



Transport Statement

St George's Road, Fallowfield, Manchester

Meredith Property Limited

Prepared by:

SLR (trading as Vectos (North) Limited)

5th Floor, 35 Dale Street, Manchester, M1 2HF

SLR Project No.: 432.002780.00001

23 February 2024

Revision: 02

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
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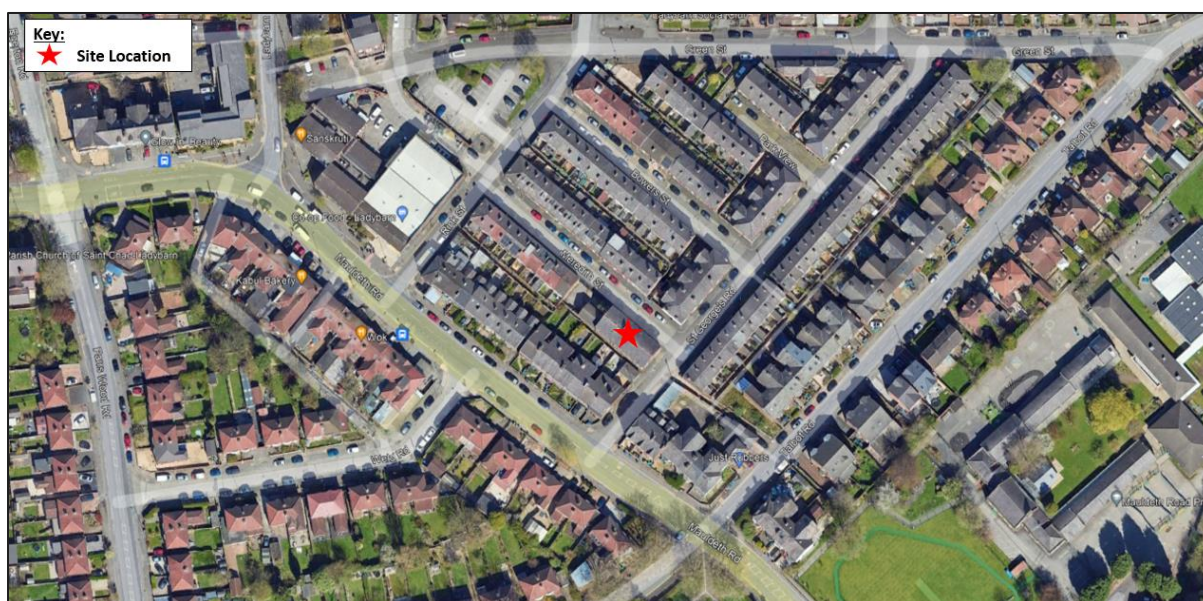


1.0 Introduction

Background

- 1.1 SLR Consulting Ltd have been instructed by Meredith Property Limited to provide highways and transport advice in support of a proposed residential development on St George's Road in Fallowfield, Manchester.
- 1.2 The site lies within the jurisdiction of Manchester City Council (MCC) who act as both the local planning and highway authority. MCC are supported by Transport for Greater Manchester (TfGM) in their capacity as the regional transport body.
- 1.3 The site is located in a residential setting and borders Meridith Street to the south and St George's Road to the west. The site's location at a wider context is provided in **Figure 1.1**

Figure 1.1: Site Location



- 1.4 The site currently consists of an existing dwelling, car repair garage and commercial floorspace located on the first floor. Both the car repair garage and commercial floorspace are currently vacant.
- 1.5 The proposals comprise the conversion of the car repair garage and commercial floorspace into four apartments, along with the development two dwellings. The existing dwelling situated in the site will remain.

Scope of the Report

- 1.6 This Transport Statement has been prepared with reference to guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document, as well as paying due notice to the DfT's now superseded 'Guidance on Transport Assessments' document.



1.7 Following this introduction, the report provides the following information:

- **Section 2: Policy Context** - Provides a review of pertinent national and local planning policy guidance;
- **Section 3: Baseline Conditions** - Provides a review of the baseline conditions of the site and local highway network.
- **Section 4: Site Accessibility Review** - Provides a review of the opportunities to travel by active and shared modes of travel;
- **Section 5: Proposed Development** - Describes the development proposals, including built proposals, access arrangements, parking and servicing;
- **Section 6: Trip Forecast and Highway Effects** – Sets out the indicative trip generation of the proposed scheme and discusses the potential impact of development traffic on the operation of the wider highway network; and
- **Section 6: Summary and Conclusions** – Summarises the findings and provides the report conclusions.



2.0 Policy Context

National Policy

National Planning Policy Framework

- 2.1 The latest National Planning Policy Framework (NPPF) was published in December 2023 by the Ministry of Housing, Communities and Local Government, replacing the previous versions published in 2012, 2018, 2019 and 2021. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.2 As part of promoting sustainable transport, Paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.3 Paragraph 115 goes on to state 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”*.

Local Planning Policy

Manchester Core Strategy

- 2.4 The Core Strategy forms the key document in Manchester’s Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city.
- 2.5 **Policy T1** of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:
- Improve choice by development alternatives to the private car;
 - Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 - a. Pedestrians and disabled people;
 - b. Cyclists, public transport;
 - c. Commercial access;
 - d. General off-peak traffic; and



e. General peak time traffic.

2.6 **Policy T2** states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and internal connections; and
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

2.7 The document additionally includes information for the required maximum car parking standards and minimum cycle parking standards for the current existing uses of a B2 car workshop and a B1 commercial office space.

