SCP

Transportation Planning : Infrastructure Design

Transport Statement

Proposed Residential Development

140 Kingsway, Manchester

March 2024

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Prepared by:	Esme Walker
Checked by:	Gemma Wheatley

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Colwyn Chambers
19 YorkStreet
Manchester
M2 3BA

T: 0161 832 4400
F: 0161 832 5111

E: info@scptransport.co.uk
W: www. scptransport.co.uk

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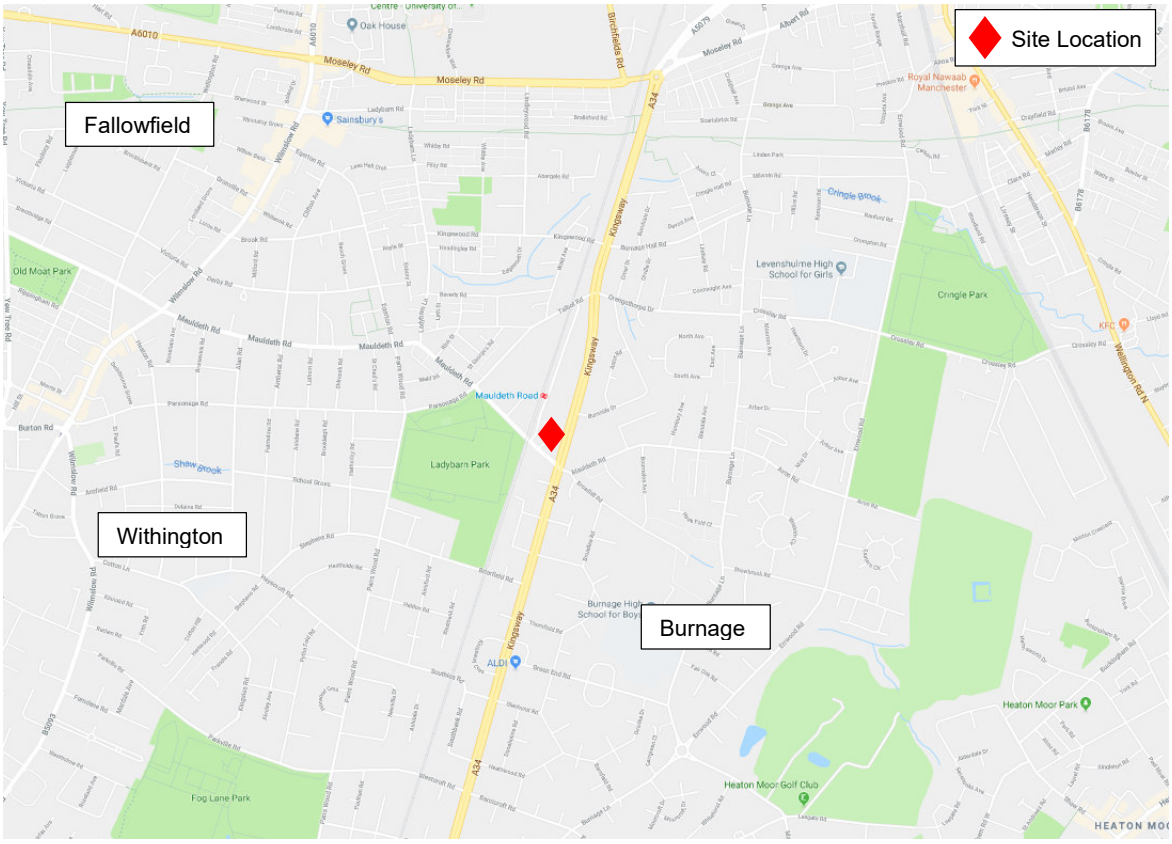
1.0 INTRODUCTION

General

1.1 SCP are instructed to provide highway, traffic and transport advice in connection with an application for a prior approval to convert the existing buildings to 28 apartments and associated parking on land located to the west of the A34 Kingsway, Manchester.

1.2 The location of the application site in relation to the wider highway network is shown on **Figure 1.1** below:-

Figure 1.1 – Site Location – Wider Highway Network



1.3 The site location in a more local context is shown on **Figure 1.2** below.

Figure 1.2 – Site Location – Local Highway Network



Planning History

1.4 The application lies on part of a wider site which has been subject to a number of planning applications and planning appeals. These include:

- Outline application for 147 apartments (Planning Ref. 122088/OO/2018)

- Appeal on the above application (Appeal Ref: APP/B4215/W/19/3241898). The appeal was dismissed in April 2020.

1.5 In terms of accessibility of the site, the Inspector stated 'It is also in a highly accessible location next to Mauldeth Road Train Station and the bus routes along Mauldeth Road and Kingsway. In these circumstances, I consider that an apartment development would be appropriate on the site'.

- Outline application for 90 apartments (planning ref:130098/00/2021). This was refused in August 2022.
- Appeal for the above (appeal ref: APP/B4215/W/22/3309284). The appeal was dismissed in July 2023.

1.6 On the proposals for 90 apartments the Inspector commented 'I consider the provision of 90 on-site car parking spaces, 70 on-site cycle parking racks and 6 on-site motorcycle parking spaces would be sufficient to meet the parking requirements of future occupiers. As such, the proposal would not have a detrimental impact on the surrounding highway network or create any unacceptable highway safety issues'.

1.7 The most recent application for prior approval for 24 apartments (Planning ref: 138733/P3MA/2023) was refused on grounds of failure to provide adequate provision of natural light. The Highway Officer did indicate that they would accept less than 100% parking for this site.

1.8 It is worth noting that a buy to rent apartment scheme located at Parrswood Lane, East Didsbury, further south on the A34 Kingsway went to appeal on the grounds of highways (Planning Ref: APP/B4215/W/23/3314646). The proposal included a total of 36 parking spaces for 75 dwellings (equivalent to 48% provision) and was allowed at appeal in June 2023.

Purpose and Structure of Report

1.9 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and accessibility perspective.

1.10 The TS has been prepared in accordance with the Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG), with the structure of the report summarised below:-

- Chapter 2 – describes in detail the site location, local transport network and existing use of the site;

- Chapter 3 – defines the development proposals including the proposed access, servicing arrangements and car parking;
- Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 5 – presents estimates of the trip generating potential of the site along with a summary of impact of the development on the local highway network; and
- Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

Site Location and Composition

2.1 The site is currently occupied by Harwood House and Kingsway Business Centre which is located on the southern and eastern section of the site which has a GFA of 2024m^2 and takes access form Harwood Road and the A34 Kingsway

2.2 The site is bounded by Mauldeth Railway Station access road to the west, Mauldeth Road Railway Parking and Texaco Garage to the north, A34 Kingsway to the east, Khanqah Naqshbandia Mosque, and commercial units to the south.

2.3 The site has a frontage directly onto the A34 Kingsway in two locations of approximately 25m and 12m. There is an access into Harwood House via Harwood Road.

Local Transport Network

2.4 Harwood Road is a minor access road located to the south of the site and is a cul-de sac which provides access between Mauldeth Road and the existing industrial units within the application site. Harwood Road is an existing vehicular access to the application site and also provides vehicular access to Khanqah Naqshbandia Mosque.

2.5 Harwood Road has a carriageway width of approximately 7.8m and footways with widths of between 2.3m – 2.6m on either side of the carriageway. On street parking bays for around 4 cars are provided on the western side of the carriageway where Harwood Road meets Mauldeth Road at a simple priority junction.

2.6 The unnamed road which runs to the west of the site is a minor access road which provides a link between Mauldeth Road in the south and Talbot Road in the north. The unnamed road provides access to the Mauldeth Road Railway Station parking area and therefore this road is referenced as ‘Mauldeth Road Railway Station Access Road’ throughout this report.

2.7 Within the vicinity of the site, Mauldeth Road Railway Station Access Road has a carriageway width of approximately 7.0 m with a footway width of approximately 2.3 m on the western side of the carriageway. Mauldeth Road Railway Station Access Road is subject to one-way operation between its junction with Talbot Road and approximately 120m to the south of the junction. Mauldeth Road Railway Station Access Road has street lighting provided and is subject to a mandatory 20mph speed limit.

2.8 Mauldeth Road is located to the south of the site and provides a link between the A34 Kingsway to the east and Wilmslow Road to the west. Within the vicinity of the site, Mauldeth Road has a carriageway width of approximately 10.0m and footways with widths of between 2.5m – 3.0m on either side of the carriageway.

2.9 Within the vicinity of the site, Mauldeth Road has street lighting and is subject to a mandatory 20mph speed limit.

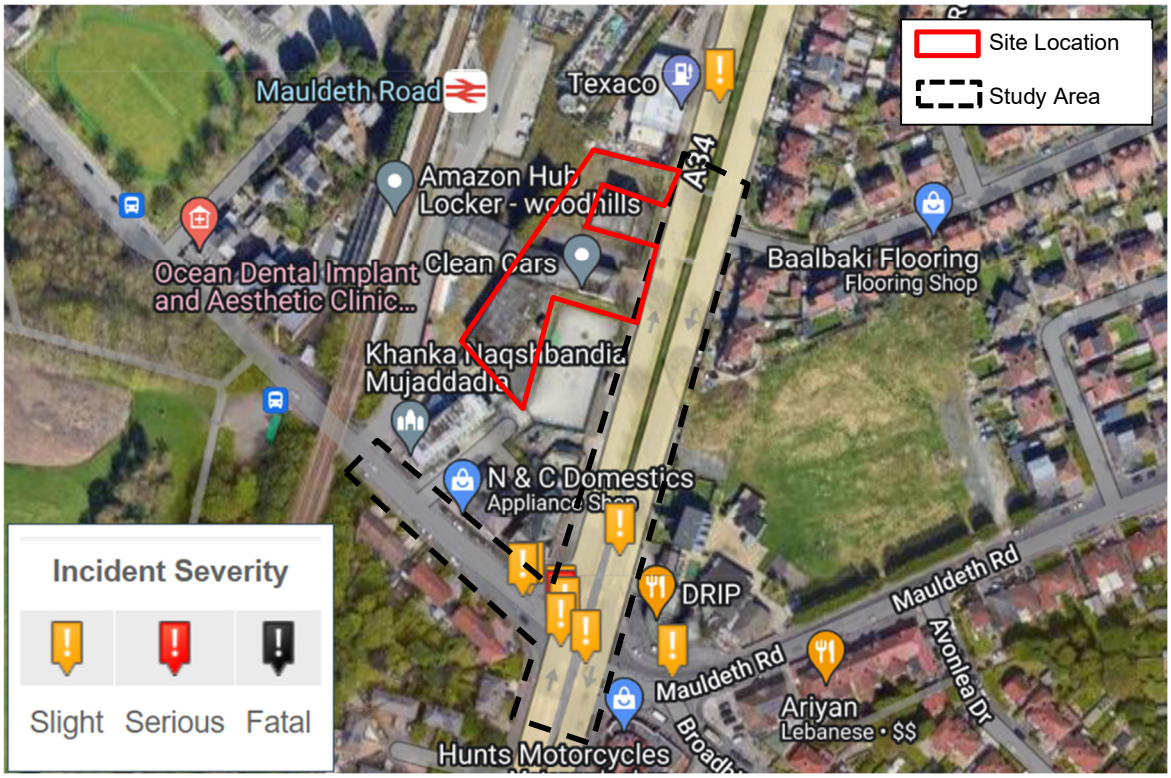
2.10 The A34 Kingsway is located to the east of the site and is a major distributor road which provides a link between the A5079 in the north and the M60 in the south. Within the vicinity of the site, the A34 Kingsway is a dual carriageway which has a carriageway width of approximately 8.0m for carriageway and footways with widths of between 2.9m – 7.0m on either side of the carriageway. Within the vicinity of the site, the A34 Kingsway has street lighting and is subject to a mandatory 40mph speed limit.

