:00 - 18:00	4	0.73	0.687	4	0.73	0.687	4	0.73	1.374
18:00 - 19:00	4	0.73	0.687	4	0.73	0.687	4	0.73	1.374
19:00 - 20:00	4	0.73	0.687	4	0.73	0.687	4	0.73	1.374
20:00 - 21:00	4	0.73	0.344	4	0.73	0.344	4	0.73	0.688
21:00 - 22:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
22:00 - 23:00	1	1.70	0.000	1	1.70	0.000	1	1.70	0.000
23:00 - 24:00									
Total Rates:			3.437			3.437			6.874

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.*

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

OGVS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
07:00 - 08:00	4	0.73	0.344	4	0.73	0.344	4	0.73	0.688
08:00 - 09:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
09:00 - 10:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
10:00 - 11:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
11:00 - 12:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
12:00 - 13:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
13:00 - 14:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
14:00 - 15:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
15:00 - 16:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
16:00 - 17:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
17:00 - 18:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
18:00 - 19:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
19:00 - 20:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
20:00 - 21:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
21:00 - 22:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
22:00 - 23:00	1	1.70	0.000	1	1.70	0.000	1	1.70	0.000
23:00 - 24:00									
Total Rates:			0.344			0.344			0.688

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
CYCLISTS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	4	0.73	1.375	4	0.73	0.000	4	0.73	1.375
07:00 - 08:00	4	0.73	1.031	4	0.73	0.344	4	0.73	1.375
08:00 - 09:00	4	0.73	0.344	4	0.73	1.031	4	0.73	1.375
09:00 - 10:00	4	0.73	2.062	4	0.73	0.687	4	0.73	2.749
10:00 - 11:00	4	0.73	0.344	4	0.73	1.031	4	0.73	1.375
11:00 - 12:00	4	0.73	1.031	4	0.73	2.062	4	0.73	3.093
12:00 - 13:00	4	0.73	1.031	4	0.73	0.687	4	0.73	1.718
13:00 - 14:00	4	0.73	0.344	4	0.73	0.687	4	0.73	1.031
14:00 - 15:00	4	0.73	0.687	4	0.73	0.000	4	0.73	0.687
15:00 - 16:00	4	0.73	0.687	4	0.73	0.687	4	0.73	1.374
16:00 - 17:00	4	0.73	0.000	4	0.73	0.344	4	0.73	0.344
17:00 - 18:00	4	0.73	0.344	4	0.73	0.000	4	0.73	0.344
18:00 - 19:00	4	0.73	1.718	4	0.73	1.718	4	0.73	3.436
19:00 - 20:00	4	0.73	0.344	4	0.73	0.344	4	0.73	0.688
20:00 - 21:00	4	0.73	0.687	4	0.73	1.718	4	0.73	2.405
21:00 - 22:00	4	0.73	0.000	4	0.73	1.031	4	0.73	1.031
22:00 - 23:00	1	1.70	0.000	1	1.70	0.000	1	1.70	0.000
23:00 - 24:00									
Total Rates:			12.029			12.371			24.400

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.*

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

CARS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	4	0.73	50.172	4	0.73	2.749	4	0.73	52.921
07:00 - 08:00	4	0.73	34.021	4	0.73	33.677	4	0.73	67.698
08:00 - 09:00	4	0.73	36.770	4	0.73	53.608	4	0.73	90.378
09:00 - 10:00	4	0.73	57.732	4	0.73	41.924	4	0.73	99.656
10:00 - 11:00	4	0.73	54.639	4	0.73	46.392	4	0.73	101.031
11:00 - 12:00	4	0.73	34.708	4	0.73	53.952	4	0.73	88.660
12:00 - 13:00	4	0.73	34.021	4	0.73	47.423	4	0.73	81.444
13:00 - 14:00	4	0.73	39.863	4	0.73	46.048	4	0.73	85.911
14:00 - 15:00	4	0.73	35.052	4	0.73	25.773	4	0.73	60.825
15:00 - 16:00	4	0.73	44.330	4	0.73	40.893	4	0.73	85.223
16:00 - 17:00	4	0.73	61.168	4	0.73	36.770	4	0.73	97.938
17:00 - 18:00	4	0.73	109.966	4	0.73	48.110	4	0.73	158.076
18:00 - 19:00	4	0.73	92.440	4	0.73	88.660	4	0.73	181.100
19:00 - 20:00	4	0.73	62.887	4	0.73	91.409	4	0.73	154.296
20:00 - 21:00	4	0.73	26.117	4	0.73	71.821	4	0.73	97.938
21:00 - 22:00	4	0.73	3.093	4	0.73	36.426	4	0.73	39.519
22:00 - 23:00	1	1.70	0.000	1	1.70	8.824	1	1.70	8.824
23:00 - 24:00									
Total Rates:			776.979			774.459			1551.438

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 LGVS
 Calculation factor: 1 hect
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	4	0.73	2.062	4	0.73	0.000	4	0.73	2.062
07:00 - 08:00	4	0.73	0.344	4	0.73	0.344	4	0.73	0.688
08:00 - 09:00	4	0.73	0.344	4	0.73	0.687	4	0.73	1.031
09:00 - 10:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
10:00 - 11:00	4	0.73	0.344	4	0.73	0.687	4	0.73	1.031
11:00 - 12:00	4	0.73	0.687	4	0.73	0.344	4	0.73	1.031
12:00 - 13:00	4	0.73	0.687	4	0.73	0.344	4	0.73	1.031
13:00 - 14:00	4	0.73	0.344	4	0.73	0.687	4	0.73	1.031
14:00 - 15:00	4	0.73	1.031	4	0.73	1.375	4	0.73	2.406
15:00 - 16:00	4	0.73	0.344	4	0.73	0.000	4	0.73	0.344
16:00 - 17:00	4	0.73	1.031	4	0.73	0.344	4	0.73	1.375
17:00 - 18:00	4	0.73	1.718	4	0.73	0.687	4	0.73	2.405
18:00 - 19:00	4	0.73	0.687	4	0.73	2.749	4	0.73	3.436
19:00 - 20:00	4	0.73	1.031	4	0.73	0.687	4	0.73	1.718
20:00 - 21:00	4	0.73	0.000	4	0.73	0.687	4	0.73	0.687
21:00 - 22:00	4	0.73	0.000	4	0.73	0.687	4	0.73	0.687
22:00 - 23:00	1	1.70	0.000	1	1.70	0.000	1	1.70	0.000
23:00 - 24:00									
Total Rates:			10.654			10.309			20.963

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MOTOR CYCLES
 Calculation factor: 1 hect
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	4	0.73	0.687	4	0.73	0.000	4	0.73	0.687
07:00 - 08:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
08:00 - 09:00	4	0.73	0.000	4	0.73	0.344	4	0.73	0.344
09:00 - 10:00	4	0.73	0.344	4	0.73	0.000	4	0.73	0.344
10:00 - 11:00	4	0.73	1.031	4	0.73	0.000	4	0.73	1.031
11:00 - 12:00	4	0.73	0.000	4	0.73	1.718	4	0.73	1.718
12:00 - 13:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
13:00 - 14:00	4	0.73	0.344	4	0.73	0.000	4	0.73	0.344
14:00 - 15:00	4	0.73	0.000	4	0.73	0.344	4	0.73	0.344
15:00 - 16:00	4	0.73	0.000	4	0.73	0.000	4	0.73	0.000
16:00 - 17:00	4	0.73	0.344	4	0.73	0.000	4	0.73	0.344
17:00 - 18:00	4	0.73	0.687	4	0.73	0.000	4	0.73	0.687
18:00 - 19:00	4	0.73	0.687	4	0.73	1.031	4	0.73	1.718
19:00 - 20:00	4	0.73	0.000	4	0.73	0.344	4	0.73	0.344
20:00 - 21:00	4	0.73	0.344	4	0.73	0.344	4	0.73	0.688
21:00 - 22:00	4	0.73	0.344	4	0.73	0.000	4	0.73	0.344
22:00 - 23:00	1	1.70	0.000	1	1.70	0.588	1	1.70	0.588
23:00 - 24:00									
Total Rates:			4.812			4.713			9.525

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 I- TRICs Outputs

TRICS 7.11.1
Trip Rate P: Gross floor area

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

Time Range	ARRIVALS		DEPARTURES		TOTALS		Arrivals
	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	1	204	0.49	1	204	0	1 204 0.49
06:00-07:00	2	466	1.717	2	466	1.717	2 466 3.434
07:00-08:00	3	384	2.691	3	384	2.517	3 384 5.208
08:00-09:00	3	384	2.431	3	384	1.736	3 384 4.167
09:00-10:00	3	384	2.951	3	384	2.951	3 384 5.902
10:00-11:00	3	384	2.344	3	384	2.083	3 384 4.427
11:00-12:00	3	384	3.385	3	384	3.212	3 384 6.597
12:00-13:00	3	384	3.819	3	384	3.559	3 384 7.378
13:00-14:00	3	384	3.993	3	384	3.906	3 384 7.899
14:00-15:00	3	384	5.122	3	384	4.948	3 384 10.07
15:00-16:00	3	384	4.948	3	384	5.382	3 384 10.33
16:00-17:00	3	384	4.601	3	384	5.035	3 384 9.636
17:00-18:00	3	384	5.208	3	384	4.774	3 384 9.982
18:00-19:00	3	384	3.906	3	384	4.427	3 384 8.333
19:00-20:00	3	384	3.819	3	384	3.819	3 384 7.638
20:00-21:00	3	384	1.302	3	384	1.649	3 384 2.951
21:00-22:00	3	384	0.694	3	384	1.128	3 384 1.822
22:00-23:00	2	466	0.858	2	466	0.751	2 466 1.609
23:00-24:00	2	466	0.429	2	466	0.536	2 466 0.965
Daily Trip Rates:			54.708			54.13	108.838

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
Calculation Factor: 100 sqm
Count Type: TAXIS

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	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	1	204	0	1	204	0
06:00-07:00	2	466	0	2	466	0

07:00-08:00	3	384	0	3	384	0	3	384	0
08:00-09:00	3	384	0	3	384	0	3	384	0
09:00-10:00	3	384	0.087	3	384	0.087	3	384	0.174
10:00-11:00	3	384	0	3	384	0	3	384	0
11:00-12:00	3	384	0	3	384	0	3	384	0
12:00-13:00	3	384	0	3	384	0	3	384	0
13:00-14:00	3	384	0	3	384	0	3	384	0
14:00-15:00	3	384	0	3	384	0	3	384	0
15:00-16:00	3	384	0	3	384	0	3	384	0
16:00-17:00	3	384	0	3	384	0	3	384	0
17:00-18:00	3	384	0.087	3	384	0.087	3	384	0.174
18:00-19:00	3	384	0	3	384	0	3	384	0
19:00-20:00	3	384	0	3	384	0	3	384	0
20:00-21:00	3	384	0	3	384	0	3	384	0
21:00-22:00	3	384	0	3	384	0	3	384	0
22:00-23:00	2	466	0	2	466	0	2	466	0
23:00-24:00	2	466	0	2	466	0	2	466	0
Daily Trip Rates:			0.174				0.174	0.348	

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

Calculation Factor: 100 sqm

Count Type: OGVs

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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	1	204	0	1	204	0	1	204	0
06:00-07:00	2	466	0	2	466	0	2	466	0
07:00-08:00	3	384	0.087	3	384	0	3	384	0.087
08:00-09:00	3	384	0	3	384	0.087	3	384	0.087
09:00-10:00	3	384	0	3	384	0	3	384	0
10:00-11:00	3	384	0	3	384	0	3	384	0
11:00-12:00	3	384	0.174	3	384	0.174	3	384	0.348
12:00-13:00	3	384	0	3	384	0	3	384	0
13:00-14:00	3	384	0	3	384	0	3	384	0
14:00-15:00	3	384	0	3	384	0	3	384	0
15:00-16:00	3	384	0	3	384	0	3	384	0
16:00-17:00	3	384	0	3	384	0	3	384	0
17:00-18:00	3	384	0	3	384	0	3	384	0
18:00-19:00	3	384	0	3	384	0	3	384	0
19:00-20:00	3	384	0	3	384	0	3	384	0
20:00-21:00	3	384	0	3	384	0	3	384	0
21:00-22:00	3	384	0	3	384	0	3	384	0
22:00-23:00	2	466	0	2	466	0	2	466	0
23:00-24:00	2	466	0	2	466	0	2	466	0
Daily Trip Rates:			0.261				0.261	0.522	

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

Calculation Factor: 100 sqm

Count Type: CYCLISTS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	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	1	204	0	1	204	0	1	204	0
06:00-07:00	2	466	0	2	466	0	2	466	0
07:00-08:00	3	384	0.26	3	384	0.174	3	384	0.434
08:00-09:00	3	384	0.087	3	384	0.174	3	384	0.261
09:00-10:00	3	384	0.521	3	384	0.521	3	384	1.042
10:00-11:00	3	384	0	3	384	0	3	384	0
11:00-12:00	3	384	0.087	3	384	0	3	384	0.087
12:00-13:00	3	384	0.174	3	384	0.26	3	384	0.434
13:00-14:00	3	384	0	3	384	0	3	384	0
14:00-15:00	3	384	0	3	384	0	3	384	0
15:00-16:00	3	384	0.26	3	384	0.26	3	384	0.52
16:00-17:00	3	384	0.174	3	384	0	3	384	0.174
17:00-18:00	3	384	0.087	3	384	0.174	3	384	0.261
18:00-19:00	3	384	0.174	3	384	0.174	3	384	0.348
19:00-20:00	3	384	0	3	384	0.087	3	384	0.087
20:00-21:00	3	384	0	3	384	0	3	384	0
21:00-22:00	3	384	0	3	384	0	3	384	0
22:00-23:00	2	466	0	2	466	0	2	466	0
23:00-24:00	2	466	0	2	466	0	2	466	0
Daily Trip Rates:			1.824			1.824			3.648

Trip Rate P: No of Dwellings

Calculation Factor: 1 DWELLS

Count Type: TOTAL VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	5	73	0.03	5	73	0.142	5	73	0.172
08:00-09:00	5	73	0.063	5	73	0.193	5	73	0.256
09:00-10:00	5	73	0.076	5	73	0.076	5	73	0.152
10:00-11:00	5	73	0.044	5	73	0.074	5	73	0.118
11:00-12:00	5	73	0.071	5	73	0.087	5	73	0.158
12:00-13:00	5	73	0.084	5	73	0.101	5	73	0.185
13:00-14:00	5	73	0.068	5	73	0.06	5	73	0.128
14:00-15:00	5	73	0.057	5	73	0.063	5	73	0.12
15:00-16:00	5	73	0.098	5	73	0.06	5	73	0.158
16:00-17:00	5	73	0.131	5	73	0.074	5	73	0.205
17:00-18:00	5	73	0.174	5	73	0.098	5	73	0.272
18:00-19:00	5	73	0.169	5	73	0.093	5	73	0.262
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			1.065			1.121			2.186

Calculation Factor: 1 DWELLS

Count Type: TAXIS

[illegible]

07:00-08:00	5	73	0	5	73	0	5	73	0
08:00-09:00	5	73	0.008	5	73	0.005	5	73	0.013
09:00-10:00	5	73	0.003	5	73	0.005	5	73	0.008
10:00-11:00	5	73	0.003	5	73	0.003	5	73	0.006
11:00-12:00	5	73	0.008	5	73	0.008	5	73	0.016
12:00-13:00	5	73	0.011	5	73	0.011	5	73	0.022
13:00-14:00	5	73	0	5	73	0	5	73	0
14:00-15:00	5	73	0	5	73	0	5	73	0
15:00-16:00	5	73	0.003	5	73	0.003	5	73	0.006
16:00-17:00	5	73	0.005	5	73	0.005	5	73	0.01
17:00-18:00	5	73	0.003	5	73	0.003	5	73	0.006
18:00-19:00	5	73	0.003	5	73	0.003	5	73	0.006
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.047			0.046			0.093

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: OGVs

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	5	73	0.008	5	73	0.008	5	73	0.016
08:00-09:00	5	73	0	5	73	0	5	73	0
09:00-10:00	5	73	0.003	5	73	0.003	5	73	0.006
10:00-11:00	5	73	0	5	73	0	5	73	0
11:00-12:00	5	73	0.005	5	73	0.003	5	73	0.008
12:00-13:00	5	73	0	5	73	0.003	5	73	0.003
13:00-14:00	5	73	0	5	73	0	5	73	0
14:00-15:00	5	73	0.003	5	73	0.003	5	73	0.006
15:00-16:00	5	73	0	5	73	0	5	73	0
16:00-17:00	5	73	0	5	73	0	5	73	0
17:00-18:00	5	73	0	5	73	0	5	73	0
18:00-19:00	5	73	0	5	73	0	5	73	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.019			0.02			0.039

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: CYCLISTS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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	5	73	0.003	5	73	0.014	5	73	0.017
08:00-09:00	5	73	0	5	73	0.014	5	73	0.014
09:00-10:00	5	73	0	5	73	0	5	73	0
10:00-11:00	5	73	0.003	5	73	0	5	73	0.003
11:00-12:00	5	73	0.008	5	73	0.005	5	73	0.013
12:00-13:00	5	73	0	5	73	0	5	73	0
13:00-14:00	5	73	0.005	5	73	0.003	5	73	0.008
14:00-15:00	5	73	0.005	5	73	0.005	5	73	0.01
15:00-16:00	5	73	0.008	5	73	0	5	73	0.008
16:00-17:00	5	73	0.003	5	73	0	5	73	0.003
17:00-18:00	5	73	0.014	5	73	0.005	5	73	0.019
18:00-19:00	5	73	0.003	5	73	0	5	73	0.003
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.052			0.046			0.098

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: VEHICLE OCCUPANTS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	5	73	0.041	5	73	0.204	5	73	0.245
08:00-09:00	5	73	0.074	5	73	0.311	5	73	0.385
09:00-10:00	5	73	0.093	5	73	0.09	5	73	0.183

10:00-11:00	5	73	0.052	5	73	0.09	5	73	0.142
11:00-12:00	5	73	0.084	5	73	0.098	5	73	0.182
12:00-13:00	5	73	0.114	5	73	0.139	5	73	0.253
13:00-14:00	5	73	0.101	5	73	0.065	5	73	0.166
14:00-15:00	5	73	0.06	5	73	0.082	5	73	0.142
15:00-16:00	5	73	0.144	5	73	0.068	5	73	0.212
16:00-17:00	5	73	0.196	5	73	0.079	5	73	0.275
17:00-18:00	5	73	0.243	5	73	0.125	5	73	0.368
18:00-19:00	5	73	0.24	5	73	0.114	5	73	0.354
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			1.442			1.465			2.907