2.8 The required parking standards and number of spaces required for the existing uses are of the following:

- B2 General Industrial requires 1 space per 60 sqm – equating to 3 spaces; and
- B1 Standalone Office requires 1 space per 35 sqm – equating to 3 spaces.

Manchester Residential Quality Guidance

2.9 The Manchester Residential Quality Guidance document, that was issued in March 2017 provides residential parking standards for apartments.

2.10 With regard to the above, the document states that an outside City Centre apartment development is expected to provide 100% of parking provision as a starting point. However, reduced provision can be justified on the following reasons:

- Secure cycle parking is in excess of 50% provision relative to apartment numbers; and
- The area includes sufficient off-site capacity, within 5 minutes' walk of the proposed development.

Summary

2.11 The following chapters of this Transport Statement will demonstrate that the development proposals follow relevant national and local planning policy guidelines.



3.0 Baseline Conditions

Existing Site Location

- 3.1 As described in **Section 1**, the site is located to the south of Meredith Street and to the west of St. George's Road, approximately 920 metres south of the centre of Fallowfield. **Figure 3.1** provides an aerial view of the site, including the approximate red line boundary.

Figure 3.1: Site Location



- 3.2 The neighbouring buildings to the site are mainly of residential use in all directions, with a pharmacy located to the south of the site and a co-operative convenience store further west of Meredith Street.

Existing Vehicle Trip Generation

- 3.3 The site currently consists of an existing dwelling, a car repair garage of 194sqm and commercial floorspace of 122sqm. Both the car repair garage and commercial floorspace are currently vacant but have been assessed in the interests of providing an accurate assessment and that both feature as part of the site's existing permitted use.
- 3.4 The existing development's trip generation has been assessed in this section before that of the proposed development's trip generation in **Section 5**. A traffic impact exercise is then provided in **Section 6**.



- 3.5 In order to establish the trip generation of the existing development, an interrogation of the TRICS database has been undertaken using the 'Vehicle Repair Garage (Slow Fit), Employment Office and Houses Privately Owned' range of sites in a similar location and size. In order to obtain comparable results, sites within the TRICS database which are located in Greater London and Ireland were removed from the search criteria. The Full TRICS outputs are contained within **Appendix B** and **Appendix C**.
- 3.6 The traffic generation related to the existing dwelling has not formed part of this assessment as this part of the site will be unchanged.

Vehicle Repair Garage

- 3.7 The trip generation for the existing vehicle repair garage in the typical weekday morning and evening peak periods (08:00-09:00 and 17:00-18:00) is summarised in **Table 3.1**.

Table 3.1: Existing Trip Generation – Vehicle Repair Garage

	Trip Rate			Trips Generated		
	Arr	Dep	Total	Arr	Dep	Total
08:00-09:00	1.684	0.632	2.316	3	1	4
17:00-18:00	0.158	0.632	0.79	0	1	1

- 3.8 As presented in **Table 3.1**, the existing vehicle repair garage generates 3 arrivals and 1 departure in the AM peak hour, equating to 4 two-way movements between 08:00 and 09:00. Within the PM peak hour, the development generates 0 arrivals and 1 departure, equating to 1 two-way movement between 17:00 and 18:00.

Commercial Office Space

- 3.9 The trip generation for the existing commercial office space on the first floor is summarised in **Table 3.2**.

Table 3.2: Existing Trip Generation – Commercial Office Space

	Trip Rate			Trips Generated		
	Arr	Dep	Total	Arr	Dep	Total
08:00-09:00	2.156	0.205	2.361	4	0	4
17:00-18:00	0.137	1.608	1.745	0	3	3

- 3.10 **Table 3.2** indicates that the existing commercial office space generates 4 arrivals and 0 departures in the AM peak hour, equating to 4 two-way movements between 08:00 and 09:00. Within the PM peak hour, the development generates 0 arrivals and 3 departures, equating to 3 two-way movements between 17:00 and 18:00.