2.11 There is an existing gate which provides access into Kingsway Business Centre directly off the A34 Kingsway.

Road Safety

2.12 The Personal Injury Accident data for the local highway network has been obtained from Crashmap (www.crashmap.co.uk) for the five-year period from 1st January 2018 up to 31st December 2022. The location and severity of the accidents is shown on **Figure 2.1** below.

Figure 2.1 – Road Safety Plan



2.13 Figure 2.1 demonstrates that there were no accidents at the existing site accesses on Mauldeth Road or the A34 Kingsway during the 5 year period. A total of 8 accidents (average of 1.6 per year) occurred in the study area during the 5 year period. One of the accidents was recorded as 'serious' in severity, and the other 7 were recorded as 'slight' in severity.

2.14 All 8 accidents occurred at the A34 Kingsway / Mauldeth Road Signalised junction or within a 20 m approach to the junction.

2.15 Given the volume of traffic experienced at the junction at the A34 Kingsway / Mauldeth Road this frequency of accidents is not unusual.

2.16 Having regard to the above analysis and the number and severity of the accidents over the most recently available five-year study period, the existing accident record demonstrates that the area

in the vicinity of the site does not have any recurring highway safety problems that could be exacerbated by the development proposals.

3.0 SUSTAINABLE TRANSPORT APPRAISAL

General

3.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

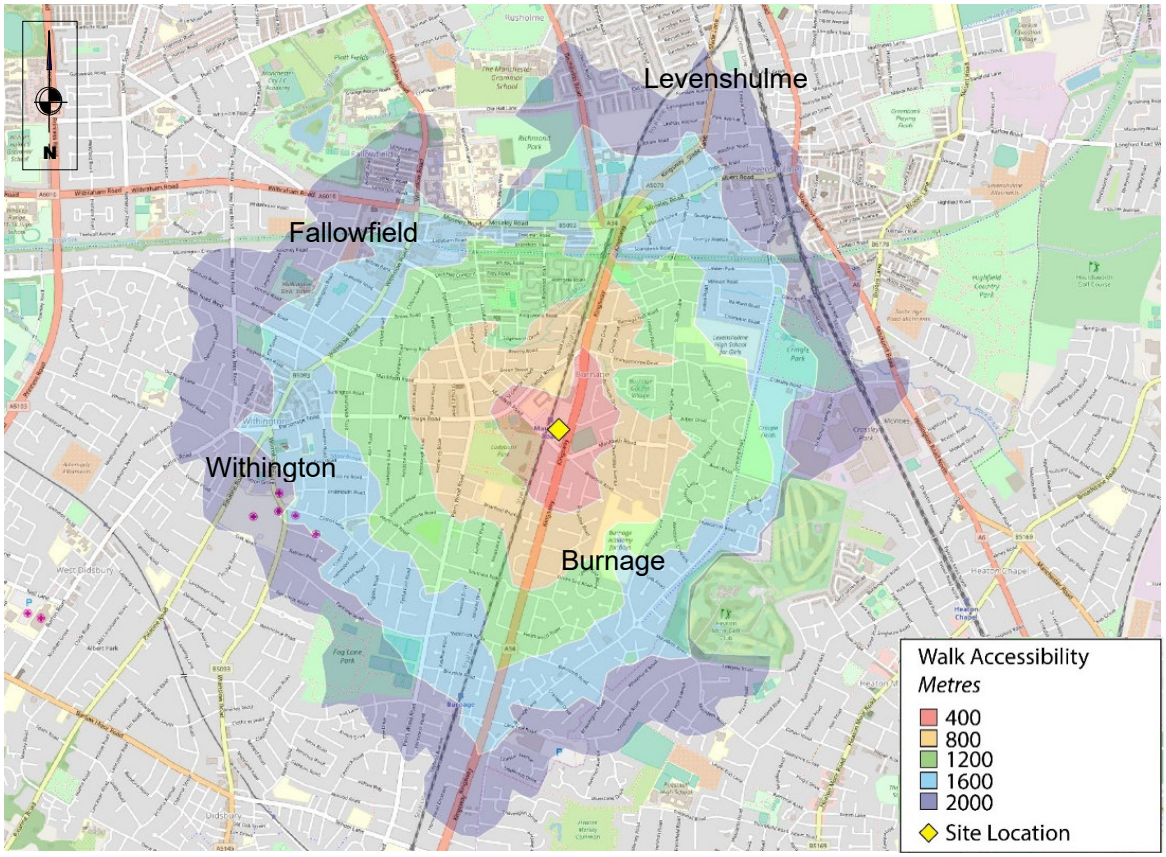
Pedestrians

3.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

3.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site.

3.4 The 2km walk distance isochrones is shown on **Figure 3.1** overleaf:-

Figure 3.1 – 2km Walking Accessibility Isochrones



3.5 As can be seen from the above, suburbs such as, Burnage, Withington, Levenshlume and Fallowfield are all within acceptable walk distance of the site. The above demonstrates that the site is within an easy walking distance of numerous amenities. **Table 3.1** identifies some of the local facilities within an acceptable 2km walking distance of the site and highlights that prospective residents will be able to access a wide range of facilities, without having to rely on the private car.

Table 3.1 Facilities within 2Km Walking Distance of the Site

Facility	Name	Distance from Site
Bus Stop	A34 Kingsway	35 m
Railway Station	Mauldeth Railway Station	80 m
Petrol Station	Texaco, A34 Kingsway	110 m
Primary School	Mauldeth Road Primary School	130 m
Convenience Store	Londis, Mauldeth Road	160 m
Dentist	Ocean Dental Limited, Mauldeth Road	195 m
ATM	Co-op Cash Machine, Mauldeth Road	380 m
Doctors	Mauldeth Medical Centre	390 m
Pharmacy	Cohens Chemist, Briarfield Road	480 m
Secondary School	Burnage Academy for Boys	610 m
Supermarket	Aldi, Green End Road	630m
Post office	Burnage Lane Post office, Burnage Lane	700 m
Secondary School	Levenshulme High School	940 m

3.6 Pedestrian / cycle access to the site will be provided from the same location as the vehicular access.

3.7 Generally, the topography of the area is conductive to walking with well surfaced and street-lit footways provided along A34 Kingsway and on key routes in the local area. These routes also benefit from natural surveillance by virtue of the residential properties that abut the routes.

3.8 A number of pedestrian refuges are provided along A34 Kingsway, the majority of which benefit from dropped kerbs and tactile paving. A signal-controlled pedestrian crossing is also located across the A34 Kingsway at the A34 Kingsway / Mauldeth Road junction, approximately 50m to the east of the site.

Cyclists

3.9 Transport Policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

3.10 **Figure 3.2** overleaf illustrates the 5km cycle catchment of the site, which is equivalent to a 25-minute cycle.

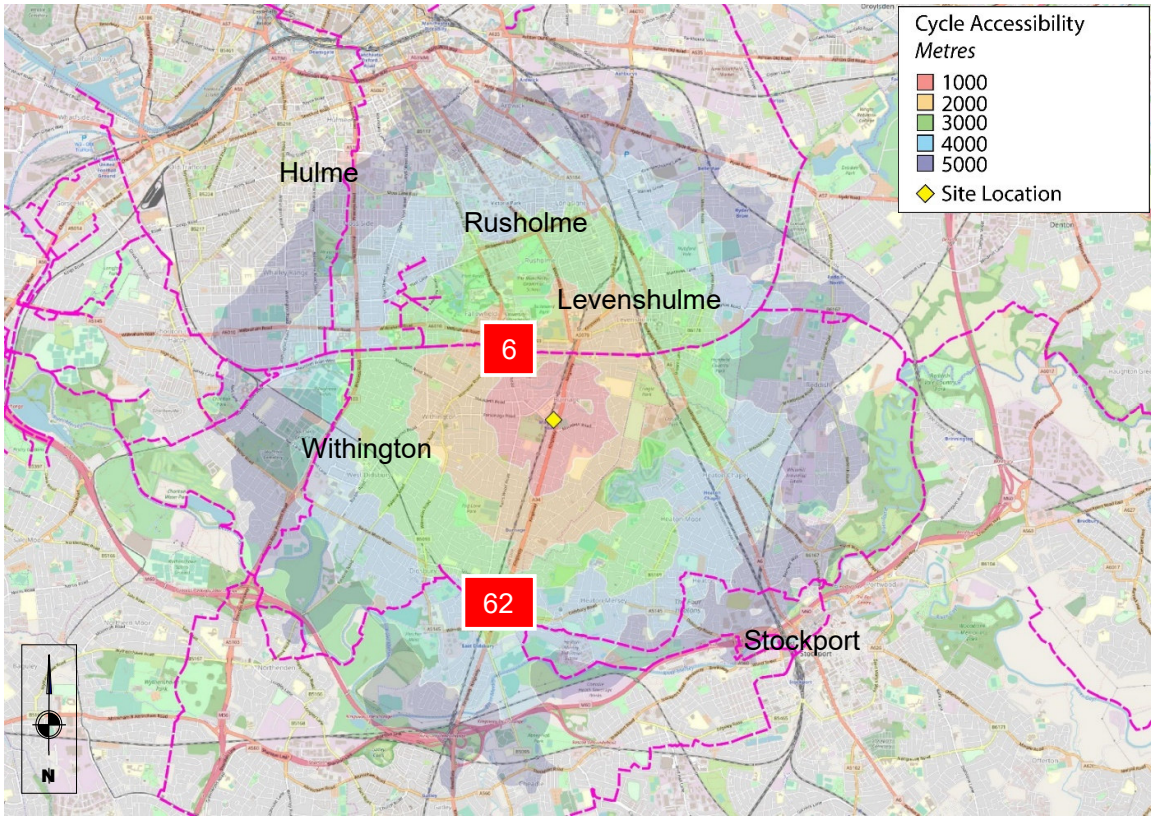
3.11 National Cycle Network – Route 6 provides access to Reddish Vale Country Park in the east and Sale Water Park in the west.

3.12 National Cycle Network – Route 6 resumes at Reddish and enters Manchester via the traffic-free Fallowfield Loop. The route continues towards Bury by following much of the Irwell Sculpture Trail.

3.13 The site is also located near the National Cycle Network – Route 62, this connects Fleetwood in Lancashire with Selby in North Yorkshire and provides a link between the west coast and east coast.