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: PEDESTRIANS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	5	73	0.027	5	73	0.101	5	73	0.128
08:00-09:00	5	73	0.035	5	73	0.082	5	73	0.117
09:00-10:00	5	73	0.046	5	73	0.049	5	73	0.095
10:00-11:00	5	73	0.06	5	73	0.046	5	73	0.106
11:00-12:00	5	73	0.025	5	73	0.041	5	73	0.066
12:00-13:00	5	73	0.06	5	73	0.068	5	73	0.128
13:00-14:00	5	73	0.054	5	73	0.054	5	73	0.108
14:00-15:00	5	73	0.054	5	73	0.071	5	73	0.125
15:00-16:00	5	73	0.076	5	73	0.052	5	73	0.128
16:00-17:00	5	73	0.087	5	73	0.093	5	73	0.18
17:00-18:00	5	73	0.101	5	73	0.093	5	73	0.194
18:00-19:00	5	73	0.09	5	73	0.082	5	73	0.172
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.715			0.832			1.547

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: BUS/TRAM PASSENGERS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	5	73	0.003	5	73	0.044	5	73	0.047
08:00-09:00	5	73	0.016	5	73	0.106	5	73	0.122
09:00-10:00	5	73	0.003	5	73	0.027	5	73	0.03
10:00-11:00	5	73	0.011	5	73	0.011	5	73	0.022
11:00-12:00	5	73	0.019	5	73	0.008	5	73	0.027
12:00-13:00	5	73	0.025	5	73	0.016	5	73	0.041
13:00-14:00	5	73	0.022	5	73	0.046	5	73	0.068
14:00-15:00	5	73	0.03	5	73	0.025	5	73	0.055
15:00-16:00	5	73	0.065	5	73	0.027	5	73	0.092
16:00-17:00	5	73	0.041	5	73	0.016	5	73	0.057
17:00-18:00	5	73	0.054	5	73	0.008	5	73	0.062
18:00-19:00	5	73	0.052	5	73	0.019	5	73	0.071
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.341			0.353			0.694

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL RAIL PASSENGERS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	5	73	0	5	73	0.025	5	73	0.025
08:00-09:00	5	73	0	5	73	0.005	5	73	0.005
09:00-10:00	5	73	0	5	73	0.005	5	73	0.005
10:00-11:00	5	73	0.003	5	73	0	5	73	0.003
11:00-12:00	5	73	0.005	5	73	0.003	5	73	0.008
12:00-13:00	5	73	0.003	5	73	0.003	5	73	0.006

13:00-14:00	5	73	0	5	73	0	5	73	0
14:00-15:00	5	73	0.003	5	73	0	5	73	0.003
15:00-16:00	5	73	0.003	5	73	0.003	5	73	0.006
16:00-17:00	5	73	0.016	5	73	0	5	73	0.016
17:00-18:00	5	73	0.019	5	73	0	5	73	0.019
18:00-19:00	5	73	0.011	5	73	0.005	5	73	0.016
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.063			0.049			0.112

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: PUBLIC TRANSPORT USERS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	5	73	0.003	5	73	0.068	5	73	0.071
08:00-09:00	5	73	0.016	5	73	0.112	5	73	0.128
09:00-10:00	5	73	0.003	5	73	0.033	5	73	0.036
10:00-11:00	5	73	0.011	5	73	0.011	5	73	0.022
11:00-12:00	5	73	0.019	5	73	0.011	5	73	0.03
12:00-13:00	5	73	0.027	5	73	0.019	5	73	0.046
13:00-14:00	5	73	0.025	5	73	0.046	5	73	0.071
14:00-15:00	5	73	0.03	5	73	0.025	5	73	0.055
15:00-16:00	5	73	0.071	5	73	0.03	5	73	0.101
16:00-17:00	5	73	0.057	5	73	0.016	5	73	0.073
17:00-18:00	5	73	0.074	5	73	0.008	5	73	0.082
18:00-19:00	5	73	0.068	5	73	0.025	5	73	0.093
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.404			0.404			0.808

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

ARRIVALS

DEPARTURES

TOTALS

No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	5	73	0.074	5	73	0.387	5	73	0.461
08:00-09:00	5	73	0.125	5	73	0.518	5	73	0.643
09:00-10:00	5	73	0.142	5	73	0.172	5	73	0.314
10:00-11:00	5	73	0.125	5	73	0.147	5	73	0.272
11:00-12:00	5	73	0.136	5	73	0.155	5	73	0.291
12:00-13:00	5	73	0.202	5	73	0.226	5	73	0.428
13:00-14:00	5	73	0.185	5	73	0.169	5	73	0.354
14:00-15:00	5	73	0.15	5	73	0.183	5	73	0.333
15:00-16:00	5	73	0.3	5	73	0.15	5	73	0.45
16:00-17:00	5	73	0.343	5	73	0.188	5	73	0.531
17:00-18:00	5	73	0.431	5	73	0.232	5	73	0.663
18:00-19:00	5	73	0.401	5	73	0.221	5	73	0.622
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		2.614			2.748			5.362	

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: CARS

No. Time Range	Ave. DWELLS	ARRIVALS		Ave. DWELLS	DEPARTURES		Ave. DWELLS	TOTALS	
		Trip Rate	No. Days		Trip Rate	No. Days		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	5	73	0.008	5	73	0.125	5	73	0.133
08:00-09:00	5	73	0.046	5	73	0.174	5	73	0.22
09:00-10:00	5	73	0.06	5	73	0.06	5	73	0.12
10:00-11:00	5	73	0.033	5	73	0.054	5	73	0.087
11:00-12:00	5	73	0.046	5	73	0.065	5	73	0.111
12:00-13:00	5	73	0.057	5	73	0.068	5	73	0.125
13:00-14:00	5	73	0.054	5	73	0.041	5	73	0.095
14:00-15:00	5	73	0.049	5	73	0.057	5	73	0.106
15:00-16:00	5	73	0.076	5	73	0.049	5	73	0.125

16:00-17:00	5	73	0.114	5	73	0.057	5	73	0.171
17:00-18:00	5	73	0.158	5	73	0.09	5	73	0.248
18:00-19:00	5	73	0.161	5	73	0.087	5	73	0.248
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.862			0.927			1.789

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	5	73	0.003	5	73	0	5	73	0.003
08:00-09:00	5	73	0	5	73	0.003	5	73	0.003
09:00-10:00	5	73	0	5	73	0	5	73	0
10:00-11:00	5	73	0	5	73	0	5	73	0
11:00-12:00	5	73	0	5	73	0	5	73	0
12:00-13:00	5	73	0	5	73	0	5	73	0
13:00-14:00	5	73	0.003	5	73	0.003	5	73	0.006
14:00-15:00	5	73	0	5	73	0	5	73	0
15:00-16:00	5	73	0.003	5	73	0	5	73	0.003
16:00-17:00	5	73	0	5	73	0	5	73	0
17:00-18:00	5	73	0.005	5	73	0.003	5	73	0.008
18:00-19:00	5	73	0	5	73	0	5	73	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.014			0.009			0.023

Trip Rate P: Gross floor area

Count Type: TOTAL VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS			Arrivals
	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	1	320	1.875	1	320	1.25	1	320	3.125	
08:00-09:00	4	198	1.136	4	198	0.631	4	198	1.767	
09:00-10:00	5	170	3.638	5	170	2.582	5	170	6.22	
10:00-11:00	5	170	3.638	5	170	4.225	5	170	7.863	
11:00-12:00	5	170	3.756	5	170	3.404	5	170	7.16	
12:00-13:00	5	170	3.991	5	170	3.873	5	170	7.864	
13:00-14:00	5	170	4.343	5	170	4.225	5	170	8.568	
14:00-15:00	5	170	3.638	5	170	3.991	5	170	7.629	
15:00-16:00	5	170	2.465	5	170	2.934	5	170	5.399	
16:00-17:00	4	193	1.948	4	193	2.078	4	193	4.026	
17:00-18:00	3	193	1.379	3	193	2.069	3	193	3.448	
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			31.807			31.262			63.069	

Count Type: TAXIS

[illegible]

07:00-08:00	1	320	0	1	320	0	1	320	0
08:00-09:00	4	198	0	4	198	0	4	198	0
09:00-10:00	5	170	0	5	170	0	5	170	0
10:00-11:00	5	170	0.117	5	170	0.117	5	170	0.234
11:00-12:00	5	170	0.117	5	170	0.117	5	170	0.234
12:00-13:00	5	170	0	5	170	0	5	170	0
13:00-14:00	5	170	0.117	5	170	0.117	5	170	0.234
14:00-15:00	5	170	0.117	5	170	0.117	5	170	0.234
15:00-16:00	5	170	0	5	170	0	5	170	0
16:00-17:00	4	193	0	4	193	0	4	193	0
17:00-18:00	3	193	0	3	193	0	3	193	0
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.468			0.468			0.936

TRIP RATE 1 FOOD & DRINK/K - CAFE

Calculation Factor: 100 sqm

Count Type: OGVs

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	1	320	0.313	1	320	0.313	1	320	0.624
08:00-09:00	4	198	0	4	198	0	4	198	0
09:00-10:00	5	170	0.117	5	170	0.117	5	170	0.234
10:00-11:00	5	170	0	5	170	0	5	170	0
11:00-12:00	5	170	0	5	170	0	5	170	0
12:00-13:00	5	170	0	5	170	0	5	170	0
13:00-14:00	5	170	0	5	170	0	5	170	0
14:00-15:00	5	170	0.117	5	170	0.117	5	170	0.234
15:00-16:00	5	170	0	5	170	0	5	170	0
16:00-17:00	4	193	0	4	193	0	4	193	0
17:00-18:00	3	193	0	3	193	0	3	193	0
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.546			0.546			1.092

TRIP RATE | FOOD & DRINK/K - CAFE

Calculation Factor: 100 sqm

Count Type: CYCLISTS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	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	1	320	0	1	320	0	1	320	0
08:00-09:00	4	198	0	4	198	0	4	198	0
09:00-10:00	5	170	0.235	5	170	0.117	5	170	0.352
10:00-11:00	5	170	0	5	170	0.117	5	170	0.117
11:00-12:00	5	170	0	5	170	0	5	170	0
12:00-13:00	5	170	0.352	5	170	0.117	5	170	0.469
13:00-14:00	5	170	0	5	170	0.235	5	170	0.235
14:00-15:00	5	170	0	5	170	0	5	170	0
15:00-16:00	5	170	0	5	170	0	5	170	0
16:00-17:00	4	193	0	4	193	0	4	193	0
17:00-18:00	3	193	0	3	193	0	3	193	0
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.587			0.586			1.173

TRIP RATE | FOOD & DRINK/K - CAFE

Calculation Factor: 100 sqm

Count Type: CARS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	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	1	320	0.625	1	320	0.313	1	320	0.937
08:00-09:00	4	198	1.136	4	198	0.505	4	198	1.641
09:00-10:00	5	170	3.052	5	170	2.113	5	170	5.165

10:00-11:00	5	170	3.521	5	170	3.991	5	170	7.512
11:00-12:00	5	170	3.638	5	170	3.286	5	170	6.924
12:00-13:00	5	170	3.991	5	170	3.873	5	170	7.864
13:00-14:00	5	170	4.225	5	170	4.108	5	170	8.333
14:00-15:00	5	170	3.286	5	170	3.638	5	170	6.924
15:00-16:00	5	170	2.465	5	170	2.934	5	170	5.399
16:00-17:00	4	193	1.948	4	193	2.078	4	193	4.026
17:00-18:00	3	193	1.379	3	193	2.069	3	193	3.448
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			29.266			28.907			58.173

TRIP RATE I FOOD & DRINK/K - CAFE

Calculation Factor: 100 sqm

Count Type: LGVS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	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	1	320	0.938	1	320	0.625	1	320	1.563
08:00-09:00	4	198	0	4	198	0.126	4	198	0.126
09:00-10:00	5	170	0.352	5	170	0.235	5	170	0.587
10:00-11:00	5	170	0	5	170	0.117	5	170	0.117
11:00-12:00	5	170	0	5	170	0	5	170	0
12:00-13:00	5	170	0	5	170	0	5	170	0
13:00-14:00	5	170	0	5	170	0	5	170	0
14:00-15:00	5	170	0	5	170	0	5	170	0
15:00-16:00	5	170	0	5	170	0	5	170	0
16:00-17:00	4	193	0	4	193	0	4	193	0
17:00-18:00	3	193	0	3	193	0	3	193	0
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			1.29			1.103			2.393

TRIP RATE I FOOD & DRINK/K - CAFE

Calculation Factor: 100 sqm

Count Type: MOTOR CYCLES

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	1	320	0	1	320	0	1	320	0
08:00-09:00	4	198	0	4	198	0	4	198	0
09:00-10:00	5	170	0.117	5	170	0.117	5	170	0.234
10:00-11:00	5	170	0	5	170	0	5	170	0
11:00-12:00	5	170	0	5	170	0	5	170	0
12:00-13:00	5	170	0	5	170	0	5	170	0
13:00-14:00	5	170	0	5	170	0	5	170	0
14:00-15:00	5	170	0.117	5	170	0.117	5	170	0.234
15:00-16:00	5	170	0	5	170	0	5	170	0
16:00-17:00	4	193	0	4	193	0	4	193	0
17:00-18:00	3	193	0	3	193	0	3	193	0
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.234			0.234			0.468

TRIP RATE 1 FOOD & DRINK/K - CAFE

Calculation Factor: 100 sqm

Count Type: SERVICING VEHICLES

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	1	320	1.25	1	320	0.938	1	320	2.188
08:00-09:00	4	198	0	4	198	0.126	4	198	0.126
09:00-10:00	5	170	0.469	5	170	0.352	5	170	0.821
10:00-11:00	5	170	0	5	170	0.117	5	170	0.117
11:00-12:00	5	170	0	5	170	0	5	170	0
12:00-13:00	5	170	0.117	5	170	0.117	5	170	0.234

13:00-14:00	5	170	0	5	170	0	5	170	0
14:00-15:00	5	170	0.117	5	170	0.117	5	170	0.234
15:00-16:00	5	170	0	5	170	0	5	170	0
16:00-17:00	4	193	0	4	193	0	4	193	0
17:00-18:00	3	193	0	3	193	0	3	193	0
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		1.953			1.767			3.72	

07:00-08:00									
08:00-09:00									
09:00-10:00									
10:00-11:00	1	500	0	1	500	0	1	500	0
11:00-12:00	3	862	0	3	862	0	3	862	0
12:00-13:00	3	862	0.077	3	862	0.077	3	862	0.154
13:00-14:00	3	862	0.116	3	862	0.116	3	862	0.232
14:00-15:00	3	862	0.039	3	862	0.039	3	862	0.078
15:00-16:00	3	862	0	3	862	0	3	862	0
16:00-17:00	4	797	0	4	797	0	4	797	0
17:00-18:00	4	797	0.126	4	797	0.063	4	797	0.189
18:00-19:00	4	797	0.22	4	797	0.282	4	797	0.502
19:00-20:00	4	797	0.314	4	797	0.314	4	797	0.628
20:00-21:00	4	797	0.188	4	797	0.157	4	797	0.345
21:00-22:00	4	797	0.031	4	797	0.031	4	797	0.062
22:00-23:00	4	797	0.126	4	797	0.157	4	797	0.283
23:00-24:00	4	797	0.063	4	797	0.063	4	797	0.126
Daily Trip Rates:			1.3			1.299			2.599

TRIP RATE 1 FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: OGVs

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	1	950	0	1	950	0	1	950	0
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									
08:00-09:00									
09:00-10:00									
10:00-11:00	1	500	0.2	1	500	0.2	1	500	0.4
11:00-12:00	3	862	0	3	862	0	3	862	0
12:00-13:00	3	862	0	3	862	0	3	862	0
13:00-14:00	3	862	0	3	862	0	3	862	0
14:00-15:00	3	862	0	3	862	0	3	862	0
15:00-16:00	3	862	0	3	862	0	3	862	0
16:00-17:00	4	797	0.031	4	797	0.031	4	797	0.062
17:00-18:00	4	797	0	4	797	0	4	797	0
18:00-19:00	4	797	0	4	797	0	4	797	0
19:00-20:00	4	797	0	4	797	0	4	797	0
20:00-21:00	4	797	0	4	797	0	4	797	0
21:00-22:00	4	797	0	4	797	0	4	797	0
22:00-23:00	4	797	0	4	797	0	4	797	0
23:00-24:00	4	797	0	4	797	0	4	797	0
Daily Trip Rates:			0.231			0.231			0.462

Calculation Factor: 100 sqm
Count Type: PSVS

TRIP RATE 1 FOOD & DRINK/B - RESTAURANTS
Calculation Factor: 100 sqm
Count Type: CYCLISTS

[illegible]

10:00-11:00	1	500	0	1	500	0	1	500	0
11:00-12:00	3	862	0	3	862	0	3	862	0
12:00-13:00	3	862	0	3	862	0	3	862	0
13:00-14:00	3	862	0	3	862	0	3	862	0
14:00-15:00	3	862	0	3	862	0	3	862	0
15:00-16:00	3	862	0	3	862	0	3	862	0
16:00-17:00	4	797	0	4	797	0	4	797	0
17:00-18:00	4	797	0.094	4	797	0	4	797	0.094
18:00-19:00	4	797	0	4	797	0	4	797	0
19:00-20:00	4	797	0	4	797	0.063	4	797	0.063
20:00-21:00	4	797	0.031	4	797	0	4	797	0.031
21:00-22:00	4	797	0	4	797	0	4	797	0
22:00-23:00	4	797	0	4	797	0	4	797	0
23:00-24:00	4	797	0	4	797	0.063	4	797	0.063
Daily Trip Rates:			0.125			0.126			0.251

TRIP RATE | FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: CARS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00	1	950	0.211	1	950	0.211	1	950	0.422
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									
08:00-09:00									
09:00-10:00									
10:00-11:00	1	500	1.4	1	500	1.2	1	500	2.6
11:00-12:00	3	862	0.928	3	862	0.425	3	862	1.353
12:00-13:00	3	862	1.276	3	862	0.232	3	862	1.508
13:00-14:00	3	862	1.315	3	862	1.16	3	862	2.475
14:00-15:00	3	862	0.928	3	862	1.547	3	862	2.475
15:00-16:00	3	862	0.387	3	862	0.735	3	862	1.122
16:00-17:00	4	797	0.816	4	797	0.408	4	797	1.224
17:00-18:00	4	797	0.973	4	797	0.408	4	797	1.381
18:00-19:00	4	797	1.695	4	797	1.13	4	797	2.825
19:00-20:00	4	797	1.915	4	797	1.538	4	797	3.453
20:00-21:00	4	797	0.91	4	797	2.197	4	797	3.107
21:00-22:00	4	797	0.471	4	797	1.412	4	797	1.883
22:00-23:00	4	797	0.345	4	797	0.91	4	797	1.255
23:00-24:00	4	797	0.282	4	797	0.534	4	797	0.816
Daily Trip Rates:			13.852	14.047			27.899		