Local Highway Network

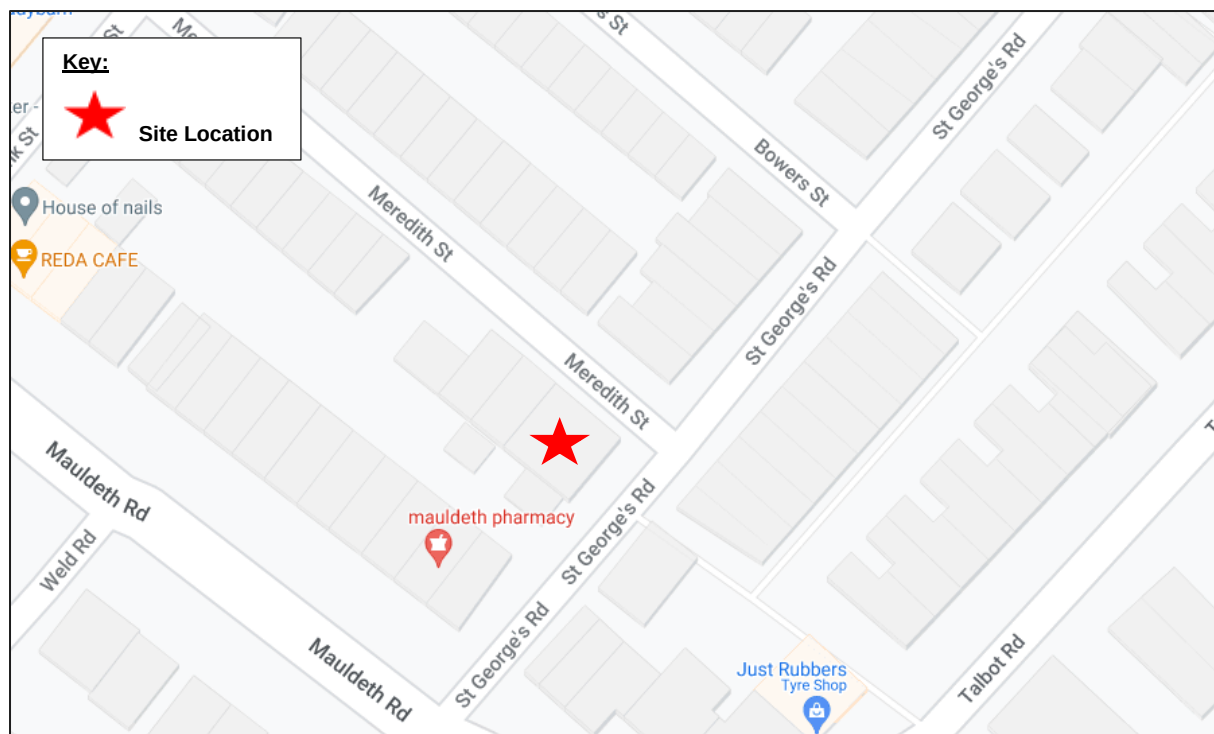
- 3.11 Meredith Street acts as the minor arm to St George's Road to the west and Rink Street to the east. Meredith Street is subject to a 30mph speed restriction with an approximate 6.5m carriageway width. Both sides of the carriageway include street lit footways with no parking restrictions.
- 3.12 Connected by a priority-controlled junction to the east of the site is St George's Road. St George's Road includes a paved street lit footway on both sides of the road similar to Meredith Street and is subject to a 30mph speed limit. The carriageway width is approximately 6.9m wide and no parking restrictions are seen along the whole length of the road.
- 3.13 Heading west of the site, Rink Street is connected to Meredith Street by a priority-controlled junction. Rink Street is approximately 6.2 metres wide, with a speed restriction of 30mph. The length of the road includes street lit footways with parking restrictions seen in the form of double yellow lines for a short section of the road near to the Co-op convenience store building.
- 3.14 In both directions from the site, Mauldeth Road is connected by a priority controlled junction from Rink Street and St. George's Road. Mauldeth Road runs in an east to west direction and forms the main route through Ladybarn and Withington. Mauldeth Road is subject to a 30mph speed restriction with an approximate carriageway width of 10.2 metres wide. Street lit footways are seen on both sides of the road. Parking restrictions in the form of double yellow lines are only seen near to junction accesses.

Collision Record

- 3.15 Analysis of the history of collisions in the vicinity of the site has been undertaken using data available on the Crashmap website.
- 3.16 Crashmap uses data collected by the police about road traffic collisions that occur on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.17 The collision analysis has been undertaken for the network in the vicinity of the site covering the most recent five-year period for which data is available, this being between 2018 and 2022. The collision data in the vicinity of the site is presented in **Figure 3.2**.



Figure 3.2: Collision Data



- 3.18 As seen in **Figure 3.2**, no collisions were recorded in the vicinity of the site in the most recent five-year period. As such, there are no known inherent highway safety issues on the local highway network that would affect the proposed development.



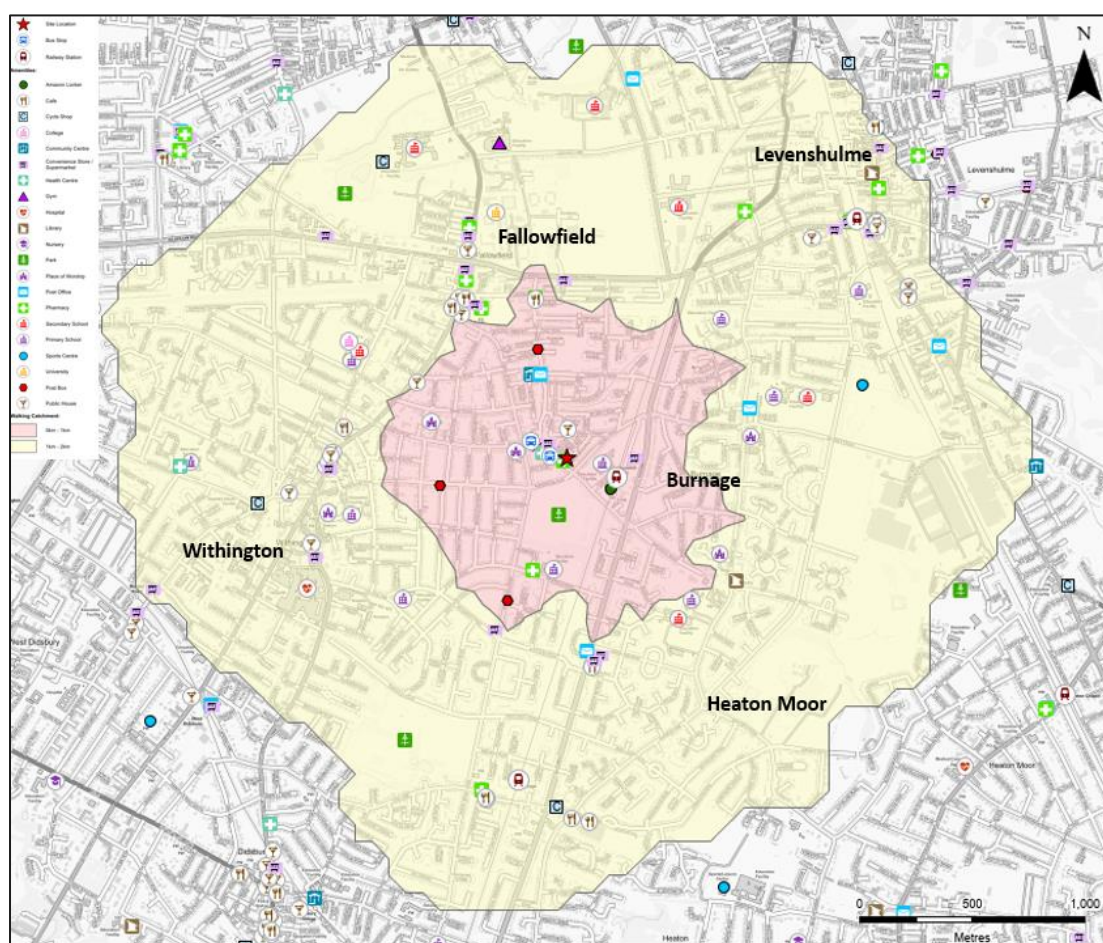
4.0 Accessibility by Sustainable Travel Modes