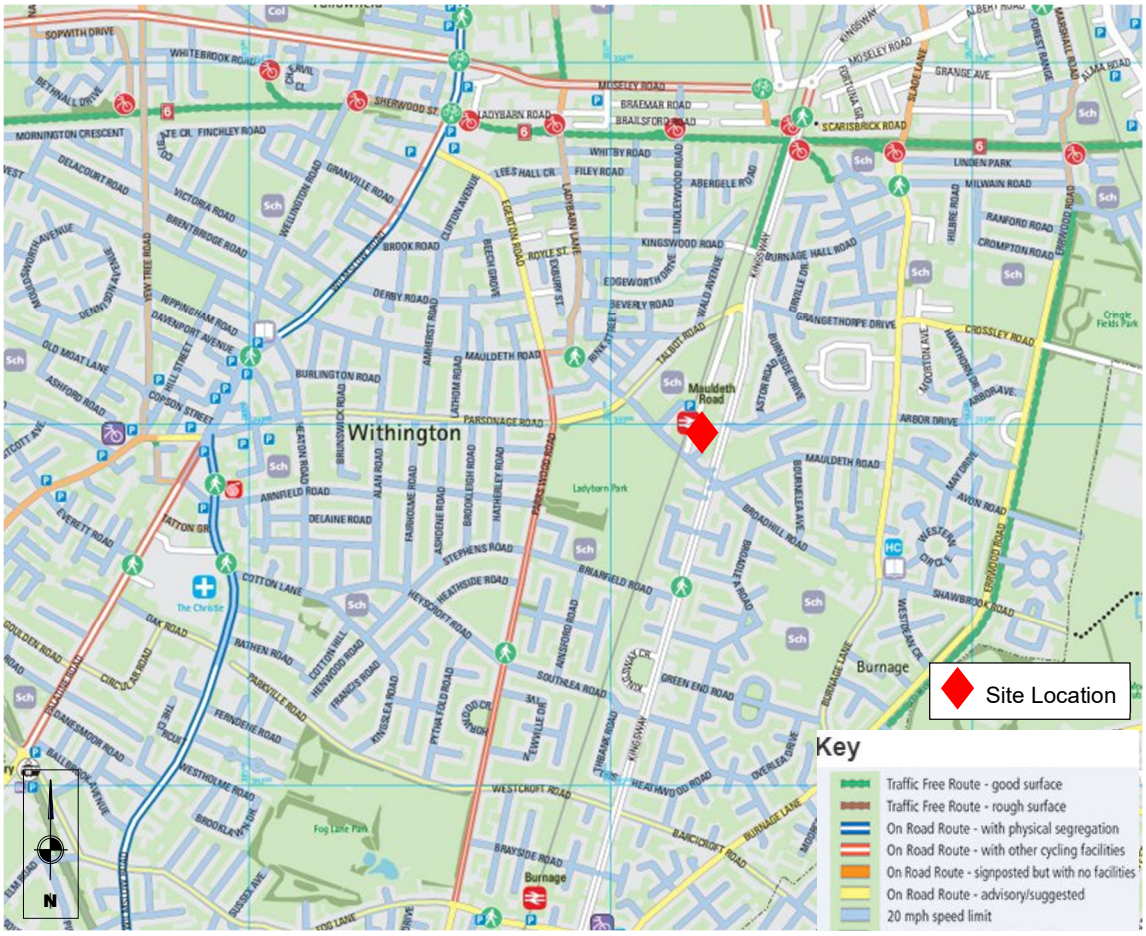
3.14 National Cycle Network – Route 62 is a mixture of on road and traffic free cycling. Locally it provides a connection between Northenden and Godly.

Figure 3.2 – 5 km Cycle Accessibility Isochrones



3.16 The Greater Manchester Cycle Map on the TfGM website shows existing on-road cycle routes, providing access to Manchester in the north via A34 Kingsway and Stockport in the southeast via A6 Wellington Road Kingsway, as shown on **Figure 3.3** overleaf.

Figure 3.3 – TfGM's Greater Manchester Cycle Map



Source: TfGM

3.17 **Figure 3.3** identifies the local cycling facilities. Wilmslow Road has an on-road cycle lane with physical segregation. This provides sustainable travel into the centre of Manchester.

3.18 It would take approximately 21 minutes from the junction of Mauldeth Road and Wilmslow Road to reach the centre of Manchester. This highlights how cycling can be a more sustainable alternative to the private car.

Public Transport

3.19 Kingsway and the surrounding public transport facilities within Burnage provide an extensive network of bus, tram and railway facilities within walking distance of the site, serving both the local area and other destinations further afield, as shown in **Figure 3.4** below.

Figure 3.4 – TfGM Public Transport Map



Source: TfGM

3.20 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*

3.21 Having regard to the CIHT's walk distance thresholds, the bus stops within 300m and 400m walking distance of the site have been plotted on **Figure 3.5** below:-

Figure 3.5 – Bus Stops within 300m and 400m of the Site



Source: *Google Maps*

3.22 A summary of these services are provided in **Table 3.2** as follows:-

Table 3.2 – Bus Timetable Summary

Service Number	Route	Average Service Headway (mins)	Additional Information
50	East Didsbury – Burnage – Birchfields – Salford – The Lowry	15	Service operates every 15 min on Saturday and every 20 min on Sunday
25	Stockport – Heaton Moor – Stretford – The Trafford Centre	30	Service operates every 30 min on Saturday and every 30 min on Sunday

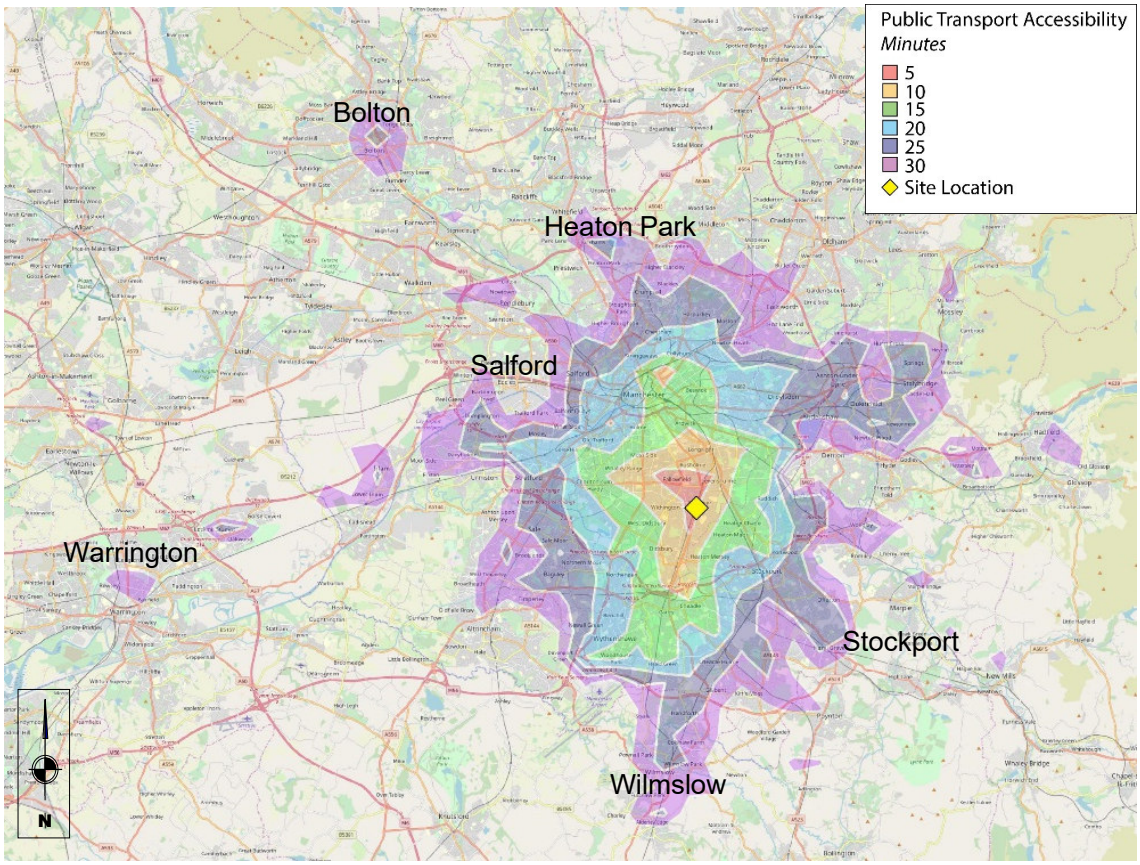
3.23 The above demonstrates that prospective residents will have access to bus services stopping close to the site which will provide a viable option for residents to travel by bus to key destinations, including Manchester City Centre, Stockport, Media City UK and Salford.

Table 3.3 – Mauldeth Road Railway Station Timetable Summary

Route	Average Service Headway (mins)	Additional Information
Liverpool Lime Street – Manchester Piccadilly – Manchester Airport	60	Service operates every 60 minutes Mon – Sun
Manchester Airport – Manchester Piccadilly – Liverpool Lime Street	60	Service operates every 60 minutes Mon – Sun

3.24 The site is located adjacent to Mauldeth Railway Station which provide access to places such as Liverpool, Manchester and Manchester Airport every hour. Trains to Manchester Piccadilly have a duration of 7 minutes and trains to Manchester Airport have a duration of approximately 15 minutes.

Figure 3.6 – 60 Minute Public Transport Accessibility isochrones



3.25 **Figure 3.6** above shows that prospective residents can reach a wide area including Warrington, Stockport, Wilmslow and Bolton with in a 60 minute journey. This is ideal for residents who commute to work or for leisure purposes.

4.0 PROPOSED DEVELOPMENT

Overview

4.1 The proposed development is the conversion of the existing two-storey building to form 28 apartments. The development proposals are shown on the site layout plan presented in **Appendix 1**.

4.2 Car parking will be located in the northern portion of the site, along with one cycle store located here.

Proposed Access Arrangements

4.3 Vehicular access to the development will be provided from the existing gated access located adjacent to Kingsway Business Centre off the A34 Kingsway, approximately 110m north of the A34 Kingsway / Mauldeth Road signalised junction. The proposed site access arrangement is shown on Drawing Number SCP/210002/ATR01 presented in **Appendix 2**, which demonstrates that there is sufficient space for a car to wait if another car is entering the site at the same time.

4.4 This site egress provides visibility splays that have an 'x' (minor arm setback distance) of 2.4 m and a 'y' (major road visibility) distance of over 120m to the south, which is in excess of the visibility requirements set out in the Manual for Streets (MfS) for a 40mph road. The visibility splays are shown on Drawing Number SCP/210002/SK01 in **Appendix 3**.

4.5 Pedestrian and cycle access to the site will be provided at the same location as the vehicular access, and also from an existing access point via Harwood Road to the south of the site.

Servicing

4.6 Swept path analysis has been undertaken of the site access which demonstrates that the movements of a fire tender can be accommodated. The proposed site vehicular access arrangement is shown on Drawing Number SCP/210002/ATR01 also presented in **Appendix 2.** Refuse collection will take place from on Kingsway or from Harwood Road as per the situation for the existing Kingsway Business Centre.

4.7 Bin stores will be located next to the site frontage on Kingsway. On refuse collection day, bins will be brought out to wait on the area of block paving (south of the site access) and returned promptly after collection.

4.8 The bin stores located in the southern portion of the site will continue to be serviced from Harwood Road as per the existing arrangement, via the existing gate access which is to be retained.

Car Parking

4.9 The existing car park located in the northern portion of the site is to be retained, with additional car parking proposed in the former storage yard area. This will be accessed via the A34 Kingsway.

4.10 A total of 25 car parking spaces are proposed across the site, 1 of which will be an accessible bay. There is also one cycle store proposed in the northern portion of the site. This can accommodate 8 cycles. This equates to 29% provision for cycle parking. Should demand for cycle parking exceed provision, an additional cycle store can be located within the southern part of the site.

4.11 As part of the previous prior approval application, the highway officer confirmed that less than 100% provision would be acceptable. The proposals incorporate parking at a rate of 89%.

4.12 The proposed car parking provision is considered appropriate for the site given:

- As detailed in Chapter 3, the site benefits from excellent levels of accessibility, being within easy access (less than 2km walk) of numerous facilities, amenities and adjacent to bus and rail transport links;
- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates the location of developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and will help to reduce the reliance on the use of the private car and meet these policy objectives;
- Any prospective occupier of the development will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly; and;
- A recent appeal decision for a buy to rent development nearby has approved a provision of 48% parking.

4.13 Policy DM 1- Development Management of the MCC Core Strategy states '*All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document*' The policy includes the following items which are relevant to traffic and transport issues:-

- '*Appropriate siting, layout, scale, form, massing, materials and detail.*

- *Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.*
- *Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.*
- *Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.*
- *Refuse storage and collection.*
- *Vehicular access and car parking'*.

4.14 The proposals re-use existing access for the Business Park and also use the same servicing strategy. Parking provision is close to 100% car parking provision and highways have previously confirmed they would accept less than 100% parking for the site. As such, the proposals accord with Policy DM1 of the Core Strategy.

5.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Overview

5.1 This chapter sets out the methodology used to estimate the number of trips generated by the existing uses of the site in comparison to the proposed uses of the site and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generating - Existing Use of the Site

5.2 As set out earlier in Chapter 2, the application site is currently occupied by a range of uses, including offices. In order to estimate the trip generating potential of the last commercial use on site, average trip rates from the industry-standard TRICS Database have been obtained.