TRIP RATE | FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: LGVS

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		1	950	0	1	950	0	1	950
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									
08:00-09:00									
09:00-10:00									
10:00-11:00		1	500	0.4	1	500	0.4	1	500
11:00-12:00		3	862	0.116	3	862	0.155	3	862
12:00-13:00		3	862	0.077	3	862	0.077	3	862
13:00-14:00		3	862	0.039	3	862	0.039	3	862
14:00-15:00		3	862	0.116	3	862	0.116	3	862
15:00-16:00		3	862	0.039	3	862	0.039	3	862
16:00-17:00		4	797	0.031	4	797	0.031	4	797
17:00-18:00		4	797	0.094	4	797	0	4	797
18:00-19:00		4	797	0.063	4	797	0.031	4	797
19:00-20:00		4	797	0	4	797	0.031	4	797
20:00-21:00		4	797	0	4	797	0.063	4	797
21:00-22:00		4	797	0	4	797	0	4	797
22:00-23:00		4	797	0	4	797	0.063	4	797
23:00-24:00		4	797	0	4	797	0.031	4	797
Daily Trip Rates:			0.975			1.076			2.051

TRIP RATE 1 FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: MOTOR CYCLES

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		1	950	0	1	950	0	1	950
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									
08:00-09:00									
09:00-10:00									
10:00-11:00		1	500	0	1	500	0	1	500
11:00-12:00		3	862	0	3	862	0	3	862
12:00-13:00		3	862	0.039	3	862	0	3	862

13:00-14:00	3	862	0	3	862	0	3	862	0
14:00-15:00	3	862	0	3	862	0	3	862	0
15:00-16:00	3	862	0.039	3	862	0	3	862	0.039
16:00-17:00	4	797	0	4	797	0	4	797	0
17:00-18:00	4	797	0	4	797	0	4	797	0
18:00-19:00	4	797	0.031	4	797	0	4	797	0.031
19:00-20:00	4	797	0	4	797	0	4	797	0
20:00-21:00	4	797	0	4	797	0.031	4	797	0.031
21:00-22:00	4	797	0	4	797	0	4	797	0
22:00-23:00	4	797	0	4	797	0.031	4	797	0.031
23:00-24:00	4	797	0	4	797	0.031	4	797	0.031
Daily Trip Rates:			0.109			0.093			0.202

TRICS 7.11.1
Trip Rate P: Number of seats

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
Calculation Factor: 1 SEATS
Count Type: TOTAL VEHICLES

Time Range	ARRIVALS		DEPARTURES		TOTALS		Arrivals
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	
00:00-01:00	1	2125	0	1	2125	0.001	
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							
08:00-09:00							
09:00-10:00	4	1496	0.012	4	1496	0.004	
10:00-11:00	6	1331	0.014	6	1331	0.008	
11:00-12:00	7	1326	0.018	7	1326	0.014	
12:00-13:00	8	1287	0.018	8	1287	0.015	
13:00-14:00	8	1287	0.018	8	1287	0.019	
14:00-15:00	8	1287	0.025	8	1287	0.024	
15:00-16:00	8	1287	0.025	8	1287	0.019	
16:00-17:00	8	1287	0.019	8	1287	0.02	
17:00-18:00	8	1287	0.027	8	1287	0.024	
18:00-19:00	8	1287	0.024	8	1287	0.017	
19:00-20:00	8	1287	0.028	8	1287	0.024	
20:00-21:00	8	1287	0.03	8	1287	0.023	
21:00-22:00	8	1287	0.014	8	1287	0.02	
22:00-23:00	8	1287	0.011	8	1287	0.032	
23:00-24:00	8	1287	0.004	8	1287	0.015	
Daily Trip Rates:			0.287			0.279	

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
Calculation Factor: 1 SEATS
Count Type: TAXIS

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00-01:00	1	2125	0	1	2125	0
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									
08:00-09:00									
09:00-10:00	4	1496	0	4	1496	0	4	1496	0
10:00-11:00	6	1331	0	6	1331	0	6	1331	0
11:00-12:00	7	1326	0	7	1326	0	7	1326	0
12:00-13:00	8	1287	0	8	1287	0	8	1287	0
13:00-14:00	8	1287	0.001	8	1287	0.001	8	1287	0.002
14:00-15:00	8	1287	0.001	8	1287	0.001	8	1287	0.002
15:00-16:00	8	1287	0.001	8	1287	0	8	1287	0.001
16:00-17:00	8	1287	0.001	8	1287	0.001	8	1287	0.002
17:00-18:00	8	1287	0.001	8	1287	0.001	8	1287	0.002
18:00-19:00	8	1287	0	8	1287	0	8	1287	0
19:00-20:00	8	1287	0.001	8	1287	0.001	8	1287	0.002
20:00-21:00	8	1287	0.001	8	1287	0.001	8	1287	0.002
21:00-22:00	8	1287	0.001	8	1287	0.001	8	1287	0.002
22:00-23:00	8	1287	0.001	8	1287	0.001	8	1287	0.002
23:00-24:00	8	1287	0.001	8	1287	0.001	8	1287	0.002
Daily Trip Rates:			0.01			0.009			0.019

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

Calculation Factor: 1 SEATS

Count Type: OGV5

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00-01:00	1	2125	0	1	2125	0	1	2125	0
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									
08:00-09:00									
09:00-10:00	4	1496	0	4	1496	0	4	1496	0
10:00-11:00	6	1331	0	6	1331	0	6	1331	0
11:00-12:00	7	1326	0	7	1326	0	7	1326	0
12:00-13:00	8	1287	0	8	1287	0	8	1287	0
13:00-14:00	8	1287	0	8	1287	0	8	1287	0
14:00-15:00	8	1287	0	8	1287	0	8	1287	0
15:00-16:00	8	1287	0	8	1287	0	8	1287	0
16:00-17:00	8	1287	0	8	1287	0	8	1287	0
17:00-18:00	8	1287	0	8	1287	0	8	1287	0
18:00-19:00	8	1287	0	8	1287	0	8	1287	0
19:00-20:00	8	1287	0	8	1287	0	8	1287	0
20:00-21:00	8	1287	0	8	1287	0	8	1287	0
21:00-22:00	8	1287	0	8	1287	0	8	1287	0
22:00-23:00	8	1287	0	8	1287	0	8	1287	0
23:00-24:00	8	1287	0	8	1287	0	8	1287	0
Daily Trip Rates:			0			0			0

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

Calculation Factor: 1 SEATS

Count Type: CYCLISTS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00-01:00	1	2125		0	1	2125	0	1	2125
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									
08:00-09:00									
09:00-10:00	4	1496	0	4	1496	0	4	1496	0
10:00-11:00	6	1331	0	6	1331	0	6	1331	0
11:00-12:00	7	1326	0	7	1326	0	7	1326	0
12:00-13:00	8	1287	0	8	1287	0	8	1287	0
13:00-14:00	8	1287	0	8	1287	0	8	1287	0
14:00-15:00	8	1287	0	8	1287	0	8	1287	0
15:00-16:00	8	1287	0	8	1287	0	8	1287	0
16:00-17:00	8	1287	0	8	1287	0	8	1287	0
17:00-18:00	8	1287	0	8	1287	0	8	1287	0
18:00-19:00	8	1287	0	8	1287	0	8	1287	0
19:00-20:00	8	1287	0	8	1287	0	8	1287	0
20:00-21:00	8	1287	0	8	1287	0	8	1287	0
21:00-22:00	8	1287	0	8	1287	0	8	1287	0
22:00-23:00	8	1287	0	8	1287	0	8	1287	0
23:00-24:00	8	1287	0	8	1287	0	8	1287	0
Daily Trip Rates:			0			0			0

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

Calculation Factor: 1 SEATS

Count Type: CARS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00-01:00	1	2125		0	1	2125	0.001	1	2125
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									
08:00-09:00									
09:00-10:00	4	1496	0.011	4	1496	0.004	4	1496	0.015

10:00-11:00	6	1331	0.014	6	1331	0.008	6	1331	0.022
11:00-12:00	7	1326	0.017	7	1326	0.014	7	1326	0.031
12:00-13:00	8	1287	0.017	8	1287	0.014	8	1287	0.031
13:00-14:00	8	1287	0.018	8	1287	0.018	8	1287	0.036
14:00-15:00	8	1287	0.024	8	1287	0.023	8	1287	0.047
15:00-16:00	8	1287	0.024	8	1287	0.019	8	1287	0.043
16:00-17:00	8	1287	0.018	8	1287	0.02	8	1287	0.038
17:00-18:00	8	1287	0.026	8	1287	0.022	8	1287	0.048
18:00-19:00	8	1287	0.024	8	1287	0.017	8	1287	0.041
19:00-20:00	8	1287	0.027	8	1287	0.022	8	1287	0.049
20:00-21:00	8	1287	0.028	8	1287	0.021	8	1287	0.049
21:00-22:00	8	1287	0.013	8	1287	0.019	8	1287	0.032
22:00-23:00	8	1287	0.01	8	1287	0.032	8	1287	0.042
23:00-24:00	8	1287	0.002	8	1287	0.013	8	1287	0.015
Daily Trip Rates:			0.273			0.267			0.54

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

Calculation Factor: 1 SEATS

Count Type: LGVS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00-01:00	1	2125	0	1	2125	0	1	2125	0
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									
08:00-09:00									
09:00-10:00	4	1496	0	4	1496	0	4	1496	0
10:00-11:00	6	1331	0	6	1331	0	6	1331	0
11:00-12:00	7	1326	0	7	1326	0	7	1326	0
12:00-13:00	8	1287	0	8	1287	0	8	1287	0
13:00-14:00	8	1287	0	8	1287	0	8	1287	0
14:00-15:00	8	1287	0	8	1287	0	8	1287	0
15:00-16:00	8	1287	0	8	1287	0	8	1287	0
16:00-17:00	8	1287	0	8	1287	0	8	1287	0
17:00-18:00	8	1287	0	8	1287	0	8	1287	0
18:00-19:00	8	1287	0	8	1287	0	8	1287	0
19:00-20:00	8	1287	0	8	1287	0	8	1287	0
20:00-21:00	8	1287	0	8	1287	0	8	1287	0
21:00-22:00	8	1287	0	8	1287	0	8	1287	0
22:00-23:00	8	1287	0	8	1287	0	8	1287	0
23:00-24:00	8	1287	0	8	1287	0	8	1287	0
Daily Trip Rates:			0			0			0

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

Calculation Factor: 1 SEATS

Count Type: MOTOR CYCLES

		ARRIVALS			DEPARTURES			TOTALS	
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00-01:00		1	2125	0	1	2125	0	1	2125
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									
08:00-09:00									
09:00-10:00		4	1496	0	4	1496	0	4	1496
10:00-11:00		6	1331	0	6	1331	0	6	1331
11:00-12:00		7	1326	0	7	1326	0	7	1326
12:00-13:00		8	1287	0	8	1287	0	8	1287
13:00-14:00		8	1287	0	8	1287	0	8	1287
14:00-15:00		8	1287	0	8	1287	0	8	1287
15:00-16:00		8	1287	0	8	1287	0	8	1287
16:00-17:00		8	1287	0	8	1287	0	8	1287
17:00-18:00		8	1287	0	8	1287	0	8	1287
18:00-19:00		8	1287	0	8	1287	0	8	1287
19:00-20:00		8	1287	0	8	1287	0	8	1287
20:00-21:00		8	1287	0	8	1287	0	8	1287
21:00-22:00		8	1287	0	8	1287	0	8	1287
22:00-23:00		8	1287	0	8	1287	0	8	1287
23:00-24:00		8	1287	0	8	1287	0	8	1287
Daily Trip Rates:				0			0		0

TRICS 7.11.1
Trip Rate P: Site area

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
Calculation Factor: 1 hect = 10,000sqm
Count Type: TOTAL VEHICLES

		ARRIVALS			DEPARTURES			TOTALS		Arrivals
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	AREA	Rate	Days	AREA	Rate	Days	AREA	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	4	0.73	53.265	4	0.73	3.093	4	0.73	56.358	
07:00-08:00	4	0.73	34.708	4	0.73	34.364	4	0.73	69.072	
08:00-09:00	4	0.73	37.113	4	0.73	54.639	4	0.73	91.752	
09:00-10:00	4	0.73	58.076	4	0.73	41.924	4	0.73	100	
10:00-11:00	4	0.73	56.014	4	0.73	47.079	4	0.73	103.093	
11:00-12:00	4	0.73	35.739	4	0.73	56.357	4	0.73	92.096	
12:00-13:00	4	0.73	34.708	4	0.73	47.766	4	0.73	82.474	
13:00-14:00	4	0.73	40.893	4	0.73	47.079	4	0.73	87.972	
14:00-15:00	4	0.73	36.082	4	0.73	27.148	4	0.73	63.23	
15:00-16:00	4	0.73	44.674	4	0.73	41.237	4	0.73	85.911	
16:00-17:00	4	0.73	62.543	4	0.73	37.113	4	0.73	99.656	
17:00-18:00	4	0.73	113.058	4	0.73	49.485	4	0.73	162.543	
18:00-19:00	4	0.73	94.502	4	0.73	93.127	4	0.73	187.629	
19:00-20:00	4	0.73	64.605	4	0.73	93.127	4	0.73	157.732	
20:00-21:00	4	0.73	26.804	4	0.73	72.852	4	0.73	99.656	
21:00-22:00	4	0.73	3.093	4	0.73	37.457	4	0.73	40.55	
22:00-23:00	1	1.7	0.588	1	1.7	9.412	1	1.7	10	
23:00-24:00										
Daily Trip Rates:			796.465			793.259			1589.724	

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
Calculation Factor: 1 hect
Count Type: TAXIS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	AREA	Rate	Days	AREA	Rate	Days	AREA	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	4	0.73	0.344	4	0.73	0.344	4	0.73	0.688

07:00-08:00	4	0.73	0	4	0.73	0	4	0.73	0
08:00-09:00	4	0.73	0	4	0.73	0	4	0.73	0
09:00-10:00	4	0.73	0	4	0.73	0	4	0.73	0
10:00-11:00	4	0.73	0	4	0.73	0	4	0.73	0
11:00-12:00	4	0.73	0.344	4	0.73	0.344	4	0.73	0.688
12:00-13:00	4	0.73	0	4	0.73	0	4	0.73	0
13:00-14:00	4	0.73	0.344	4	0.73	0.344	4	0.73	0.688
14:00-15:00	4	0.73	0	4	0.73	0	4	0.73	0
15:00-16:00	4	0.73	0	4	0.73	0	4	0.73	0
16:00-17:00	4	0.73	0	4	0.73	0	4	0.73	0
17:00-18:00	4	0.73	0.687	4	0.73	0.687	4	0.73	1.374
18:00-19:00	4	0.73	0.687	4	0.73	0.687	4	0.73	1.374
19:00-20:00	4	0.73	0.687	4	0.73	0.687	4	0.73	1.374
20:00-21:00	4	0.73	0.344	4	0.73	0.344	4	0.73	0.688
21:00-22:00	4	0.73	0	4	0.73	0	4	0.73	0
22:00-23:00	1	1.7	0	1	1.7	0	1	1.7	0
23:00-24:00									
Daily Trip Rates:			3.437			3.437			6.874

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Calculation Factor: 1 hect

Count Type: OGVs

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	4	0.73	0	4	0.73	0	4	0.73	0
07:00-08:00	4	0.73	0.344	4	0.73	0.344	4	0.73	0.688
08:00-09:00	4	0.73	0	4	0.73	0	4	0.73	0
09:00-10:00	4	0.73	0	4	0.73	0	4	0.73	0
10:00-11:00	4	0.73	0	4	0.73	0	4	0.73	0
11:00-12:00	4	0.73	0	4	0.73	0	4	0.73	0
12:00-13:00	4	0.73	0	4	0.73	0	4	0.73	0
13:00-14:00	4	0.73	0	4	0.73	0	4	0.73	0
14:00-15:00	4	0.73	0	4	0.73	0	4	0.73	0
15:00-16:00	4	0.73	0	4	0.73	0	4	0.73	0
16:00-17:00	4	0.73	0	4	0.73	0	4	0.73	0
17:00-18:00	4	0.73	0	4	0.73	0	4	0.73	0
18:00-19:00	4	0.73	0	4	0.73	0	4	0.73	0
19:00-20:00	4	0.73	0	4	0.73	0	4	0.73	0
20:00-21:00	4	0.73	0	4	0.73	0	4	0.73	0
21:00-22:00	4	0.73	0	4	0.73	0	4	0.73	0
22:00-23:00	1	1.7	0	1	1.7	0	1	1.7	0
23:00-24:00									
Daily Trip Rates:			0.344			0.344			0.688

Appendix J– Hoyle Street Junction Closure File Note

Project Name:	Mayfield Phase 1b - Plots J & K	Job Number:	1076-35
Date:	02/12/2024	Prepared By:	Kieran Lyons & Emily Ingham
Document No:		Revision No:	Version 1.1

PROPOSED CLOSURE OF MANCUNIAN WAY/HOYLE STREET JUNCTION

Introduction & Context

This note has been prepared in response to TfGM comments received on the Transport Assessment Scoping Note for Mayfield Phase 1b issued on 25 April 2024, with responses received from TfGM on 8 May 2024. And has been subsequently updated to incorporate findings of an Automatic Number Plate Recognition survey which sought to understand use of the Hoyle Street junction by people parking in Mayfield and people driving through the area.

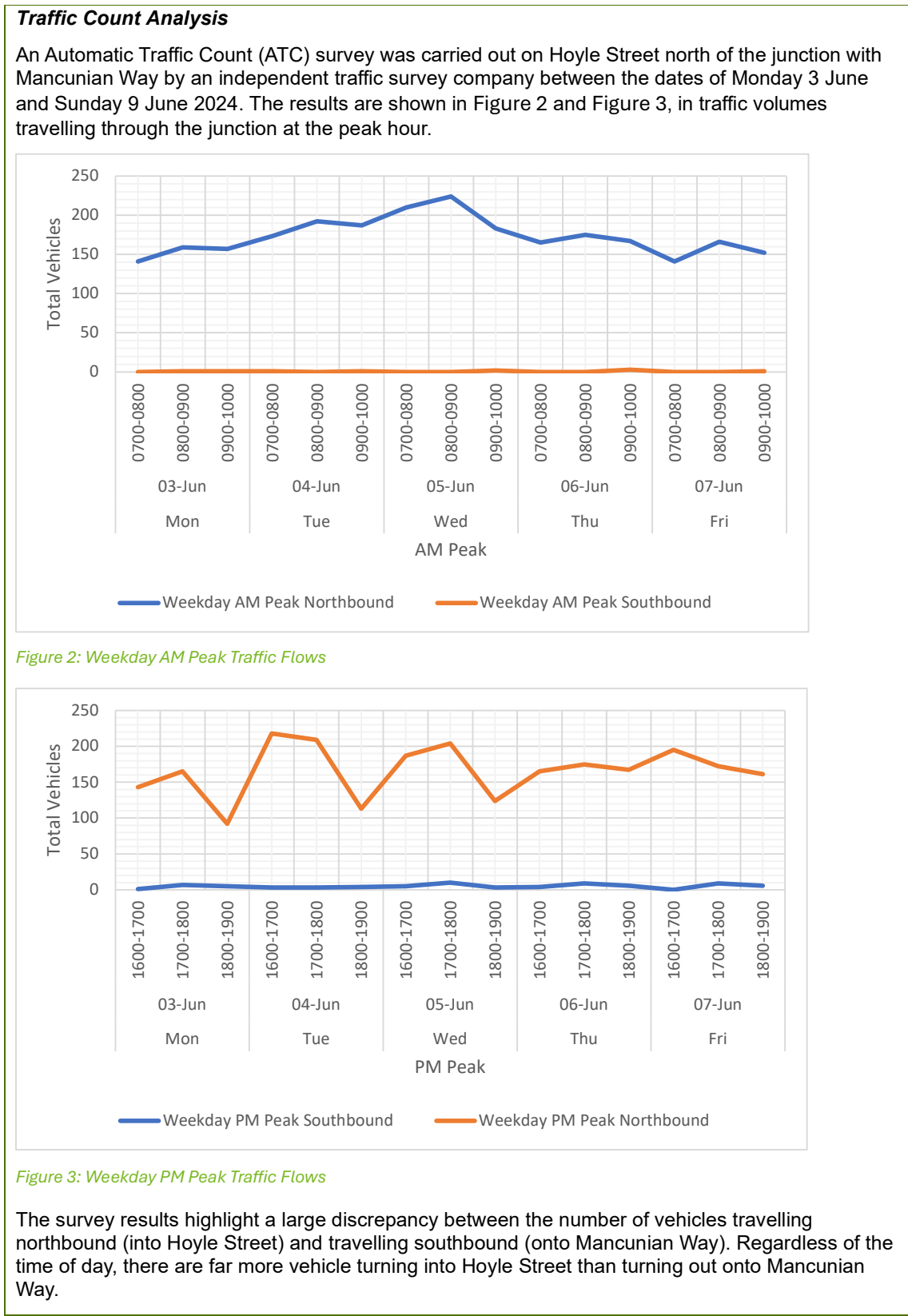
As set out in the TA Scoping Note and as discussed with MCC highway development control officers, it is proposed that the Mancunian Way/Hoyle Street junction will be closed as part of the Mayfield Phase 1b planning application, in order to deliver the Estate Road safely and with adequate visibility. More information is provided in the TA Scoping Note which can be reprovided on request.

