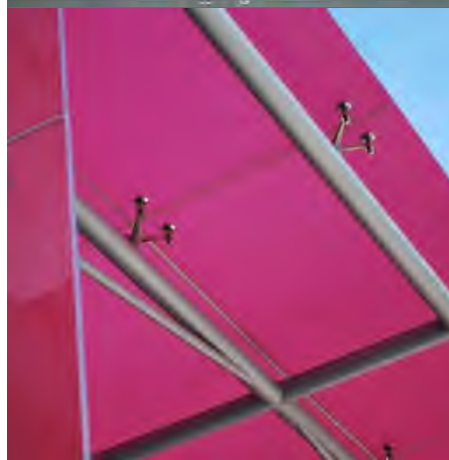
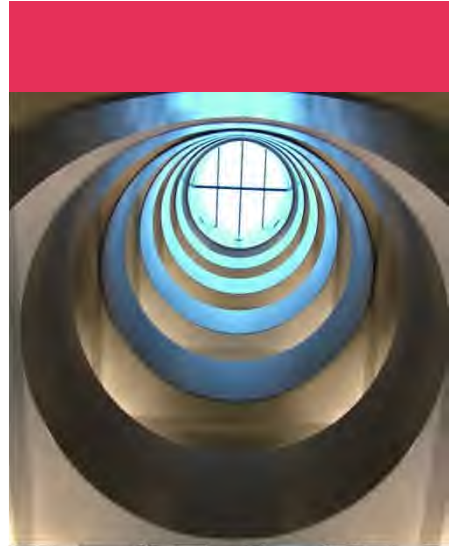


Sparkle Street

Transport Statement

Curtins Ref: 082142-CUR-XX-XX-T-TP-00001
Revision: P04
Issue Date: 19 April 2024

Client Name: Foras (Sparkle Street) Limited



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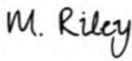
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Control Sheet

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Appendices

Appendix A – Proposed Site Layout

Appendix B – TRICS Output

Appendix C – Collision Reports

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Foras (Sparkle Street) Limited (the Applicant) to provide transport and highways advice in relation to a planning application for the Sparkle Street residential development in Manchester.
- 1.1.2 The Applicant seeks to obtain Full Planning Permission for the demolition of existing low rise commercial units and erection of a ground + 27 storey residential development with supporting residential amenity, private terraces and a private shared garden, providing 359 new apartments. The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 The TS is supported by a range of appendices, with drawings showing visibility splays, swept path assessments and the proposed accessible parking strategy. Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **082142-CUR-XX-XX-T-TP-00002**) and a Waste Management Strategy (Document Reference: **082142-CUR-XX-XX-T-TP-00003**).

1.3 Scope of the Report

- 1.3.1 Curtins met with Manchester City Council Highways on 24th May 2023 to present the proposals. On this basis, the TS has been produced based on the agreed scope:
- A review of the relevant local and national transport planning policy.
 - Details of the existing use and the development proposals, together with a proposed site layout plan;
 - A review of highway safety within the vicinity of the site for the most recent five years;
 - An audit of accessibility by all modes of travel including walking, cycling, and public transport;
 - Provision of an appropriate level of cycle parking and disabled parking, including justification of proposed levels;
 - Drawings showing the site access proposals and vehicle tracking;
 - Preparation of a WMS with appropriate servicing and delivery arrangements;
 - Providing Servicing Vehicle Swept Path Analysis;
 - Details of proposed parking arrangements and justification for the provision; and

- Details of future vehicular trips and commentary on any highway impacts.

- 1.3.2 Additionally, Curtins has agreed in principle with MCC Highways that the proposed development will conform to the ambition of a car-free development.
- 1.3.3 The scope of this report is consistent with local and national transport planning policy and guidance. Further details are provided later in this section.

1.4 Policy Context

- 1.4.1 Paragraph 115 of the National Planning Policy Framework (2023) states that:

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

- 1.4.1 In addition to the NPPF, National Planning Practice Guidance (NPPG) clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements, provides potential benefits of the documents, and re-iterates the circumstances in which either document would usually be required.
- 1.4.2 The NPPG has been considered in the production of this TS and the accompanying Interim Travel Plan (Document Reference: **082142-CUR-XX-XX-T-TP-00002**).
- 1.4.3 Trip generation forecasts in this TS demonstrate that the proposed site would increase vehicle trips compared to the existing use. However, in practice, due car-free nature of the development, any vehicular impact would be negligible on the surrounding area from a highways, traffic, and transportation perspective.
- 1.4.4 This TS also demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPF and NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

Greater Manchester Transport Strategy 2040

- 1.4.5 In 2021, Transport for Greater Manchester (TfGM) updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses, and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.
- 1.4.6 Under Policy 3, the Transport Strategy states that TfGM will *“maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to*

make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:

- *“Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

1.4.7 The above measures and additional initiatives have also been provided in greater detail in the accompanying ITP.

1.4.8 Under Policy 4, TfGM will also *“work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.”* This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

1.4.9 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

Manchester Residential Quality Guidance

1.4.10 In 2017, MCC adopted the Manchester Residential Quality Guidance which sets out the standards of design for residential developments in the city. It is structured around nine components to ensure high-quality developments: make it happen, make it a home, make it future proof, make it practical, make it Manchester, make it bring people together, make it animate street and spaces, make it easy to get around, make it work with the landscape.

1.4.11 The guidance does not require a specific level of car parking as *“there is no ‘one size fits all’ approach to car parking and it should be considered on a case-by-case basis”*.

1.4.12 MCC stipulates in the document that development proposals:

- *"Incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement;*
- *Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building;*
- *Provide sufficient bin storage to accord with MCC's standards and is conveniently located with minimal impact on the streetscene; and*
- *Have considered where temporary stopping could be accommodated".*

Greater Manchester 'Places for Everyone'

1.4.13 Nine councils in Greater Manchester have now submitted the Places for Everyone plan to the Secretary of State for Levelling Up, Housing and Communities. The plan has been adopted in March 2024.

1.4.14 The plan is a joint development plan of the nine districts which will ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.

1.4.15 The Places for Everyone plan:

- *"Sets out how the nine boroughs should develop up until 2037;*
- *Identifies the amount of new development that will come forward across the 9 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;*
- *Supports the delivery of key infrastructure, such as transport and utilities;*
- *Protects the important environmental assets across the city region;*
- *Allocates sites for employment and housing outside of the existing urban area; and*
- *Defines a new green belt boundary for Greater Manchester."*

1.4.16 Policy JP-Strat 14 states *"higher densities will typically be appropriate in locations with good access to rapid transit connections"*. This is in line with the development proposals which aims to deliver 359 apartments in Manchester City Centre.

1.4.17 In addition, Policy JP-Strat 14 goes on to state that *"new development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport"*. This highlights that the proximity to excellent sustainable travel modes supports the car-free development.

Conclusions

1.4.18 This policy review demonstrates that the Proposed Development is in line with national and local transport policies and guidance. The Site is located within an area which has a wide range of existing local facilities and plenty of sustainable travel choices.

- 1.4.19 The Proposed Development supports these principles through the provision of an accessible and connected sustainable development, with car-free proposals based on its accessible location.

1.5 Future Infrastructure and Improvements

- 1.5.1 There are various public realm improvements planned in the vicinity of the proposed development. These improvements are outlined in the Manchester Piccadilly Strategic Regeneration Framework (SRF), Piccadilly Basin SRF, and HS2 Manchester Piccadilly SRF.

- 1.5.2 The contents of these reports and their influence on the area surrounding the site is summarised below.

HS2 Manchester Piccadilly SRF – Appendix I (2014)

- 1.5.3 The HS2 Manchester Piccadilly was published in 2014, and can be found online at: <https://www.manchester.gov.uk/hs2piccadilly>

- 1.5.4 It is not anticipated that the current plans for HS2 project will influence the area surrounding the site any further than the existing Piccadilly SRF. However, the impact of HS2 is not fully clear at the time of writing, with some plans showing potential changes to Sparkle Street. With this in mind, the proposals have been designed to be compatible with a potential realignment of Sparkle Street, where the proposed car club space and P&D parking spaces could be relocated along Store Street or the new alignment of Sparkle Street.

Manchester Piccadilly SRF (2018)

- 1.5.5 The Manchester Piccadilly SRF was published in 2018, and can be found online at: <https://www.manchester.gov.uk/manchesterpiccadilly>.

- 1.5.6 The Manchester Piccadilly SRF is dominated by the arrival of HS2 and Northern Powerhouse Rail (NPR) which provides an opportunity to transform and regenerate the eastern side of the city centre.

- 1.5.7 The proposed development will therefore benefit from improvements to active travel routes from Ancoats to Manchester Piccadilly, along Store Street. Store Street is an existing Beeway, and links Busy Beeways to the north and south.

- 1.5.8 Within the SRF, the site is located in the East Village neighbourhood (mixed-use developments) with residential focus around the canal basins. The SRF has identified the plans to improve pedestrian and cycle routes through the Piccadilly area.

Piccadilly Basin SRF (2016)

- 1.5.9 The Piccadilly Basin SRF was published in 2016, and can be found online at: <https://www.manchester.gov.uk/piccadillybasin>.
- 1.5.10 The Piccadilly Basin area is located to the north of the site. The developments within the area will not directly impact Sparkle Street or Store Street. The site falls just outside of Character Area D which is defined as the section of Great Ancoats Street falling between the junction of Lever Street to the north, and the junction of Store Street to the south.
- 1.5.11 The Piccadilly Basin has been identified as an area for redevelopment in order to achieve local, regional, and national objectives. One of the driving forces to redevelop the Eastern Piccadilly area is the expansion of the Railway Station to accommodate HS2.
- 1.5.12 The framework includes improvements to pedestrian connections, notably connecting Ancoats and New Islington to the City Centre. Strengthened east-west pedestrian connections are proposed through extending Tariff Street to Ducie Street, extending Hilton Street and strengthening Dale Street.

Summary

- 1.5.13 In summary, the key planned improvements to infrastructure in the Piccadilly area are as follows:
- Largely the site will see some public realm benefits from the Piccadilly/ Piccadilly Basin SRFs.
 - As the land to the east of Piccadilly develops, Store Street will become an active travel route-connecting Piccadilly Station and Ancoats.
 - Store Street is an existing Beeway and connects to 'Busy Beeways' to the north and south.
 - The site will not receive any further public transport nodes, however, the site is already very well connected; and
 - HS2 is not expected to have an impact on the site, although the parking proposals have been designed to be compatible with a potential realignment of Sparkle Street.

1.6 Structure of the Report

- 1.6.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.6.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.
- 1.6.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision (including accessible parking), and a servicing and refuse strategy.

- 1.6.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.6.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.6.6 **Section 6** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The site is located adjacent to Sparkle Street and Store Street, approximately 100 metres north of Piccadilly Railway Station in Manchester City Centre and is approximately 0.25 ha in size.

2.1.2 The site is bound by Store Street to the north, undeveloped land to the east, an existing residential development to the south, and Sparkle Street to the west.

2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

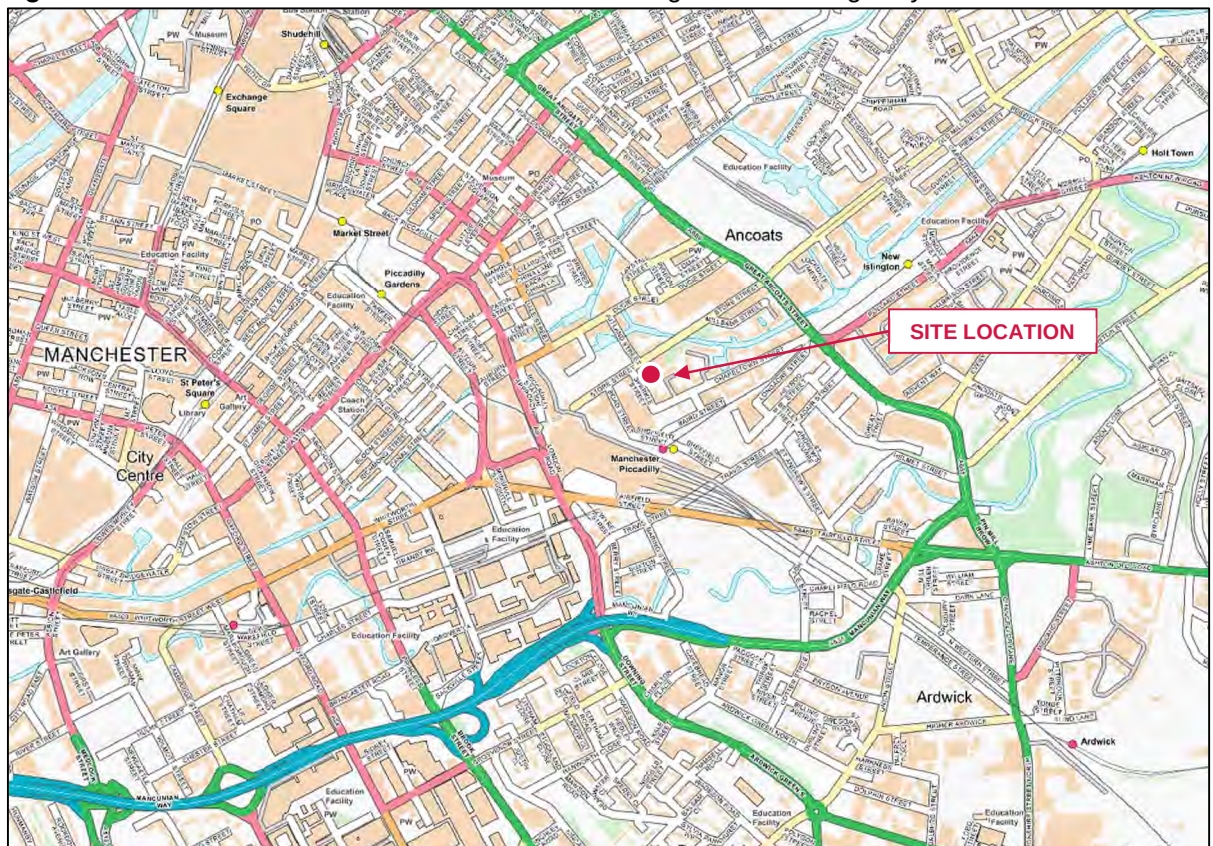


Figure 2.1 – Site Location

(Source: OpenStreetMap, 2023)

2.1.4 **Plan 082142-CUR-XX-XX-G-TP-06001** to the rear of the report illustrates the location of the site in relation to the surrounding areas, and **Plan 082142-CUR-XX-XX-G-TP-06002** to the rear of the report shows the site in a more local context relating to the local highway network.

2.2 Existing Use and Access

2.2.1 The site is currently occupied by surface car parking and two buildings that are used for storage and distribution, with its former use being a telephone exchange. The buildings are screened from the road on two sides by existing vegetation and an access route for vehicles is provided from Store Street.

2.3 Surrounding Highway Network

2.3.1 **Table 2.1** below presents the key characteristics of the roads immediately surrounding the site:

Road Name	Carriageway Width	Pedestrian Infrastructure	Cyclist Infrastructure	Speed Limit	Street Lighting	Restrictions / Parking / Loading Provision
Store Street	c. 9m	c. 3.5m on either side Tactile paving Dropped kerbs	On-Street cycle lane markings	20mph	Yes	Pay & Display On-street parking bays. EV charging bays
Sparkle Street	c. 7m	c. 2m on either side Tactile paving Dropped kerbs	None	30mph	Yes	Pay & Display On-street parking bays.
A665 Great Ancoats Street	c. 13m	c. 4m on either side Tactile paving Dropped kerbs	Shared cycle/footway	30mph	Yes	Permit parking on south side of the road

Table 2.1 – Surrounding Highway Network Summary

2.4 Access for Mobility and Visually Impaired Users

2.4.1 The site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. These features include dropped kerbs and tactile paving along Store Street and Sparkle Street. Additionally, where Store Street joins the A6 London Road, a signalised pedestrian crossing point is located which includes a refuge island.