5.3 The vehicle TRICS outputs for the existing site are presented in **Appendix 4** and are summarised in **Table 5.1 & 5.2** overleaf.

5.4 For the Harwood House and Kingsway Business Park element of the site, the potential traffic generation of the site has been based on office uses. The selection criteria for the TRICS based trip rates is as follows:-

- 02 - Employment
- A - Offices;
- Sites in Greater London and Ireland excluded;
- Selection by gross floor area;
- Weekday surveys only; and
- Only sites in ‘edge of town centre’ and ‘suburban area’ locations selected.

5.5 When applied to the existing 2024 m² GFA of the existing offices, this results in the following estimated level of trip generation: -

Table 5.1 – Estimated Trip Rates (Per 100m²) Associated with the Existing Offices

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1.030	0.147	0.126	1.078

Table 5.2 – Estimated Trip Generation Associated with the Existing Offices

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	21	3	3	22

Proposed Development

5.6 The traffic generation forecast is set out below. The selection criteria for the TRICS-based trip rates is as follows:-

- Land use Residential / Flats Privately Owned;
- Multi Modal sites
- London and Ireland locations excluded; and
- Range of households between 10 and 100 selected.

5.7 The TRICS outputs are presented in **Appendix 5** and are summarised in **Table 5.3** below:-

Table 5.3 – Proposed Residential Development Trip Rates

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.049	0.179	0.152	0.079
Cyclists	0.003	0.024	0.014	0.009
Pedestrians	0.042	0.191	0.148	0.097
Public Transport	0.014	0.191	0.117	0.031

5.8 The above trip rates have been applied to the proposed total 28 dwellings to determine the trip generation for the proposed development, as summarised in **Table 5.4** below.

Table 5.4 – Proposed Residential Development Trip Generation

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 16:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1	5	4	2
Cyclists	0	1	0	0
Pedestrians	1	5	4	3
Public Transport	0	5	3	1

Net Trip Generation

5.9 In planning terms, the net peak hour trip generating potential of the scheme is equal to the number of trips that could be generated by the existing or approved uses subtracted from the number of trips that could be generated by the proposed residential development. This is summarised in **Table 5.5** below:

Table 5.5 – Net Development Trip Generation for Vehicles

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Existing Site Use	21	3	3	22
Proposed	1	5	4	2
Net Impact	-20	2	1	-20

5.10 As shown above, it is estimated the proposed change of use will lead to a net reduction in traffic movements for arrivals to the site in the AM peak hour and departures from the site in the PM peak hour, when compared to the existing permitted lawful use. The traffic generated from the proposed development is equivalent to one vehicle movement every 10 minutes in both the AM and PM peak hour.

5.11 Therefore, the proposed development will not lead to an intensification of traffic at the access, thus the net trip generation does not represent a material concern.

6.0 SUMMARY AND CONCLUSION

6.1 SCP are instructed to provide highway, traffic and transport advice in connection with their proposal to convert the existing building on site into 28 dwellings at Kingsway Business Park accessed from A34 Kingsway, Burnage.

6.2 Vehicular access and egress to the site will be provided from the existing access onto Kingsway..

6.3 The egress onto A34 Kingsway provides a level of visibility which exceeds the design speed of the road.

6.4 Pedestrian and cycle access to the site will be provided via the two access points from the A34 Kingsway and Harwood Road. The access and servicing arrangements are the same as for the Kingsway Business Park, which could be brought back into use at any point.

6.5 The personal injury accident data for the most recently available five-year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development.

6.6 The proposed development has been found to be well located to encourage travel by sustainable modes. In particular, the site is within walking distance of surrounding suburbs which provides a wide range of retail, educational and health facilities. Numerous bus services are also available within acceptable walk distance of the site. In addition, the site is located adjacent to Mauldeth Railway Station.

6.7 The parking provision is proposed at 89% for cars and 29% for cycle parking. All parking demand for the development will be contained within the site. Given the sustainable location of the site, this level of car parking provision is considered satisfactory. The development therefore meets the relevant criteria set out in Policy DM 1 of the MCC Core Strategy.

6.8 The future trip generation of the site has been estimated using trip rates from the industry standard TRICS Database. The investigations have revealed that the site will generate the equivalent of approximately one vehicle movement every 10 minutes in both the AM and PM peak hour.

6.9 The proposed change of use will lead to a net reduction in traffic movements for arrivals to the site in the AM peak hour and departures from the site in the PM peak hour, when compared to the existing permitted lawful uses on site. Therefore, the proposed development will not lead to an intensification of traffic at the access, thus the net trip generation does not represent a material concern.

6.10 Paragraph 115 of the NPPF states 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'. Based on these assessments, the development will not have a material impact on the operation or safety of the local highway network.

6.11 Having regard to the above, it is concluded that there is no highway-related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

S|C|P

APPENDIX 1

Materials Prohibited

Materials prohibited from use, except where used in accordance with 'Good Practice in the Selection of Construction Materials (March 2011)' or unless required by the Contract:

a) high alumina cement in the structural elements;
b) wood wool slabs in permanent formwork to concrete;
c) calcium chloride admixtures for use in reinforced concrete;
d) asbestos or asbestos-containing products, as defined in the 'Control of Asbestos at Work Regulations, as amended 2012' or any other statutory modification or re-enactment thereof;
e) any naturally occurring or man made mineral fibres (for example, rock-wool or slag wool) with a thickness of 3 microns or less and a length of 200 microns or less, unless they are appropriately sealed to prevent migration of fibres;
f) aggregates for use in reinforced concrete which do not comply with:
'BS EN 12620:2002: properties of aggregates used in concrete.
'BS EN 13139:2002: Properties of aggregates used in mortar.
'BS EN 13055 (Parts 1 & 2): properties of lightweight aggregates.
'Guidance on avoiding alkali-silica reaction and limitations on alkali content in BRE Digest 330 (2004)' & 'Concrete Society Technical Report 30 (1999)';
g) lead, lead paint or any other materials containing lead which may be ingested, inhaled or absorbed, except where copper alloy fittings also containing lead are specifically required in drinking water pipework by any relevant statutory requirement or where lead flashings or other lead roof coverings are specifically provided for in the Contract;
h) urea formaldehyde foam or materials which may release formaldehyde in quantities which may be hazardous with reference to the limits set by the Health and Safety Executive;
i) calcium silicate bricks or tiles;
j) vermiculite unless it is established as being fibre-free; calcium silicate bricks or tiles;
k) any products containing cadmium referred to in Statutory Instrument 'SI 2006/3311 Controls on dangerous substances and preparations Regulations 2006'. Reference should also be made to 'HSE IDGE391 Cadmium and you';
l) any new timber treated with pentachlorophenol;
m) non galvanised mild steel structural fixings for building elements particularly susceptible to erosion;
n) concrete used in circumstances where it is susceptible to alkali/silica reaction;
o) materials containing chlorofluorocarbons (CFC's);
p) solvent based paints except where water based paints are unsuitable for unavailable;
q) any new materials not in accordance with statutory requirements, British Standards, Codes of Practice and good building practice current at the date of incorporation of the relevant materials into the Works or the specifications thereof;

Additional Notes

This site plan is based on topographical survey information and OS Map information from 2023.

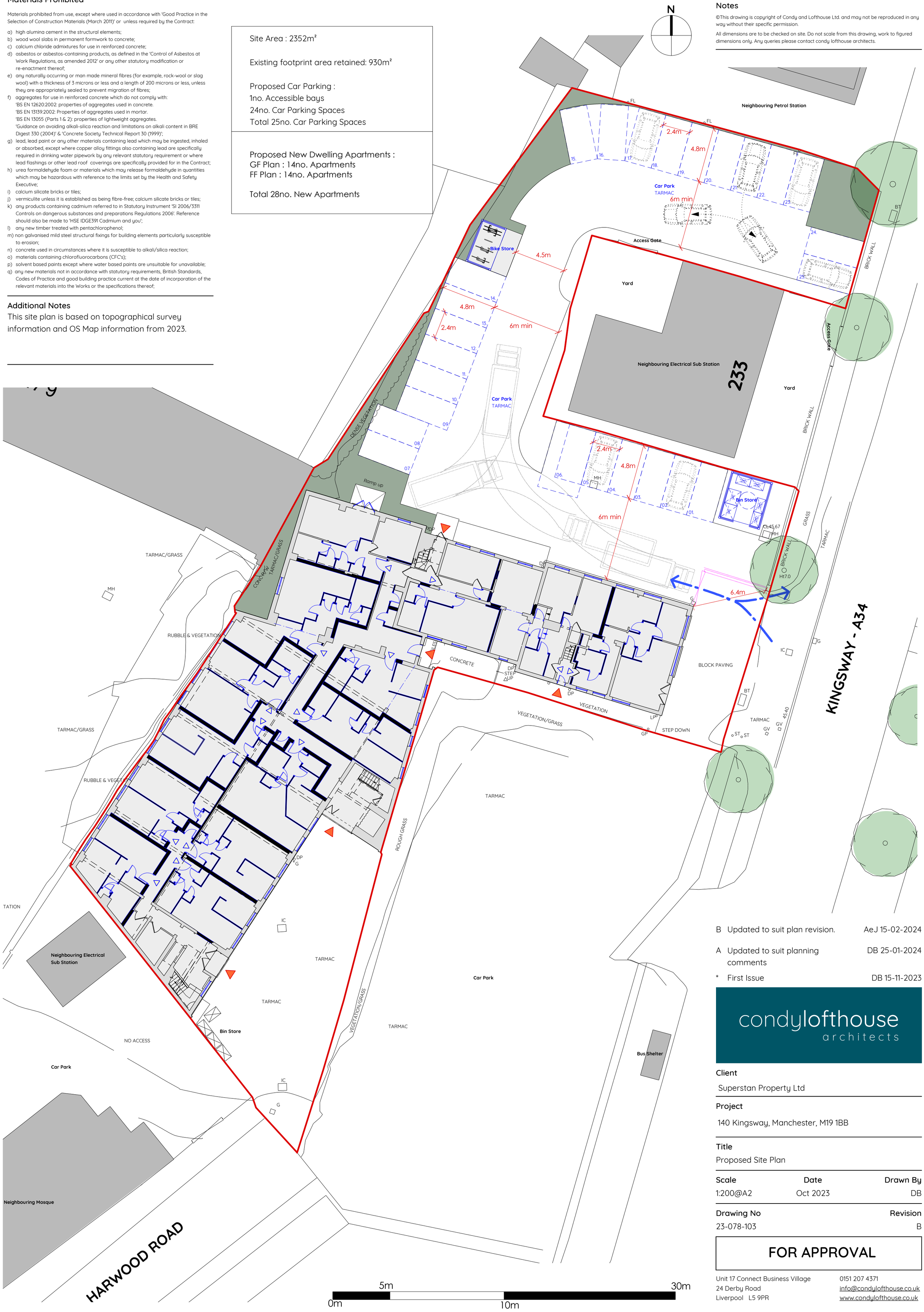
Site Area : 2352m²

Existing footprint area retained: 930m²

Proposed Car Parking :
1no. Accessible bays
24no. Car Parking Spaces
Total 25no. Car Parking Spaces

Proposed New Dwelling Apartments :
GF Plan : 14no. Apartments
FF Plan : 14no. Apartments

Total 28no. New Apartments



Notes

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All dimensions are to be checked on site. Do not scale from this drawing, work to figured dimensions only. Any queries please contact condy lofthouse architects.