TfGM stated in their response: "In relation to closing Hoyle Street, a recent traffic count for the relevant junction should be undertaken and a 'spreadsheet' model undertaken showing the alternative traffic movements. If any there are changes over 30 vehicles per hour, then the junctions should be modelled as per the guidance used by TfGM."

Hoyle Street is a left-in, left-out junction on the eastbound side of the Mancunian Way located between the A57 (M)Mancunian Way / A6 junction and the A635 Mancunian Way/Fairfield Street junction (E: 385280, N: 397455) as shown in Figure 1.



Figure 1: Hoyle Street Junction, Google (2024)



FILE NOTE

The peak hour each day was 08:00-09:00. The average weekday traffic flows for the AM and PM peaks in northbound, southbound and two-way directions can be seen in Table 1.

Table 1: Average Weekday Traffic Flows

AVERAGE WEEKDAY TRAFFIC FLOW	DIRECTION	TIME	TOTAL
Weekday AM	Northbound	0700-0800	166
		0800-0900	183
		0900-1000	169
Weekday AM	Southbound	0700-0800	0
		0800-0900	0
		0900-1000	2
Weekday AM	Two-way	0700-0800	166
		0800-0900	183
		0900-1000	171
Weekday PM	Northbound	1600-1700	184
		1700-1800	182
		1800-1900	116
Weekday PM	Southbound	1600-1700	3
		1700-1800	8
		1800-1900	5
Weekday PM	Two-way	1600-1700	187
		1700-1800	190
		1800-1900	121

A study has been carried out to understand the discrepancy of southbound and northbound traffic movements, and the following considerations are made:

1. **Use of the junction as a through route:** The Hoyle Street junction is likely being used as a rat-run to avoid the larger signal-controlled junctions to the east and west along Mancunian Way. The junction also facilitates circumnavigation of the lack of a right turn at the A6/B6469 junction outside Piccadilly Station.
2. **Commuter parking:** The data shows traffic flows congruent with commuter flows, i.e. there is a peak in flows in the standard highway peak hours. There are a number of unrestricted parking spaces within the bounds of the Hoyle Street Junction and Fairfield Street, and some vehicles are using the junction to access parking spaces. Further analysis of this is provided below under 'ANPR Surveys'.
3. **Erroneous mapping:** Google Maps, used by many people driving in city centres, does not recognise Hoyle Street as a two-way road and does not suggest southbound journeys on Hoyle Street, as Hoyle Street appears on Google Maps as one-way northbound, i.e. the direction of the dominant movement.
4. **Junction movements:** There is a contrast in the relative perceived ease of exiting a 50mph road (i.e. leaving Mancunian Way towards Hoyle Street) and joining a 50mph road (joining the Mancunian Way from Hoyle Street), which may discourage people from travelling southbound on Hoyle Street. Additionally, as the exit back onto Mancunian Way is eastbound only, vehicles exiting into Hoyle Street (therefore having originated from the west) are likely to want to travel westbound on their return journey (and, therefore, unlikely to use the junction in the opposite direction).

ANPR Surveys

ANPR surveys were commissioned to understand the movement of vehicles within the Hoyle Street cordon. These were undertaken by Nationwide Data Collection on Thursday 5 November 2024 between 0700 and 1900.

The purpose of this survey was to understand what proportion of vehicles using Hoyle Street do so to park in Mayfield, and what proportion drive through the area to destinations beyond Fairfield Street.

The ANPR survey locations can be seen in Figure 4.

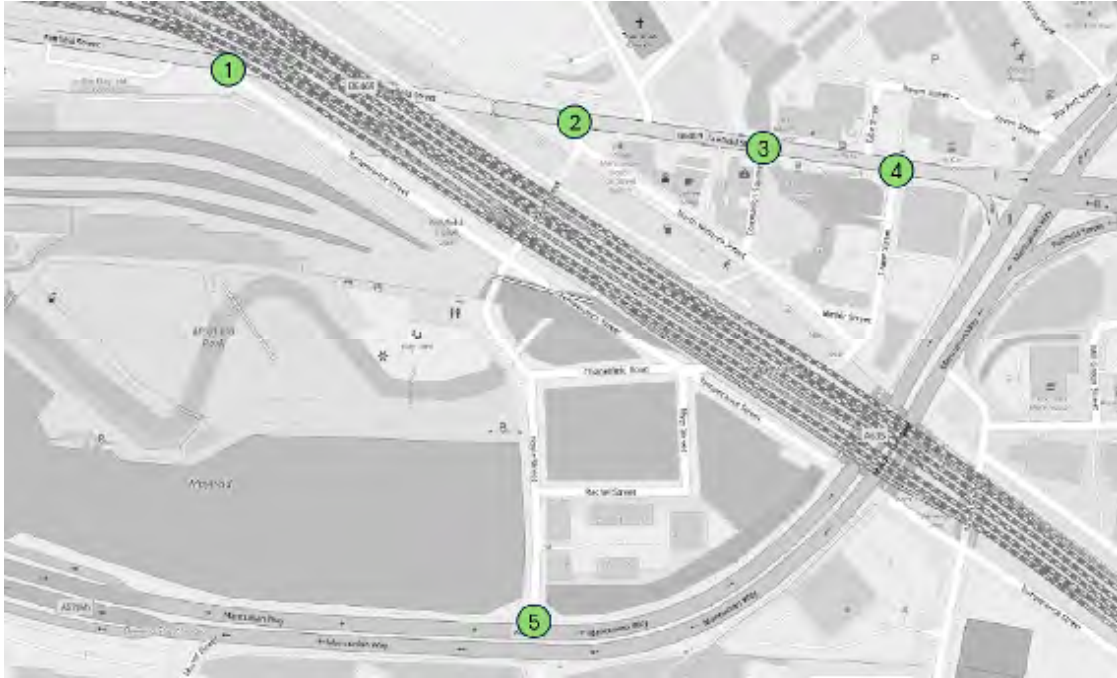


Figure 4: ANPR Survey Locations

The dwell time results of the ANPR surveys for the AM (0800 – 0900) & PM (1700 – 1800) peak hours can be seen in Table 2.

Dwell times of less than 15 minutes are taken to indicate vehicles not parking in Mayfield, and driving through the area. This comprises 84% of trips in the AM peak and 95% of trips in the PM peak.

Dwell times of more than 1 hour 15 minutes are taken to indicate vehicles parking in Mayfield. This comprises 16% of trips in the AM peak and 5% of trips in the PM peak.

Note there were no dwell times of durations between 15mins and 1 hour 1mins in the AM peak, and just 1 in the PM peak which has been assumed as a 'through' journey for a conservative assessment.

FILE NOTE

*Table 2: ANPR Survey Dwell Times (*Additional trips include journeys with no destination which are assumed to park beyond the surveyed period)*

ORIGIN	DESTINATION	AM PEAK DWELL TIMES		PM PEAK DWELL TIMES	
		<15mins	1hr 15mins >	<15mins	1hr 15mins >
5 (Hoyle Street)	1 (Temperance Street)	68	8	53	0
5 (Hoyle Street)	2 (North Western Street)	89	5	174	2
5 (Hoyle Street)	4 (Crane Street)	1	7	5	0
5 (Hoyle Street)	All Destinations	158	31*	231	13*
		84%	16%	95%	5%

Traffic Redistribution

The below traffic distribution predicts where traffic may be reassigned, in the event that the Mancunian Way/Hoyle Street junction is closed. As part of the traffic reassignment, the following assumptions have been made:

- The ANPR survey shows that 31 trips in the peak hour and 13 trips in the PM peak have dwell times of more than 1hr 15 mins. These trips are assumed to be as a result of parking. As part of the wider Mayfield works double yellow lines are proposed to be added to streets where unrestricted parking occurs with Rachel Street, Chapelfield Road and River street being closed. Therefore, in the analysis of the Hoyle Street Junction closure, these trips associated with parking in Mayfield have been netted off as these vehicles will not enter the area and will be dispersed at a greater scale across the wider network.
- The remaining trips are assumed to reassign. These have been split equally among the preceding and proceeding junctions, those being the A57(M) Mancunian Way/A6 London Road junction and the A635 Mancunian Way/Fairfield Street junction. The impact at these junctions is described below under 'Traffic Reassignment: Junction Impact'

Traffic Reassignment: Junction Impact

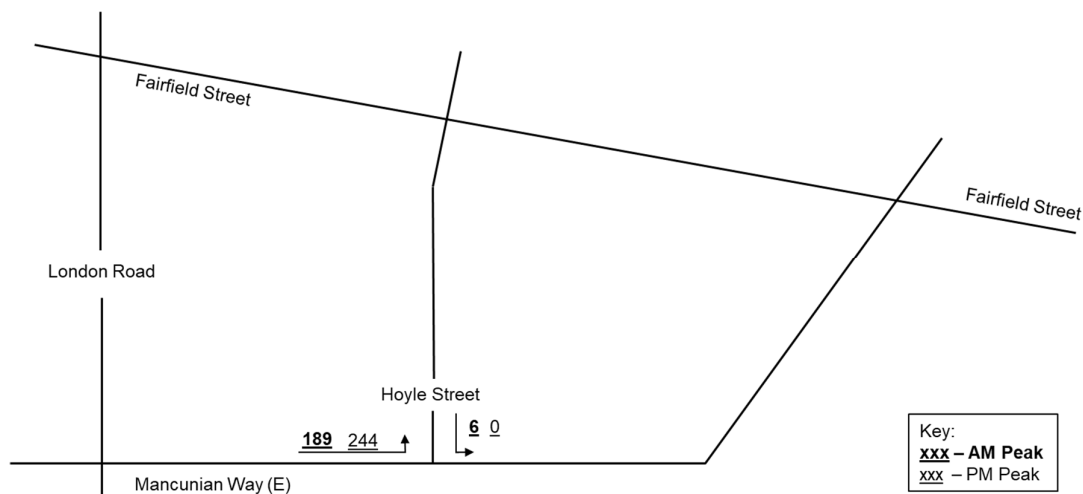


Figure 5: Existing Hoyle Street Traffic Distribution

Figure 5 shows the current AM and PM use of the Mancunian Way/Hoyle Street junction.

FILE NOTE

Following the closure of the junction, and removal of the vehicles parking in Mayfield, the trips which currently use the Mancunian Way/Hoyle Street junction have been reassigned equally to the A57(M) Mancunian Way/A6 London Road junction and the A635 Mancunian Way/Fairfield Street junction.

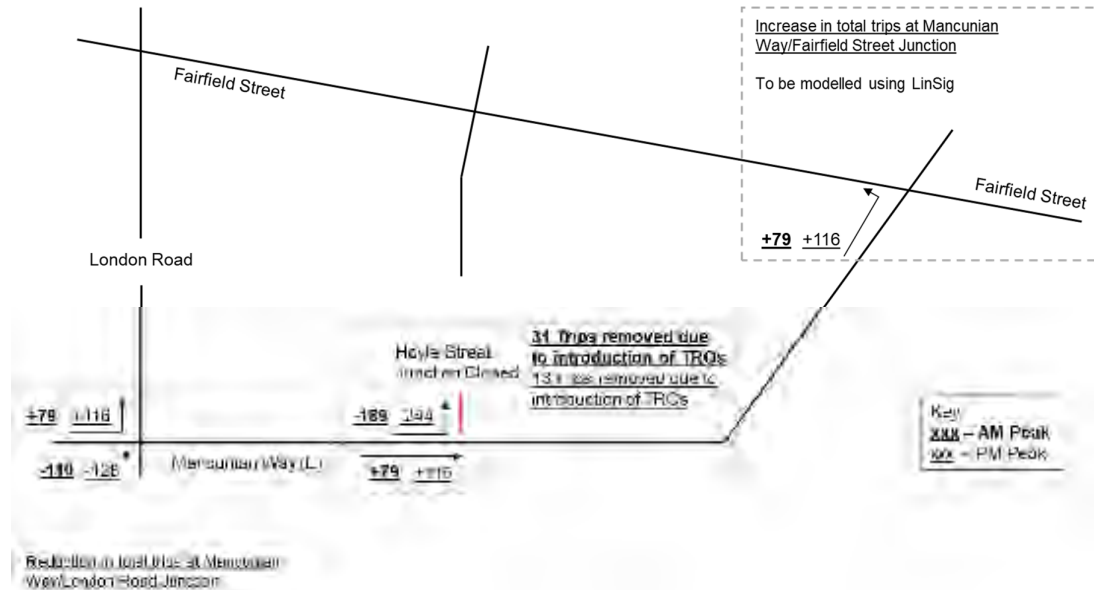


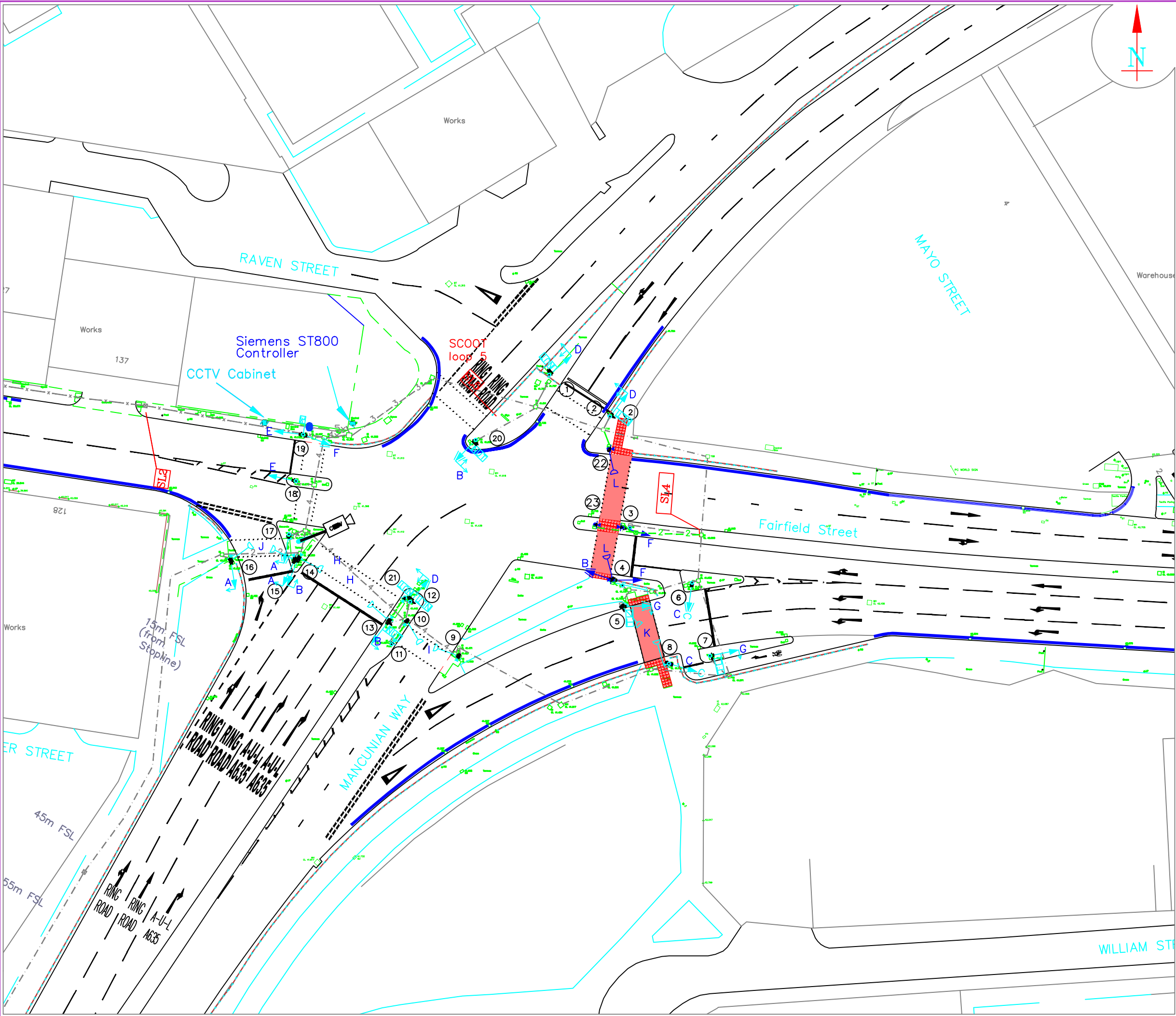
Figure 6: Hoyle Street Closure Traffic Redistribution

Based on the information outlined in this study it is proposed to model the A635 Mancunian Way/Fairfield Street junction using LinSig, to assess the impact of these additional trips. It is not proposed to model the A57(M) Mancunian Way/A6 London Road junction as the closure of the Hoyle Street would result in a total net reduction of trips, as shown on Figure 6 as a result of the removal of parking opportunities.