Active Travel Accessibility

Walking

- 4.1 A review of the pedestrian accessibility of the site has been completed based upon a 2-kilometre walking catchment. This catchment can be seen below in **Figure 4.1**. This represents a journey of approximately 25 minutes and is defined as a preferred maximum for trips carried out on foot by the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot'.

Figure 4.1: 1-kilometre and 2-kilometre Walking Catchment



- 4.2 **Figure 4.1** reveals that within a 1 to 2 kilometre walking catchment, local areas to the site such as Heaton Moor, Withington, Burnage and Levenshulme can be reached on foot using the well-connected pedestrian network of paths.
- 4.3 Additionally, the site affords a good variety in amenities within a 2 kilometre walking distance such as a convenience store, supermarket, post office, pub, café, medical centre, hospital,



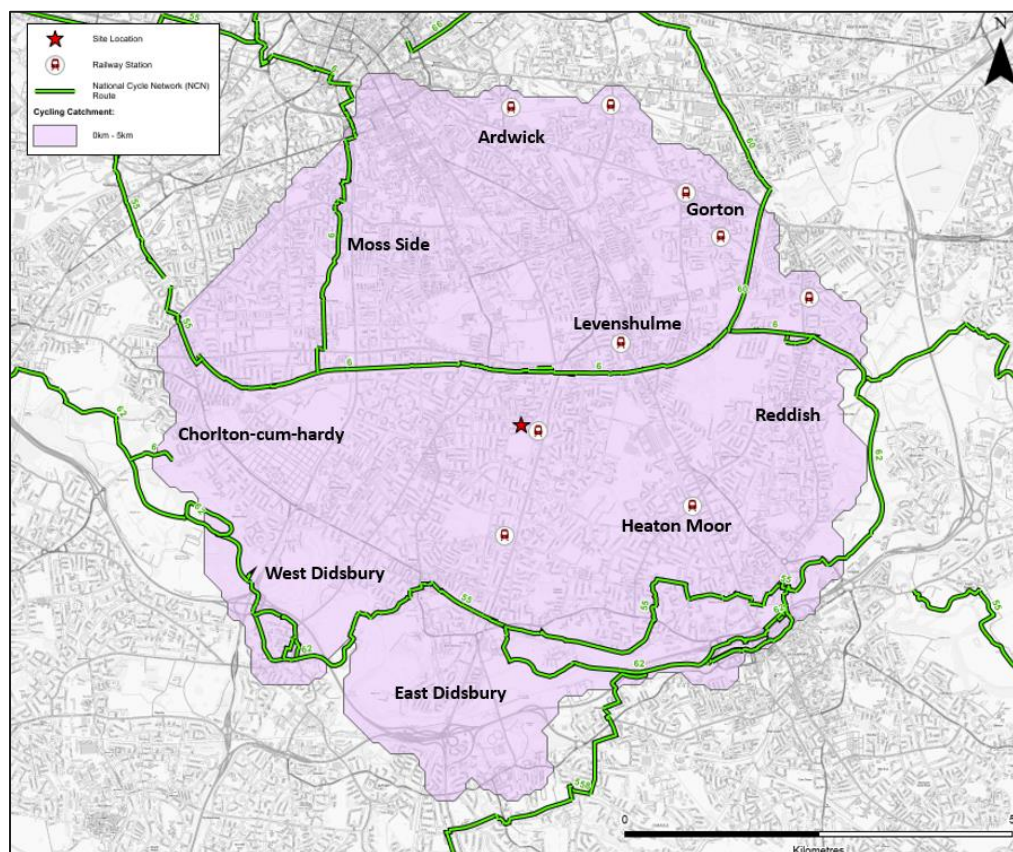
pharmacy, sports centre, community centre, church, park, nursery, secondary school, and primary school.

- 4.4 Pedestrian movements in the vicinity of the site are well catered for, with street lit footways provided on both sides of the carriageway and dropped kerbs with tactile paving at key junctions. Mauldeth Road also features pedestrian refuge crossing islands, zebra crossings and signalised crossings offering a safe route for residents to cross the road. Roads near to the site are also predominantly residential in nature which guarantees lower vehicle speeds creating a pedestrian friendly environment.
- 4.5 The site therefore provides an excellent opportunity for journeys to be undertaken on foot.