B	Updated to suit plan revision.	AeJ 15-02-2024
A	Updated to suit planning comments	DB 25-01-2024
*	First Issue	DB 15-11-2023

condylofthouse architects

Unit 17 Connect Business Village
24 Derby Road
Liverpool L5 9PR

0151 207 4371
info@condylofthouse.co.uk
www.condylofthouse.co.uk

Client
Superstan Property Ltd

Project
140 Kingsway, Manchester, M19 1BB

Title
Proposed Site Plan

Scale	Date	Drawn By
1:200@A2	Oct 2023	DB

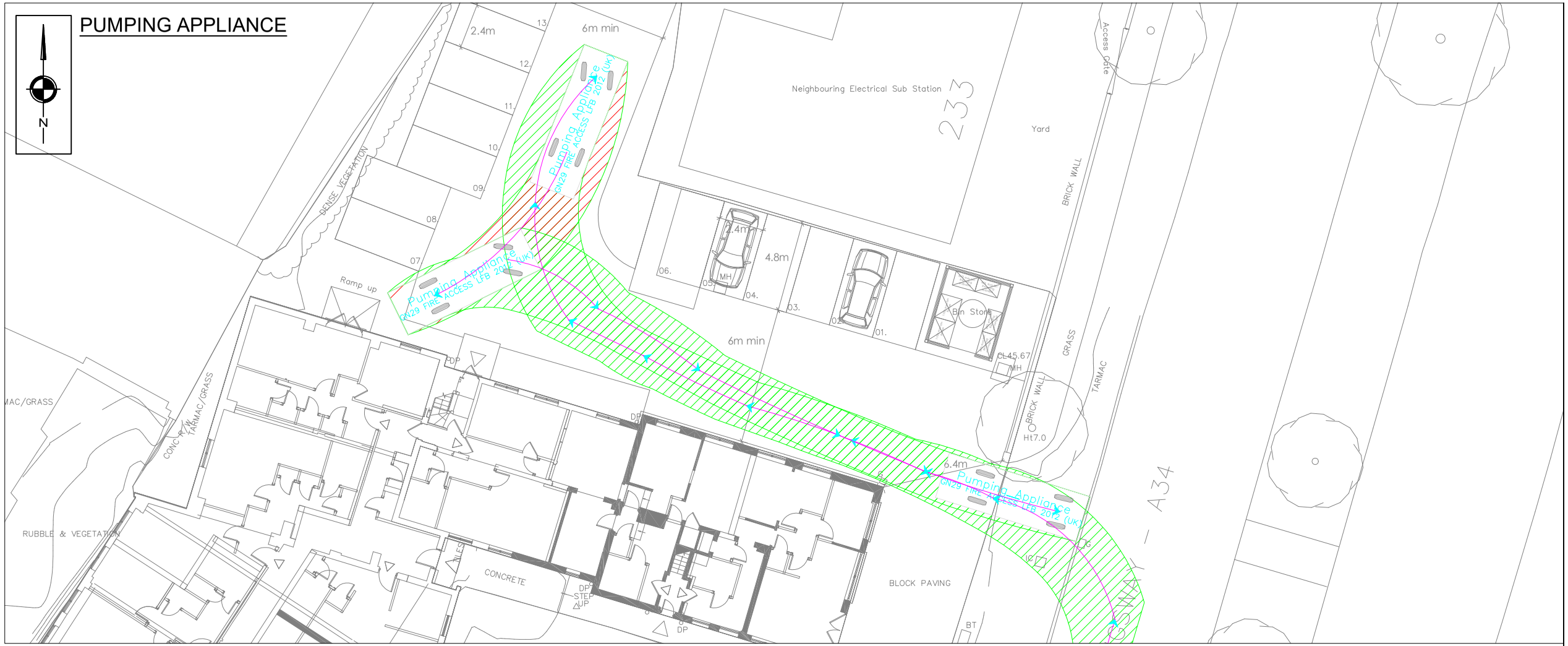
Drawing No	Revision
23-078-103	B

FOR APPROVAL

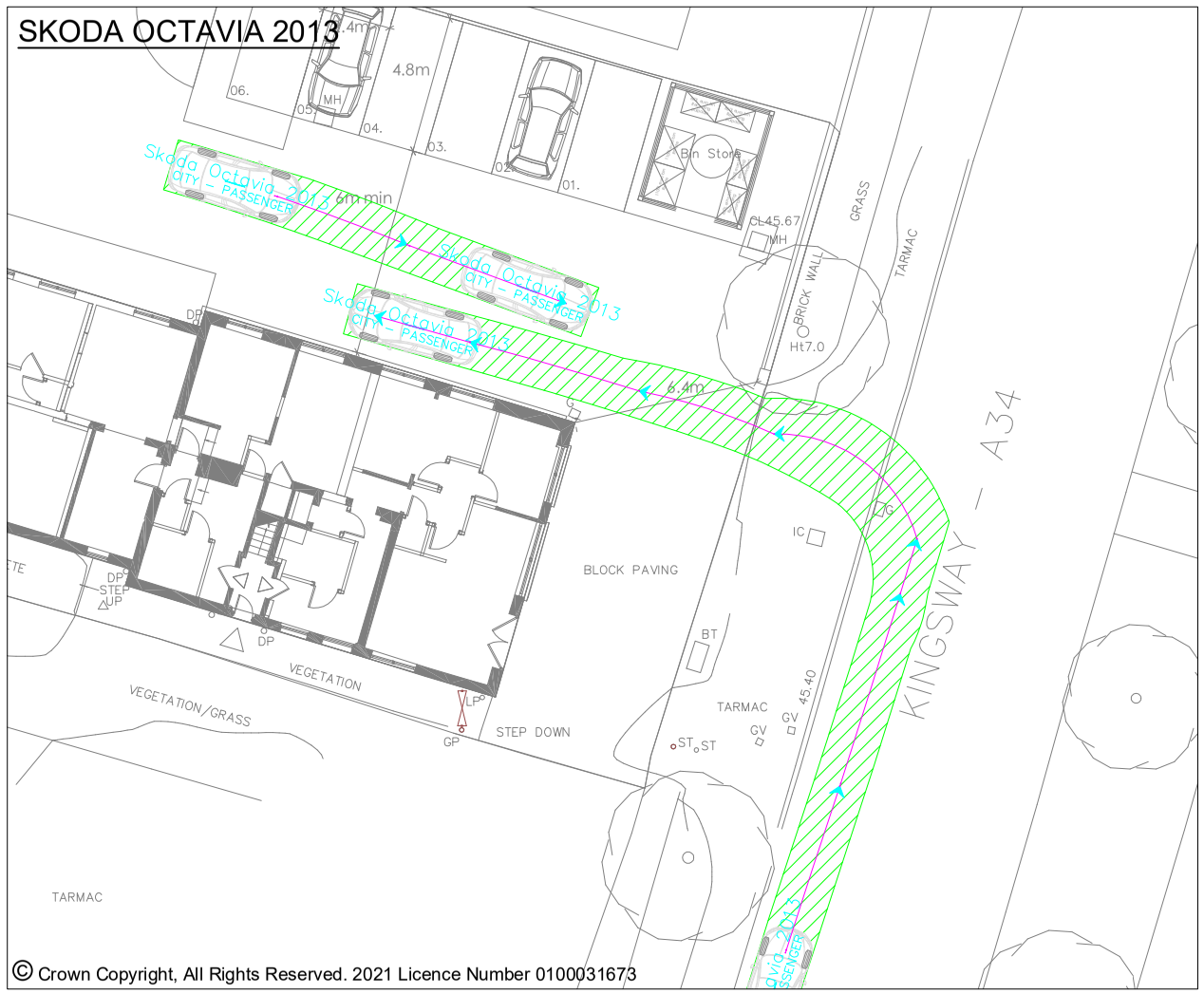
S|C|P

APPENDIX 2

PUMPING APPLIANCE

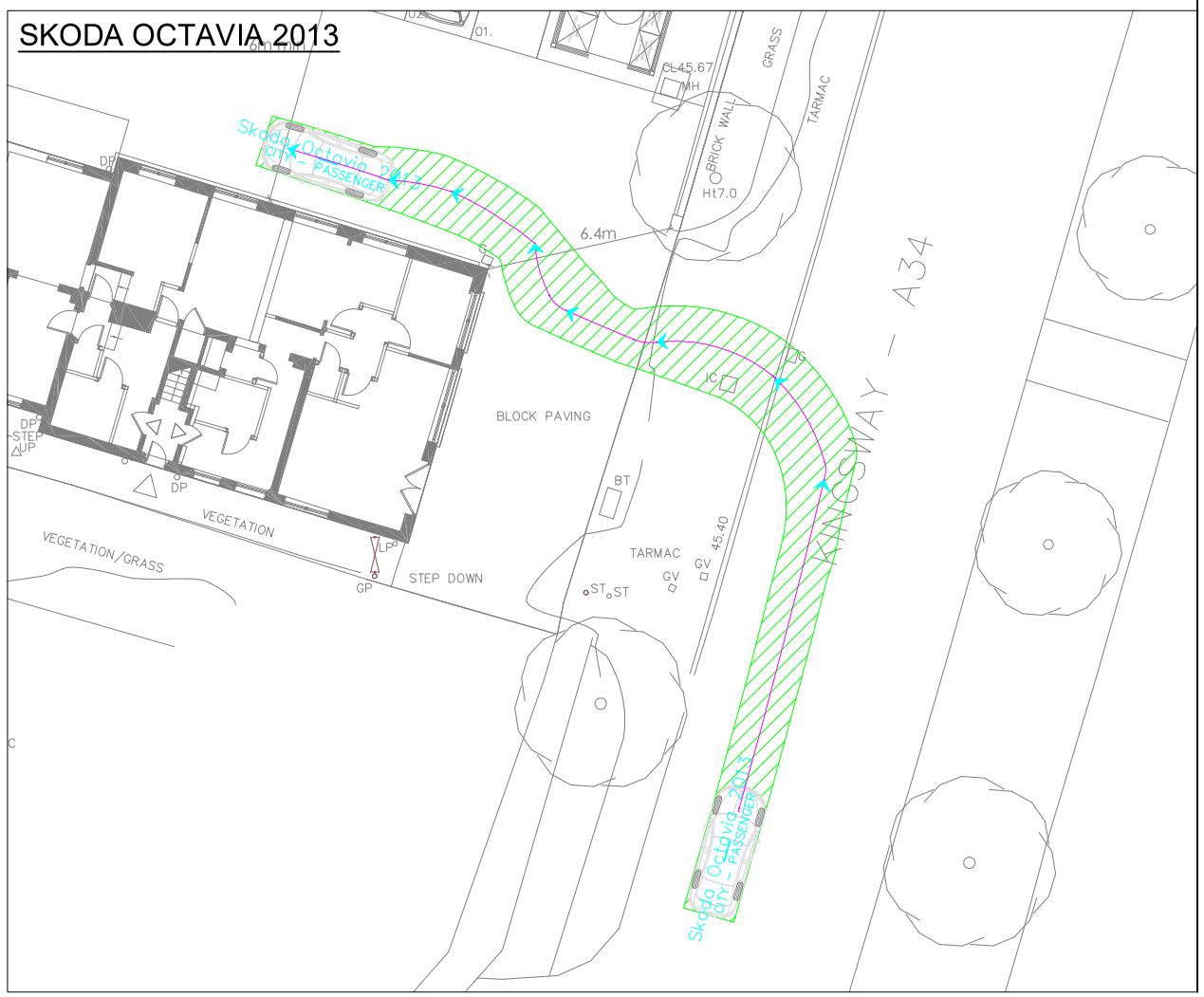


SKODA OCTAVIA 2013

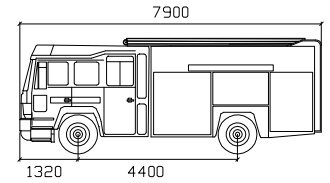


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SKODA OCTAVIA 2013

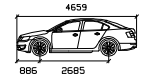


NOTES



Pumping Appliance

	mm		
Width	: 2500	Lock to Lock Time	: 6.0
Track	: 1750	Steering Angle	: 34.3



Skoda Octavia 2013

	mm
Width	: 1814
Track	: 1744
Lock to Lock Time	: 6.0
Steering Angle	: 36.9

REVISIONS

REV	DESCRIPTION	DATE	BY
A	- NEW SITE LAYOUT UNDERLAID	13.03.24	LD

S|C|P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
LEE ARCHITECTS LIMITED