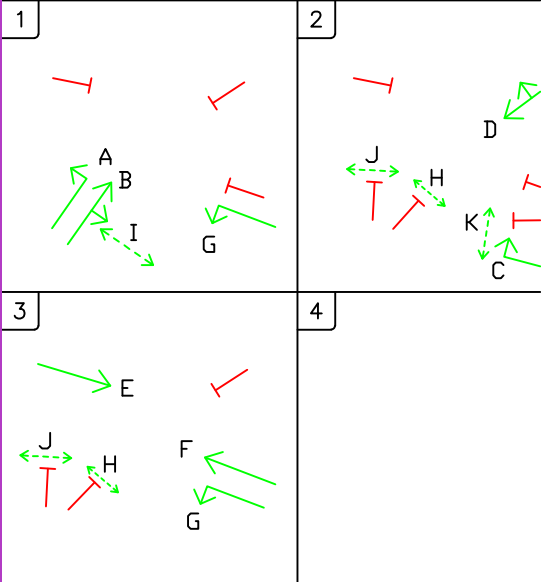
Next Steps

The A635 Mancunian Way/Fairfield Street junction will be modelled using LinSig and the results presented in the Transport Assessment for Mayfield Phase 1b.

Appendix K- MCC Signal Data

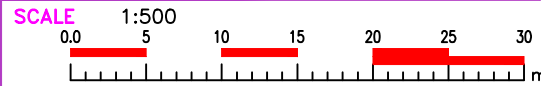


Staging Diagrams



- Note:
- 5 x 2 pair feeders in controll
 - No Detector p.c.b's.
 - Poles 5, 10, 13 & 15 are cranked.
 - Poles 11 & 21 are stub poles

B	Passive bluetooth sensor added	02/10/14	MJK
A	Site survey	24/08/05	PM
REVISIONS		DATE	BY



Fairfield Street/Mancunian Way
MANCHESTER (161)

OS_REF	SJ8597	STATUS	As Built
DATE	17/12/2007	DWG CHCKD BY	-
DRAWN BY	DGS RB HS	SITE CHCKD BY	PM
FILENAME	SigX161.dwg		
XREFS	X3-Gt Ancoat.dwg		
DWG No.	A3 / 03 / 161 / 2		

ASSOCIATION OF
GREATER MANCHESTER
AUTHORITIES
GREATER MANCHESTER
URBAN TRAFFIC
CONTROL UNIT

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Urban Traffic Control Unit

Client: Civic Engineers
Subject: Controller data and traffic signal timings information
Doc: UTC35_ORN161_JC
Author: Jordan Christon
Location: Mancunian Way / Fairfield Street (x161)

Contact:	E-Mail:	Tel:
Jordan Christon	Jordan.Christon@TfGM.com	0778 569 1913
Richard Dolphin	Richard.Dolphin@TfGM.com	0794 654 7167

This Site Operates under SCOOT Control

Staging

1.	Mancunian Way Northbound Left Turn (Phase A) Mancunian Way Northbound Ahead and Right (Phase B) Fairfield Street Westbound Left Turn (Phase G) Pedestrians across Mancunian Way Southside (Phase I)
2.	Cyclists across Fairfield Street Westbound Left Turn (Phase C) Mancunian Way Southbound (Phase D) Pedestrians across Phase B (Phase H)* Pedestrians across Phase A (Phase J) Pedestrians across Phase G (Phase K) Pedestrians across Phase F (Phase L)
3.	Fairfield Street Eastbound Ahead (Phase E) Fairfield Street Westbound Ahead and Right Turn (Phase F) Fairfield Street Westbound Left Turn (Phase G) Pedestrians across Phase B (Phase H)* Pedestrians across Phase A (Phase J)

NB: *Phase H is demand dependent within stages 2 and 3. Phase H would only appear if there was a demand from pedestrians waiting to cross the road.

Note: The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

Controller phase minimum greens and intergreens

Minimum phase green	To From	A	B	C	D	E	F	G	H	I	J	K	L
7	A		-	-	5	-	6	-	-	-	5	-	-
7	B	-		-	7	5	5	-	5	-	-	-	10
7	C	-	-		-	-	-	6	-	-	-	-	-
7	D	11	9	-		5	5	5	-	9	-	-	-
7	E	-	5	-	7		-	-	-	11	-	-	10
7	F	9	8	-	5	-		-	-	-	-	-	5
7	G	-	-	5	5	-	-		-	-	-	5	-
8	H	-	12	-	-	-	-	-		-	-	-	-
5	I	-	-	-	6	6	-	-	-		-	-	-
5	J	6	-	-	-	-	-	-	-	-		-	-
5	K	-	-	-	-	-	-	7	-	-	-		-
10	L	-	7	-	-	7	7	-	-	-	-	-	

Phase Delays

Phase	E	runs on for an additional 3	seconds on the change from stage 3	to	1
Phase	F	runs on for an additional 3	seconds on the change from stage 3	to	1
Phase	J	runs on for an additional 6	seconds on the change from stage 3	to	1
Phase	J	runs on for an additional 6	seconds on the change from stage 2	to	1
Phase	D	runs on for an additional 1	seconds on the change from stage 2	to	1
Phase	D	runs on for an additional 2	seconds on the change from stage 2	to	3

Stage Lengths

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 88 seconds and the site will run up to this cycle time during the peak periods.

Appendix L- Mancunian Way/Fairfield Street LinSig Results

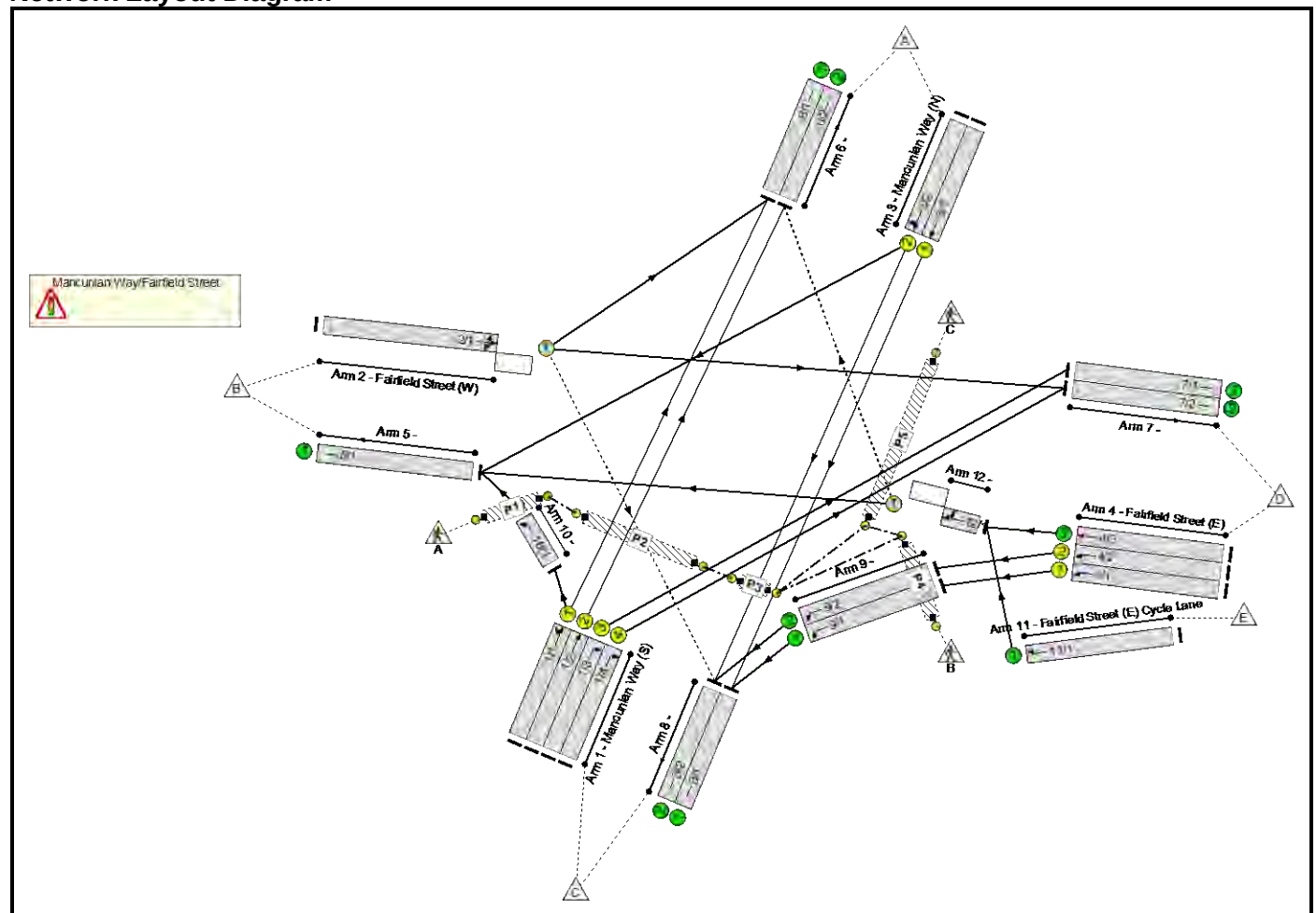
Full Input Data And Results

Full Input Data And Results

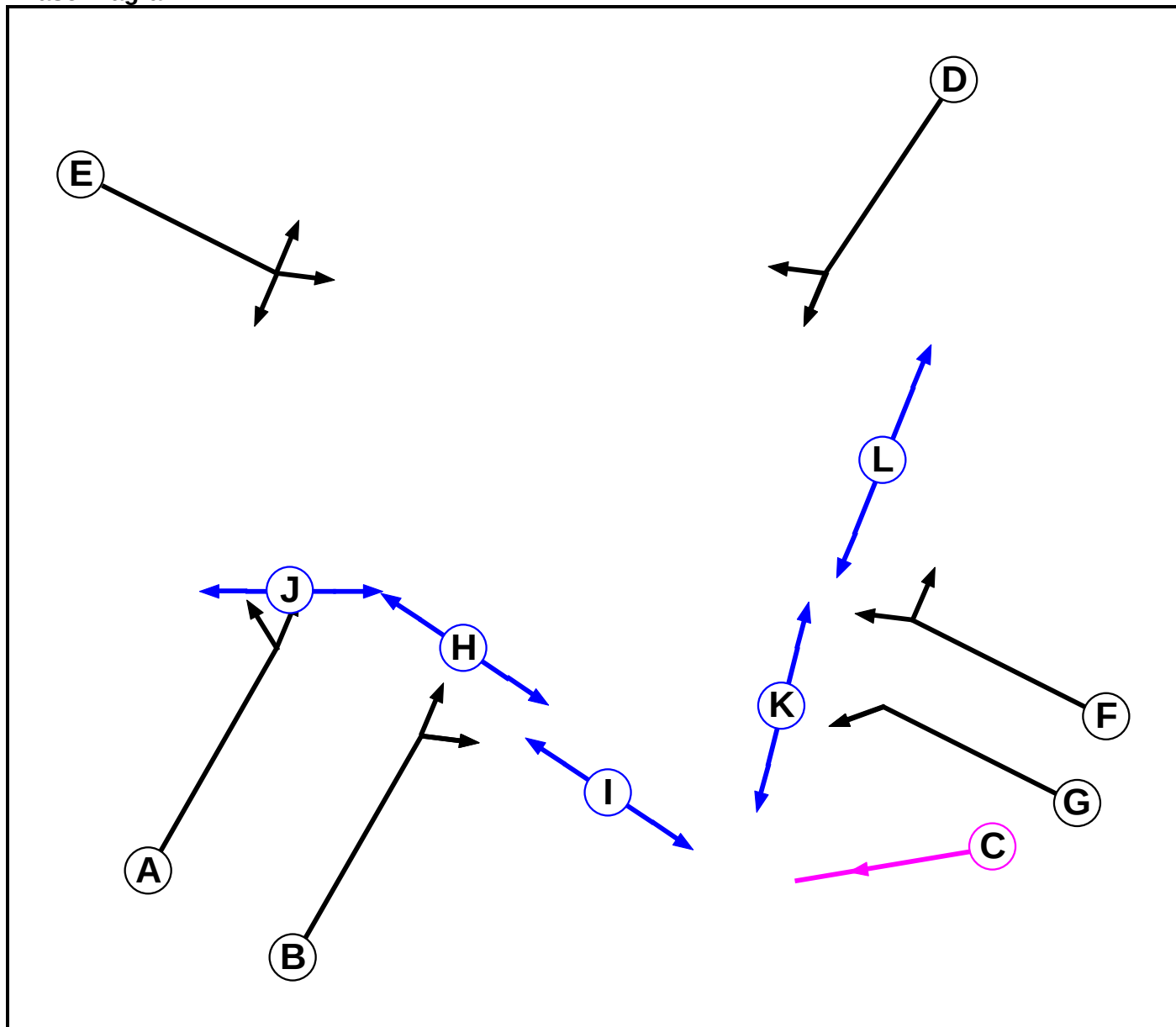
User and Project Details

Project:	Mayfield
Title:	Ph1b Plots J & K
Location:	
Additional detail:	
File name:	A635_Fairfield Street Junction Model Run 1.lsg3x
Author:	Kieran Lyons
Company:	Civic Engineers
Address:	Mill Street, Manchester

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Cycle		7	7
D	Traffic		7	6
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Pedestrian		7	1
K	Pedestrian		7	7
L	Pedestrian		7	7

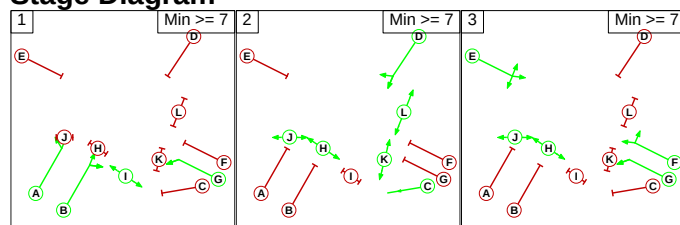
Phase Intergreens Matrix

	Starting Phase												
Terminating Phase		A	B	C	D	E	F	G	H	I	J	K	L
	A		-	-	5	-	6	-	-	-	5	-	-
	B	-		-	7	5	5	-	5	-	-	-	10
	C	-	-		-	-	-	6	-	-	-	-	-
	D	11	9	-		5	5	5	-	9	-	-	-
	E	-	5	-	7		-	-	-	11	-	-	10
	F	9	8	-	5	-		-	-	-	-	-	5
	G	-	-	5	5	-	-		-	-	-	5	-
	H	-	12	-	-	-	-	-		-	-	-	-
	I	-	-	-	6	6	-	-	-		-	-	-
	J	6	-	-	-	-	-	-	-	-		-	-
	K	-	-	-	-	-	-	7	-	-	-		-
	L	-	7	-	-	7	7	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B G I
2	C D H J K L
3	E F G H J

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	D	Losing	1	1
2	1	J	Losing	6	6
2	3	D	Losing	2	2
3	1	E	Losing	3	3
3	1	F	Losing	3	3
3	1	J	Losing	6	6

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		10	6
	2	12		7
	3	14	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Mancunian Way/Fairfield Street											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Fairfield Street (W))	8/2 (Right)	1439	0	12/1	1.09	To 5/1 (Ahead)	3.00	3.00	0.50	3	3.00
12/1	6/2 (Right)	1439	0	2/1	1.09	To 7/2 (Ahead)	3.00	3.00	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: Mancunian Way/Fairfield Street												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Mancunian Way (S))	U	A	2	3	60.0	Geom	-	3.32	0.00	Y	Arm 6 Ahead	Inf
1/2 (Mancunian Way (S))	U	B	2	3	60.0	Geom	-	3.24	0.00	N	Arm 10 Left	15.67
1/3 (Mancunian Way (S))	U	B	2	3	6.6	Geom	-	3.52	0.00	N	Arm 6 Ahead	Inf
1/4 (Mancunian Way (S))	U	B	2	3	60.0	Geom	-	3.64	0.00	N	Arm 7 Right	30.00
2/1 (Fairfield Street (W))	O	E	2	3	60.0	Geom	-	4.69	0.00	Y	Arm 7 Right	26.00
2/1 (Fairfield Street (W))	O	E	2	3	60.0	Geom	-	4.69	0.00	Y	Arm 6 Left	12.00
											Arm 7 Ahead	Inf
											Arm 8 Right	8.00
3/1 (Mancunian Way (N))	U	D	2	3	60.0	Geom	-	3.61	0.00	Y	Arm 8 Ahead	Inf
3/2 (Mancunian Way (N))	U	D	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Right	22.00
											Arm 8 Ahead	Inf
4/1 (Fairfield Street (E))	U	G	2	3	60.0	Geom	-	3.76	0.00	N	Arm 9 Ahead	100.00
4/2 (Fairfield Street (E))	U	G	2	3	60.0	Geom	-	4.00	0.00	N	Arm 9 Ahead	100.00
4/3 (Fairfield Street (E))	U		2	3	60.0	Geom	-	3.76	0.00	Y	Arm 12 Ahead	100.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	7.3	Geom	-	3.76	0.00	Y	Arm 8 Left	3.76
9/2	U		2	3	5.4	Geom	-	4.00	0.00	Y	Arm 8 Left	100.00

Full Input Data And Results

10/1	U		2	3	1.0	Geom	-	5.00	0.00	Y	Arm 5 Left	16.19
11/1 (Fairfield Street (E) Cycle Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1	O	F	2	3	1.0	Geom	-	4.03	0.00	N	Arm 5 Ahead Arm 6 Right	Inf 6.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Existing Scenario AM Peak'	08:00	09:00	01:00	
2: 'Existing Scenario PM Peak'	17:00	18:00	01:00	
3: 'Hoyle Street Closure Scenario AM Peak'	08:00	09:00	01:00	
4: 'Hoyle Street Closure Scenario PM Peak'	17:00	18:00	01:00	

Scenario 1: 'Existing Scenario AM Peak' (FG1: 'Existing Scenario AM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	67	1528	0	0	1595
	B	29	0	50	121	0	200
	C	778	31	0	629	0	1438
	D	5	252	1064	0	0	1321
	E	0	0	0	0	0	0
	Tot.	812	350	2642	750	0	4554

Traffic Lane Flows

Lane	Scenario 1: Existing Scenario AM Peak
Junction: Mancunian Way/Fairfield Street	
1/1	382
1/2	427
1/3	315
1/4	314
2/1	200
3/1	799
3/2	796
4/1	383
4/2	681
4/3	257
5/1	350
6/1	380
6/2	432
7/1	315
7/2	435
8/1	1182
8/2	1460
9/1	383
9/2	681
10/1	31
11/1	0
12/1	257

Lane Saturation Flows

Junction: Mancunian Way/Fairfield Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Mancunian Way (S))	3.32	0.00	Y	Arm 6 Ahead	Inf	91.9 %	1932	1932
				Arm 10 Left	15.67	8.1 %		
1/2 (Mancunian Way (S))	3.24	0.00	N	Arm 6 Ahead	Inf	100.0 %	2079	2079
1/3 (Mancunian Way (S))	3.52	0.00	N	Arm 7 Right	30.00	100.0 %	2007	2007
1/4 (Mancunian Way (S))	3.64	0.00	N	Arm 7 Right	26.00	100.0 %	2003	2003
2/1 (Fairfield Street (W))	4.69	0.00	Y	Arm 6 Left	12.00	14.5 %	1957	1957
				Arm 7 Ahead	Inf	60.5 %		
				Arm 8 Right	8.00	25.0 %		
3/1 (Mancunian Way (N))	3.61	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1976	1976
3/2 (Mancunian Way (N))	3.65	0.00	Y	Arm 5 Right	22.00	8.4 %	1969	1969
				Arm 8 Ahead	Inf	91.6 %		
4/1 (Fairfield Street (E))	3.76	0.00	N	Arm 9 Ahead	100.00	100.0 %	2100	2100
4/2 (Fairfield Street (E))	4.00	0.00	N	Arm 9 Ahead	100.00	100.0 %	2123	2123
4/3 (Fairfield Street (E))	3.76	0.00	Y	Arm 12 Ahead	100.00	100.0 %	1962	1962
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	3.76	0.00	Y	Arm 8 Left	3.76	100.0 %	1423	1423
9/2	4.00	0.00	Y	Arm 8 Left	100.00	100.0 %	1985	1985
10/1	5.00	0.00	Y	Arm 5 Left	16.19	100.0 %	1936	1936
11/1 (Fairfield Street (E) Cycle Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1	4.03	0.00	N	Arm 5 Ahead	Inf	98.1 %	2148	2148
				Arm 6 Right	6.00	1.9 %		