2.4.2 Blue badge holders can also park free of charge without any time limits at any Pay & Display bay.

2.5 Highway Safety

2.5.1 Collision data for the highway network adjacent to the site has been obtained from the TfGM reported road incidents database for the most recent five years (2017 – 2022 inclusive). The details of the search are contained in **Figure 2.2** and a breakdown of the information is contained in **Table 2.2**:

Junction/Link	Slight	Serious	Fatal	Totals
Sparkle Street/ Store Street	1	0	0	1
Sparkle Street	0	0	0	0
Jutland Street/ Store Street	2	0	0	2
Boad Street/ Store Street	1	0	0	1
Millbank Street/ Store Street	1	0	0	1
Store Street/ A665 Great Ancoats Street	5	1	0	6
Store Street/ London Road	2	0	0	2
Total	12	1	0	13

Table 2.2 – Collision Data Summary

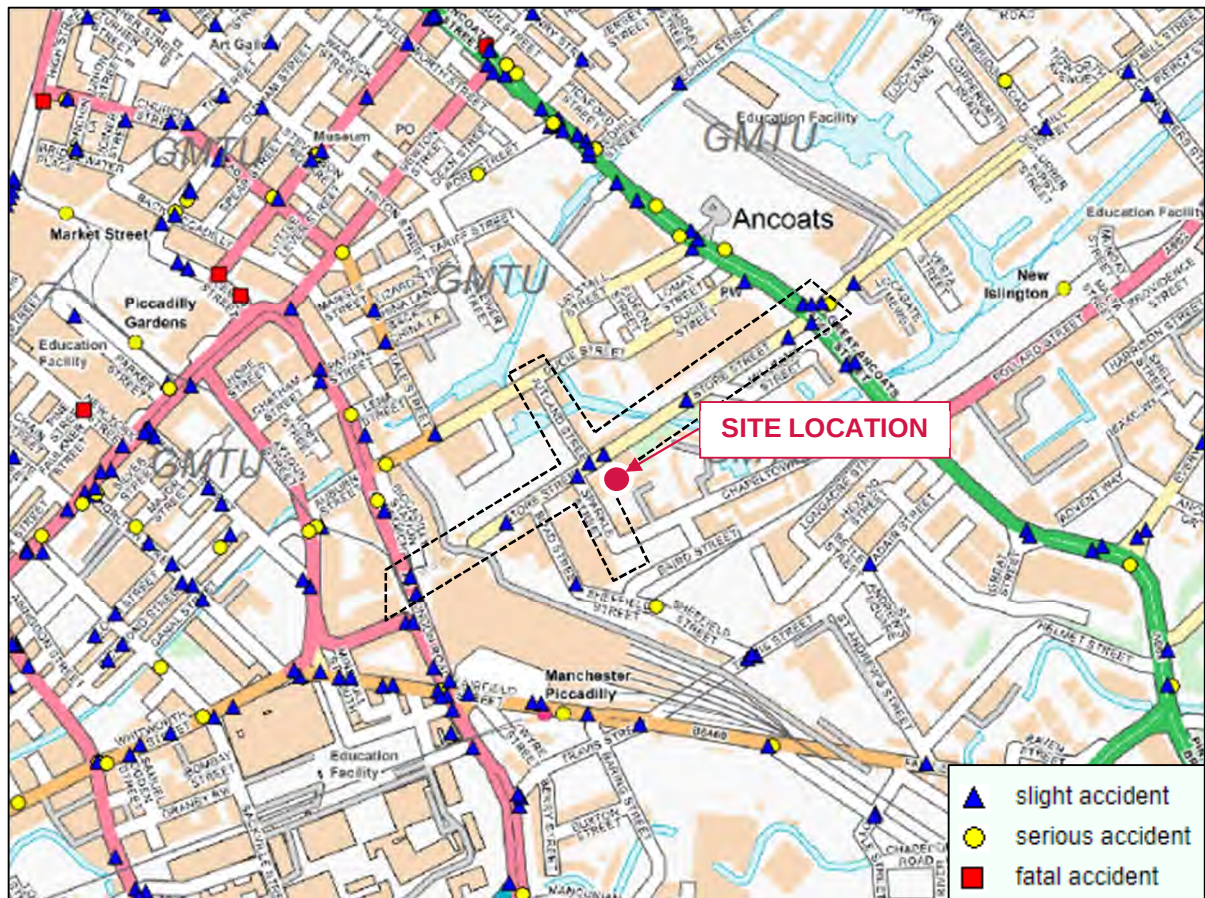


Figure 2.2 – Area Assessed for Collision Data (5 years)

(Source: TfGM, 2023)

- 2.5.2 There has been a total of 13 collisions in the latest five-year period available, 12 of which were ‘slight’ severity incidents and one ‘serious’ severity incident. No fatal incidents have been recorded in the study area and period.
- 2.5.3 The six incidents at the Store Street/ A665 Great Ancoats Street junction are spread out evenly among the most recent five-year period. There was one ‘slight’ incident in 2017, two in 2018, one in 2019, and one in 2021. Further to these, there was one ‘serious’ incident in 2020.
- 2.5.4 In addition to TfGM collision data, Crash Map has been used to gain a better understanding of the collisions closest to the proposed development, although Crash Map only provides reports of two collisions, which are included in **Appendix C**. An analysis of these reports indicates that one collision occurred when a driver failed to acknowledge that another vehicle halted on the highway, with the other incident involving a car overtaking a stationary car, failing to see an approaching vehicle turning from a junction.
- 2.5.5 The incidents occurred across the study area and period, and no significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 The proposed scheme comprises 359 apartments as part of a ground plus 27-storey tower, with a mix of 1, 2, and 3-bedroom properties.
- 3.1.2 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access Arrangements and Parking Provision

Access & Parking Arrangements

- 3.2.1 As a reflection of the highly accessible nature of the site and its location within the city centre, it is proposed that no on-site car parking will be provided. The development is essentially car-free. This was discussed with MCC Highways as part of the scoping process, and it was agreed to be acceptable in principle.
- 3.2.2 There will be no vehicular access directly into the building, other than for maintenance along the proposed service road along the eastern side of the building. Access to the substation would be required on occasion. Following advice from MCC Highways, the vehicle will reverse into this area from the proposed loading bay and via a dropped kerb. This manoeuvre will be managed to minimise any risks. **Drawing 082142-CUR-XX-00-D-TP-05001** to the rear of this report provides details of this manoeuvre. The anticipated vehicle required for maintenance of the substation is a 4.6t light van (Transit Van).
- 3.2.3 As part of the proposals, a loading bay, two accessible bays, and car club space will be provided in the vicinity of the site. This will require the relocation of four existing Pay & Display (P&D) on-street parking bays. Under the current proposals, one space will be relocated further along Store Street whilst the remaining three will be relocated to Sparkle Street. These plans are illustrated on **Drawing 082142-CUR-XX-00-D-TP-75001**.
- 3.2.4 Furthermore, as outlined in **Section 4**, it is considered the site is highly accessible by sustainable modes of transport. Residents, including those with disabilities, would be encouraged to utilise the range of pedestrian, cycle, and public transport options available to access Manchester City Centre and further beyond, along with the variety of amenities that are available within walking distance for day-to-day use.

Proposed Cycle Parking

- 3.2.5 The proposals will provide 100% secure cycle parking for residents. A number of additional Sheffield stands will be provided at the cycle store to cater for alternative bikes, for instance those suitable for use by disabled people. This equates to over 359 cycle spaces. The proposed cycle store will be accessed from the proposed gated service road to the east of the building.

- 3.2.6 In addition to this, three Sheffield stands will be provided near the main entrance to the building for visitors to the development.
- 3.2.7 This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan). The provision of sufficient cycle parking of suitable quality and inclusivity has a key synergy with the successful implementation of Travel Plans.
- 3.2.8 The secure cycle parking provision has been derived with due consideration of the accessible central location and walkable distance to public transport hubs as well as the proximity of the site to complementary services and facilities. A full review of pedestrian, cycle, and public transport accessibility is provided in **Section 4** of this report.

Existing On-Street Parking

- 3.2.9 The site is located within Zone 4 of the Manchester City Centre on-street parking area. Parking charges in Zone 4 apply Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday. The maximum stay time is 10 hours (except weekends). Charges do not apply to blue badge holders.
- 3.2.10 The charges for parking within Zone 4 are as follows:
- Up to 30 minutes - £0.50
 - Up to 1 hour - £1.00
 - Up to 3 hours - £2.50
 - Up to 6 hours - £5.00
 - Up to 10 hours - £7.50
 - All weekend (Sat and Sun) - £10.00.
- 3.2.11 Given the long maximum-stay limit of 10 hours, it is predicted that these facilities could be used by visitors, depending on availability. It is unlikely that residents in the proposed development would use these spaces due to cost and availability of more sustainable alternatives.
- 3.2.12 There are also no parking restrictions for blue badge holders, where drivers displaying a blue badge can use pay-and-display bays across Manchester City Centre for free and for an unlimited time. Furthermore, those with limited mobility could also utilise the two on-street spaces listed above.

Nearby Parking Facilities

- 3.2.13 A review of nearby public car parks and associated provision has been undertaken in order to understand parking levels in the surrounding area. There are many publicly available car parks situated within a walking time of approximately 10 minutes from the site. Nearby car parking is summarised in **Table 3.1** overleaf.

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
1	Piccadilly Station	100m	711	Yes	117
2	Store Street	130m	406	0	Yes
3	Baird Street	250m	60	-	-
4	Ducie Street	270m	60	0	0
5	Sheffield Street	400m	165	Yes	-
6	Tariff Street	550m	232	-	4
7	Dale Street	550m	285	-	0
Total:			1,919	Yes*	121*

Table 3.1 – Existing Off-site Car Parking Provision

*Denotes where bays have publicised but not counted.

3.2.14 The above table demonstrates there are a number of publicly available car parks were found within a 10-minute walk of the site, providing car parking provision for approximately 1,919 vehicles (including disabled parking bays and 121 Electric Vehicle (EV) charging bays). It is therefore considered there is adequate opportunity for off-site parking should future residents choose or require access to a car.

Electric Vehicle (EV) Charging Provision

3.2.15 The proposed development will retain the existing two EV charging bays that are located to the north of the site along Store Street – see **Figure 3.1** overleaf.



Figure 3.1 – Existing EV Charging Spaces along Store Street

3.2.16 These charging points are two of the hundreds of charging points located on the Be.EV network, which is Greater Manchester's dedicated public charging network. EV owners who wish to join the Be.EV network can sign up for a free account and membership online, after which they can operate charging points using a card or a smartphone application.

3.2.17 Since October 2021, a tariff to use the Be.EV network has been introduced. Be.EV members benefit from reduced rates of £0.56/kWh for rapid chargers and £0.46/kWh for fast chargers (compared to £0.59/kWh and £0.49/kWh respectively for pay-as-you-go users).

3.2.18 **Figure 3.2** below illustrates the location of the nearest EV charge points in the vicinity of the site:

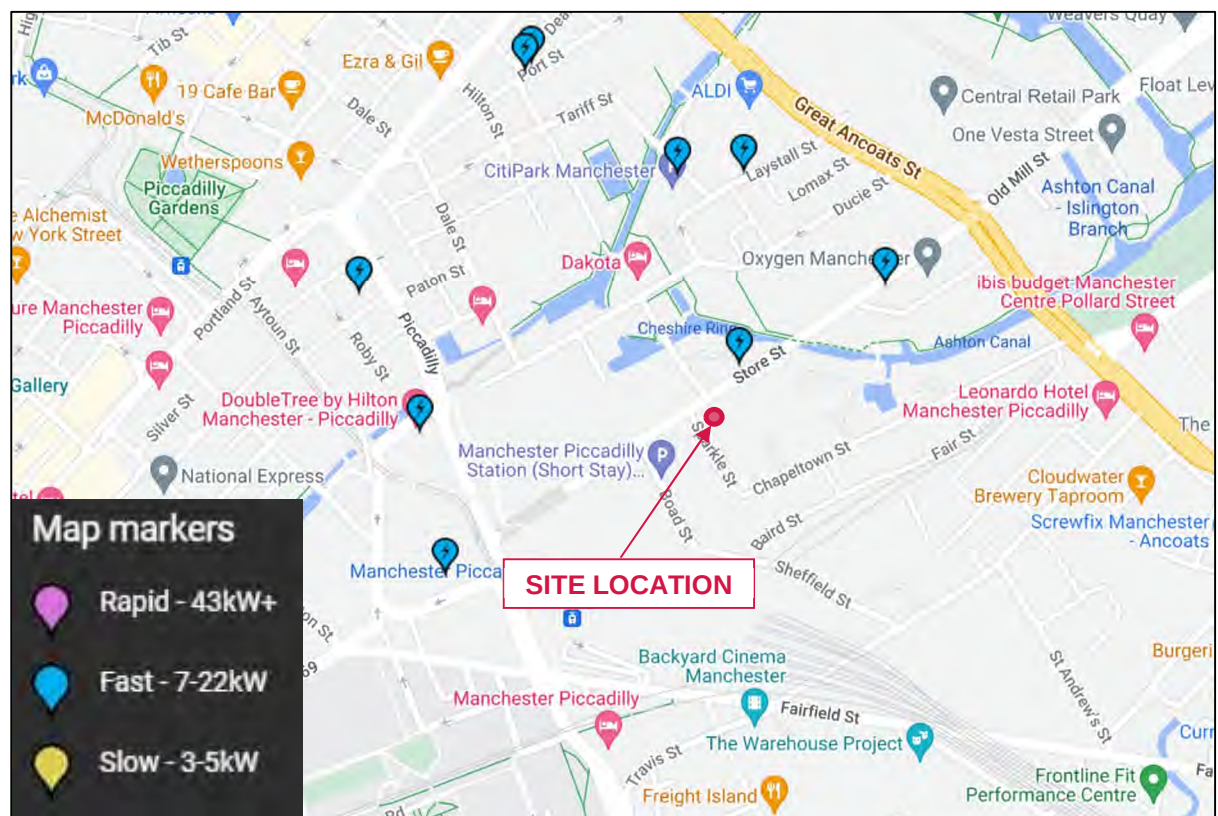


Figure 3.2 – Electric Vehicle (EV) Charge Points in the Vicinity of the Site

(Source: ZapMap and Google Maps, 2023)

Car Club

3.2.19 Car Clubs offer a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.

3.2.20 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £5.00 an hour or £40.00 per day at the time of writing.

- 3.2.21 As part of the development proposals, a Car Club bay will be located along Sparkle Street, to the west of the site. **Drawing 082142-CUR-XX-00-D-TP-75001** provides details of the proposed space.
- 3.2.22 It is considered that the Car Club could be a highly attractive facility for residents who require occasional car use.

3.3 Proposed Servicing Arrangements

- 3.3.1 It is envisaged that the refuse and servicing will take place from Store Street.
- 3.3.2 For deliveries, it is envisaged that delivery vehicles would utilise the proposed loading bay located along Store Street to the north of the site. The proposed loading bay measures 15 x 2.7m, plus tapers to ease ingress and egress..
- 3.3.3 The vehicle movements to access the proposed loading bay have been tracked within **Drawing 082142-CUR-XX-00-D-TP-05001**. This drawing displays how a refuse vehicle can access and/or egress the loading bay in a forward gear.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The National Design Guide (DLUHC, 2021) states that well designed places are walkable, which is defined *“Local facilities are within walking distance, generally considered to be no more than a 10-minute walk (800m radius).”*

4.2.2 A preferred maximum walking distance of 2km is included in the Chartered Institution of Highways and Transportation (CIHT) document entitled *‘Providing for Journeys on Foot’* which is also relevant to this planning application.

4.2.3 The number and type of existing accessible amenities within 800m of the site can be summarised in **Table 4.2** overleaf.