Project Title:
140 KINGSWAY, BURNAGE

Drawing Title:
SWEPT PATH ANALYSIS

Drawn By:	Date:
LD	29.11.2023
Checked:	Scale:
GW	1:250 @ A3
Status:	Approved/Unapproved:
PLANNING	-

Drawing No.	Rev.
SCP/210002/ATR06	A

Calculation Reference: AUDIT-726001-231124-1144

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 days
	BN	BARNET	1 days
	EN	ENFIELD	1 days
	HO	HOUNSLOW	1 days
	IS	ISLINGTON	2 days
	KI	KINGSTON	1 days
	SK	SOUTHWARK	1 days
	TH	TOWER HAMLETS	1 days
	WF	WALTHAM FOREST	1 days
02	**SOUTH EAST**		
	CT	CENTRAL BEDFORDSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	PO	PORTSMOUTH	1 days
	WS	WEST SUSSEX	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 days
	NG	NOTTINGHAM	1 days
09	**NORTH**		
	TW	TYNE & WEAR	1 days
10	**WALES**		
	CO	CONWY	1 days
11	**SCOTLAND**		
	EB	CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	14 to 97 (units:)
Range Selected by User:	10 to 100 (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 09/06/22

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

Selected survey days:

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

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

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	10
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	2
Neighbourhood Centre (PPS6 Local 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	13
Built-Up Zone	5
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	23 days	- Selected
Servicing vehicles Excluded	7 days	- Selected

Secondary Filtering selection:

Use Class:

C3	21 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

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	9 days
50,001 to 100,000	4 days
100,001 or More	2 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	5 days
500,001 or More	9 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	3 days
0.6 to 1.0	12 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	3 days
No	18 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	12 days
1b Very poor	1 days
2 Poor	2 days
3 Moderate	2 days
5 Very Good	1 days
6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 **BE-03-C-01** **BLOCKS OF FLATS** **BEXLEY**
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 **BN-03-C-01** **FLATS IN HOUSES** **BARNET**
VICTORIA ROAD
NEW BARNET

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *09/06/22* *Survey Type: MANUAL*

3 **CA-03-C-03** **BLOCKS OF FLATS** **CAMBRIDGESHIRE**
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

4 **CO-03-C-01** **BLOCKS OF FLATS** **CONWY**
MOSTYN BROADWAY
LLANDUDNO

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 37
Survey date: MONDAY *26/03/18* *Survey Type: MANUAL*

5 **CT-03-C-02** **BLOCKS OF FLATS** **CENTRAL BEDFORDSHIRE**
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

6 **DY-03-C-03** **BLOCKS OF FLATS** **DERBY**
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

7 **EB-03-C-01** **BLOCKS OF FLATS** **CITY OF EDINBURGH**
MYRESIDE ROAD
EDINBURGH
CRAIGLOCKHART
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 32
Survey date: TUESDAY *26/05/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **EN-03-C-03** **BLOCKS OF FLATS** **ENFIELD**
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

9 **HF-03-C-03** **BLOCK OF FLATS** **HERTFORDSHIRE**
SHENLEY ROAD
BOREHAMWOOD

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 91
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

10 **HO-03-C-05** **BLOCK OF FLATS** **HOUNSLOW**
PARK LANE
HOUNSLOW
CRANFORD
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *06/03/20* *Survey Type: MANUAL*

11 **IS-03-C-05** **BLOCK OF FLATS** **ISLINGTON**
LEVER STREET
FINSBURY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 15
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

12 **IS-03-C-06** **BLOCK OF FLATS** **ISLINGTON**
CALEDONIAN ROAD
HOLLOWAY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 14
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

13 **KI-03-C-03** **BLOCK OF FLATS** **KINGSTON**
PORTSMOUTH ROAD
SURBITON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

14 **NF-03-C-02** **MIXED FLATS & HOUSES** **NORFOLK**
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

15 **NG-03-C-01** **HOUSES (SPLIT INTO FLATS)** **NOTTINGHAM**
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 **PO-03-C-01** **BLOCKS OF FLATS** **PORTSMOUTH**
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY *05/06/18* *Survey Type: MANUAL*

17 **SK-03-C-02** **BLOCK OF FLATS** **SOUTHWARK**
LAMB WALK
BERMONDSEY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 29
Survey date: THURSDAY *23/04/15* *Survey Type: MANUAL*

18 **TH-03-C-04** **BLOCK OF FLATS** **TOWER HAMLETS**
LEVEN ROAD
POPLAR
ABERFELDY VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 83
Survey date: FRIDAY *21/06/19* *Survey Type: MANUAL*

19 **TW-03-C-01** **BLOCKS OF FLATS** **TYNE & WEAR**
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

20 **WF-03-C-01** **BLOCKS OF FLATS** **WALTHAM FOREST**
ERSKINE ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 97
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

21 **WS-03-C-01** **BLOCKS OF FLATS** **WEST SUSSEX**
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-C-01	covid
HF-03-C-04	covid
HF-03-C-05	covid
MS-03-C-04	covid
SF-03-C-05	covid
WF-03-C-02	covid
WF-03-C-03	covid
WF-03-C-04	covid
WF-03-C-06	covid

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): 2.98

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	49	0.043	21	49	0.130	21	49	0.173
08:00 - 09:00	21	49	0.049	**21**	**49**	**0.179**	21	49	0.228
09:00 - 10:00	21	49	0.069	21	49	0.094	21	49	0.163
10:00 - 11:00	21	49	0.069	21	49	0.092	21	49	0.161
11:00 - 12:00	21	49	0.073	21	49	0.078	21	49	0.151
12:00 - 13:00	21	49	0.081	21	49	0.082	21	49	0.163
13:00 - 14:00	21	49	0.072	21	49	0.087	21	49	0.159
14:00 - 15:00	21	49	0.064	21	49	0.069	21	49	0.133
15:00 - 16:00	21	49	0.100	21	49	0.062	21	49	0.162
16:00 - 17:00	21	49	0.114	21	49	0.069	21	49	0.183
17:00 - 18:00	**21**	**49**	**0.152**	21	49	0.079	**21**	**49**	**0.231**
18:00 - 19:00	21	49	0.127	21	49	0.079	21	49	0.206
19:00 - 20:00	9	42	0.093	9	42	0.058	9	42	0.151
20:00 - 21:00	9	42	0.048	9	42	0.037	9	42	0.085
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.154			1.195			2.349

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:	14 - 97 (units:)
Survey date date range:	01/01/15 - 09/06/22
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	9

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 CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	49	0.003	21	49	0.015	21	49	0.018
08:00 - 09:00	21	49	0.003	**21**	**49**	**0.024**	**21**	**49**	**0.027**
09:00 - 10:00	21	49	0.003	21	49	0.007	21	49	0.010
10:00 - 11:00	21	49	0.001	21	49	0.006	21	49	0.007
11:00 - 12:00	21	49	0.006	21	49	0.001	21	49	0.007
12:00 - 13:00	21	49	0.000	21	49	0.003	21	49	0.003
13:00 - 14:00	21	49	0.005	21	49	0.001	21	49	0.006
14:00 - 15:00	21	49	0.006	21	49	0.005	21	49	0.011
15:00 - 16:00	21	49	0.006	21	49	0.003	21	49	0.009
16:00 - 17:00	21	49	0.008	21	49	0.004	21	49	0.012
17:00 - 18:00	21	49	0.014	21	49	0.009	21	49	0.023
18:00 - 19:00	21	49	0.010	21	49	0.005	21	49	0.015
19:00 - 20:00	**9**	**42**	**0.016**	9	42	0.000	9	42	0.016
20:00 - 21:00	9	42	0.011	9	42	0.000	9	42	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.083			0.175

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	49	0.013	21	49	0.097	21	49	0.110
08:00 - 09:00	21	49	0.042	**21**	**49**	**0.191**	21	49	0.233
09:00 - 10:00	21	49	0.060	21	49	0.101	21	49	0.161
10:00 - 11:00	21	49	0.056	21	49	0.077	21	49	0.133
11:00 - 12:00	21	49	0.054	21	49	0.067	21	49	0.121
12:00 - 13:00	21	49	0.085	21	49	0.061	21	49	0.146
13:00 - 14:00	21	49	0.066	21	49	0.069	21	49	0.135
14:00 - 15:00	21	49	0.068	21	49	0.071	21	49	0.139
15:00 - 16:00	21	49	0.137	21	49	0.079	21	49	0.216
16:00 - 17:00	21	49	0.121	21	49	0.071	21	49	0.192
17:00 - 18:00	**21**	**49**	**0.148**	21	49	0.097	**21**	**49**	**0.245**
18:00 - 19:00	21	49	0.119	21	49	0.082	21	49	0.201
19:00 - 20:00	9	42	0.101	9	42	0.061	9	42	0.162
20:00 - 21:00	9	42	0.074	9	42	0.042	9	42	0.116
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.144			1.166			2.310

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	49	0.006	21	49	0.108	21	49	0.114
08:00 - 09:00	21	49	0.014	**21**	**49**	**0.191**	21	49	0.205
09:00 - 10:00	21	49	0.022	21	49	0.071	21	49	0.093
10:00 - 11:00	21	49	0.031	21	49	0.040	21	49	0.071
11:00 - 12:00	21	49	0.027	21	49	0.033	21	49	0.060
12:00 - 13:00	21	49	0.031	21	49	0.026	21	49	0.057
13:00 - 14:00	21	49	0.022	21	49	0.034	21	49	0.056
14:00 - 15:00	21	49	0.029	21	49	0.028	21	49	0.057
15:00 - 16:00	21	49	0.083	21	49	0.039	21	49	0.122
16:00 - 17:00	21	49	0.069	21	49	0.024	21	49	0.093
17:00 - 18:00	21	49	0.117	21	49	0.031	21	49	0.148
18:00 - 19:00	21	49	0.126	21	49	0.035	21	49	0.161
19:00 - 20:00	**9**	**42**	**0.190**	9	42	0.032	**9**	**42**	**0.222**
20:00 - 21:00	9	42	0.071	9	42	0.013	9	42	0.084
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.838			0.705			1.543

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.*

S|C|P

APPENDIX 3

N

2.4m x 120m
VISIBILITY SPLAY

KINGSWAY – A34

BURNSIDE DRIVE

HARWOOD ROAD

MAULDETH ROAD

Childrens Nursery

Burnage Cricket Ground

Neighbouring Electrical Sub Station

Neighbouring Mosque

Bin Store

Bus Shelter

Car Park

TARMAC/GRASS

RUBBLE & VEGETATION

CONCRETE

BLOCK PAVING

VEGETATION/GRASS

VEGETATION

TARMAC

ROUGH GRASS

GRASS

STEP DOWN

NO ACCESS

239

245

249

181

181a

183

189

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NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	– NEW SITE LAYOUT UNDERLAID	13.03.24	LD

S C P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name: LEE ARCHITECTS LIMITED

Project Title: 140 KINGSWAY, BURNAGE

Drawing Title: VISIBILITY SPLAY

Drawn By:	Date:
LD	29.11.2023
Checked: GW	Scale: 1:500 @ A3
Status: PLANNING	Approved/Unapproved: -

Drawing No.	Rev.
SCP/210002/D01	A

S|C|P

APPENDIX 4

Calculation Reference: AUDIT-726001-181128-1129

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	3 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	3 days
	SC	SURREY	2 days
	SO	SLOUGH	1 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	3 days
	SF	SUFFOLK	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	DH	DURHAM	1 days
10	**WALES**		
	MT	MERTHYR TYDFIL	1 days
	PS	POWYS	1 days
	SW	SWANSEA	2 days
11	**SCOTLAND**		
	DU	DUNDEE CITY	1 days

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

Secondary 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: 186 to 32793 (units: sqm)
Range Selected by User: 1012 to 4048 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 04/07/18