Full Input Data And Results

Scenario 2: 'Existing Scenario PM Peak' (FG2: 'Existing Scenario PM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	44	865	0	0	909
	B	20	0	77	225	0	322
	C	932	26	0	827	0	1785
	D	19	221	532	0	0	772
	E	0	0	0	0	0	0
	Tot.	971	291	1474	1052	0	3788

Traffic Lane Flows

Lane	Scenario 2: Existing Scenario PM Peak
Junction: Mancunian Way/Fairfield Street	
1/1	454
1/2	504
1/3	414
1/4	413
2/1	322
3/1	456
3/2	453
4/1	97
4/2	435
4/3	240
5/1	291
6/1	448
6/2	523
7/1	414
7/2	638
8/1	553
8/2	921
9/1	97
9/2	435
10/1	26
11/1	0
12/1	240

Lane Saturation Flows

Junction: Mancunian Way/Fairfield Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Mancunian Way (S))	3.32	0.00	Y	Arm 6 Ahead	Inf	94.3 %	1936	1936
				Arm 10 Left	15.67	5.7 %		
1/2 (Mancunian Way (S))	3.24	0.00	N	Arm 6 Ahead	Inf	100.0 %	2079	2079
1/3 (Mancunian Way (S))	3.52	0.00	N	Arm 7 Right	30.00	100.0 %	2007	2007
1/4 (Mancunian Way (S))	3.64	0.00	N	Arm 7 Right	26.00	100.0 %	2003	2003
2/1 (Fairfield Street (W))	4.69	0.00	Y	Arm 6 Left	12.00	6.2 %	1980	1980
				Arm 7 Ahead	Inf	69.9 %		
				Arm 8 Right	8.00	23.9 %		
3/1 (Mancunian Way (N))	3.61	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1976	1976
3/2 (Mancunian Way (N))	3.65	0.00	Y	Arm 5 Right	22.00	9.7 %	1967	1967
				Arm 8 Ahead	Inf	90.3 %		
4/1 (Fairfield Street (E))	3.76	0.00	N	Arm 9 Ahead	100.00	100.0 %	2100	2100
4/2 (Fairfield Street (E))	4.00	0.00	N	Arm 9 Ahead	100.00	100.0 %	2123	2123
4/3 (Fairfield Street (E))	3.76	0.00	Y	Arm 12 Ahead	100.00	100.0 %	1962	1962
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	3.76	0.00	Y	Arm 8 Left	3.76	100.0 %	1423	1423
9/2	4.00	0.00	Y	Arm 8 Left	100.00	100.0 %	1985	1985
10/1	5.00	0.00	Y	Arm 5 Left	16.19	100.0 %	1936	1936
11/1 (Fairfield Street (E) Cycle Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1	4.03	0.00	N	Arm 5 Ahead	Inf	92.1 %	2116	2116
				Arm 6 Right	6.00	7.9 %		

Full Input Data And Results

Scenario 3: 'Hoyle Street Closure Scenario AM Peak' (FG3: 'Hoyle Street Closure Scenario AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	67	1528	0	0	1595
	B	29	0	50	121	0	200
	C	778	110	0	629	0	1517
	D	5	252	1064	0	0	1321
	E	0	0	0	0	0	0
	Tot.	812	429	2642	750	0	4633

Traffic Lane Flows

Lane	Scenario 3: Hoyle Street Closure Scenario AM Peak
Junction: Mancunian Way/Fairfield Street	
1/1	414
1/2	474
1/3	315
1/4	314
2/1	200
3/1	799
3/2	796
4/1	383
4/2	681
4/3	257
5/1	429
6/1	333
6/2	479
7/1	315
7/2	435
8/1	1182
8/2	1460
9/1	383
9/2	681
10/1	110
11/1	0
12/1	257

Lane Saturation Flows

Junction: Mancunian Way/Fairfield Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Mancunian Way (S))	3.32	0.00	Y	Arm 6 Ahead	Inf	73.4 %	1899	1899
				Arm 10 Left	15.67	26.6 %		
1/2 (Mancunian Way (S))	3.24	0.00	N	Arm 6 Ahead	Inf	100.0 %	2079	2079
1/3 (Mancunian Way (S))	3.52	0.00	N	Arm 7 Right	30.00	100.0 %	2007	2007
1/4 (Mancunian Way (S))	3.64	0.00	N	Arm 7 Right	26.00	100.0 %	2003	2003
2/1 (Fairfield Street (W))	4.69	0.00	Y	Arm 6 Left	12.00	14.5 %	1957	1957
				Arm 7 Ahead	Inf	60.5 %		
				Arm 8 Right	8.00	25.0 %		
3/1 (Mancunian Way (N))	3.61	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1976	1976
3/2 (Mancunian Way (N))	3.65	0.00	Y	Arm 5 Right	22.00	8.4 %	1969	1969
				Arm 8 Ahead	Inf	91.6 %		
4/1 (Fairfield Street (E))	3.76	0.00	N	Arm 9 Ahead	100.00	100.0 %	2100	2100
4/2 (Fairfield Street (E))	4.00	0.00	N	Arm 9 Ahead	100.00	100.0 %	2123	2123
4/3 (Fairfield Street (E))	3.76	0.00	Y	Arm 12 Ahead	100.00	100.0 %	1962	1962
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	3.76	0.00	Y	Arm 8 Left	3.76	100.0 %	1423	1423
9/2	4.00	0.00	Y	Arm 8 Left	100.00	100.0 %	1985	1985
10/1	5.00	0.00	Y	Arm 5 Left	16.19	100.0 %	1936	1936
11/1 (Fairfield Street (E) Cycle Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1	4.03	0.00	N	Arm 5 Ahead	Inf	98.1 %	2148	2148
				Arm 6 Right	6.00	1.9 %		

Full Input Data And Results

Scenario 4: 'Hoyle Street Closure Scenario PM Peak' (FG4: 'Hoyle Street Closure Scenario PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	44	865	0	0	909
	B	20	0	77	225	0	322
	C	932	142	0	827	0	1901
	D	19	221	532	0	0	772
	E	0	0	0	0	0	0
	Tot.	971	407	1474	1052	0	3904

Traffic Lane Flows

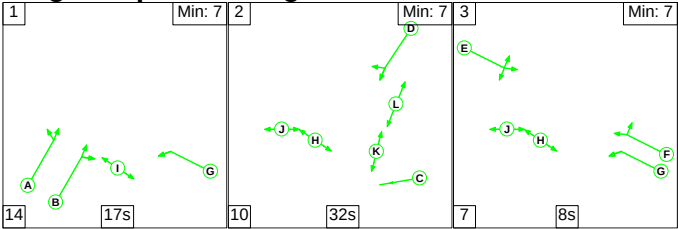
Lane	Scenario 4: Hoyle Street Closure Scenario PM Peak
Junction: Mancunian Way/Fairfield Street	
1/1	503
1/2	571
1/3	414
1/4	413
2/1	322
3/1	456
3/2	453
4/1	97
4/2	435
4/3	240
5/1	407
6/1	381
6/2	590
7/1	414
7/2	638
8/1	553
8/2	921
9/1	97
9/2	435
10/1	142
11/1	0
12/1	240

Lane Saturation Flows

Junction: Mancunian Way/Fairfield Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Mancunian Way (S))	3.32	0.00	Y	Arm 6 Ahead	Inf	71.8 %	1896	1896
				Arm 10 Left	15.67	28.2 %		
1/2 (Mancunian Way (S))	3.24	0.00	N	Arm 6 Ahead	Inf	100.0 %	2079	2079
1/3 (Mancunian Way (S))	3.52	0.00	N	Arm 7 Right	30.00	100.0 %	2007	2007
1/4 (Mancunian Way (S))	3.64	0.00	N	Arm 7 Right	26.00	100.0 %	2003	2003
2/1 (Fairfield Street (W))	4.69	0.00	Y	Arm 6 Left	12.00	6.2 %	1980	1980
				Arm 7 Ahead	Inf	69.9 %		
				Arm 8 Right	8.00	23.9 %		
3/1 (Mancunian Way (N))	3.61	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1976	1976
3/2 (Mancunian Way (N))	3.65	0.00	Y	Arm 5 Right	22.00	9.7 %	1967	1967
				Arm 8 Ahead	Inf	90.3 %		
4/1 (Fairfield Street (E))	3.76	0.00	N	Arm 9 Ahead	100.00	100.0 %	2100	2100
4/2 (Fairfield Street (E))	4.00	0.00	N	Arm 9 Ahead	100.00	100.0 %	2123	2123
4/3 (Fairfield Street (E))	3.76	0.00	Y	Arm 12 Ahead	100.00	100.0 %	1962	1962
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	3.76	0.00	Y	Arm 8 Left	3.76	100.0 %	1423	1423
9/2	4.00	0.00	Y	Arm 8 Left	100.00	100.0 %	1985	1985
10/1	5.00	0.00	Y	Arm 5 Left	16.19	100.0 %	1936	1936
11/1 (Fairfield Street (E) Cycle Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1	4.03	0.00	N	Arm 5 Ahead	Inf	92.1 %	2116	2116
				Arm 6 Right	6.00	7.9 %		

Scenario 1: 'Existing Scenario AM Peak' (FG1: 'Existing Scenario AM Peak', Plan 1: 'Network Control Plan 1')

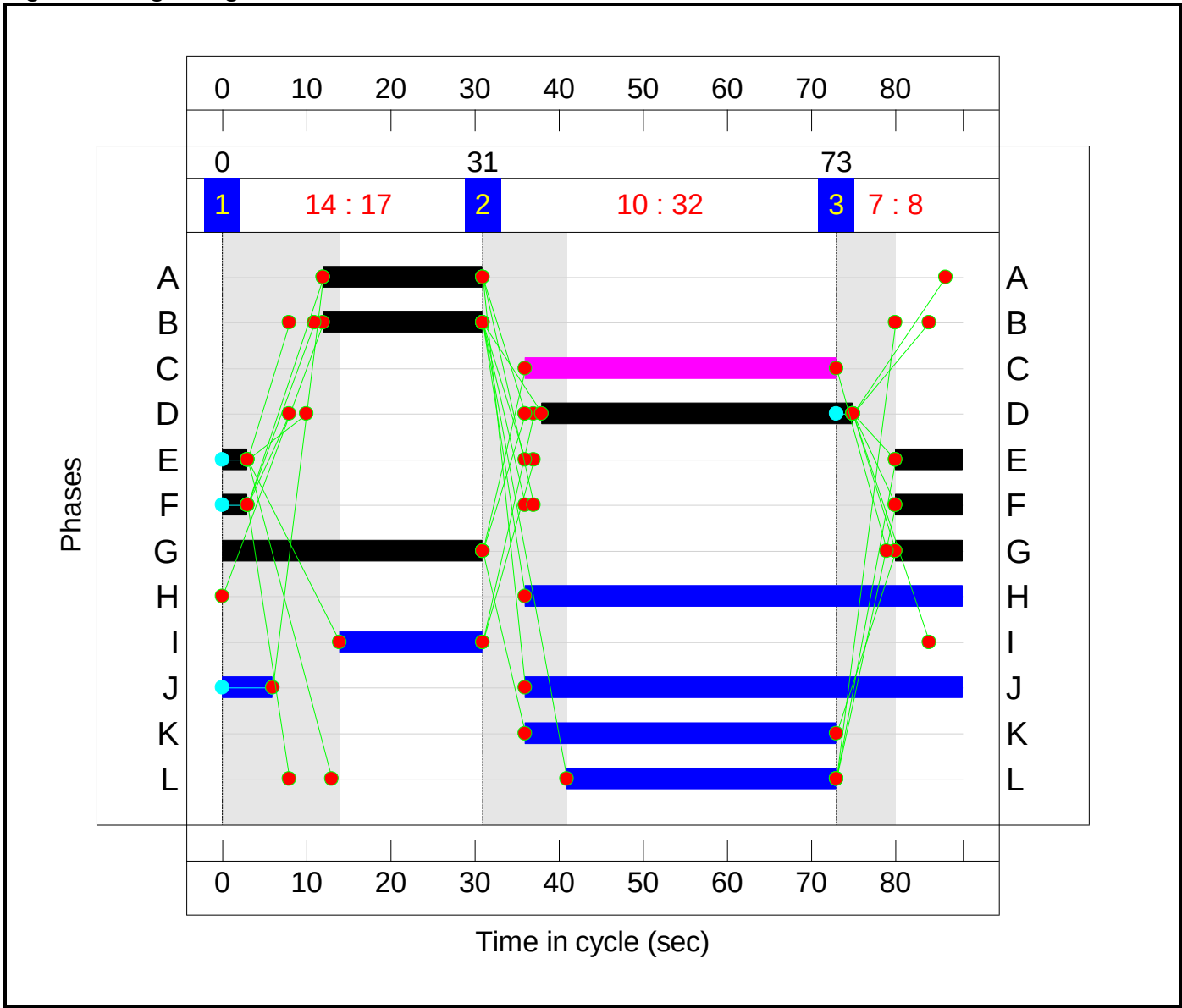
Stage Sequence Diagram



Stage Timings

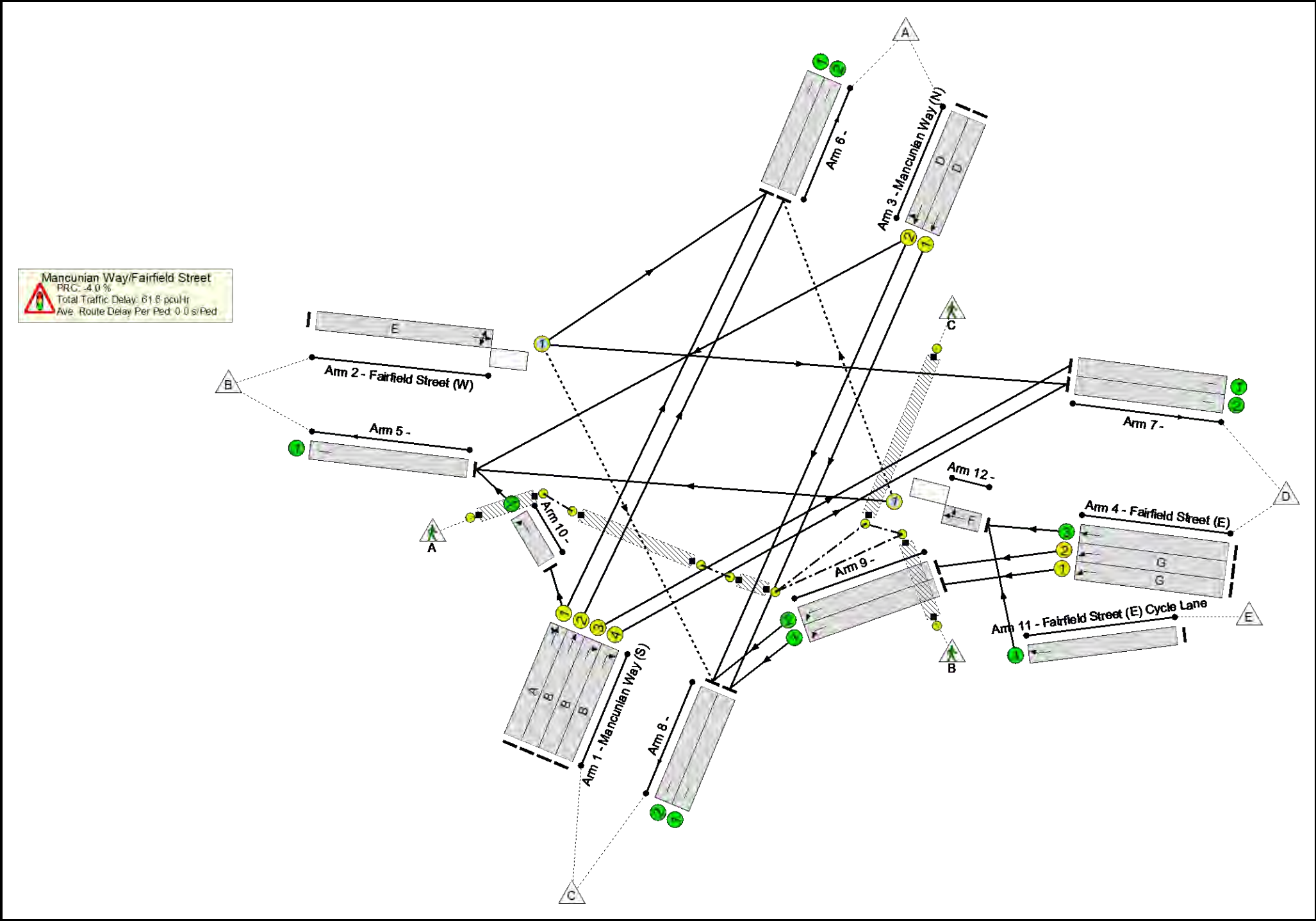
Stage	1	2	3
Duration	17	32	8
Change Point	0	31	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ph1b Plots J & K	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
Mancunian Way/Fairfield Street	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
1/1	Mancunian Way (S) Ahead Left	U	N/A	N/A	A		1	19	-	382	1932	439	87.0%
1/2	Mancunian Way (S) Ahead	U	N/A	N/A	B		1	19	-	427	2079	473	90.4%
1/3	Mancunian Way (S) Right	U	N/A	N/A	B		1	19	-	315	2007	456	69.1%
1/4	Mancunian Way (S) Right	U	N/A	N/A	B		1	19	-	314	2003	455	69.0%
2/1	Fairfield Street (W) Left Ahead Right	O	N/A	N/A	E		1	11	-	200	1957	267	74.9%
3/1	Mancunian Way (N) Ahead	U	N/A	N/A	D		1	37	-	799	1976	853	93.6%
3/2	Mancunian Way (N) Right Ahead	U	N/A	N/A	D		1	37	-	796	1969	850	93.6%
4/1	Fairfield Street (E) Ahead	U	N/A	N/A	G		1	39	-	383	2100	955	40.1%
4/2	Fairfield Street (E) Ahead	U	N/A	N/A	G		1	39	-	681	2123	965	70.6%
4/3	Fairfield Street (E) Ahead	U	N/A	N/A	-		-	-	-	257	1962	1962	13.1%
5/1		U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1182	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1460	Inf	Inf	0.0%