No.	Amenity	Type	Proximity to Site (m)
1	Morrisons Daily	Appropriate Supermarket	<100
2	BLOK Manchester	Access to a recreation or leisure facility for fitness or sports	300
3	Diecast Restaurant	Appropriate food outlet	300
4	Sainsbury's Local	Appropriate food outlet / supermarket	400

No.	Amenity	Type	Proximity to Site (m)
5	Food outlets along Station Approach. Inc. Café Nero, Blackshop Coffee, Archie's, and Subway	Appropriate food outlet	400
6	ATM (Located within Manchester Piccadilly Train Station)	Access to cash	450
7	New Islington Park / Marina and Mayfield Park	Access to an outdoor open space (public or private, suitably sized, and accessible to building users)	500
8	Urban Exchange Retail Park (inc. Aldi and gym)	Appropriate food outlet / supermarket Access to a recreation or leisure facility for fitness or sports	550
9	New Islington Medical Practice & K's Chemist	Public sector doctor's surgery or general medical centre Over the counter services associated with a pharmacy	550
10	Manchester Souvenirs & Convenience Store	Publicly available postal facility	800

Table 4.1 – Number and Type of Existing Accessible Amenities within 800m of the Site

- 4.2.4 Most notably, Manchester Piccadilly Train Station and Metrolink Stop can be accessed within a 450m walk. These public transport interchanges host services to areas within Greater Manchester and beyond (detailed in **Section 4.4** below).
- 4.2.5 Within the wider 2km catchment, a large number of additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible within the Northern Quarter, Piccadilly Gardens, St Peter's Square, Manchester Arndale, and Spinningfields. The vast majority of Manchester City Centre is within a 2km walk of the site.
- 4.2.6 The site is therefore considered highly accessible by foot.

4.3 Cycle Accessibility

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, 5.5km and 8km cycle catchments for the site have been considered, along with the National Cycle Network (NCN) routes available within these ranges.
- 4.3.2 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles / 5.43km per trip, which is rounded to a 5.5km catchment. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely primarily due to the COVID-19 pandemic and associated restrictions on public transport. Whilst it is possible that in future years, the average may stay above 5.5km, the distance of 5.5km has been retained as the average cycling distance.

- 4.3.3 The 8km maximum acceptable cycling distance is based on the 2019 National Travel Survey statistics and the National Model Design Code – Part 2 (2021), which states that: “the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles [8 kilometres] or less”.
- 4.3.4 The 5.5km catchment encompasses all of Manchester city centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The 5.5km catchment also extends to Higher Broughton to the north, Openshaw to the east, Rusholme to the south, and Salford Quays to the west. The 8km catchment extends further to Charlestown to the north, Droylsden to the east, Withington to the south, and Eccles to the west.
- 4.3.5 Existing cycle infrastructure above Store Street to the north of the site, along the canal, allows cycle access to Manchester City Centre and northern Greater Manchester via the National Cycle Route 66. All major train and bus stations within Manchester city centre are within 8km of the site and are accessible following Sustrans cycle routes. Additionally, low speed limits along the surrounding streets are part of the city’s high-quality cycle infrastructure to improve cyclist safety. The local cycle network in the vicinity of the site, including the on-road route along Store Street, is shown in **Figure 4.1** below:



Figure 4.1 – Local Cycle Network

(Source: TfGM, 2023)

- 4.3.6 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike.
- 4.3.7 Store Street and Sparkle Street are designated Beeways, whilst the A665 Great Ancoats Street to the north-east is a designated Busy Beeway, illustrated in **Figure 4.2** below. Additionally, users can connect to the Busy Beeway network that runs through the city centre by following the canal adjacent to Store Street Beeway south-west toward Manchester Piccadilly.

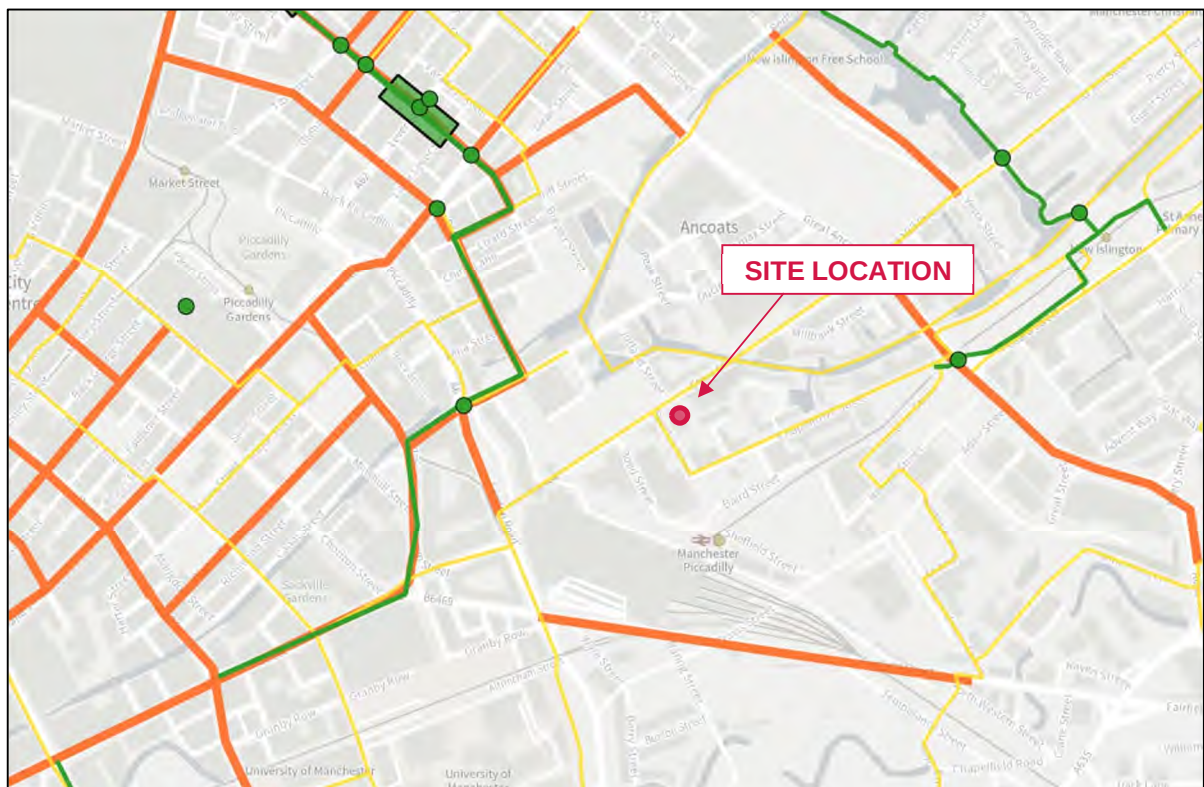


Figure 4.2 – Bee Network Schemes in the Vicinity of the Site

(Source: TfGM and Google Maps, 2023)

- 4.3.8 At the time of writing, there are currently no TfGM plans for new or upgraded crossings/ junctions or Beeway routes in the vicinity of the site. The planned improvements throughout East Manchester are illustrated in **Figure 4.2** above.
- 4.3.9 The site is therefore ideally placed to take advantage of the cycle connections in the vicinity of the site and across Manchester City Centre and beyond. Furthermore, the development would provide secure, covered cycle parking spaces to encourage cycling.

4.4 Public Transport Accessibility

- 4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service),

considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 8, considered excellent, situated to take advantage of existing public transport infrastructure within Manchester City Centre. The GMAL formula is displayed below in **Figure 4.3**.

Accessibility Level	Range of Index Scores	Description	Map Colour
1	0 , <=0.5	Very Low	
2	>0.5 , <=2.5		
3	>2.5 , <=5.0		
4	>5.0 , <=7.5		
5	>7.5 , <=12.5		
6	>12.5 , <=17.5		
7	>17.5 , <=25.0		
8	>25	Very High	

Figure 4.3 – GMAL Formula

4.4.3 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.4** below:

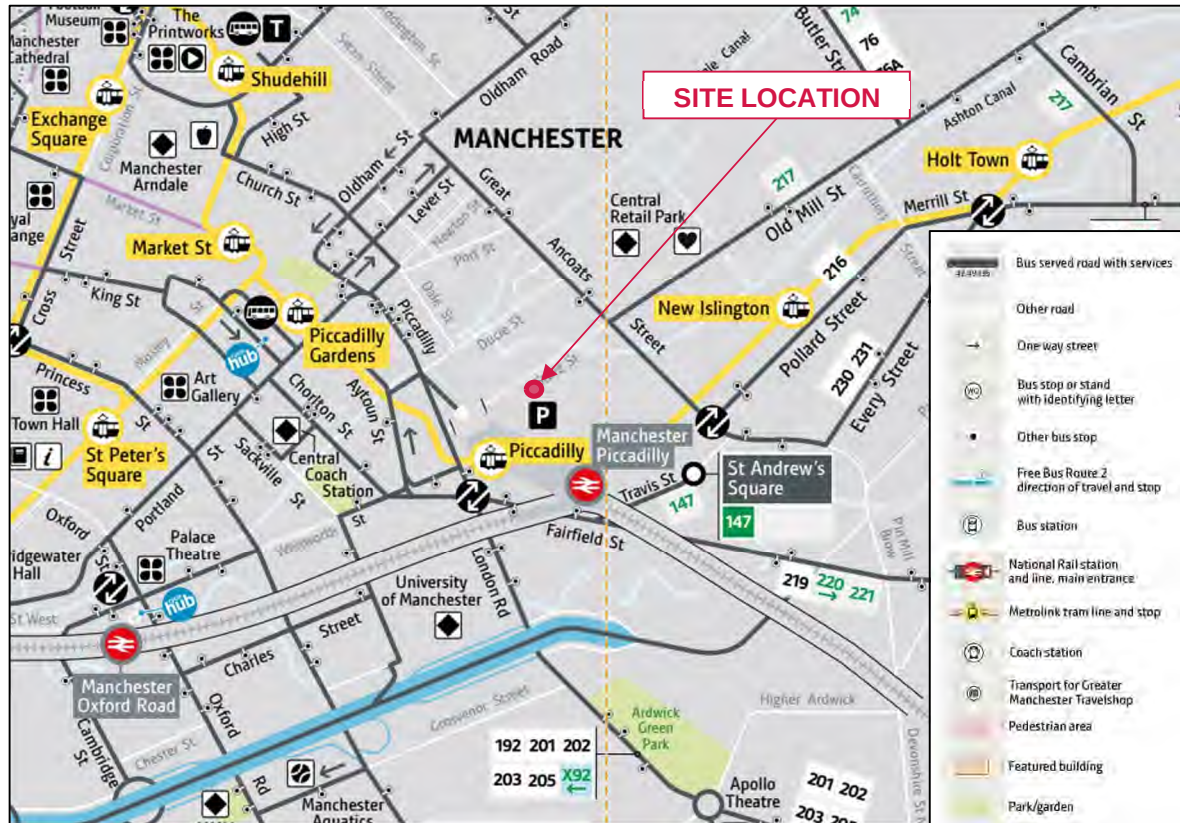


Figure 4.4 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2023)

Bus Accessibility

4.4.4 The nearest bus stops to the site are located at Manchester Piccadilly Station (Stop A). The walking distance is c.400m (a c.5-minute walk) and should therefore be considered highly accessible. **Table 4.2** details the services that call at this stop, and their associated frequencies. Additional bus stops are located along Station Approach and are within a c.500m distance, further highlighting the accessibility of the site.

Bus Service	Route	Peak Hourly Frequency (mins)		
		Mon – Fri	Sat	Sun / Hols
192	Manchester City Centre - Stockport - Heaviley - Hazel Grove	10	10	10
201	Manchester City Centre - Denton - Hyde - Hattersley	10	10	30
201N*	Manchester City Centre - Debdale Park - Denton - Hyde	-	-	-
202	Manchester City Centre - Haughton Green - Hyde - Gee Cross	30	30	60
203	Manchester City Centre - Debdale Park - Reddish - Stockport	10	15	15

Bus Service	Route	Peak Hourly Frequency (mins)		
		Mon – Fri	Sat	Sun / Hols
205	Manchester City Centre - Debdale Park - Denton - Dane Bank	30	30	30
219	Manchester City Centre - Stalybridge - Hadfield - Glossop	10	10	10

Table 4.2 – Summary of Bus Service Frequencies from Manchester Piccadilly (Stop A)

***201N** – Night Bus Service

- 4.4.5 These stops provide services between the site and various residential areas within Manchester, Stockport, and beyond.
- 4.4.6 It is noted that the provision of bus services will change over time during different seasons of the year and in response to current circumstances. The bus frequencies are accurate at the time of writing, whereas up-to-date public bus times can be found on TfGM's website at <https://tfgm.com/bus/timetables>.

Rail Accessibility

- 4.4.7 The nearest rail station is Manchester Piccadilly, which is located c. 450m (a c.6-minute walk) from the site.
- 4.4.8 Manchester Piccadilly has step-free access across the whole station via level accesses onto platforms and lifts at footbridge. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with facilities such as toilets and shops. Train running information is offered via Customer Information Services (CIS) screens, and there are cycle stands for 43 bicycles on the platform and approach.
- 4.4.9 The trains that service Manchester Piccadilly regularly run 7 days a week from a number of different locations across the country such as Manchester Airport, Chester, Liverpool, Crewe, Birmingham, London (Euston), and Norwich; this provides frequent access for users of the site. A detailed map of the train network is shown in **Figure 4.5** overleaf.

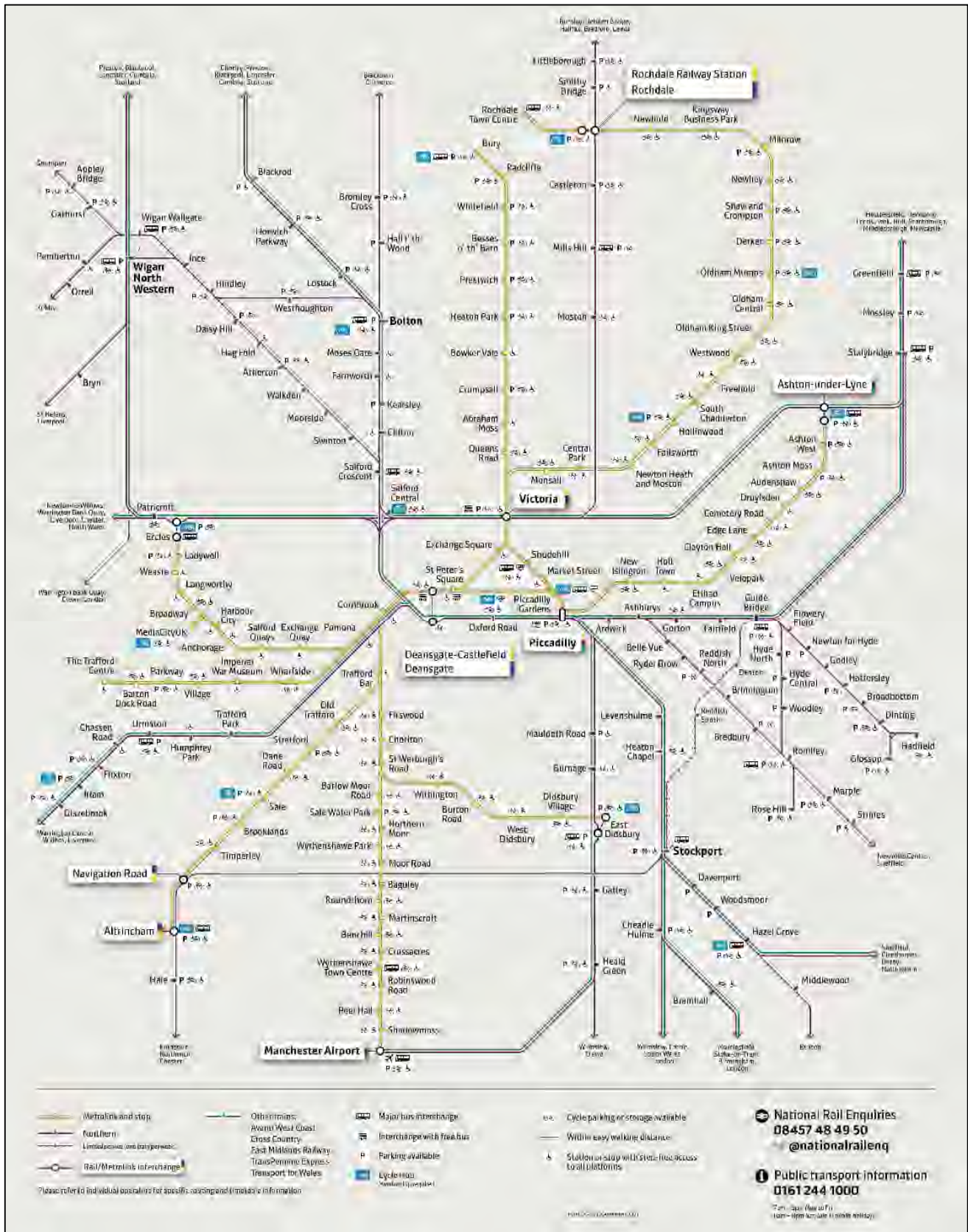


Figure 4.5 – Rail and Metrolink Network in the Vicinity of the Site
(Source: TfGM, 2021)

4.4.10 It is noted that the provision of rail services will change over time during different seasons of the year and in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website at <https://www.northernrailway.co.uk/travel/timetables> and Transpennine Express's website at <https://www.tpexpress.co.uk/travel-updates/timetables>.