Cycling

- 4.6 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's (DfT) Local Transport Note 1/20 highlights that many utility cycle journeys are under 3 miles (5 kilometre) although for commuters a trip distance of over 5 miles (8 kilometre) is not uncommon.
- 4.7 With this in mind, **Figure 4.2** displays the sites 5-kilometre cycle catchment. This equates to a journey of around 25 minutes using a leisurely cycle speed of 12-kilometre per hour. Based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site.

Figure 4.2: 5-kilometre Cycling Catchment



- 4.8 **Figure 4.2** illustrates that within a 5-kilometre cycle catchment of the site encompasses the entirety of Fallowfield and includes other local areas such as Heaton Moor, East and West Didsbury, Chorlton, Gorton, Ardwick, Moss side, Reddish and Levenshulme. The catchment therefore provides access to a wide range of services and amenities.
- 4.9 Reference to the Sustrans website also confirms that the National Cycle Network (NCN) Route 6 runs to the north of the site. The route comprises of a mixture of traffic free and on road paths, which provide links to destinations such as Watford, Luton, Milton Keynes, Northampton, Leicester, Sheffield, and Windermere.

Shared Travel Accessibility

Bus

- 4.10 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 4.11 The nearest bus stops are located approximately 130 metres southwest of the site on Mauldeth Road. The bus stops in both directions include a shelter, timetable, and seating.
- 4.12 **Table 4.1** provides a summary of the frequency in key bus services that operate on Mauldeth Road.

Table 4.1: Frequency of bus services in the vicinity of the site

Route	Destination	Frequency per Hour					
		Monday – Friday				Sat	Sun
		AM Peak	Daytime	PM Peak	Evening		
25	Stockport – The Trafford Centre	1	2	2	1	2	2
171	Newton Heath – East Didsbury	1	1	1	1	1	-

- 4.13 **Table 4.1** confirms that Mauldeth Road serves the No. 25 and 171 bus service. The No. 25 operates every 30 minutes until the late evening where it runs hourly, Monday to Sunday and the No. 171 runs every hour, Monday to Saturday.
- 4.14 In addition to the above, there is a school bus under the service No. 782 which runs twice a day to Brooklands Sale Grammar School, Monday to Friday.

Rail

- 4.15 Mauldeth Road Railway Station is located approximately 450 metres east of the site. This equates to a 7-minute journey on foot.
- 4.16 Mauldeth Road Railway Station offers hourly services to destinations such as Manchester Airport, Crewe, Liverpool Lime Street and Manchester Piccadilly Railway Station.



- 4.17 A key link with Manchester Piccadilly Railway Station offers a route to other regional and national destinations such as Blackpool, London, Birmingham, Glasgow and Edinburgh.
- 4.18 Services from Mauldeth Road Railway Station are operated by Northern Railway, of whom allows bicycles on the train free of charge. The opportunity therefore exists for a linked cycle / rail journey.

Summary

- 4.19 The review of the site has identified that it is in a highly sustainable location and therefore is ideally placed to be able to positively promote trips by walking, cycling or public transport, whilst also reducing the distances that people need to travel, as advocated in both local and national planning policy.



5.0 Proposed Development

Development Scale

- 5.1 The proposals comprise the conversion of the car repair garage and commercial floorspace into four apartments, along with the development of two dwellings. The site's existing dwelling will remain.
- 5.2 A proposed site plan is included in **Appendix A**.

Site Access

- 5.3 Vehicle access to the site will be achieved through both St George's Road and Meredith Street, as existing. The two residential dwellings include a single driveway access from Meredith Street where vehicles can access and egress each dwelling using an extended drop kerb crossover.
- 5.4 Pedestrians can access the development by using the extensive footway provision as described in **Section 4**. This includes the existing footways provided on Meredith Street bordering the site and St George's Road.

Proposed Development Trip Generation

Proposed Apartments and Houses

- 5.5 As previously noted, the apartment element of the proposals will be car-free which will limit the total vehicular demand to and from the site to taxi pick up and drop offs, deliveries and trips made by visitors. It is anticipated that prospective residents will be made aware of the absence of off-street parking, and this is considered a wholly appropriate strategy for the development given its highly accessible location.
- 5.6 Residents are therefore able to travel for a variety of purposes without the need for private transport. This approach is considered to be in accordance with the Manchester Residential Quality Guidance outlined in **Section 2**.
- 5.7 An assessment using the TRfICS database has been undertaken in order to gain a full understanding of the trips generated for both the four apartments and two houses, full TRICS output files can be found in **Appendix D**. The trips generated by the proposed development are shown below in **Table 5.1**.

Table 5.1: Proposed Development Trips for Houses and Apartments

	Time Period	Trip Rate			Trips Generated		
		Arr	Dep	Total	Arr	Dep	Total
Houses	08:00-09:00	0.17	0.359	0.529	0	1	1
	17:00-18:00	0.348	0.175	0.523	1	0	1
Apartments	08:00-09:00	0.055	0.249	0.304	0	0	0
	17:00-18:00	0.167	0.088	0.255	0	0	0



- 5.8 As seen in **Table 5.1**, the trips generated by houses equate to a total of 1 two-way trips in the AM and 1 two-way trips in the PM. Whereas, the apartments do not have any two-way trips in both peak periods.
- 5.9 This is seen as minimal and therefore will have a low impact to the operation of the surrounding highway network.