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	6 days
Tuesday	6 days
Wednesday	4 days
Thursday	8 days
Friday	4 days

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

Selected survey types:

Manual count	28 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	21
Suburban Area (PPS6 Out of Centre)	7

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

Selected Location Sub Categories:

Industrial Zone	2

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

Secondary Filtering selection:

Use Class:

A1	1 days
B1	27 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	6 days
20,001 to 25,000	2 days
25,001 to 50,000	13 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	5 days
75,001 to 100,000	5 days
125,001 to 250,000	13 days
250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	10 days
1.1 to 1.5	15 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	12 days
No	16 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	28 days

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

LIST OF SITES relevant to selection parameters

1 **BD-02-A-03** **OFFICES** **BEDFORDSHIRE**
BROMHAM ROAD
BEDFORD

Edge of Town Centre
No Sub Category
Total Gross floor area: 1469 sqm
Survey date: MONDAY *14/10/13* *Survey Type: MANUAL*

2 **CB-02-A-02** **OFFICE** **CUMBRIA**
PORT ROAD
CARLISLE

Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY *24/06/16* *Survey Type: MANUAL*

3 **DC-02-A-09** **COUNCIL OFFICES** **DORSET**
THE GROVE
DORCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 11664 sqm
Survey date: MONDAY *28/11/11* *Survey Type: MANUAL*

4 **DH-02-A-01** **RPMI OFFICES** **DURHAM**
BRINKBURN ROAD
DARLINGTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 3372 sqm
Survey date: FRIDAY *05/11/10* *Survey Type: MANUAL*

5 **DU-02-A-01** **OFFICES** **DUNDEE CITY**
GREENMARKET
DUNDEE

Edge of Town Centre
Development Zone
Total Gross floor area: 3200 sqm
Survey date: THURSDAY *27/04/17* *Survey Type: MANUAL*

6 **ES-02-A-11** **HOUSING COMPANY** **EAST SUSSEX**
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 186 sqm
Survey date: TUESDAY *17/11/15* *Survey Type: MANUAL*

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

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

8 **ES-02-A-13** **OFFICES** **EAST SUSSEX**
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *04/07/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **GM-02-A-09** **LEASED OFFICES** **GREATER MANCHESTER**
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

10 **HF-02-A-03** **OFFICE** **HERTFORDSHIRE**
60 VICTORIA STREET
ST ALBANS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 610 sqm
Survey date: WEDNESDAY *16/10/13* *Survey Type: MANUAL*

11 **HF-02-A-04** **OFFICES** **HERTFORDSHIRE**
STATION WAY
ST ALBANS

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

12 **KC-02-A-09** **COUNCIL OFFICES** **KENT**
SANDLING ROAD
MAIDSTONE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1500 sqm
Survey date: WEDNESDAY *19/10/11* *Survey Type: MANUAL*

13 **KC-02-A-10** **COUNCIL OFFICES** **KENT**
SANDLING ROAD
MAIDSTONE

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

14 **KC-02-A-11** **COUNTY HALL** **KENT**
SANDLING ROAD
MAIDSTONE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 32793 sqm
Survey date: MONDAY *17/10/11* *Survey Type: MANUAL*

15 **LC-02-A-09** **OFFICES** **LANCASHIRE**
FURTHERGATE
BLACKBURN

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 2600 sqm
Survey date: TUESDAY *04/06/13* *Survey Type: MANUAL*

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

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

LIST OF SITES relevant to selection parameters (Cont.)

17 **NF-02-A-01** **COUNCIL OFFICE** **NORFOLK**
CHAPEL STREET
KING'S LYNN

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

18 **NF-02-A-02** **FINANCIAL PLANNERS** **NORFOLK**
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY *11/09/17* *Survey Type: MANUAL*

19 **NF-02-A-03** **OFFICES** **NORFOLK**
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY *12/09/17* *Survey Type: MANUAL*

20 **PS-02-A-01** **COUNCIL OFFICES** **POWYS**
SEVERN ROAD
WELSHPOOL

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

21 **SC-02-A-15** **ACCOUNTANTS** **SURREY**
BOXGROVE ROAD
GUILDFORD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1896 sqm
Survey date: TUESDAY *05/10/10* *Survey Type: MANUAL*

22 **SC-02-A-17** **PHARMACEUTICALS** **SURREY**
ST GEORGE'S AVENUE
WEYBRIDGE
THE HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10293 sqm
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

23 **SF-02-A-01** **COUNCIL OFFICES** **SUFFOLK**
BEETONS WAY
BURY ST. EDMUNDS

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 8000 sqm
Survey date: MONDAY *27/09/10* *Survey Type: MANUAL*

24 **SF-02-A-02** **OFFICES** **SUFFOLK**
BATH STREET
IPSWICH

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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

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

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

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

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

28 **WY-02-A-03** **OFFICE** **WEST YORKSHIRE**
VICTORIA ROAD
LEEDS
HEADINGLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2696 sqm
Survey date: THURSDAY *17/06/10* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	28	4893	0.155	28	4893	0.015	28	4893	0.170
07:30 - 08:00	28	4893	0.598	28	4893	0.074	28	4893	0.672
08:00 - 08:30	28	4893	0.827	28	4893	0.110	28	4893	0.937
08:30 - 09:00	**28**	**4893**	**1.030**	28	4893	0.147	28	4893	1.177
09:00 - 09:30	28	4893	0.823	28	4893	0.180	28	4893	1.003
09:30 - 10:00	28	4893	0.484	28	4893	0.203	28	4893	0.687
10:00 - 10:30	28	4893	0.282	28	4893	0.169	28	4893	0.451
10:30 - 11:00	28	4893	0.215	28	4893	0.169	28	4893	0.384
11:00 - 11:30	28	4893	0.212	28	4893	0.199	28	4893	0.411
11:30 - 12:00	28	4893	0.207	28	4893	0.180	28	4893	0.387
12:00 - 12:30	28	4893	0.188	28	4893	0.226	28	4893	0.414
12:30 - 13:00	28	4893	0.216	28	4893	0.237	28	4893	0.453
13:00 - 13:30	28	4893	0.229	28	4893	0.214	28	4893	0.443
13:30 - 14:00	28	4893	0.251	28	4893	0.199	28	4893	0.450
14:00 - 14:30	28	4893	0.192	28	4893	0.178	28	4893	0.370
14:30 - 15:00	28	4893	0.165	28	4893	0.243	28	4893	0.408
15:00 - 15:30	28	4893	0.134	28	4893	0.227	28	4893	0.361
15:30 - 16:00	28	4893	0.150	28	4893	0.274	28	4893	0.424
16:00 - 16:30	28	4893	0.139	28	4893	0.595	28	4893	0.734
16:30 - 17:00	28	4893	0.131	28	4893	0.659	28	4893	0.790
17:00 - 17:30	28	4893	0.126	**28**	**4893**	**1.078**	**28**	**4893**	**1.204**
17:30 - 18:00	28	4893	0.064	28	4893	0.517	28	4893	0.581
18:00 - 18:30	28	4893	0.036	28	4893	0.405	28	4893	0.441
18:30 - 19:00	28	4893	0.009	28	4893	0.146	28	4893	0.155
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.863			6.644			13.507

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:	186 - 32793 (units: sqm)
Survey date date range:	01/01/10 - 04/07/18
Number of weekdays (Monday-Friday):	28
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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	28	4893	0.001	28	4893	0.000	28	4893	0.001
07:30 - 08:00	28	4893	0.009	28	4893	0.001	28	4893	0.010
08:00 - 08:30	28	4893	0.017	28	4893	0.000	28	4893	0.017
08:30 - 09:00	**28**	**4893**	**0.039**	28	4893	0.001	**28**	**4893**	**0.040**
09:00 - 09:30	28	4893	0.013	28	4893	0.001	28	4893	0.014
09:30 - 10:00	28	4893	0.007	28	4893	0.000	28	4893	0.007
10:00 - 10:30	28	4893	0.007	28	4893	0.003	28	4893	0.010
10:30 - 11:00	28	4893	0.003	28	4893	0.001	28	4893	0.004
11:00 - 11:30	28	4893	0.002	28	4893	0.002	28	4893	0.004
11:30 - 12:00	28	4893	0.006	28	4893	0.003	28	4893	0.009
12:00 - 12:30	28	4893	0.002	28	4893	0.003	28	4893	0.005
12:30 - 13:00	28	4893	0.004	28	4893	0.006	28	4893	0.010
13:00 - 13:30	28	4893	0.005	28	4893	0.004	28	4893	0.009
13:30 - 14:00	28	4893	0.002	28	4893	0.006	28	4893	0.008
14:00 - 14:30	28	4893	0.001	28	4893	0.003	28	4893	0.004
14:30 - 15:00	28	4893	0.001	28	4893	0.004	28	4893	0.005
15:00 - 15:30	28	4893	0.004	28	4893	0.002	28	4893	0.006
15:30 - 16:00	28	4893	0.002	28	4893	0.006	28	4893	0.008
16:00 - 16:30	28	4893	0.003	28	4893	0.009	28	4893	0.012
16:30 - 17:00	28	4893	0.001	28	4893	0.011	28	4893	0.012
17:00 - 17:30	28	4893	0.001	**28**	**4893**	**0.028**	28	4893	0.029
17:30 - 18:00	28	4893	0.003	28	4893	0.024	28	4893	0.027
18:00 - 18:30	28	4893	0.001	28	4893	0.009	28	4893	0.010
18:30 - 19:00	28	4893	0.001	28	4893	0.007	28	4893	0.008
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.135			0.134			0.269

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	28	4893	0.023	28	4893	0.003	28	4893	0.026
07:30 - 08:00	28	4893	0.101	28	4893	0.005	28	4893	0.106
08:00 - 08:30	28	4893	0.185	28	4893	0.018	28	4893	0.203
08:30 - 09:00	28	4893	0.284	28	4893	0.037	28	4893	0.321
09:00 - 09:30	28	4893	0.207	28	4893	0.052	28	4893	0.259
09:30 - 10:00	28	4893	0.155	28	4893	0.082	28	4893	0.237
10:00 - 10:30	28	4893	0.093	28	4893	0.102	28	4893	0.195
10:30 - 11:00	28	4893	0.099	28	4893	0.128	28	4893	0.227
11:00 - 11:30	28	4893	0.095	28	4893	0.089	28	4893	0.184
11:30 - 12:00	28	4893	0.074	28	4893	0.126	28	4893	0.200
12:00 - 12:30	28	4893	0.289	28	4893	0.574	28	4893	0.863
12:30 - 13:00	28	4893	0.480	**28**	**4893**	**0.596**	28	4893	1.076
13:00 - 13:30	28	4893	0.570	28	4893	0.564	**28**	**4893**	**1.134**
13:30 - 14:00	**28**	**4893**	**0.599**	28	4893	0.349	28	4893	0.948
14:00 - 14:30	28	4893	0.391	28	4893	0.237	28	4893	0.628
14:30 - 15:00	28	4893	0.162	28	4893	0.123	28	4893	0.285
15:00 - 15:30	28	4893	0.100	28	4893	0.096	28	4893	0.196
15:30 - 16:00	28	4893	0.080	28	4893	0.125	28	4893	0.205
16:00 - 16:30	28	4893	0.069	28	4893	0.142	28	4893	0.211
16:30 - 17:00	28	4893	0.050	28	4893	0.174	28	4893	0.224
17:00 - 17:30	28	4893	0.056	28	4893	0.293	28	4893	0.349
17:30 - 18:00	28	4893	0.019	28	4893	0.191	28	4893	0.210
18:00 - 18:30	28	4893	0.014	28	4893	0.104	28	4893	0.118
18:30 - 19:00	28	4893	0.005	28	4893	0.028	28	4893	0.033
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.200			4.238			8.438