Metrolink (Light Rail) Accessibility

4.4.11 The nearest Metrolink station is Manchester Piccadilly, conveniently located c.450m south-west of the proposed development.

4.4.12 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays. Several lines run through Manchester Piccadilly:

- Altrincham – Piccadilly
- Eccles – Ashton-under-Lyne via MediaCityUK
- Bury – Etihad Campus

4.4.13 In summary, it is considered that the Site is highly accessible via several modes of public transport.

4.5 Summary

4.5.1 This section has demonstrated that the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a large number of public transport opportunities and local amenities within walking distance of the site.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.

5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development.

5.2 Existing Trip Generation

5.2.1 The main use of the existing buildings onsite can be classified as industrial. The measured GFA of the existing units are c.1,178m².

5.2.2 The level of trips generated by the existing uses of the site have been estimated using vehicular peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix B**, applying the following criteria:

- Land Use and Category of '02 – Employment' and 'C – Industrial Unit';
- Regions: Great Britain, excluding Greater London;
- Location Type: Edge of Town; and
- Only weekday surveys were included.

5.2.3 **Table 5.1** below summarises the trip generation for the existing use. All trip rates are per 100m² GFA. The peak hours have been identified to match those of the Proposed Development (See **Table 5.3**).

TRICS	Average TRICS Trip Rates AM (08:00 – 09:00)			Average TRICS Trip Rates PM (18:00 – 19:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Total Vehicles	0.464	0.081	0.545	0.032	0.101	0.133

Table 5.1 – Existing Trip Rates

5.2.4 From **Table 5.1** above, the total number of trips that could be generated by the current uses can be found. This is provided in **Table 5.2**:

1,178 sqm GFA	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (18:00 – 19:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Total Vehicles	5	1	6	0	2	2

Table 5.2 – Existing Trip Generation

- 5.2.5 The number of vehicle trips generated by the existing uses of the site could equate to 6 and 2 two-way movements respectively in the determined AM and PM peak hours (08:00 – 09:00 and 18:00 – 19:00).

5.3 Forecast Trip Generation

- 5.3.1 The Site is located within Manchester City Centre, towards its northeaster edge. The Site is also within walking distance of Manchester Piccadilly rail station and Metrolink station, and is well connected to central Manchester and all its employment and leisure opportunities. As detailed in **Section 4.4**, the Site is located in an area with a GMAL rating of 8, with excellent accessibility. This is a particular strength of the Site, which offers strong multi-modal opportunities.
- 5.3.2 Due to the proximity of sustainable transport modes, the Proposed Development has been designed as a car-free development to further promote the usage of such modes. Overall, it is unlikely that the Site will generate a significant number of vehicle trips during the peak hours.
- 5.3.3 Notwithstanding, a trip generation assessment has been undertaken to establish the potential trip generation and subsequent highway impact.
- 5.3.4 In order to derive the trips associated with the Proposed Development, the Trip Rate Information Computer System (TRICS) database (multi-modal) has been interrogated for similar Sites. The selection criteria used is as follows:
- Residential Sites – Flats Privately Owned;
 - All Sites in England;
 - Sites located on within Town Centre and Edge of Town Centre locations;
 - Sites with car parking less than one space per unit (to reflect the provision proposed); and
 - Surveys undertaken when Covid measures were not in place.
- 5.3.5 The full TRICS output is provided in **Appendix B** to the rear of this report.
- 5.3.6 **Table 5.3** below summarises the person trip rates derived from the TRICS database, displaying Total Person trip rates through the AM peak, PM peak, and daily trip rates.

	Total Person Trip Rates		
	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	0.079	0.461	0.540
PM Peak (18:00 – 19:00)	0.379	0.169	0.548
Daily Trip Rates	2.185	2.340	4.525

Table 5.3 – Total Person Trip Rates

- 5.3.7 The trip rates from **Table 5.3** have been used in conjunction with the number of overall units for the Proposed Development to calculate the Total Person trip generation. This is summarised in **Table 5.4** below:

	Total Person Trip Generation – 359 Units		
	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	29	166	195
PM Peak (18:00 – 19:00)	136	61	197
Daily Trips	165	227	392

Table 5.4 – Total Person Trip Generation

- 5.3.8 The Proposed Development could generate a total of 392 two-way daily person trips. This includes 195 two-way movements during the AM Peak and 197 two-way movements during the PM Peak.
- 5.3.9 In order to gain a greater level of accuracy of modal split at the Site, this assessment has utilised the Greater Manchester Travel Diary Surveys (GMTRADS) data, which has been obtained from TfGM.
- 5.3.10 The GMTRADS data is Greater Manchester specific and includes information on how City Centre residents commute to their place of work; the latest available survey data is from 2019.
- 5.3.11 As this data source reflects more recent transport infrastructure improvement, such as Phase 3 of the Metrolink expansion which saw new lines to South Manchester (opened 2011), Oldham and Rochdale (opened 2012), East Manchester (opened 2013), and Manchester Airport (2014), and also the Bee Network commencing in recent years, the GMTRADS approach is preferred in comparison to 2011 Census 'Method of Travel to Work' data which would not reflect the significant upgrades to sustainable modes of travel.
- 5.3.12 A summary of the Mode Share data from TRADS is displayed in **Table 5.5** below.

Mode Share	Arrival Percentage	Departure Percentage	Total Percentage
Car driver	27.0%	27.0%	27.0%
Car passenger	3.0%	3.0%	3.0%
Walk	7.0%	7.0%	7.0%
Cycle	14.0%	14.0%	14.0%
Motorcycle	0.5%	0.5%	0.5%
Train	9.0%	9.0%	9.0%
Metrolink	15.0%	15.0%	15.0%
Bus	25.0%	25.0%	25.0%
Taxi	0.5%	0.5%	0.5%
Total	100%	100%	100%

Table 5.5 – Mode Share
(Source: GMTRADS 2019 Survey Data, TfGM)

5.3.13 Based on **Table 5.5**, it has been established that 27% of City Centre residents travel to their place of work as a car driver. It is worth noting that the figures detailed above are conservative estimates to demonstrate a robust worst-case scenario. It is likely that within the city centre, the percentage of car drivers is now much lower.

5.3.14 The data in **Table 5.5** has been used to split the daily trip generation in **Table 5.4** by mode. As such, the multi-modal daily trip generation for all residential units is detailed in full in **Table 5.6** below:

Mode Share	Arrival	Departure	Total
Car driver	45	61	106
Car passenger	5	7	12
Walk	12	16	27
Cycle	23	32	55
Motorcycle	1	1	2
Train	15	20	35
Metrolink	25	34	59
Bus	41	57	98
Taxi	1	1	2
Total	165	227	392

Table 5.6 – Multi-Modal Daily Trip Generation (using GMTRADS)

- 5.3.15 Based on **Table 5.6**, it is established that the total residential units would generate 106 two-way vehicular trips per day.
- 5.3.16 To establish the hourly profile of the 106 two-way daily vehicular trips, the TRICS analysis also derived vehicular trip rates in addition to the total person trip rates. These vehicular trip rates have been used to quantify a vehicular hourly profile between the surveyed hours of 07:00 – 21:00.
- 5.3.17 The calculated vehicle hourly profile is displayed in **Table 5.7** below; the full TRICS output is provided in **Appendix B** to the rear of this report.

Time	Total Person Trip Generation	
	Arrive	Depart
07:00-08:00	4%	9%
08:00-09:00	6%	10%
09:00-10:00	8%	7%
10:00-11:00	9%	7%
11:00-12:00	5%	8%
12:00-13:00	7%	8%
13:00-14:00	5%	6%
14:00-15:00	3%	4%
15:00-16:00	7%	6%
16:00-17:00	9%	7%
17:00-18:00	8%	5%
18:00-19:00	10%	6%
19:00-20:00	10%	9%
20:00-21:00	7%	6%
Total	100%	100%

Table 5.7 – Residential Vehicular Hourly Profile (TRICS)

- 5.3.18 To quantify the overall residential vehicular trip generation during peak hours, the daily vehicular trip generation calculated in **Table 5.6** has been combined with the hourly profile derived in **Table 5.7**. On this basis, **Table 5.8** below demonstrates the peak hour vehicular trip generation for the Proposed Development. Please note that the peak hours have been determined based on the overall person trips, as per **Table 5.3**.

Time	Arrivals	Departures	Total
08:00-09:00	7	11	18
18:00-19:00	11	7	18
Daily	45	61	106

Table 5.8 – Peak Hour Vehicular Trip Generation

Table 5.8 demonstrates that the overall residential uses could generate 18 two-way movements during each of the AM and PM peak hours, which is considered robust and consistent with the car-free nature of the site. The forecast vehicular trip generation would therefore cover the servicing and delivery vehicles that would access the site.

5.4 Net Impact

5.4.1 **Table 5.5** overleaf indicates the net traffic impact of the proposed development.

Car Trips	Trip Generation AM peak			Trip Generation PM peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing Trip Generation						
Total	5	1	6	0	2	2
Proposed Development						
Total	7	11	18	11	7	18
Net Site Impact						
Total	2	10	12	11	5	16

Table 5.9 – Net Vehicular Site Impact

- 5.4.2 The proposed development could result in an increase of 12 and 16 two-way vehicular trips in the AM and PM peaks respectively. However, as the proposed development is car-free, the TRICS assessment of the development is considered a worst-case assessment. In practice, the development is likely to generate less traffic than forecast, which would be dispersed across the local highway network.
- 5.4.3 Notwithstanding, the net increase in vehicle trips within the AM and PM peaks falls well below the 30-trip threshold used by TfGM to determine whether junction capacity assessments are needed.
- 5.4.4 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Summary and Conclusions

6.1 Summary

- 6.1.1 Curtins has been appointed by Foras (Sparkle Street) Limited to provide transport and highways advice in relation to a planning application for the Sparkle Street residential development in Manchester.
- 6.1.2 The proposals are for a residential development consisting of 359 apartments on a 27-storey tower.
- 6.1.1 The site is highly accessible by a wide range of sustainable modes of transport. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, notably the Beeway cycle routes into Manchester City Centre. Further to this, the site located within a short walk of Piccadilly Station and Metrolink. This provides excellent local and regional public transport accessibility, as its GMAL rating of 8 demonstrates.
- 6.1.2 On this basis, the development is proposed as car-free, with 100% cycle parking provision, including additional Sheffield stands for non-standard cycles, and visitor cycle parking near the main entrance. Two new disabled parking spaces are proposed along Store Street, in close proximity to the proposed entrance to the building. This is complemented by a Car Club space along Sparkle Street and a new loading bay along Store Street.
- 6.1.3 Trip generation forecasts using TRICS data have demonstrated that the proposed development could result in an increase of 12 and 16 two-way vehicular trips in the AM and PM peaks respectively. As such, any vehicular impact would be negligible on the surrounding area from a highways, traffic, and transportation perspective.
- 6.1.4 Additionally, measures are proposed in the accompanying Interim Travel Plan to encourage active and sustainable travel.
- 6.1.1 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 6.1.2 A review of relevant local and national transport planning policy and guidance has been undertaken. It is considered that the proposed development conforms with such policy and guidance.

6.2 Conclusions

- 6.2.1 Overall, it is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

Plans



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Project: SPARKLE STREET - MANCHESTER

Status: PRELIMINARY

Drg Title: ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

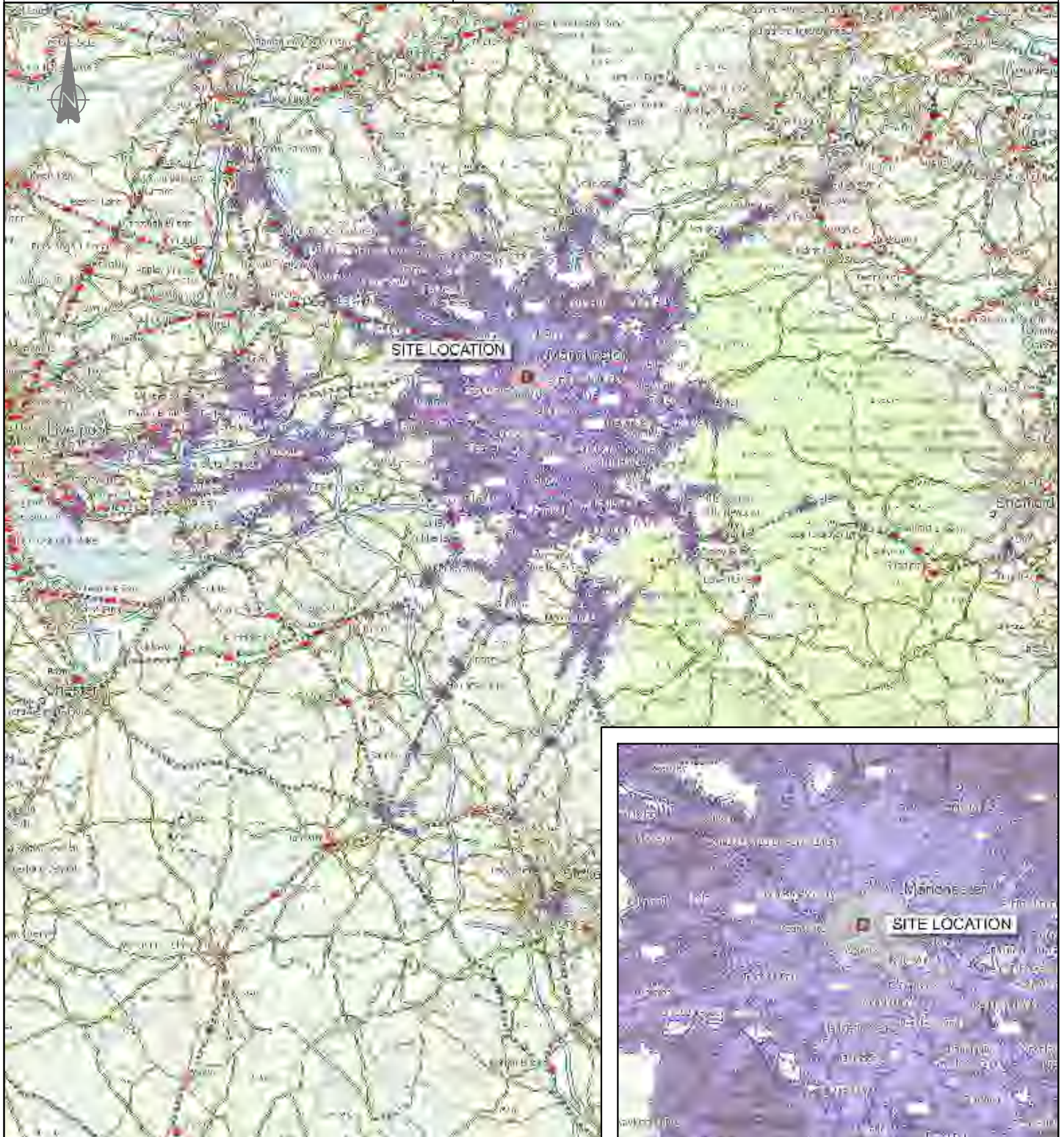
Drawn By: JM Checked By: DD

Designed By: JM Date: 17/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82142 - CUR - XX - XX - G - TP - 06005 - P01