Full Input Data And Results

9/1	Left	U	N/A	N/A	-		-	-	-	383	1423	1423	26.9%
9/2	Left	U	N/A	N/A	-		-	-	-	681	1985	1985	34.3%
10/1	Left	U	N/A	N/A	-		-	-	-	31	1936	1936	1.6%
11/1	Fairfield Street (E) Cycle Lane Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
12/1	Ahead Right	O	N/A	N/A	F		1	11	-	257	2148	293	87.7%
Ped Link: P1	Crossing J	-	N/A	-	J		1	58	-	0	-	47455	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	52	-	0	-	42545	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	17	-	0	-	13909	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	37	-	0	-	30273	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		1	32	-	0	-	26182	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Ph1b Plots J & K	-	-	24	0	31	33.7	27.8	0.1	61.6	-	-	-	-
Mancunian Way/Fairfield Street	-	-	24	0	31	33.7	27.8	0.1	61.6	-	-	-	-
1/1	382	382	-	-	-	3.5	3.0	-	6.5	61.3	8.9	3.0	11.9
1/2	427	427	-	-	-	3.9	4.0	-	7.9	66.7	10.1	4.0	14.1
1/3	315	315	-	-	-	2.7	1.1	-	3.8	43.7	7.0	1.1	8.1
1/4	314	314	-	-	-	2.7	1.1	-	3.8	43.7	7.0	1.1	8.1
2/1	200	200	19	0	31	2.0	1.4	0.1	3.6	64.0	4.7	1.4	6.1
3/1	799	799	-	-	-	5.3	6.0	-	11.3	51.0	18.4	6.0	24.4
3/2	796	796	-	-	-	5.3	6.0	-	11.3	51.0	18.4	6.0	24.4
4/1	383	383	-	-	-	1.7	0.3	-	2.0	19.2	6.2	0.3	6.5
4/2	681	681	-	-	-	3.6	1.2	-	4.8	25.6	13.2	1.2	14.4
4/3	257	257	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1182	1182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1460	1460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	383	383	-	-	-	0.1	0.2	-	0.3	3.1	6.5	0.2	6.7
9/2	681	681	-	-	-	0.1	0.3	-	0.4	1.9	12.3	0.3	12.5
10/1	31	31	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	257	257	5	0	0	2.7	3.1	0.0	5.7	80.1	6.1	3.1	9.2
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

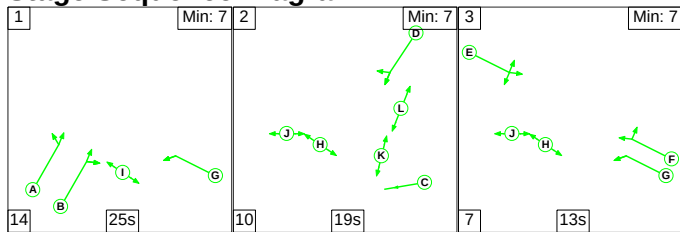
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 2: 'Existing Scenario PM Peak' (FG2: 'Existing Scenario PM Peak', Plan 1: 'Network Control Plan 1')

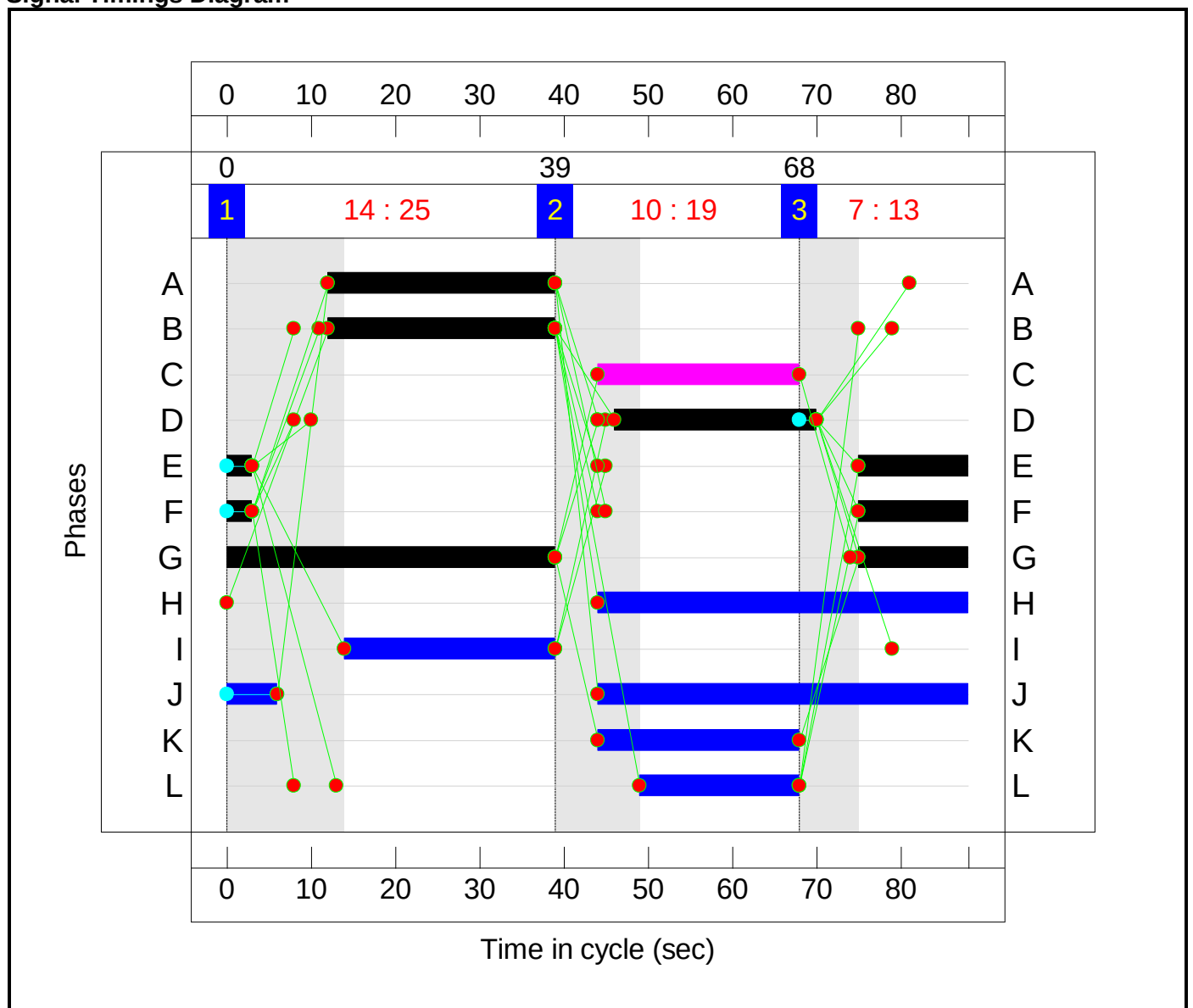
Stage Sequence Diagram



Stage Timings

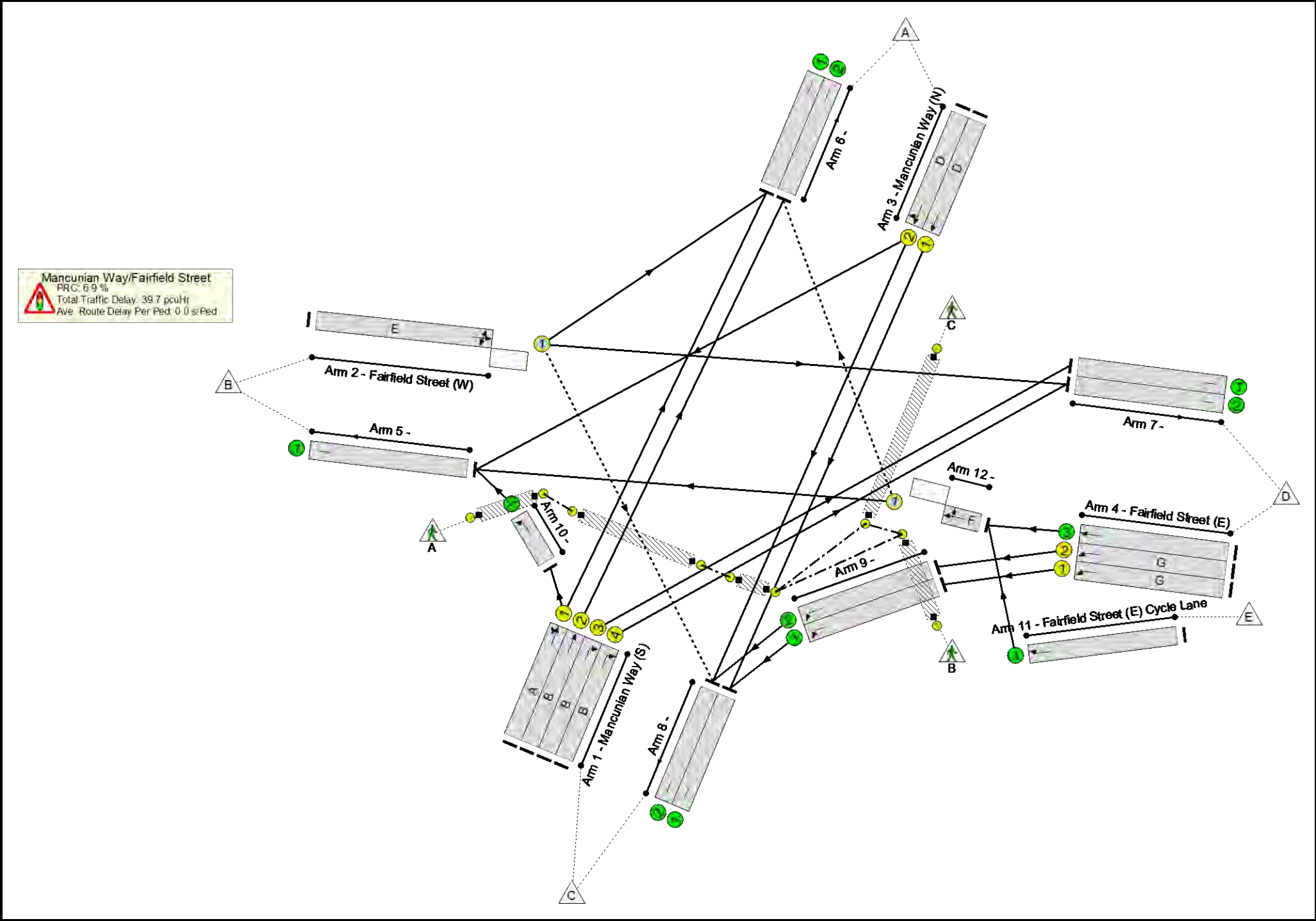
Stage	1	2	3
Duration	25	19	13
Change Point	0	39	68

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ph1b Plots J & K	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
Mancunian Way/Fairfield Street	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
1/1	Mancunian Way (S) Ahead Left	U	N/A	N/A	A		1	27	-	454	1936	616	73.7%
1/2	Mancunian Way (S) Ahead	U	N/A	N/A	B		1	27	-	504	2079	662	76.2%
1/3	Mancunian Way (S) Right	U	N/A	N/A	B		1	27	-	414	2007	639	64.8%
1/4	Mancunian Way (S) Right	U	N/A	N/A	B		1	27	-	413	2003	637	64.8%
2/1	Fairfield Street (W) Left Ahead Right	O	N/A	N/A	E		1	16	-	322	1980	383	84.2%
3/1	Mancunian Way (N) Ahead	U	N/A	N/A	D		1	24	-	456	1976	561	81.2%
3/2	Mancunian Way (N) Right Ahead	U	N/A	N/A	D		1	24	-	453	1967	559	81.1%
4/1	Fairfield Street (E) Ahead	U	N/A	N/A	G		1	52	-	97	2100	1265	7.7%
4/2	Fairfield Street (E) Ahead	U	N/A	N/A	G		1	52	-	435	2123	1279	34.0%
4/3	Fairfield Street (E) Ahead	U	N/A	N/A	-		-	-	-	240	1962	1962	12.2%
5/1		U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%

Full Input Data And Results

9/1	Left	U	N/A	N/A	-		-	-	-	97	1423	1423	6.8%
9/2	Left	U	N/A	N/A	-		-	-	-	435	1985	1985	21.9%
10/1	Left	U	N/A	N/A	-		-	-	-	26	1936	1936	1.3%
11/1	Fairfield Street (E) Cycle Lane Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
12/1	Ahead Right	O	N/A	N/A	F		1	16	-	240	2116	409	58.7%
Ped Link: P1	Crossing J	-	N/A	-	J		1	50	-	0	-	40909	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	44	-	0	-	36000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	25	-	0	-	20455	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	24	-	0	-	19636	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		1	19	-	0	-	15545	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Ph1b Plots J & K	-	-	95	0	1	26.9	12.6	0.1	39.7	-	-	-	-
Mancunian Way/Fairfield Street	-	-	95	0	1	26.9	12.6	0.1	39.7	-	-	-	-
1/1	454	454	-	-	-	3.4	1.4	-	4.7	37.7	9.8	1.4	11.2
1/2	504	504	-	-	-	3.8	1.6	-	5.3	38.2	11.1	1.6	12.6
1/3	414	414	-	-	-	3.0	0.9	-	3.9	33.7	8.6	0.9	9.5
1/4	413	413	-	-	-	3.0	0.9	-	3.9	33.7	8.6	0.9	9.5
2/1	322	322	76	0	1	3.1	2.5	0.1	5.6	62.6	7.5	2.5	10.0
3/1	456	456	-	-	-	3.7	2.1	-	5.8	45.8	10.3	2.1	12.3
3/2	453	453	-	-	-	3.7	2.1	-	5.7	45.7	10.2	2.1	12.3
4/1	97	97	-	-	-	0.2	0.0	-	0.2	8.9	1.0	0.0	1.0
4/2	435	435	-	-	-	1.1	0.3	-	1.3	10.9	5.3	0.3	5.6
4/3	240	240	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	97	97	-	-	-	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
9/2	435	435	-	-	-	0.0	0.1	-	0.1	1.2	3.5	0.1	3.6
10/1	26	26	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	240	240	19	0	0	2.2	0.7	0.0	2.9	43.5	5.3	0.7	6.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

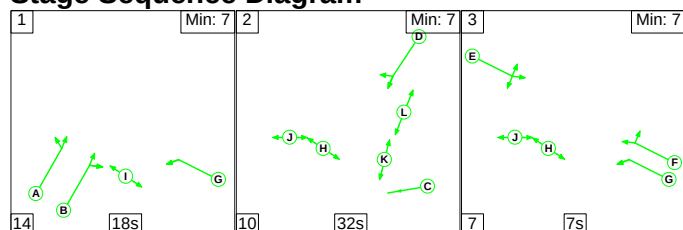
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 3: 'Hoyle Street Closure Scenario AM Peak' (FG3: 'Hoyle Street Closure Scenario AM Peak', Plan 1: 'Network Control Plan 1')