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	28	4893	0.024	28	4893	0.001	28	4893	0.025
07:30 - 08:00	28	4893	0.064	28	4893	0.001	28	4893	0.065
08:00 - 08:30	28	4893	0.128	28	4893	0.006	28	4893	0.134
08:30 - 09:00	**28**	**4893**	**0.204**	28	4893	0.003	**28**	**4893**	**0.207**
09:00 - 09:30	28	4893	0.134	28	4893	0.011	28	4893	0.145
09:30 - 10:00	28	4893	0.069	28	4893	0.020	28	4893	0.089
10:00 - 10:30	28	4893	0.038	28	4893	0.014	28	4893	0.052
10:30 - 11:00	28	4893	0.034	28	4893	0.023	28	4893	0.057
11:00 - 11:30	28	4893	0.032	28	4893	0.031	28	4893	0.063
11:30 - 12:00	28	4893	0.031	28	4893	0.021	28	4893	0.052
12:00 - 12:30	28	4893	0.026	28	4893	0.031	28	4893	0.057
12:30 - 13:00	28	4893	0.021	28	4893	0.042	28	4893	0.063
13:00 - 13:30	28	4893	0.020	28	4893	0.038	28	4893	0.058
13:30 - 14:00	28	4893	0.029	28	4893	0.037	28	4893	0.066
14:00 - 14:30	28	4893	0.019	28	4893	0.044	28	4893	0.063
14:30 - 15:00	28	4893	0.026	28	4893	0.047	28	4893	0.073
15:00 - 15:30	28	4893	0.015	28	4893	0.053	28	4893	0.068
15:30 - 16:00	28	4893	0.024	28	4893	0.034	28	4893	0.058
16:00 - 16:30	28	4893	0.020	28	4893	0.077	28	4893	0.097
16:30 - 17:00	28	4893	0.018	28	4893	0.120	28	4893	0.138
17:00 - 17:30	28	4893	0.017	**28**	**4893**	**0.169**	28	4893	0.186
17:30 - 18:00	28	4893	0.007	28	4893	0.117	28	4893	0.124
18:00 - 18:30	28	4893	0.007	28	4893	0.045	28	4893	0.052
18:30 - 19:00	28	4893	0.001	28	4893	0.015	28	4893	0.016
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.008			1.000			2.008

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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S|C|P

APPENDIX 5

Calculation Reference: AUDIT-726001-231124-1144

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 days
	BN	BARNET	1 days
	EN	ENFIELD	1 days
	HO	HOUNSLOW	1 days
	IS	ISLINGTON	2 days
	KI	KINGSTON	1 days
	SK	SOUTHWARK	1 days
	TH	TOWER HAMLETS	1 days
	WF	WALTHAM FOREST	1 days
02	**SOUTH EAST**		
	CT	CENTRAL BEDFORDSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	PO	PORTSMOUTH	1 days
	WS	WEST SUSSEX	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 days
	NG	NOTTINGHAM	1 days
09	**NORTH**		
	TW	TYNE & WEAR	1 days
10	**WALES**		
	CO	CONWY	1 days
11	**SCOTLAND**		
	EB	CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	14 to 97 (units:)
Range Selected by User:	10 to 100 (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 09/06/22

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

Selected survey days:

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

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

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	10
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	2
Neighbourhood Centre (PPS6 Local 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	13
Built-Up Zone	5
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	23 days	- Selected
Servicing vehicles Excluded	7 days	- Selected

Secondary Filtering selection:

Use Class:

C3	21 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

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	9 days
50,001 to 100,000	4 days
100,001 or More	2 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	5 days
500,001 or More	9 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	3 days
0.6 to 1.0	12 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	3 days
No	18 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	12 days
1b Very poor	1 days
2 Poor	2 days
3 Moderate	2 days
5 Very Good	1 days
6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 **BE-03-C-01** **BLOCKS OF FLATS** **BEXLEY**
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 **BN-03-C-01** **FLATS IN HOUSES** **BARNET**
VICTORIA ROAD
NEW BARNET

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *09/06/22* *Survey Type: MANUAL*

3 **CA-03-C-03** **BLOCKS OF FLATS** **CAMBRIDGESHIRE**
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

4 **CO-03-C-01** **BLOCKS OF FLATS** **CONWY**
MOSTYN BROADWAY
LLANDUDNO

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 37
Survey date: MONDAY *26/03/18* *Survey Type: MANUAL*

5 **CT-03-C-02** **BLOCKS OF FLATS** **CENTRAL BEDFORDSHIRE**
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

6 **DY-03-C-03** **BLOCKS OF FLATS** **DERBY**
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

7 **EB-03-C-01** **BLOCKS OF FLATS** **CITY OF EDINBURGH**
MYRESIDE ROAD
EDINBURGH
CRAIGLOCKHART
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 32
Survey date: TUESDAY *26/05/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **EN-03-C-03** **BLOCKS OF FLATS** **ENFIELD**
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

9 **HF-03-C-03** **BLOCK OF FLATS** **HERTFORDSHIRE**
SHENLEY ROAD
BOREHAMWOOD

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 91
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

10 **HO-03-C-05** **BLOCK OF FLATS** **HOUNSLOW**
PARK LANE
HOUNSLOW
CRANFORD
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *06/03/20* *Survey Type: MANUAL*

11 **IS-03-C-05** **BLOCK OF FLATS** **ISLINGTON**
LEVER STREET
FINSBURY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 15
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

12 **IS-03-C-06** **BLOCK OF FLATS** **ISLINGTON**
CALEDONIAN ROAD
HOLLOWAY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 14
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

13 **KI-03-C-03** **BLOCK OF FLATS** **KINGSTON**
PORTSMOUTH ROAD
SURBITON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

14 **NF-03-C-02** **MIXED FLATS & HOUSES** **NORFOLK**
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

15 **NG-03-C-01** **HOUSES (SPLIT INTO FLATS)** **NOTTINGHAM**
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 **PO-03-C-01** **BLOCKS OF FLATS** **PORTSMOUTH**
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY *05/06/18* *Survey Type: MANUAL*

17 **SK-03-C-02** **BLOCK OF FLATS** **SOUTHWARK**
LAMB WALK
BERMONDSEY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 29
Survey date: THURSDAY *23/04/15* *Survey Type: MANUAL*

18 **TH-03-C-04** **BLOCK OF FLATS** **TOWER HAMLETS**
LEVEN ROAD
POPLAR
ABERFELDY VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 83
Survey date: FRIDAY *21/06/19* *Survey Type: MANUAL*

19 **TW-03-C-01** **BLOCKS OF FLATS** **TYNE & WEAR**
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

20 **WF-03-C-01** **BLOCKS OF FLATS** **WALTHAM FOREST**
ERSKINE ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 97
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

21 **WS-03-C-01** **BLOCKS OF FLATS** **WEST SUSSEX**
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-C-01	covid
HF-03-C-04	covid
HF-03-C-05	covid
MS-03-C-04	covid
SF-03-C-05	covid
WF-03-C-02	covid
WF-03-C-03	covid
WF-03-C-04	covid
WF-03-C-06	covid

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): 2.98

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	49	0.043	21	49	0.130	21	49	0.173
08:00 - 09:00	21	49	0.049	**21**	**49**	**0.179**	21	49	0.228
09:00 - 10:00	21	49	0.069	21	49	0.094	21	49	0.163
10:00 - 11:00	21	49	0.069	21	49	0.092	21	49	0.161
11:00 - 12:00	21	49	0.073	21	49	0.078	21	49	0.151
12:00 - 13:00	21	49	0.081	21	49	0.082	21	49	0.163
13:00 - 14:00	21	49	0.072	21	49	0.087	21	49	0.159
14:00 - 15:00	21	49	0.064	21	49	0.069	21	49	0.133
15:00 - 16:00	21	49	0.100	21	49	0.062	21	49	0.162
16:00 - 17:00	21	49	0.114	21	49	0.069	21	49	0.183
17:00 - 18:00	**21**	**49**	**0.152**	21	49	0.079	**21**	**49**	**0.231**
18:00 - 19:00	21	49	0.127	21	49	0.079	21	49	0.206
19:00 - 20:00	9	42	0.093	9	42	0.058	9	42	0.151
20:00 - 21:00	9	42	0.048	9	42	0.037	9	42	0.085
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.154			1.195			2.349

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:	14 - 97 (units:)
Survey date date range:	01/01/15 - 09/06/22
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	9

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 CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	49	0.003	21	49	0.015	21	49	0.018
08:00 - 09:00	21	49	0.003	**21**	**49**	**0.024**	**21**	**49**	**0.027**
09:00 - 10:00	21	49	0.003	21	49	0.007	21	49	0.010
10:00 - 11:00	21	49	0.001	21	49	0.006	21	49	0.007
11:00 - 12:00	21	49	0.006	21	49	0.001	21	49	0.007
12:00 - 13:00	21	49	0.000	21	49	0.003	21	49	0.003
13:00 - 14:00	21	49	0.005	21	49	0.001	21	49	0.006
14:00 - 15:00	21	49	0.006	21	49	0.005	21	49	0.011
15:00 - 16:00	21	49	0.006	21	49	0.003	21	49	0.009
16:00 - 17:00	21	49	0.008	21	49	0.004	21	49	0.012
17:00 - 18:00	21	49	0.014	21	49	0.009	21	49	0.023
18:00 - 19:00	21	49	0.010	21	49	0.005	21	49	0.015
19:00 - 20:00	**9**	**42**	**0.016**	9	42	0.000	9	42	0.016
20:00 - 21:00	9	42	0.011	9	42	0.000	9	42	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.083			0.175

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	49	0.013	21	49	0.097	21	49	0.110
08:00 - 09:00	21	49	0.042	**21**	**49**	**0.191**	21	49	0.233
09:00 - 10:00	21	49	0.060	21	49	0.101	21	49	0.161
10:00 - 11:00	21	49	0.056	21	49	0.077	21	49	0.133
11:00 - 12:00	21	49	0.054	21	49	0.067	21	49	0.121
12:00 - 13:00	21	49	0.085	21	49	0.061	21	49	0.146
13:00 - 14:00	21	49	0.066	21	49	0.069	21	49	0.135
14:00 - 15:00	21	49	0.068	21	49	0.071	21	49	0.139
15:00 - 16:00	21	49	0.137	21	49	0.079	21	49	0.216
16:00 - 17:00	21	49	0.121	21	49	0.071	21	49	0.192
17:00 - 18:00	**21**	**49**	**0.148**	21	49	0.097	**21**	**49**	**0.245**
18:00 - 19:00	21	49	0.119	21	49	0.082	21	49	0.201
19:00 - 20:00	9	42	0.101	9	42	0.061	9	42	0.162
20:00 - 21:00	9	42	0.074	9	42	0.042	9	42	0.116
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.144			1.166			2.310

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	49	0.006	21	49	0.108	21	49	0.114
08:00 - 09:00	21	49	0.014	**21**	**49**	**0.191**	21	49	0.205
09:00 - 10:00	21	49	0.022	21	49	0.071	21	49	0.093
10:00 - 11:00	21	49	0.031	21	49	0.040	21	49	0.071
11:00 - 12:00	21	49	0.027	21	49	0.033	21	49	0.060
12:00 - 13:00	21	49	0.031	21	49	0.026	21	49	0.057
13:00 - 14:00	21	49	0.022	21	49	0.034	21	49	0.056
14:00 - 15:00	21	49	0.029	21	49	0.028	21	49	0.057
15:00 - 16:00	21	49	0.083	21	49	0.039	21	49	0.122
16:00 - 17:00	21	49	0.069	21	49	0.024	21	49	0.093
17:00 - 18:00	21	49	0.117	21	49	0.031	21	49	0.148
18:00 - 19:00	21	49	0.126	21	49	0.035	21	49	0.161
19:00 - 20:00	**9**	**42**	**0.190**	9	42	0.032	**9**	**42**	**0.222**
20:00 - 21:00	9	42	0.071	9	42	0.013	9	42	0.084
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.838			0.705			1.543

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.*