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Project:
SPARKLE STREET - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
REGIONAL VIEW

Drawn By: JM Checked By: DD

Designed By: JM Date: 17/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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Project:
SPARKLE STREET - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
LOCAL VIEW

Drawn By: JM Checked By: DD

Designed By: JM Date: 17/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82142 - CUR - XX - XX - G - TP - 06002 - P01



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Project:
SPARKLE STREET - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Drawn By: JM Checked By: DD

Designed By: JM Date: 17/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82142 - CUR - XX - XX - G -TP - 06003 - P01



KEY:



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Project:
SPARKLE STREET - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

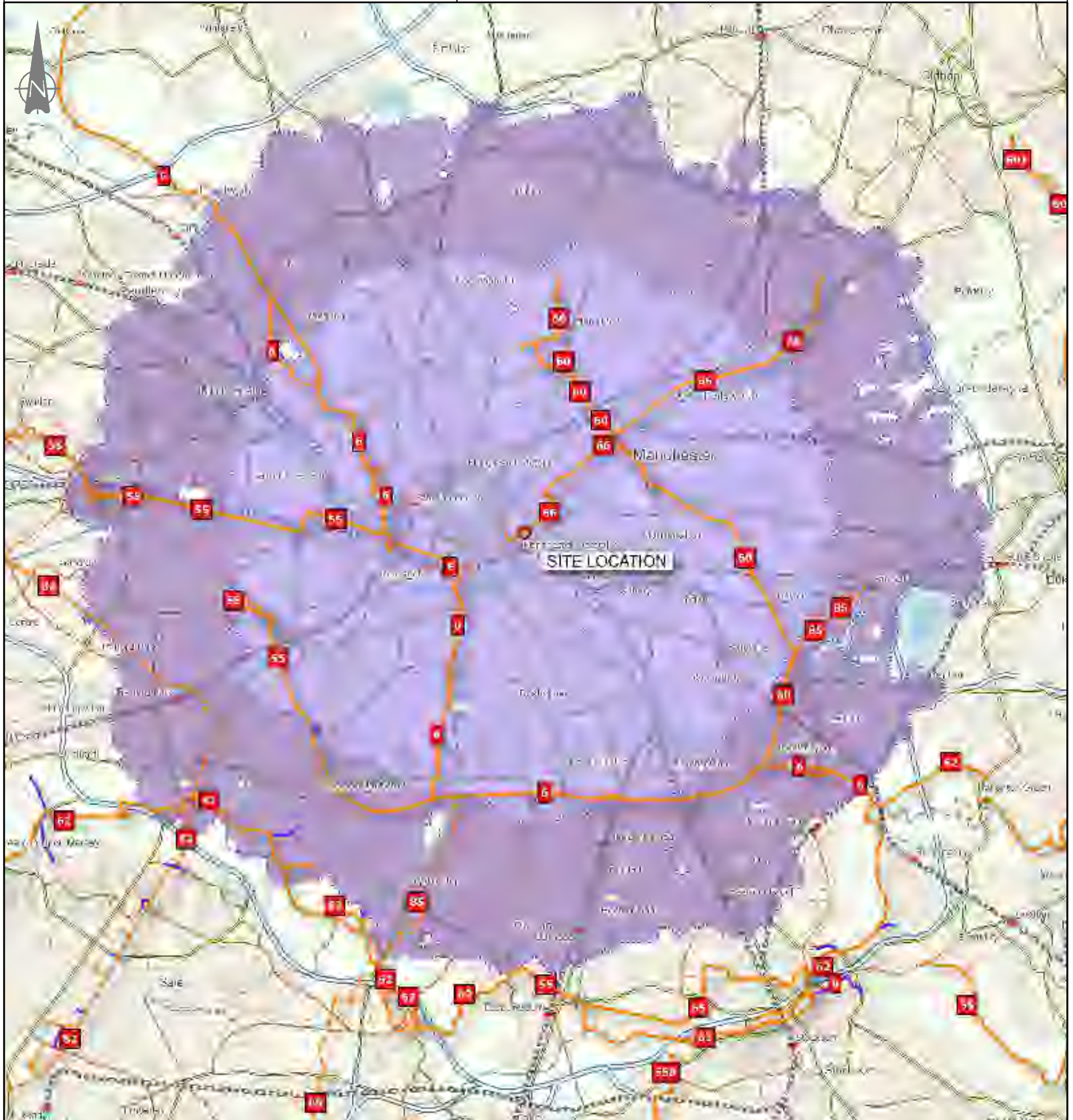
Drawn By: JM Checked By: DD

Designed By: JM Date: 17/05/23

Scale: NTS

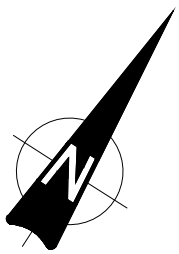
Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82142 - CUR - XX - XX - G - TP - 06004 - P01



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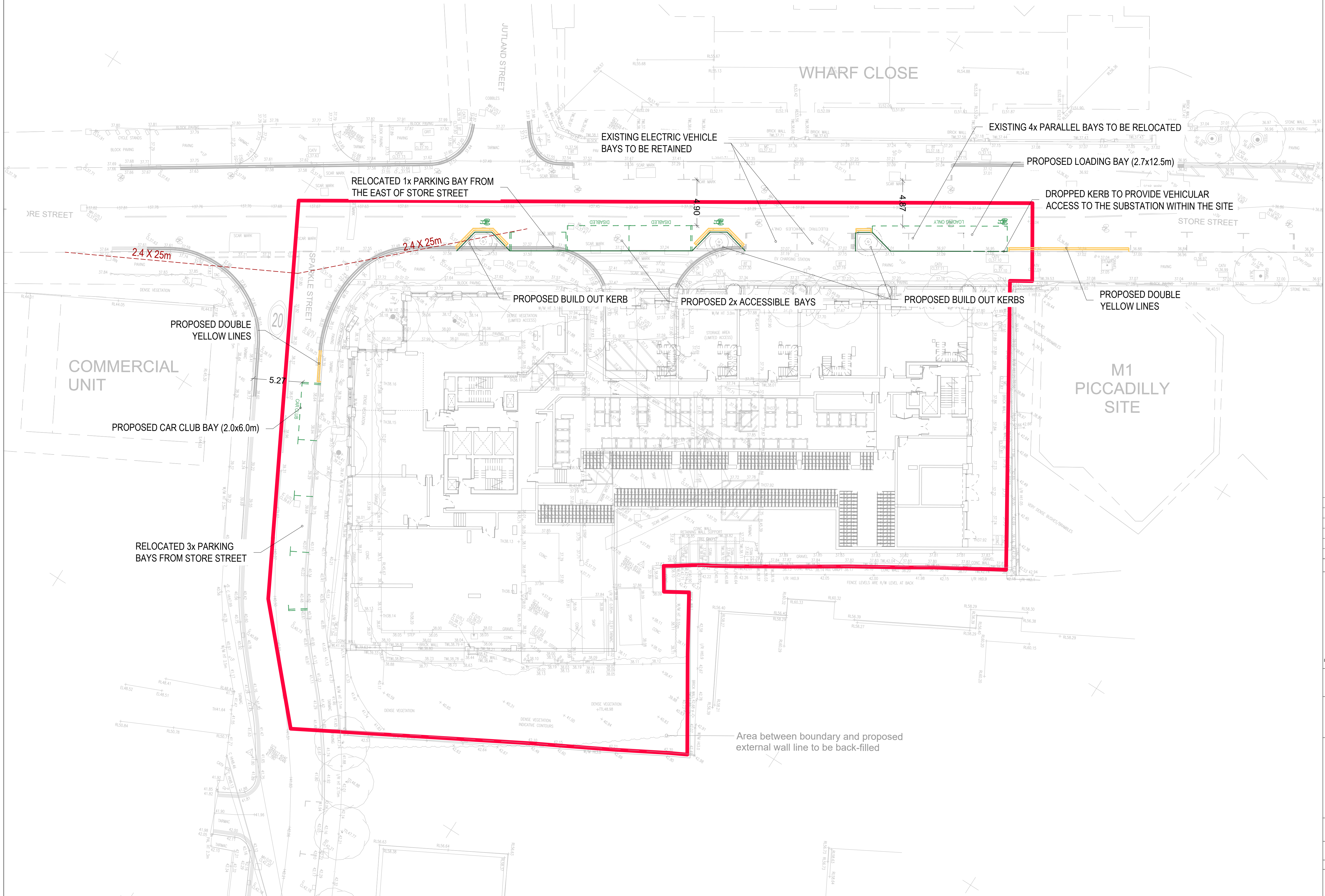
Drawings



GENERAL NOTES:

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- BASED ON RE-FORM'S LAYOUT: '1006-RFM-XX-00-M2-L-0001_P05'
- TOPOGRAPHICAL SURVEY CONDUCTED APRIL 2023 BY MALCOLM HUGHES SURVEYORS. DRAWING REFERENCE: '60159/1'

KEY: — PROPOSED RED LINE
— PROPOSED RAISED KERB
- - - PROPOSED DROPPED KERB
- - - VISIBILITY SPLAYS FOR EXISTING 20mph SPEED LIMIT



P07	Updated site layout	19/04/24	DD	DD
P06	Updated site layout	09/08/23	DD	DD
P05	Updated site layout	07/07/23	MQ	DD
P04	Loading and parking bays revised	03/07/23	MQ	DD
P03	Loading and parking bays revised	01/06/23	MQ	DD
P02	Loading and parking bays revised	26/05/23	MQ	DD
Rev:	Description:	Date:	By:	Chkd:

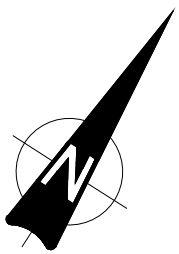
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Status:	PLANNING		
Project:	SPARKLE STREET - MANCHESTER		
Orig Title:	PROPOSED LOADING & PARKING ARRANGEMENT		
Drawn By	JM	Designed By	JM
Checked By	DD	Date	23/05/23
Project No - Originator - Function - Spatial - Form - Discipline - Number	82142 - CUR - ZZ - XX - DR -TP- 75001		Revision
		P07	

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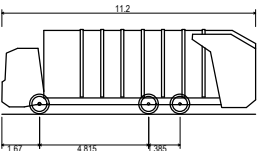


GENERAL NOTES:

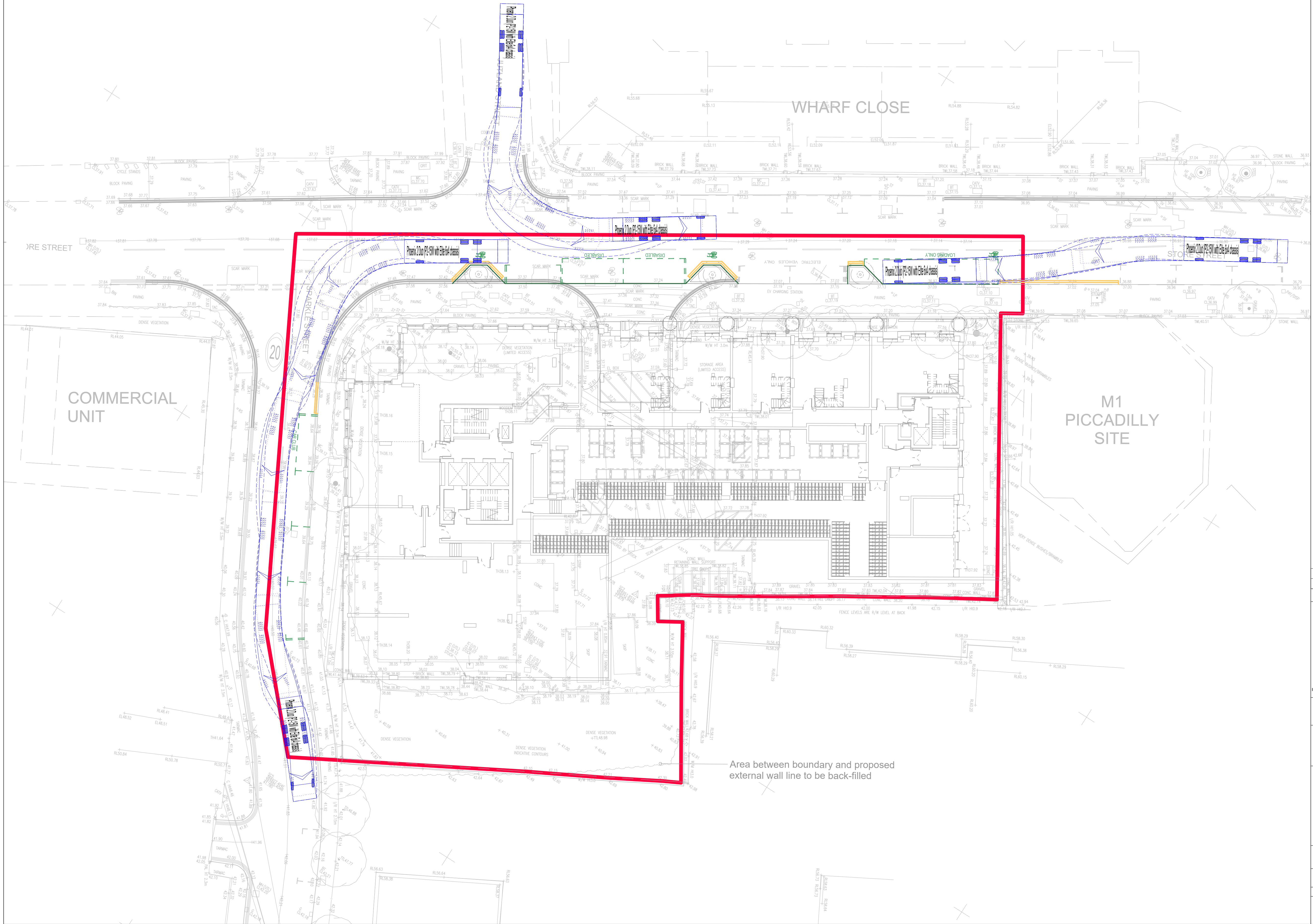
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- BASED ON RE-FORM'S LAYOUT: '1006-RFM-XX-00-M2-L-0001_P05'
- TOPOGRAPHICAL SURVEY CONDUCTED APRIL 2013 BY MALCOLM HUGHES SURVEYORS. DRAWING REFERENCE: '160159/1'

KEY: — PROPOSED RED LINE
— PROPOSED RAISED KERB
- - - PROPOSED DROPPED KERB

VEHICLE PROFILE:



Phoenix 2 Duo P2-15W with Elite fuel chassis
Overall Length: 12.00m
Overall Width: 2.50m
Min Body Ground Clearance: 1.00m
Lock to lock time: 4.00m
Lock to lock Turning Radius: 9.00m



Area between boundary and proposed external wall line to be back-filled

P03	Site layout updated	19/04/24	DD	DD
P02	Site layout updated	09/08/23	DD	DD
Rev:	Description:	Date:	By:	Chkd:

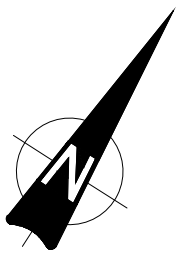
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Status:	PLANNING			
Project:	SPARKLE STREET - MANCHESTER			
Dig Title:	SWEPT PATH ANALYSIS 11.2m REFUSE			
Drawn By	MQ	Designed By	MQ	Checked By
				DD
		Date	07/07/23	Scales @ A1 1:200
Project No - Originator - Function - Spatial - Form - Discipline - Number				Revision
82142 - CUR - ZZ - XX - DR -TP- 05002				P03

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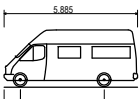


GENERAL NOTES:

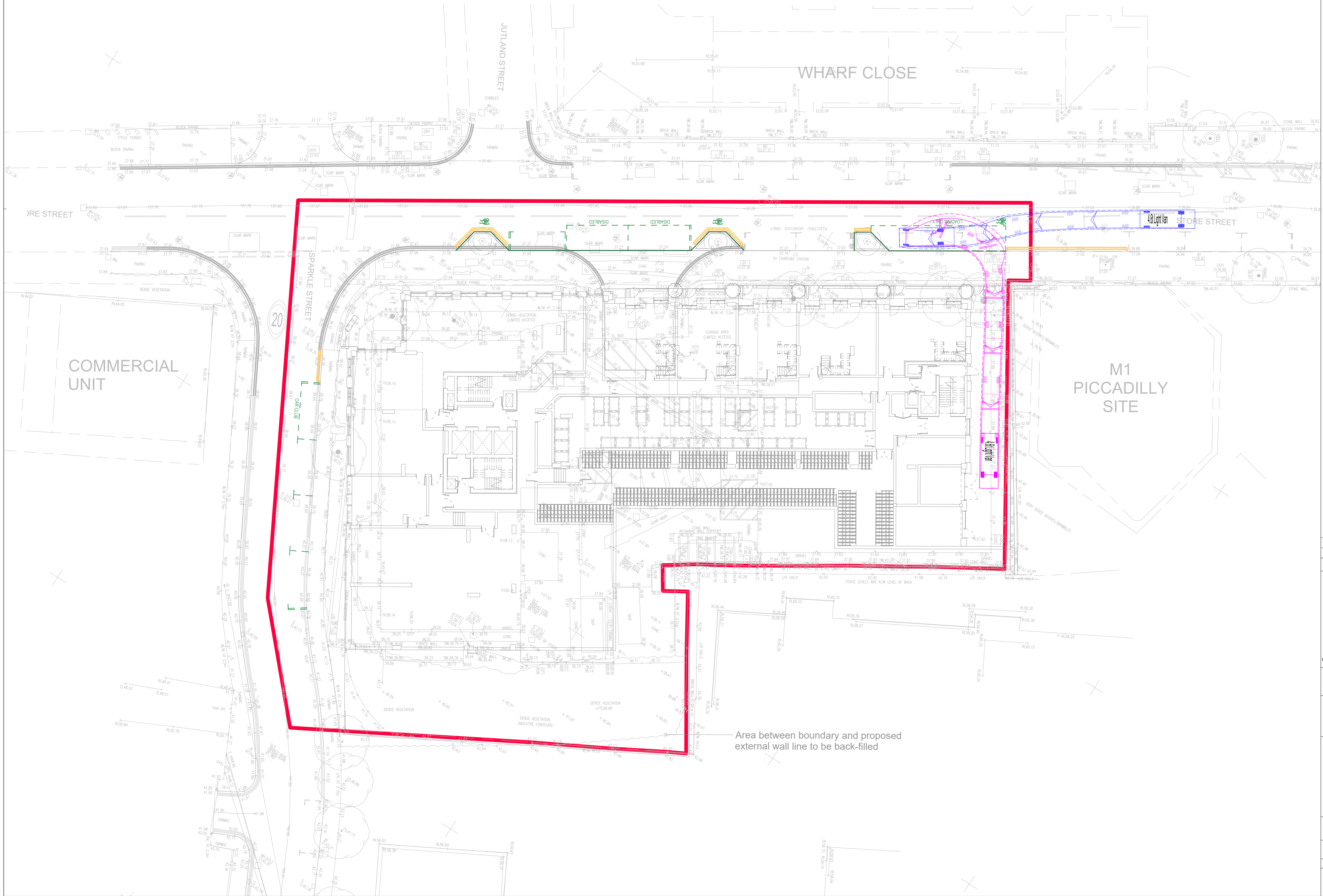
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- BASED ON RE-FORM'S LAYOUT: '1006-RFM-XX-00-M2-L-0001_P05'
- TOPOGRAPHICAL SURVEY CONDUCTED APRIL 2023 BY MALCOLM HUGHES SURVEYORS. DRAWING REFERENCE: '60159/1'

KEY: — PROPOSED RED LINE
— PROPOSED RAISED KERB
- - - PROPOSED DROPPED KERB

VEHICLE PROFILE:



4.6t Light Van
Overall Length 5.800m
Overall Width 2.000m
Min Body Height 2.290m
Track Width 1.500m
Lock to lock time 4.000m
Kerb to Kerb Turning Radius 6.000m



Area between boundary and proposed external wall line to be back-filled

P03	Site layout updated	19/04/24	DD	DD
P02	Site layout updated	09/08/23	DD	DD
Rev:	Description:	Date:	By:	Chkd:

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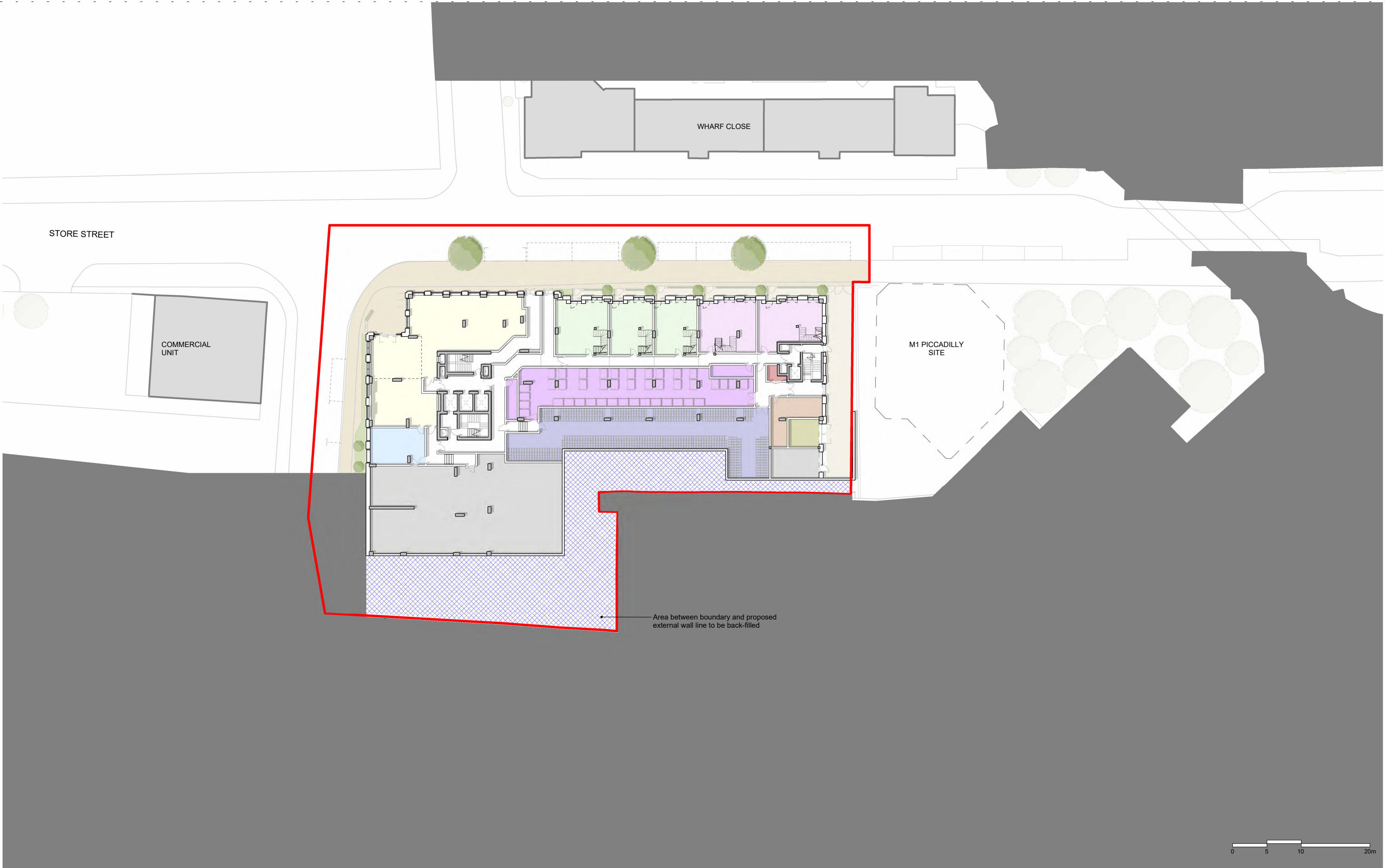
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Status:	PLANNING			
Project:	SPARKLE STREET - MANCHESTER			
Orig Title:	SWEPT PATH ANALYSIS 4.6t LIGHT VAN			
Drawn By	MQ	Designed By	MQ	Checked By
		Date	07/07/23	Scales @ A1 1:200
Project No - Originator - Function - Spatial - Form - Discipline - Number				Revision
82142 - CUR - ZZ - XX - DR -TP- 05003				P03

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Appendix A – Proposed Site Layout



DO NOT SCALE OFF DRAWING. REFER TO INDICATED DIMENSIONS ONLY.

DRAWING TO BE READ IN CONJUNCTION WITH SHP SPECIFICATION.

INDICATIVE DETAILS TO ILLUSTRATE VISUAL INTENT ONLY. ALL TO CONTRACTORS DESIGN.

ALL DETAILS TO BE COORDINATED WITH ADJACENT TRADES AND SE MHE ENGINEER DETAILS.

THE CONTRACTOR IS RESPONSIBLE FOR MEETING THE SPECIFIED PERFORMANCE CRITERIA.

Planning boundary	Amenity Management Suite Cycle Store Refuse Spaces	Comms Room LV Substation Plant	1-Bed, 1-Person Apartment 1-Bed, 2-Person Apartment 2-Bed, 3-Person Apartment 2-Bed, 4-Person Apartment	2-Bed, 4-Person Townhouse 3-Bed, 6-Person Townhouse
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Sparkle Street

PLANNING ISSUE

Site Wide - Proposed General Arrangement Plan Level 00

10413-SHP-Z0-A-B5D8-G200-PL-00-001		
April 2024	P03	
10413	1 : 500 @A3	

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Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-230607-0609

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 260 to 9216 (units: sqm)
Range Selected by User: 150 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	9
--------------	---

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	8
Development Zone	1

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

Secondary Filtering selection:

Use Class:

Not Known 9 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	6 days

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

Travel Plan:

No 9 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 9 days

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

LIST OF SITES relevant to selection parameters

- | | | | |
|---|---|------------------------------------|---------------------|
| 1 | BP-02-C-01
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey date: THURSDAY 20/06/19 | POWDER COATINGS
BLACKPOOL | Survey Type: MANUAL |
| 2 | BR-02-C-02
SOUTH LIBERTY LANE
BRISTOL

Edge of Town
Industrial Zone
Total Gross floor area: 1475 sqm
Survey date: TUESDAY 22/09/15 | STAINLESS FITTINGS
BRISTOL CITY | Survey Type: MANUAL |
| 3 | CB-02-C-02
BLACKDYKE ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 715 sqm
Survey date: FRIDAY 15/10/21 | STEEL FABRICATION
CUMBRIA | Survey Type: MANUAL |
| 4 | EC-02-C-01
BRUNEL ROAD
MACCLESFIELD
LYME GREEN BUS. PARK
Edge of Town
Development Zone
Total Gross floor area: 6658 sqm
Survey date: MONDAY 19/09/16 | OFFICE FURNITURE
CHESHIRE EAST | Survey Type: MANUAL |
| 5 | HC-02-C-01
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY 16/06/16 | ENGINEERING COMPANY
HAMPSHIRE | Survey Type: MANUAL |
| 6 | LC-02-C-06
TOLLGATE ROAD
BURSCOUGH

Edge of Town
Industrial Zone
Total Gross floor area: 700 sqm
Survey date: THURSDAY 21/04/22 | STEEL FABRICATION
LANCASHIRE | Survey Type: MANUAL |
| 7 | NF-02-C-03
ELVIN WAY
NORWICH
HELLESDON
Edge of Town
Industrial Zone
Total Gross floor area: 260 sqm
Survey date: THURSDAY 07/11/19 | SHEET METAL CONTRACTOR
NORFOLK | Survey Type: MANUAL |
| 8 | PB-02-C-01
NEWARK ROAD
PETERBOROUGH
FENGATE
Edge of Town
Industrial Zone
Total Gross floor area: 1772 sqm
Survey date: THURSDAY 29/09/22 | STEEL FABRICATOR
PETERBOROUGH | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

9 WK-02-C-01 MACHINE ENGINEERING WARWICKSHIRE
 CASTLE MOUND WAY
 RUGBY

Edge of Town
 Industrial Zone
 Total Gross floor area: 9216 sqm
 Survey date: WEDNESDAY 10/11/21 Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-C-01	15/10/20	COVID
EC-02-C-02	07/05/21	COVID
GS-02-C-02	23/04/21	COVID
LC-02-C-05	30/06/21	COVID
VG-02-C-01	06/05/21	COVID

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	4958	0.091	2	4958	0.000	2	4958	0.091
06:00 - 07:00	2	4958	0.040	2	4958	0.010	2	4958	0.050
07:00 - 08:00	9	2756	0.480	9	2756	0.069	9	2756	0.549
08:00 - 09:00	9	2756	0.464	9	2756	0.081	9	2756	0.545
09:00 - 10:00	9	2756	0.250	9	2756	0.117	9	2756	0.367
10:00 - 11:00	9	2756	0.226	9	2756	0.153	9	2756	0.379
11:00 - 12:00	9	2756	0.125	9	2756	0.137	9	2756	0.262
12:00 - 13:00	9	2756	0.177	9	2756	0.234	9	2756	0.411
13:00 - 14:00	9	2756	0.185	9	2756	0.278	9	2756	0.463
14:00 - 15:00	9	2756	0.125	9	2756	0.161	9	2756	0.286
15:00 - 16:00	9	2756	0.113	9	2756	0.189	9	2756	0.302
16:00 - 17:00	9	2756	0.060	9	2756	0.391	9	2756	0.451
17:00 - 18:00	9	2756	0.040	9	2756	0.383	9	2756	0.423
18:00 - 19:00	9	2756	0.032	9	2756	0.101	9	2756	0.133
19:00 - 20:00	2	4958	0.000	2	4958	0.010	2	4958	0.010
20:00 - 21:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.408			2.314			4.722

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

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

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Parameter summary

Trip rate parameter range selected:	260 - 9216 (units: sqm)
Survey date date range:	01/01/15 - 29/09/22
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
06:00 - 07:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
07:00 - 08:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
08:00 - 09:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
09:00 - 10:00	9	2756	0.004	9	2756	0.004	9	2756	0.008
10:00 - 11:00	9	2756	0.004	9	2756	0.004	9	2756	0.008
11:00 - 12:00	9	2756	0.008	9	2756	0.008	9	2756	0.016
12:00 - 13:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
13:00 - 14:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
14:00 - 15:00	9	2756	0.004	9	2756	0.004	9	2756	0.008
15:00 - 16:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
16:00 - 17:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
17:00 - 18:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
18:00 - 19:00	9	2756	0.004	9	2756	0.004	9	2756	0.008
19:00 - 20:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
20:00 - 21:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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/C - INDUSTRIAL UNIT
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
06:00 - 07:00	2	4958	0.010	2	4958	0.010	2	4958	0.020
07:00 - 08:00	9	2756	0.016	9	2756	0.016	9	2756	0.032
08:00 - 09:00	9	2756	0.012	9	2756	0.012	9	2756	0.024
09:00 - 10:00	9	2756	0.020	9	2756	0.008	9	2756	0.028
10:00 - 11:00	9	2756	0.048	9	2756	0.040	9	2756	0.088
11:00 - 12:00	9	2756	0.012	9	2756	0.012	9	2756	0.024
12:00 - 13:00	9	2756	0.012	9	2756	0.020	9	2756	0.032
13:00 - 14:00	9	2756	0.004	9	2756	0.008	9	2756	0.012
14:00 - 15:00	9	2756	0.004	9	2756	0.008	9	2756	0.012
15:00 - 16:00	9	2756	0.020	9	2756	0.016	9	2756	0.036
16:00 - 17:00	9	2756	0.008	9	2756	0.008	9	2756	0.016
17:00 - 18:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
18:00 - 19:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
19:00 - 20:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
20:00 - 21:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.166			0.158			0.324