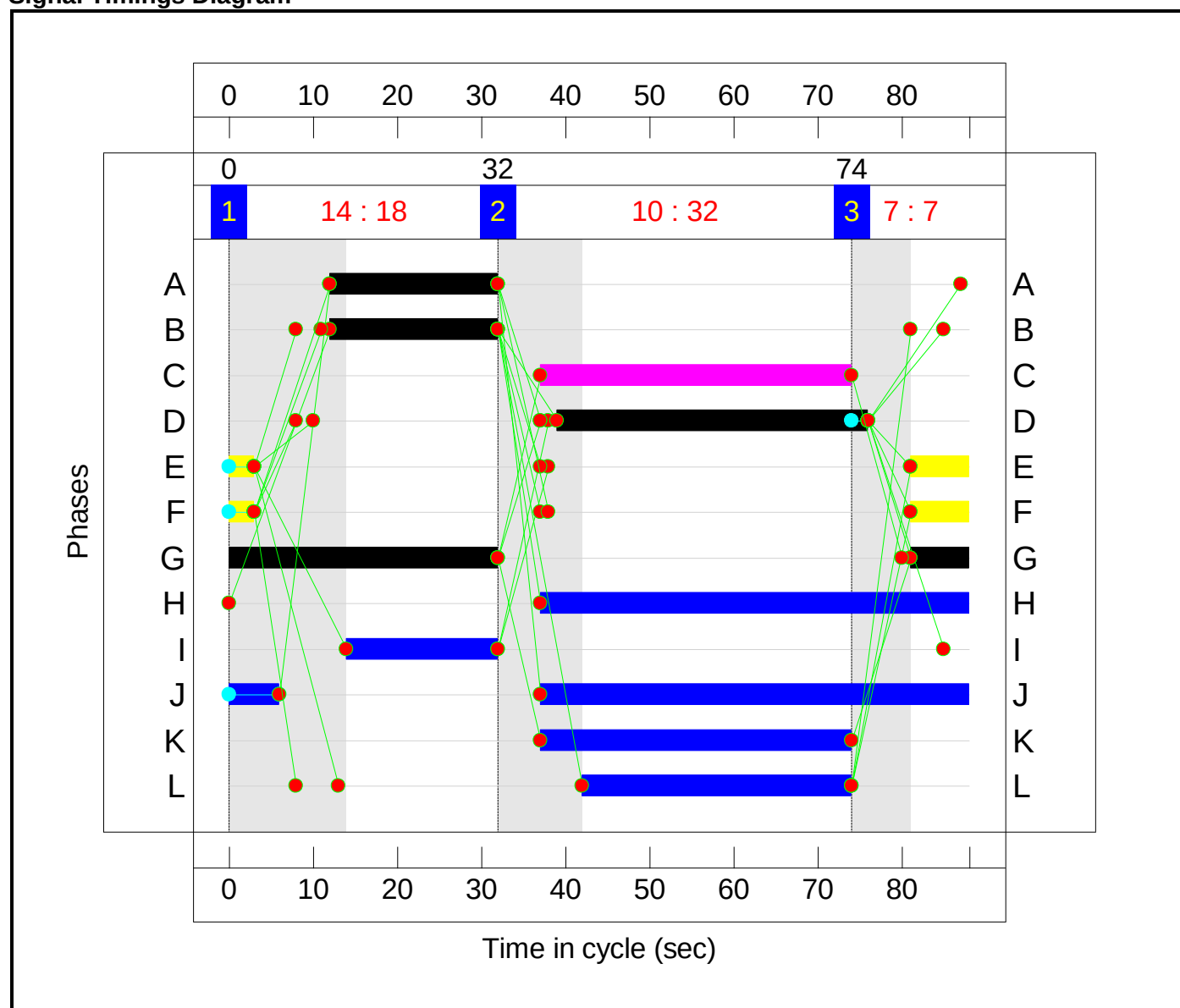
Stage Sequence Diagram



Stage Timings

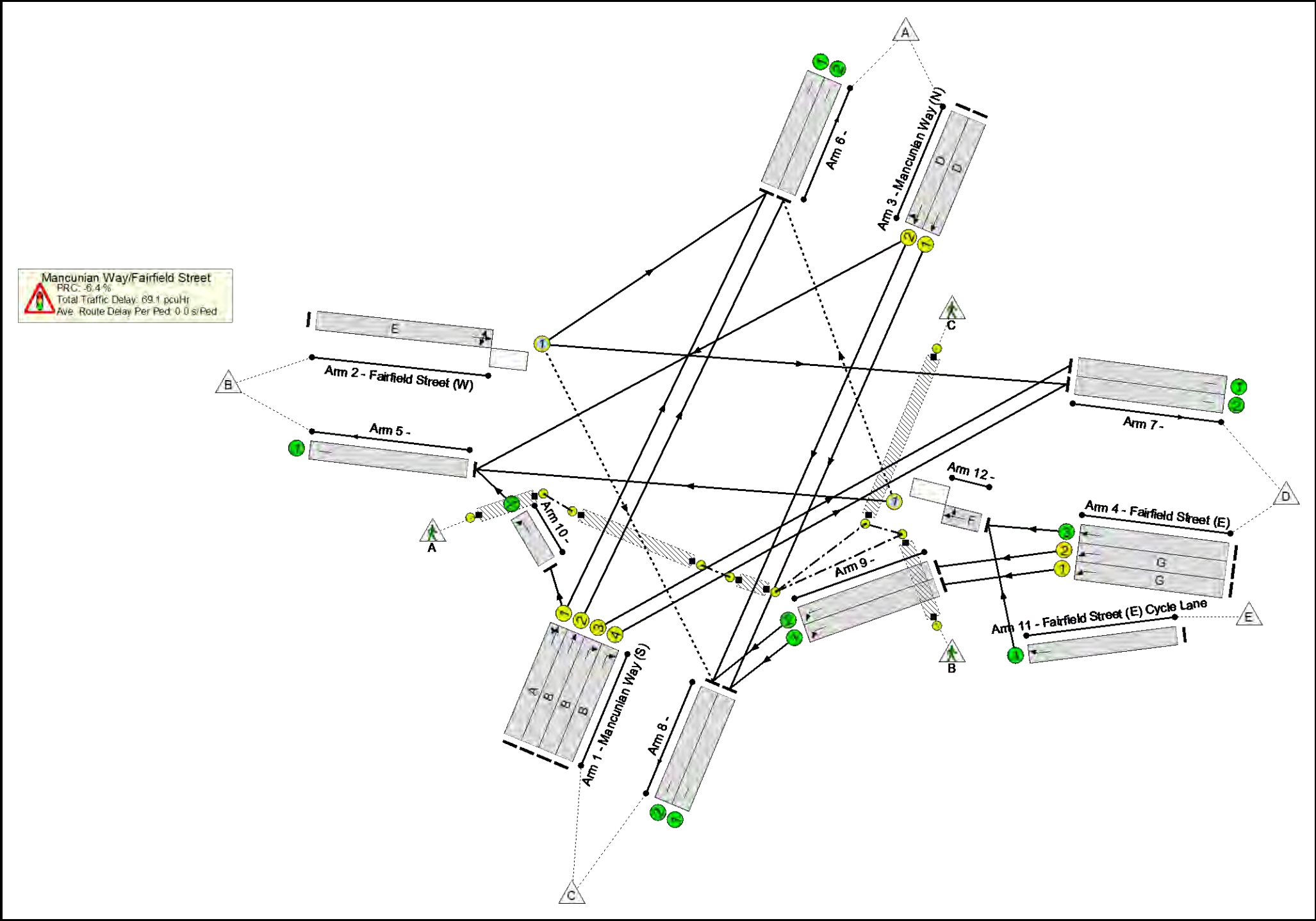
Stage	1	2	3
Duration	18	32	7
Change Point	0	32	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ph1b Plots J & K	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
Mancunian Way/Fairfield Street	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
1/1	Mancunian Way (S) Ahead Left	U	N/A	N/A	A		1	20	-	414	1899	453	91.4%
1/2	Mancunian Way (S) Ahead	U	N/A	N/A	B		1	20	-	474	2079	496	95.5%
1/3	Mancunian Way (S) Right	U	N/A	N/A	B		1	20	-	315	2007	479	65.8%
1/4	Mancunian Way (S) Right	U	N/A	N/A	B		1	20	-	314	2003	478	65.7%
2/1	Fairfield Street (W) Left Ahead Right	O	N/A	N/A	E		1	10	-	200	1957	245	81.8%
3/1	Mancunian Way (N) Ahead	U	N/A	N/A	D		1	37	-	799	1976	853	93.6%
3/2	Mancunian Way (N) Right Ahead	U	N/A	N/A	D		1	37	-	796	1969	850	93.6%
4/1	Fairfield Street (E) Ahead	U	N/A	N/A	G		1	39	-	383	2100	955	40.1%
4/2	Fairfield Street (E) Ahead	U	N/A	N/A	G		1	39	-	681	2123	965	70.6%
4/3	Fairfield Street (E) Ahead	U	N/A	N/A	-		-	-	-	257	1962	1962	13.1%
5/1		U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1182	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1460	Inf	Inf	0.0%

Full Input Data And Results

9/1	Left	U	N/A	N/A	-		-	-	-	383	1423	1423	26.9%
9/2	Left	U	N/A	N/A	-		-	-	-	681	1985	1985	34.3%
10/1	Left	U	N/A	N/A	-		-	-	-	110	1936	1936	5.7%
11/1	Fairfield Street (E) Cycle Lane Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
12/1	Ahead Right	O	N/A	N/A	F		1	10	-	257	2148	268	95.7%
Ped Link: P1	Crossing J	-	N/A	-	J		1	57	-	0	-	46636	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	51	-	0	-	41727	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	18	-	0	-	14727	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	37	-	0	-	30273	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		1	32	-	0	-	26182	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Ph1b Plots J & K	-	-	7	0	48	34.4	34.7	0.1	69.1	-	-	-	-
Mancunian Way/Fairfield Street	-	-	7	0	48	34.4	34.7	0.1	69.1	-	-	-	-
1/1	414	414	-	-	-	3.8	4.3	-	8.1	70.3	9.8	4.3	14.1
1/2	474	474	-	-	-	4.4	6.7	-	11.0	83.8	11.3	6.7	18.0
1/3	315	315	-	-	-	2.6	0.9	-	3.6	41.1	6.9	0.9	7.9
1/4	314	314	-	-	-	2.6	0.9	-	3.6	41.1	6.9	0.9	7.8
2/1	200	200	3	0	47	2.1	2.1	0.1	4.2	76.1	4.7	2.1	6.8
3/1	799	799	-	-	-	5.3	6.0	-	11.3	51.0	18.4	6.0	24.4
3/2	796	796	-	-	-	5.3	6.0	-	11.3	51.0	18.4	6.0	24.4
4/1	383	383	-	-	-	1.7	0.3	-	2.0	19.2	6.2	0.3	6.5
4/2	681	681	-	-	-	3.6	1.2	-	4.8	25.6	13.2	1.2	14.4
4/3	257	257	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1182	1182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1460	1460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	383	383	-	-	-	0.1	0.2	-	0.3	3.1	6.5	0.2	6.7
9/2	681	681	-	-	-	0.1	0.3	-	0.4	1.9	12.3	0.3	12.5
10/1	110	110	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	257	257	5	0	0	2.7	5.6	0.0	8.4	117.3	6.2	5.6	11.9
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

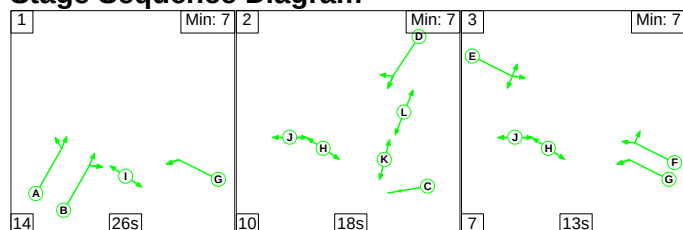
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 4: 'Hoyle Street Closure Scenario PM Peak' (FG4: 'Hoyle Street Closure Scenario PM Peak', Plan 1: 'Network Control Plan 1')

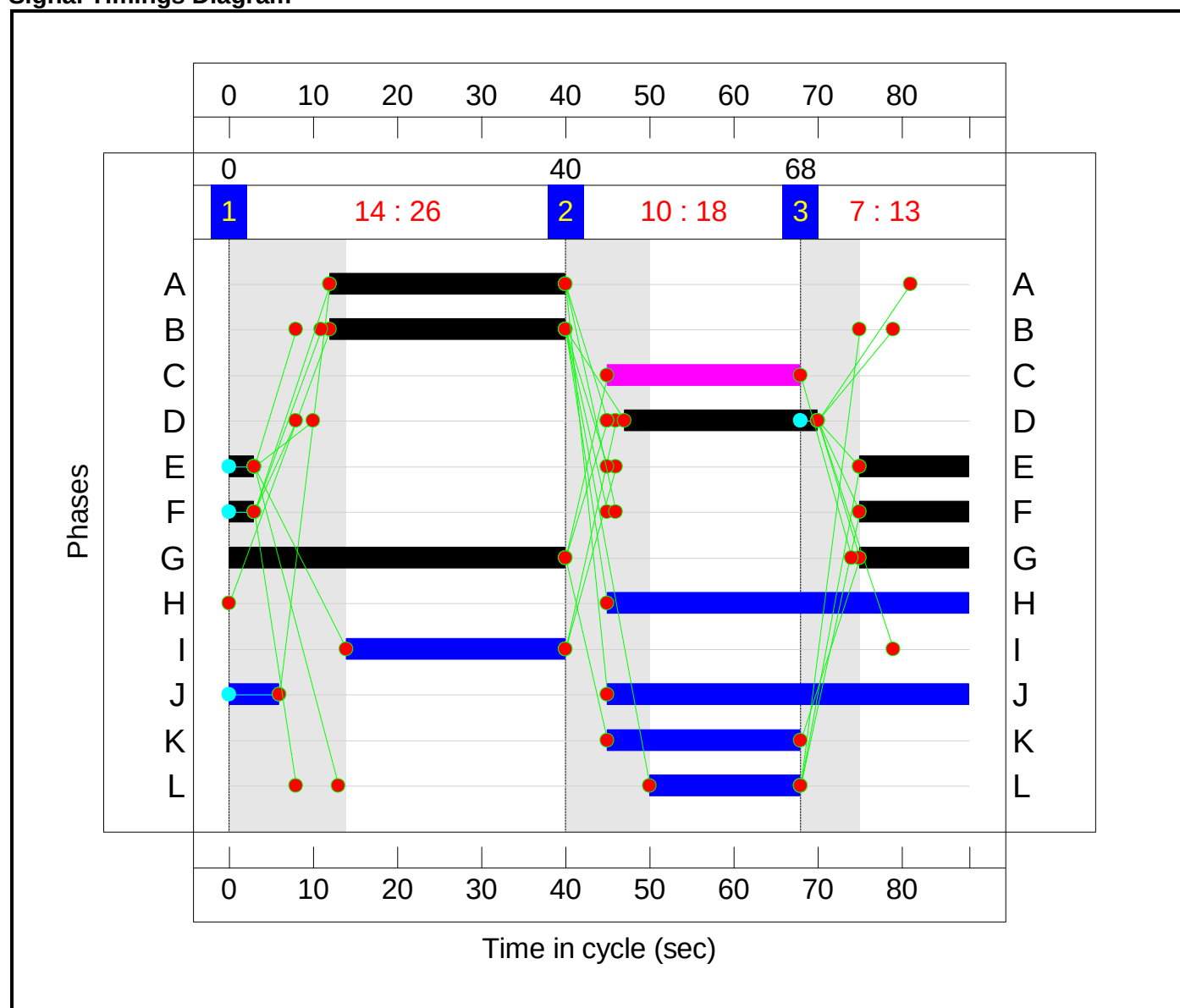
Stage Sequence Diagram



Stage Timings

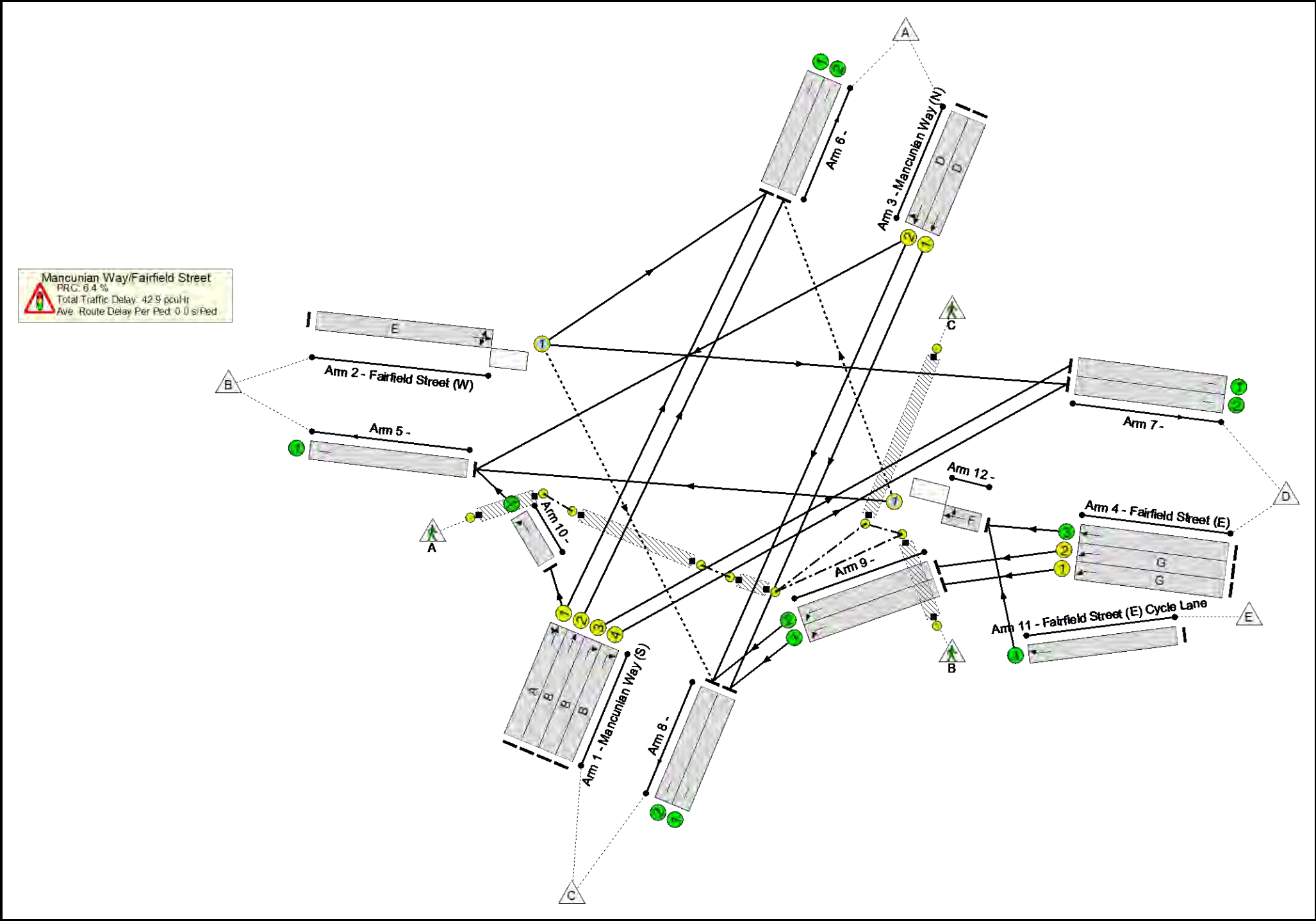
Stage	1	2	3
Duration	26	18	13
Change Point	0	40	68

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Ph1b Plots J & K	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
Mancunian Way/Fairfield Street	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
1/1	Mancunian Way (S) Ahead Left	U	N/A	N/A	A		1	28	-	503	1896	625	80.5%
1/2	Mancunian Way (S) Ahead	U	N/A	N/A	B		1	28	-	571	2079	685	83.3%
1/3	Mancunian Way (S) Right	U	N/A	N/A	B		1	28	-	414	2007	661	62.6%
1/4	Mancunian Way (S) Right	U	N/A	N/A	B		1	28	-	413	2003	660	62.6%
2/1	Fairfield Street (W) Left Ahead Right	O	N/A	N/A	E		1	16	-	322	1980	383	84.2%
3/1	Mancunian Way (N) Ahead	U	N/A	N/A	D		1	23	-	456	1976	539	84.6%
3/2	Mancunian Way (N) Right Ahead	U	N/A	N/A	D		1	23	-	453	1967	536	84.4%
4/1	Fairfield Street (E) Ahead	U	N/A	N/A	G		1	53	-	97	2100	1289	7.5%
4/2	Fairfield Street (E) Ahead	U	N/A	N/A	G		1	53	-	435	2123	1303	33.4%
4/3	Fairfield Street (E) Ahead	U	N/A	N/A	-		-	-	-	240	1962	1962	12.2%
5/1		U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%

Full Input Data And Results

9/1	Left	U	N/A	N/A	-		-	-	-	97	1423	1423	6.8%
9/2	Left	U	N/A	N/A	-		-	-	-	435	1985	1985	21.9%
10/1	Left	U	N/A	N/A	-		-	-	-	142	1936	1936	7.3%
11/1	Fairfield Street (E) Cycle Lane Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
12/1	Ahead Right	O	N/A	N/A	F		1	16	-	240	2116	409	58.7%
Ped Link: P1	Crossing J	-	N/A	-	J		1	49	-	0	-	40091	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	43	-	0	-	35182	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	26	-	0	-	21273	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	23	-	0	-	18818	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		1	18	-	0	-	14727	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Ph1b Plots J & K	-	-	95	0	1	27.9	15.0	0.1	42.9	-	-	-	-
Mancunian Way/Fairfield Street	-	-	95	0	1	27.9	15.0	0.1	42.9	-	-	-	-
1/1	503	503	-	-	-	3.8	2.0	-	5.8	41.2	11.2	2.0	13.2
1/2	571	571	-	-	-	4.3	2.4	-	6.7	42.4	12.8	2.4	15.2
1/3	414	414	-	-	-	2.9	0.8	-	3.7	32.2	8.5	0.8	9.3
1/4	413	413	-	-	-	2.9	0.8	-	3.7	32.2	8.5	0.8	9.3
2/1	322	322	76	0	1	3.1	2.5	0.1	5.6	62.6	7.5	2.5	10.0
3/1	456	456	-	-	-	3.8	2.6	-	6.4	50.7	10.5	2.6	13.1
3/2	453	453	-	-	-	3.8	2.6	-	6.4	50.6	10.4	2.6	13.0
4/1	97	97	-	-	-	0.2	0.0	-	0.2	8.4	0.9	0.0	1.0
4/2	435	435	-	-	-	1.0	0.3	-	1.2	10.3	5.1	0.3	5.3
4/3	240	240	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	97	97	-	-	-	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
9/2	435	435	-	-	-	0.0	0.1	-	0.1	1.2	3.4	0.1	3.6
10/1	142	142	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	240	240	19	0	0	2.2	0.7	0.0	2.9	43.5	5.3	0.7	6.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

Full Input Data And Results

[illegible]

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