Parking

- 5.10 The proposed development will include one parking space per dwelling and the apartments will operate as car-free. As noted, prospective residents of the apartments will be made aware of the absence of off-street car parking.
- 5.11 Additionally, the streets surrounding the site, including Meredith Street and George Street include no existing on-street parking restrictions, providing prospective residents who do own a car with an alternative option, as existing.
- 5.12 Following guidance as set out in **Section 2**, the existing site would have required a total of 6 parking spaces for both the car vehicle repair garage and commercial office collectively. The proposed development on the other hand is required to provide less parking and therefore would have less of an impact overall on-street parking demand.
- 5.13 The development will include the provision of six cycle parking spaces for the apartments which can be accessible through a separate access to the back of the building. This equates to a provision of 150% and is well in excess of the 50% cycle parking provision quotes to reduce the need for car parking in the Manchester Residential Quality Guidance, as outlined in Section 2.

Service, Delivery and Refuse Collections

- 5.14 There will be an internal refuse store provided in the centre of both the apartments and houses, adjacent to the existing dwelling. This refuse store can be conveniently accessed by residents through the alleyway to the back of the development.
- 5.15 Refuse collection will continue to follow the existing arrangements as previously coordinated at the development where service vehicles will undertake their service along St George's Street.



6.0 Traffic Impact

Net Change

- 6.1 With the estimated trip generation for both the existing and proposed development assessed, the overall impact of the development proposals in regard to vehicle generation is now presented.
- 6.2 The net impact of the development proposals compared to the exiting development in both the AM and PM peak hours is presented in **Table 6.1**.

Table 6.1: Proposed Development Net Change in Vehicle Trips

	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arr	Dep	2Way	Arr	Dep	2Way
Existing Use	7	2	9	1	4	5
Proposed Residential Use	0	1	2	1	1	2
Net Difference	-7	-1	-7	0	-3	-3

- 6.3 The results presented in **Table 6.1** demonstrate that the proposed development is forecast to generate a lower number of vehicle trips in the network's typical morning and evening peak periods when compared to the existing use.
- 6.4 In addition to the low number of vehicle trips generated in the peak periods, this will also reduce on-street parking demand around the vicinity of the site.
- 6.5 On this basis, it is concluded that the proposed residential development will not have a materially detrimental impact upon the safe or efficient operation of the surrounding highway network.



7.0 Summary & Conclusion

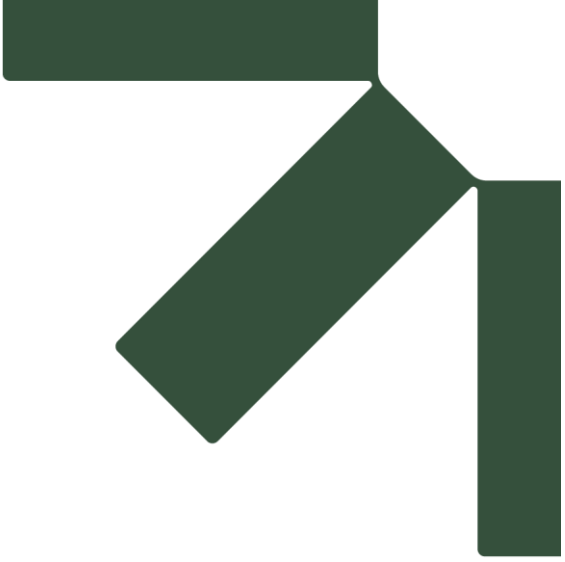
Summary

- 7.1 SLR have been instructed by Meredith Property Limited to provide highways and transport advice in relation to proposals to convert an existing building to residential development alongside the creation of additional dwellings on St George's Road in Fallowfield, Manchester.
- 7.2 The proposals comprise the conversion of the car repair garage and commercial floorspace into four apartments, along with the development two dwellings. The site's existing dwelling will remain.

Conclusion

- 7.3 This Transport Statement draws the following conclusions:
- The site is located within an area of excellent accessibility to public transport, including Mauldeth Road Railway Station and numerous local bus stops;
 - The proposals accord with that set out in the NPPF and Policies T1 and T2 of Manchester City Council's Core Strategy;
 - The proposals for a residential development of both four apartments and two houses will generate less vehicle trips than the site's existing use and will therefore have an immaterial impact upon the operation of the local highway network, resulting in a reduced on-street parking demand; and
 - The proposed car parking provision for the development is sufficient for a site of this scale based on the highly accessible location, available existing on street parking and cycle parking spaces on site.
- 7.4 As outlined in Section 2, the NPPF 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'. This report therefore concludes that the development would not have an unacceptable impact on highway safety, and that the residual cumulative impact cannot be considered severe. On this basis it is concluded that the development is acceptable from a transport perspective.