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/C - INDUSTRIAL UNIT
 CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
06:00 - 07:00	2	4958	0.010	2	4958	0.000	2	4958	0.010
07:00 - 08:00	9	2756	0.032	9	2756	0.000	9	2756	0.032
08:00 - 09:00	9	2756	0.012	9	2756	0.000	9	2756	0.012
09:00 - 10:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
10:00 - 11:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
11:00 - 12:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
12:00 - 13:00	9	2756	0.000	9	2756	0.004	9	2756	0.004
13:00 - 14:00	9	2756	0.008	9	2756	0.008	9	2756	0.016
14:00 - 15:00	9	2756	0.000	9	2756	0.008	9	2756	0.008
15:00 - 16:00	9	2756	0.000	9	2756	0.004	9	2756	0.004
16:00 - 17:00	9	2756	0.000	9	2756	0.016	9	2756	0.016
17:00 - 18:00	9	2756	0.004	9	2756	0.016	9	2756	0.020
18:00 - 19:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
19:00 - 20:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
20:00 - 21:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.056			0.122

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	4958	0.081	2	4958	0.000	2	4958	0.081
06:00 - 07:00	2	4958	0.020	2	4958	0.000	2	4958	0.020
07:00 - 08:00	9	2756	0.403	9	2756	0.032	9	2756	0.435
08:00 - 09:00	9	2756	0.387	9	2756	0.028	9	2756	0.415
09:00 - 10:00	9	2756	0.181	9	2756	0.056	9	2756	0.237
10:00 - 11:00	9	2756	0.085	9	2756	0.044	9	2756	0.129
11:00 - 12:00	9	2756	0.060	9	2756	0.077	9	2756	0.137
12:00 - 13:00	9	2756	0.097	9	2756	0.133	9	2756	0.230
13:00 - 14:00	9	2756	0.145	9	2756	0.210	9	2756	0.355
14:00 - 15:00	9	2756	0.060	9	2756	0.105	9	2756	0.165
15:00 - 16:00	9	2756	0.044	9	2756	0.113	9	2756	0.157
16:00 - 17:00	9	2756	0.024	9	2756	0.314	9	2756	0.338
17:00 - 18:00	9	2756	0.028	9	2756	0.359	9	2756	0.387
18:00 - 19:00	9	2756	0.024	9	2756	0.089	9	2756	0.113
19:00 - 20:00	2	4958	0.000	2	4958	0.010	2	4958	0.010
20:00 - 21:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.639			1.570			3.209

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/C - INDUSTRIAL UNIT
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
06:00 - 07:00	2	4958	0.010	2	4958	0.000	2	4958	0.010
07:00 - 08:00	9	2756	0.052	9	2756	0.020	9	2756	0.072
08:00 - 09:00	9	2756	0.060	9	2756	0.036	9	2756	0.096
09:00 - 10:00	9	2756	0.040	9	2756	0.048	9	2756	0.088
10:00 - 11:00	9	2756	0.081	9	2756	0.060	9	2756	0.141
11:00 - 12:00	9	2756	0.044	9	2756	0.040	9	2756	0.084
12:00 - 13:00	9	2756	0.065	9	2756	0.077	9	2756	0.142
13:00 - 14:00	9	2756	0.032	9	2756	0.056	9	2756	0.088
14:00 - 15:00	9	2756	0.056	9	2756	0.044	9	2756	0.100
15:00 - 16:00	9	2756	0.048	9	2756	0.052	9	2756	0.100
16:00 - 17:00	9	2756	0.028	9	2756	0.060	9	2756	0.088
17:00 - 18:00	9	2756	0.012	9	2756	0.020	9	2756	0.032
18:00 - 19:00	9	2756	0.004	9	2756	0.004	9	2756	0.008
19:00 - 20:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
20:00 - 21:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.532			0.517			1.049

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/C - INDUSTRIAL UNIT
 MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	4958	0.010	2	4958	0.000	2	4958	0.010
06:00 - 07:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
07:00 - 08:00	9	2756	0.008	9	2756	0.000	9	2756	0.008
08:00 - 09:00	9	2756	0.004	9	2756	0.004	9	2756	0.008
09:00 - 10:00	9	2756	0.004	9	2756	0.000	9	2756	0.004
10:00 - 11:00	9	2756	0.008	9	2756	0.004	9	2756	0.012
11:00 - 12:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
12:00 - 13:00	9	2756	0.004	9	2756	0.004	9	2756	0.008
13:00 - 14:00	9	2756	0.004	9	2756	0.004	9	2756	0.008
14:00 - 15:00	9	2756	0.000	9	2756	0.000	9	2756	0.000
15:00 - 16:00	9	2756	0.000	9	2756	0.008	9	2756	0.008
16:00 - 17:00	9	2756	0.000	9	2756	0.008	9	2756	0.008
17:00 - 18:00	9	2756	0.000	9	2756	0.004	9	2756	0.004
18:00 - 19:00	9	2756	0.000	9	2756	0.004	9	2756	0.004
19:00 - 20:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
20:00 - 21:00	2	4958	0.000	2	4958	0.000	2	4958	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.040			0.082

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Curtins Consulting Ltd 10 Oxford Street Manchester

Licence No: 148301

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	100-493 DWELLS	
Actual Trip Rate Calculation Parameter Range	160-194 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 20/10/22
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	Selected: 0.07 to 0.85	Actual: 0.07 to 4.38
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Thursday	1
Main Location Types selected	Town Centre	2
	Edge of Town Centre	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	5 - Selected
	Servicing vehicles Excluded	1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	1
	50,001 to 100,000	1
	100,001 or More	1
Population <5 Mile ranges selected	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.5 or Less	2
	0.6 to 1.0	1
PTAL Rating	5 Very Good	1
	6a Excellent	1
	6b (High) Excellent	1

Calculation Reference: AUDIT-148301-230629-0647

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	
	BM BROMLEY	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	IS ISLINGTON	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:	160 to 194 (units:)
Range Selected by User:	100 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 0.07 to 0.85 Actual: 0.07 to 4.38

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 20/10/22

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	1 days
Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	1

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 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:

25,001 to 50,000	1 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More 3 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	1 days

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

Travel Plan:

Yes	2 days
No	1 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:

5 Very Good	1 days
6a Excellent	1 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	BM-03-C-01 RINGER'S ROAD BROMLEY	BLOCKS OF FLATS		BROMLEY
	Town Centre Built-Up Zone Total No of Dwellings:		160	
	Survey date: MONDAY		12/11/18	Survey Type: MANUAL
2	HM-03-C-02 GLENTHORNE ROAD HAMMERSMITH	BLOCKS OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total No of Dwellings:		194	
	Survey date: TUESDAY		30/04/19	Survey Type: MANUAL
3	IS-03-C-08 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:		190	
	Survey date: THURSDAY		20/10/22	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.

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): 4.56

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.022	3	181	0.044	3	181	0.066
08:00 - 09:00	3	181	0.031	3	181	0.051	3	181	0.082
09:00 - 10:00	3	181	0.040	3	181	0.035	3	181	0.075
10:00 - 11:00	3	181	0.046	3	181	0.035	3	181	0.081
11:00 - 12:00	3	181	0.024	3	181	0.042	3	181	0.066
12:00 - 13:00	3	181	0.033	3	181	0.042	3	181	0.075
13:00 - 14:00	3	181	0.026	3	181	0.031	3	181	0.057
14:00 - 15:00	3	181	0.017	3	181	0.022	3	181	0.039
15:00 - 16:00	3	181	0.037	3	181	0.028	3	181	0.065
16:00 - 17:00	3	181	0.044	3	181	0.037	3	181	0.081
17:00 - 18:00	3	181	0.042	3	181	0.024	3	181	0.066
18:00 - 19:00	3	181	0.050	3	181	0.031	3	181	0.081
19:00 - 20:00	3	181	0.050	3	181	0.044	3	181	0.094
20:00 - 21:00	3	181	0.033	3	181	0.031	3	181	0.064
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.495			0.497			0.992

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:

160 - 194 (units:)

Survey date date range:

01/01/15 - 20/10/22

Number of weekdays (Monday-Friday):

3

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

2

Surveys manually removed from selection:

0

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.006	3	181	0.006	3	181	0.012
08:00 - 09:00	3	181	0.009	3	181	0.009	3	181	0.018
09:00 - 10:00	3	181	0.007	3	181	0.009	3	181	0.016
10:00 - 11:00	3	181	0.011	3	181	0.011	3	181	0.022
11:00 - 12:00	3	181	0.009	3	181	0.009	3	181	0.018
12:00 - 13:00	3	181	0.004	3	181	0.004	3	181	0.008
13:00 - 14:00	3	181	0.006	3	181	0.006	3	181	0.012
14:00 - 15:00	3	181	0.004	3	181	0.004	3	181	0.008
15:00 - 16:00	3	181	0.004	3	181	0.004	3	181	0.008
16:00 - 17:00	3	181	0.006	3	181	0.006	3	181	0.012
17:00 - 18:00	3	181	0.006	3	181	0.006	3	181	0.012
18:00 - 19:00	3	181	0.004	3	181	0.004	3	181	0.008
19:00 - 20:00	3	181	0.009	3	181	0.009	3	181	0.018
20:00 - 21:00	3	181	0.009	3	181	0.007	3	181	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.094			0.188

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.000	3	181	0.000	3	181	0.000
08:00 - 09:00	3	181	0.002	3	181	0.002	3	181	0.004
09:00 - 10:00	3	181	0.004	3	181	0.004	3	181	0.008
10:00 - 11:00	3	181	0.000	3	181	0.000	3	181	0.000
11:00 - 12:00	3	181	0.002	3	181	0.002	3	181	0.004
12:00 - 13:00	3	181	0.000	3	181	0.000	3	181	0.000
13:00 - 14:00	3	181	0.000	3	181	0.000	3	181	0.000
14:00 - 15:00	3	181	0.000	3	181	0.000	3	181	0.000
15:00 - 16:00	3	181	0.000	3	181	0.000	3	181	0.000
16:00 - 17:00	3	181	0.000	3	181	0.000	3	181	0.000
17:00 - 18:00	3	181	0.000	3	181	0.000	3	181	0.000
18:00 - 19:00	3	181	0.000	3	181	0.000	3	181	0.000
19:00 - 20:00	3	181	0.000	3	181	0.000	3	181	0.000
20:00 - 21:00	3	181	0.000	3	181	0.000	3	181	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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 PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.000	3	181	0.000	3	181	0.000
08:00 - 09:00	3	181	0.000	3	181	0.002	3	181	0.002
09:00 - 10:00	3	181	0.000	3	181	0.002	3	181	0.002
10:00 - 11:00	3	181	0.000	3	181	0.000	3	181	0.000
11:00 - 12:00	3	181	0.000	3	181	0.004	3	181	0.004
12:00 - 13:00	3	181	0.000	3	181	0.006	3	181	0.006
13:00 - 14:00	3	181	0.000	3	181	0.002	3	181	0.002
14:00 - 15:00	3	181	0.000	3	181	0.000	3	181	0.000
15:00 - 16:00	3	181	0.000	3	181	0.002	3	181	0.002
16:00 - 17:00	3	181	0.000	3	181	0.002	3	181	0.002
17:00 - 18:00	3	181	0.000	3	181	0.000	3	181	0.000
18:00 - 19:00	3	181	0.000	3	181	0.000	3	181	0.000
19:00 - 20:00	3	181	0.000	3	181	0.000	3	181	0.000
20:00 - 21:00	3	181	0.000	3	181	0.000	3	181	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.020			0.020

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.000	3	181	0.000	3	181	0.000
08:00 - 09:00	3	181	0.002	3	181	0.011	3	181	0.013
09:00 - 10:00	3	181	0.000	3	181	0.000	3	181	0.000
10:00 - 11:00	3	181	0.007	3	181	0.011	3	181	0.018
11:00 - 12:00	3	181	0.000	3	181	0.000	3	181	0.000
12:00 - 13:00	3	181	0.007	3	181	0.006	3	181	0.013
13:00 - 14:00	3	181	0.007	3	181	0.009	3	181	0.016
14:00 - 15:00	3	181	0.006	3	181	0.004	3	181	0.010
15:00 - 16:00	3	181	0.006	3	181	0.006	3	181	0.012
16:00 - 17:00	3	181	0.007	3	181	0.004	3	181	0.011
17:00 - 18:00	3	181	0.006	3	181	0.004	3	181	0.010
18:00 - 19:00	3	181	0.011	3	181	0.009	3	181	0.020
19:00 - 20:00	3	181	0.013	3	181	0.007	3	181	0.020
20:00 - 21:00	3	181	0.009	3	181	0.009	3	181	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.080			0.161

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.024	3	181	0.053	3	181	0.077
08:00 - 09:00	3	181	0.024	3	181	0.072	3	181	0.096
09:00 - 10:00	3	181	0.039	3	181	0.039	3	181	0.078
10:00 - 11:00	3	181	0.042	3	181	0.040	3	181	0.082
11:00 - 12:00	3	181	0.017	3	181	0.046	3	181	0.063
12:00 - 13:00	3	181	0.033	3	181	0.033	3	181	0.066
13:00 - 14:00	3	181	0.022	3	181	0.033	3	181	0.055
14:00 - 15:00	3	181	0.018	3	181	0.018	3	181	0.036
15:00 - 16:00	3	181	0.044	3	181	0.029	3	181	0.073
16:00 - 17:00	3	181	0.051	3	181	0.031	3	181	0.082
17:00 - 18:00	3	181	0.048	3	181	0.022	3	181	0.070
18:00 - 19:00	3	181	0.063	3	181	0.035	3	181	0.097
19:00 - 20:00	3	181	0.055	3	181	0.044	3	181	0.099
20:00 - 21:00	3	181	0.028	3	181	0.028	3	181	0.056
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.507			0.523			1.030

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.009	3	181	0.042	3	181	0.051
08:00 - 09:00	3	181	0.037	3	181	0.134	3	181	0.171
09:00 - 10:00	3	181	0.020	3	181	0.077	3	181	0.097
10:00 - 11:00	3	181	0.037	3	181	0.063	3	181	0.099
11:00 - 12:00	3	181	0.059	3	181	0.050	3	181	0.109
12:00 - 13:00	3	181	0.037	3	181	0.053	3	181	0.090
13:00 - 14:00	3	181	0.059	3	181	0.055	3	181	0.114
14:00 - 15:00	3	181	0.064	3	181	0.053	3	181	0.117
15:00 - 16:00	3	181	0.079	3	181	0.072	3	181	0.151
16:00 - 17:00	3	181	0.096	3	181	0.050	3	181	0.146
17:00 - 18:00	3	181	0.097	3	181	0.063	3	181	0.159
18:00 - 19:00	3	181	0.123	3	181	0.090	3	181	0.213
19:00 - 20:00	3	181	0.105	3	181	0.055	3	181	0.160
20:00 - 21:00	3	181	0.066	3	181	0.050	3	181	0.116
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.888			0.905			1.793

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.000	3	181	0.035	3	181	0.035
08:00 - 09:00	3	181	0.006	3	181	0.059	3	181	0.065
09:00 - 10:00	3	181	0.004	3	181	0.031	3	181	0.035
10:00 - 11:00	3	181	0.002	3	181	0.029	3	181	0.031
11:00 - 12:00	3	181	0.000	3	181	0.007	3	181	0.007
12:00 - 13:00	3	181	0.013	3	181	0.009	3	181	0.022
13:00 - 14:00	3	181	0.015	3	181	0.004	3	181	0.019
14:00 - 15:00	3	181	0.015	3	181	0.004	3	181	0.019
15:00 - 16:00	3	181	0.013	3	181	0.011	3	181	0.024
16:00 - 17:00	3	181	0.020	3	181	0.004	3	181	0.024
17:00 - 18:00	3	181	0.035	3	181	0.006	3	181	0.041
18:00 - 19:00	3	181	0.055	3	181	0.017	3	181	0.072
19:00 - 20:00	3	181	0.020	3	181	0.006	3	181	0.026
20:00 - 21:00	3	181	0.007	3	181	0.007	3	181	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.205			0.229			0.434