Appendix A Proposed Site Layout Plan

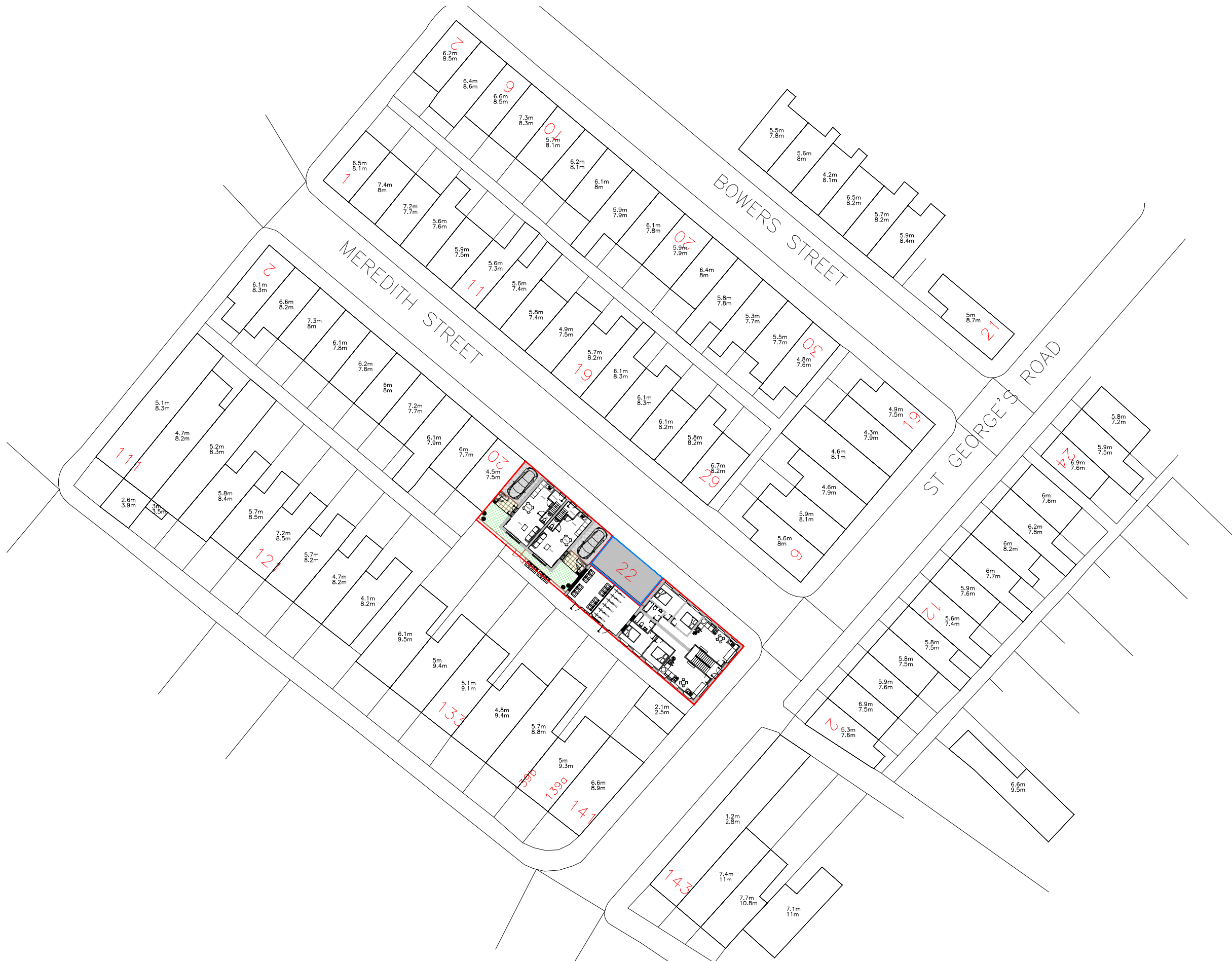
Transport Statement

St George's Road, Fallowfield, Manchester

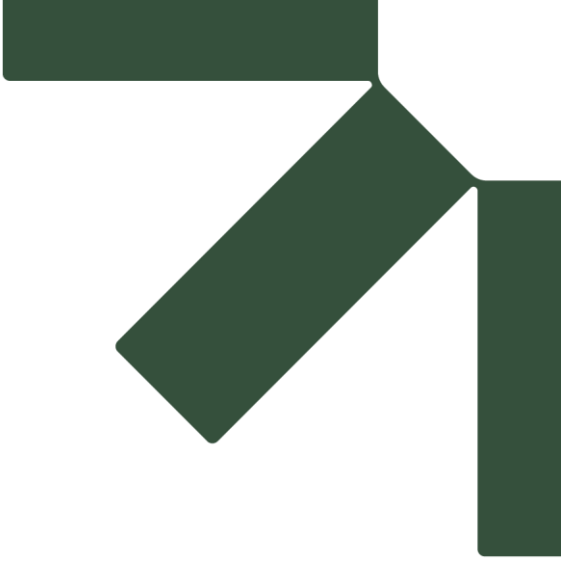
Meredith Property Limited

SLR Project No.: 432.002780.00001

23 February 2024



Notes:	SITE: 22 Meredith Street, M14 6ST		PL002		0552	30/01/24		Crowstone Ltd 3 Elm Grove Didsbury Manchester info@crowstoneco.com
	TITLE: Proposed Site Layout		DRAWING NO.		PROJECT NO.	DATE.		
Scale 1:500			1/500	TFE	TFE			
			SCALE AT A3.	DRAWN.	CHECKED.	REVISION.		



Appendix B TRICS Output Report: Commercial Office

Transport Statement

St George's Road, Fallowfield, Manchester

Meredith Property Limited

SLR Project No.: 432.002780.00001

23 February 2024

Calculation Reference: AUDIT-529504-240221-0218

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	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: 178 to 894 (units: sqm)
Range Selected by User: 118 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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 2 days
Thursday 2 days