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.009	3	181	0.167	3	181	0.176
08:00 - 09:00	3	181	0.011	3	181	0.186	3	181	0.197
09:00 - 10:00	3	181	0.017	3	181	0.037	3	181	0.054
10:00 - 11:00	3	181	0.018	3	181	0.024	3	181	0.042
11:00 - 12:00	3	181	0.011	3	181	0.024	3	181	0.035
12:00 - 13:00	3	181	0.022	3	181	0.022	3	181	0.044
13:00 - 14:00	3	181	0.020	3	181	0.024	3	181	0.044
14:00 - 15:00	3	181	0.022	3	181	0.013	3	181	0.035
15:00 - 16:00	3	181	0.017	3	181	0.018	3	181	0.035
16:00 - 17:00	3	181	0.024	3	181	0.042	3	181	0.066
17:00 - 18:00	3	181	0.064	3	181	0.015	3	181	0.079
18:00 - 19:00	3	181	0.127	3	181	0.018	3	181	0.145
19:00 - 20:00	3	181	0.097	3	181	0.011	3	181	0.108
20:00 - 21:00	3	181	0.046	3	181	0.002	3	181	0.048
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.505			0.603			1.108

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.009	3	181	0.202	3	181	0.211
08:00 - 09:00	3	181	0.017	3	181	0.244	3	181	0.261
09:00 - 10:00	3	181	0.020	3	181	0.068	3	181	0.088
10:00 - 11:00	3	181	0.020	3	181	0.053	3	181	0.073
11:00 - 12:00	3	181	0.011	3	181	0.031	3	181	0.042
12:00 - 13:00	3	181	0.035	3	181	0.031	3	181	0.066
13:00 - 14:00	3	181	0.035	3	181	0.028	3	181	0.063
14:00 - 15:00	3	181	0.037	3	181	0.017	3	181	0.054
15:00 - 16:00	3	181	0.029	3	181	0.029	3	181	0.058
16:00 - 17:00	3	181	0.044	3	181	0.046	3	181	0.090
17:00 - 18:00	3	181	0.099	3	181	0.020	3	181	0.119
18:00 - 19:00	3	181	0.182	3	181	0.035	3	181	0.217
19:00 - 20:00	3	181	0.118	3	181	0.017	3	181	0.135
20:00 - 21:00	3	181	0.053	3	181	0.009	3	181	0.062
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.709			0.830			1.539

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 4.56

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.042	3	181	0.298	3	181	0.340
08:00 - 09:00	3	181	0.079	3	181	0.461	3	181	0.540
09:00 - 10:00	3	181	0.079	3	181	0.184	3	181	0.263
10:00 - 11:00	3	181	0.107	3	181	0.167	3	181	0.274
11:00 - 12:00	3	181	0.086	3	181	0.127	3	181	0.213
12:00 - 13:00	3	181	0.112	3	181	0.123	3	181	0.235
13:00 - 14:00	3	181	0.123	3	181	0.125	3	181	0.248
14:00 - 15:00	3	181	0.125	3	181	0.092	3	181	0.217
15:00 - 16:00	3	181	0.158	3	181	0.136	3	181	0.294
16:00 - 17:00	3	181	0.199	3	181	0.131	3	181	0.330
17:00 - 18:00	3	181	0.250	3	181	0.108	3	181	0.358
18:00 - 19:00	3	181	0.379	3	181	0.169	3	181	0.548
19:00 - 20:00	3	181	0.290	3	181	0.123	3	181	0.413
20:00 - 21:00	3	181	0.156	3	181	0.096	3	181	0.252
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.185			2.340			4.525

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.013	3	181	0.035	3	181	0.048
08:00 - 09:00	3	181	0.007	3	181	0.029	3	181	0.036
09:00 - 10:00	3	181	0.015	3	181	0.007	3	181	0.022
10:00 - 11:00	3	181	0.009	3	181	0.007	3	181	0.016
11:00 - 12:00	3	181	0.007	3	181	0.011	3	181	0.018
12:00 - 13:00	3	181	0.009	3	181	0.015	3	181	0.024
13:00 - 14:00	3	181	0.011	3	181	0.013	3	181	0.024
14:00 - 15:00	3	181	0.007	3	181	0.007	3	181	0.014
15:00 - 16:00	3	181	0.020	3	181	0.011	3	181	0.031
16:00 - 17:00	3	181	0.020	3	181	0.007	3	181	0.027
17:00 - 18:00	3	181	0.031	3	181	0.013	3	181	0.044
18:00 - 19:00	3	181	0.039	3	181	0.020	3	181	0.059
19:00 - 20:00	3	181	0.024	3	181	0.018	3	181	0.042
20:00 - 21:00	3	181	0.017	3	181	0.017	3	181	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.229			0.210			0.439

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.004	3	181	0.004	3	181	0.008
08:00 - 09:00	3	181	0.011	3	181	0.007	3	181	0.018
09:00 - 10:00	3	181	0.013	3	181	0.011	3	181	0.024
10:00 - 11:00	3	181	0.017	3	181	0.011	3	181	0.028
11:00 - 12:00	3	181	0.004	3	181	0.013	3	181	0.017
12:00 - 13:00	3	181	0.015	3	181	0.011	3	181	0.026
13:00 - 14:00	3	181	0.006	3	181	0.007	3	181	0.013
14:00 - 15:00	3	181	0.002	3	181	0.007	3	181	0.009
15:00 - 16:00	3	181	0.009	3	181	0.007	3	181	0.016
16:00 - 17:00	3	181	0.015	3	181	0.018	3	181	0.033
17:00 - 18:00	3	181	0.004	3	181	0.004	3	181	0.008
18:00 - 19:00	3	181	0.002	3	181	0.002	3	181	0.004
19:00 - 20:00	3	181	0.006	3	181	0.006	3	181	0.012
20:00 - 21:00	3	181	0.002	3	181	0.002	3	181	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.110			0.110			0.220

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.000	3	181	0.000	3	181	0.000
08:00 - 09:00	3	181	0.002	3	181	0.002	3	181	0.004
09:00 - 10:00	3	181	0.002	3	181	0.002	3	181	0.004
10:00 - 11:00	3	181	0.009	3	181	0.006	3	181	0.015
11:00 - 12:00	3	181	0.002	3	181	0.004	3	181	0.006
12:00 - 13:00	3	181	0.006	3	181	0.007	3	181	0.013
13:00 - 14:00	3	181	0.004	3	181	0.004	3	181	0.008
14:00 - 15:00	3	181	0.004	3	181	0.004	3	181	0.008
15:00 - 16:00	3	181	0.004	3	181	0.004	3	181	0.008
16:00 - 17:00	3	181	0.004	3	181	0.004	3	181	0.008
17:00 - 18:00	3	181	0.002	3	181	0.002	3	181	0.004
18:00 - 19:00	3	181	0.006	3	181	0.006	3	181	0.012
19:00 - 20:00	3	181	0.011	3	181	0.011	3	181	0.022
20:00 - 21:00	3	181	0.006	3	181	0.006	3	181	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.062			0.124

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 Underground Passengers
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.009	3	181	0.070	3	181	0.079
08:00 - 09:00	3	181	0.011	3	181	0.112	3	181	0.123
09:00 - 10:00	3	181	0.015	3	181	0.015	3	181	0.030
10:00 - 11:00	3	181	0.018	3	181	0.020	3	181	0.038
11:00 - 12:00	3	181	0.011	3	181	0.018	3	181	0.029
12:00 - 13:00	3	181	0.015	3	181	0.018	3	181	0.033
13:00 - 14:00	3	181	0.017	3	181	0.013	3	181	0.030
14:00 - 15:00	3	181	0.018	3	181	0.011	3	181	0.029
15:00 - 16:00	3	181	0.013	3	181	0.017	3	181	0.030
16:00 - 17:00	3	181	0.015	3	181	0.026	3	181	0.041
17:00 - 18:00	3	181	0.028	3	181	0.013	3	181	0.041
18:00 - 19:00	3	181	0.061	3	181	0.015	3	181	0.076
19:00 - 20:00	3	181	0.035	3	181	0.007	3	181	0.042
20:00 - 21:00	3	181	0.029	3	181	0.002	3	181	0.031
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.295			0.357			0.652

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 Overground Passengers
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.000	3	181	0.002	3	181	0.002
08:00 - 09:00	3	181	0.000	3	181	0.000	3	181	0.000
09:00 - 10:00	3	181	0.000	3	181	0.002	3	181	0.002
10:00 - 11:00	3	181	0.000	3	181	0.000	3	181	0.000
11:00 - 12:00	3	181	0.000	3	181	0.000	3	181	0.000
12:00 - 13:00	3	181	0.002	3	181	0.000	3	181	0.002
13:00 - 14:00	3	181	0.000	3	181	0.000	3	181	0.000
14:00 - 15:00	3	181	0.002	3	181	0.000	3	181	0.002
15:00 - 16:00	3	181	0.000	3	181	0.000	3	181	0.000
16:00 - 17:00	3	181	0.000	3	181	0.002	3	181	0.002
17:00 - 18:00	3	181	0.000	3	181	0.000	3	181	0.000
18:00 - 19:00	3	181	0.000	3	181	0.000	3	181	0.000
19:00 - 20:00	3	181	0.000	3	181	0.004	3	181	0.004
20:00 - 21:00	3	181	0.000	3	181	0.000	3	181	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.010			0.014

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 National Rail Passengers
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.000	3	181	0.096	3	181	0.096
08:00 - 09:00	3	181	0.000	3	181	0.074	3	181	0.074
09:00 - 10:00	3	181	0.002	3	181	0.020	3	181	0.022
10:00 - 11:00	3	181	0.000	3	181	0.004	3	181	0.004
11:00 - 12:00	3	181	0.000	3	181	0.006	3	181	0.006
12:00 - 13:00	3	181	0.006	3	181	0.004	3	181	0.010
13:00 - 14:00	3	181	0.004	3	181	0.011	3	181	0.015
14:00 - 15:00	3	181	0.002	3	181	0.002	3	181	0.004
15:00 - 16:00	3	181	0.004	3	181	0.002	3	181	0.006
16:00 - 17:00	3	181	0.009	3	181	0.015	3	181	0.024
17:00 - 18:00	3	181	0.037	3	181	0.002	3	181	0.039
18:00 - 19:00	3	181	0.066	3	181	0.004	3	181	0.070
19:00 - 20:00	3	181	0.063	3	181	0.000	3	181	0.062
20:00 - 21:00	3	181	0.017	3	181	0.000	3	181	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.209			0.240			0.449

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.000	3	181	0.035	3	181	0.035
08:00 - 09:00	3	181	0.006	3	181	0.059	3	181	0.065
09:00 - 10:00	3	181	0.004	3	181	0.031	3	181	0.035
10:00 - 11:00	3	181	0.002	3	181	0.029	3	181	0.031
11:00 - 12:00	3	181	0.000	3	181	0.007	3	181	0.007
12:00 - 13:00	3	181	0.013	3	181	0.009	3	181	0.022
13:00 - 14:00	3	181	0.015	3	181	0.004	3	181	0.019
14:00 - 15:00	3	181	0.015	3	181	0.004	3	181	0.019
15:00 - 16:00	3	181	0.013	3	181	0.011	3	181	0.024
16:00 - 17:00	3	181	0.020	3	181	0.004	3	181	0.024
17:00 - 18:00	3	181	0.035	3	181	0.006	3	181	0.041
18:00 - 19:00	3	181	0.055	3	181	0.017	3	181	0.072
19:00 - 20:00	3	181	0.020	3	181	0.006	3	181	0.026
20:00 - 21:00	3	181	0.007	3	181	0.007	3	181	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.205			0.229			0.434

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 Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	181	0.006	3	181	0.006	3	181	0.012
08:00 - 09:00	3	181	0.015	3	181	0.011	3	181	0.026
09:00 - 10:00	3	181	0.018	3	181	0.015	3	181	0.033
10:00 - 11:00	3	181	0.024	3	181	0.018	3	181	0.042
11:00 - 12:00	3	181	0.007	3	181	0.017	3	181	0.024
12:00 - 13:00	3	181	0.020	3	181	0.017	3	181	0.037
13:00 - 14:00	3	181	0.011	3	181	0.013	3	181	0.024
14:00 - 15:00	3	181	0.004	3	181	0.007	3	181	0.011
15:00 - 16:00	3	181	0.011	3	181	0.009	3	181	0.020
16:00 - 17:00	3	181	0.022	3	181	0.026	3	181	0.048
17:00 - 18:00	3	181	0.006	3	181	0.006	3	181	0.012
18:00 - 19:00	3	181	0.007	3	181	0.007	3	181	0.014
19:00 - 20:00	3	181	0.015	3	181	0.015	3	181	0.030
20:00 - 21:00	3	181	0.007	3	181	0.007	3	181	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.173			0.174			0.347

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

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

Appendix C – Collision Reports

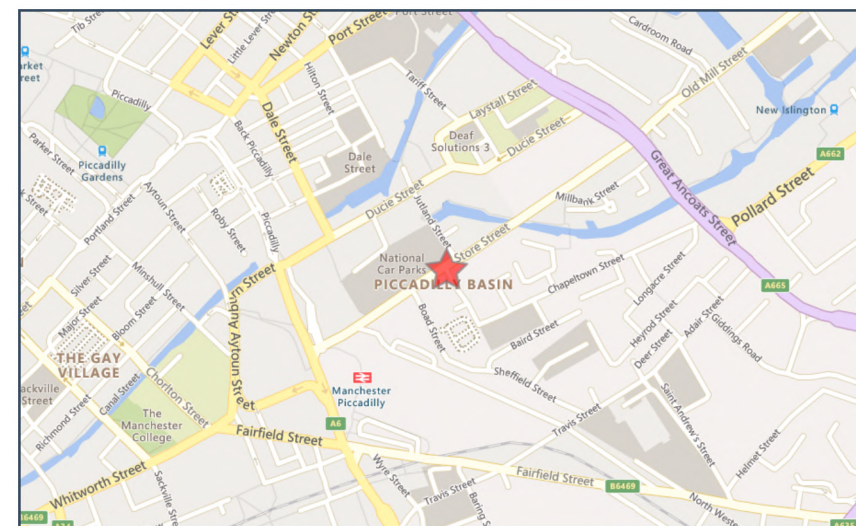


crashmap.co.uk

Validated Data

Crash Date: Thursday, July 09, 2020 **Time of Crash:** 6:15:00 AM **Crash Reference:** 202006A173387

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	384903 398046
Local Authority:	Manchester City				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	36 - 45	Vehicle is passing another moving vehicle on its offside	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	-1	Male	21 - 25	Vehicle is in the act of turning right	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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

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Validated Data

Crash Date: Monday, June 08, 2020

Time of Crash: 10:30:00 PM

Crash Reference: 202006A171903

Highest Injury Severity: Slight

Road Number: U0

Number of Casualties: 1

Highway Authority: Manchester

Number of Vehicles: 2

Local Authority: Manchester City

OS Grid Reference: 384935 398072

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

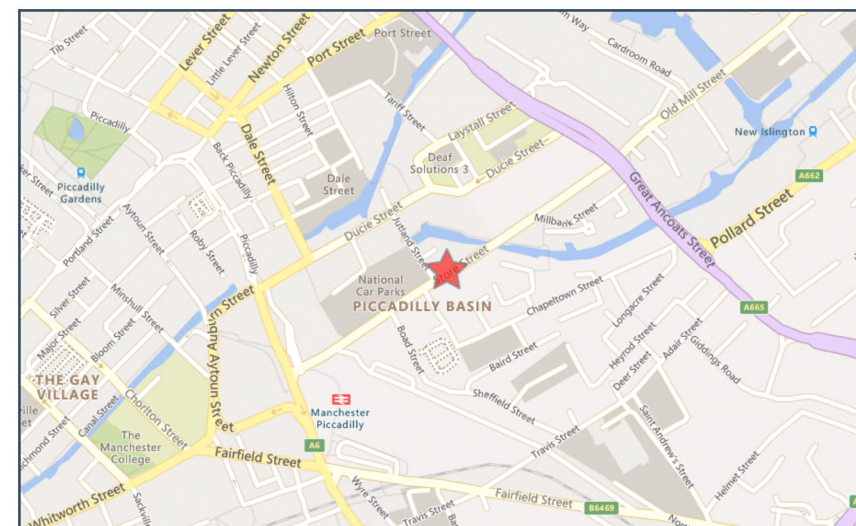
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Stop sign



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

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	36 - 45	Vehicle is slowing down or stopping	Back	Unknown	None	None
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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

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