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

Selected survey types:
Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town Centre 5
Edge of Town 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:
Commercial Zone 1
Residential Zone 2
Built-Up Zone 2
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 9 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 6 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BH-02-A-05 ROMAN ROAD HOVE	OFFICES	BRIGHTON & HOVE
	Edge of Town Centre Residential Zone Total Gross floor area: 280 sqm Survey date: WEDNESDAY 04/07/18		Survey Type: MANUAL
2	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS	DERBY
	Edge of Town Centre No Sub Category Total Gross floor area: 594 sqm Survey date: THURSDAY 21/10/21		Survey Type: MANUAL
3	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19		Survey Type: MANUAL
4	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS	NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: 178 sqm Survey date: THURSDAY 04/10/18		Survey Type: MANUAL
5	WK-02-A-02 WHITEHALL ROAD RUGBY	OFFICES	WARWICKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area: 540 sqm Survey date: MONDAY 14/11/22		Survey Type: MANUAL
6	WS-02-A-05 NORTH STREET WORTHING	SOCIAL HOUSING COMPANY	WEST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area: 830 sqm Survey date: TUESDAY 17/05/22		Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CU-02-A-02	24/06/16	not representative of our site
NF-02-A-02	11/09/17	not representative of our site
WK-02-A-03	23/11/22	not representative of our site

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.84

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	549	0.510	5	549	0.000	5	549	0.510
08:00 - 09:00	6	487	2.156	6	487	0.205	6	487	2.361
09:00 - 10:00	6	487	1.540	6	487	1.061	6	487	2.601
10:00 - 11:00	6	487	0.582	6	487	0.479	6	487	1.061
11:00 - 12:00	6	487	0.650	6	487	0.650	6	487	1.300
12:00 - 13:00	6	487	0.479	6	487	0.890	6	487	1.369
13:00 - 14:00	6	487	0.616	6	487	0.582	6	487	1.198
14:00 - 15:00	6	487	0.548	6	487	0.548	6	487	1.096
15:00 - 16:00	6	487	0.308	6	487	0.548	6	487	0.856
16:00 - 17:00	6	487	0.205	6	487	0.924	6	487	1.129
17:00 - 18:00	6	487	0.137	6	487	1.608	6	487	1.745
18:00 - 19:00	5	549	0.073	5	549	0.182	5	549	0.255
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.804			7.677			15.481

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.*

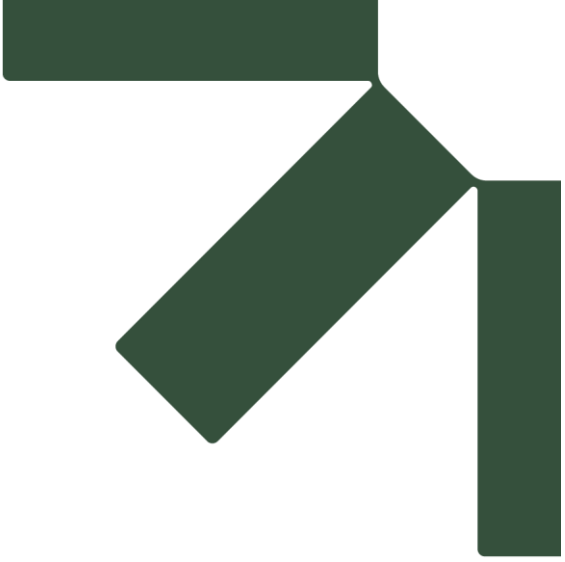
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Parameter summary

Trip rate parameter range selected:	178 - 894 (units: sqm)
Survey date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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



Appendix C TRICS Output Report: Vehicle Repair Garage

Transport Statement

St George's Road, Fallowfield, Manchester

Meredith Property Limited

SLR Project No.: 432.002780.00001

23 February 2024

Calculation Reference: AUDIT-529504-240213-0231

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 290 to 650 (units: sqm)
 Range Selected by User: 128 to 4800 (units: sqm)

Parking Spaces Range: 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:

Thursday 2 days
 Friday 2 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1
 Edge of Town 3

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

Selected Location Sub Categories:

Industrial Zone 3
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:**Use Class:**

Not Known 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

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

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	HF-15-A-01 LEYDEN ROAD STEVENAGE	GARAGE		HERTFORDSHIRE
	Edge of Town Industrial Zone			
	Total Gross floor area:	290 sqm		
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL	
2	LC-15-A-01 GRIMROD PLACE SKELMERSDALE	GARAGE		LANCASHIRE
	Edge of Town Industrial Zone			
	Total Gross floor area:	650 sqm		
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL	
3	TW-15-A-01 HENDON STREET SUNDERLAND HENDON	COMMERCIAL VEHICLE GARAGE		TYNE & WEAR
	Edge of Town Industrial Zone			
	Total Gross floor area:	400 sqm		
	Survey date: FRIDAY	24/05/19	Survey Type: MANUAL	
4	WM-15-A-02 HARNALL LANE WEST COVENTRY BISHOPGATE GREEN	GARAGE		WEST MIDLANDS
	Edge of Town Centre No Sub Category			
	Total Gross floor area:	560 sqm		
	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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	525	0.190	2	525	0.000	2	525	0.190
07:00 - 08:00	3	447	0.522	3	447	0.224	3	447	0.746
08:00 - 09:00	4	475	1.684	4	475	0.632	4	475	2.316
09:00 - 10:00	4	475	1.579	4	475	1.474	4	475	3.053
10:00 - 11:00	4	475	0.632	4	475	0.421	4	475	1.053
11:00 - 12:00	4	475	1.158	4	475	1.000	4	475	2.158
12:00 - 13:00	4	475	1.211	4	475	1.474	4	475	2.685
13:00 - 14:00	4	475	0.737	4	475	0.632	4	475	1.369
14:00 - 15:00	4	475	1.263	4	475	1.263	4	475	2.526
15:00 - 16:00	4	475	1.158	4	475	1.579	4	475	2.737
16:00 - 17:00	4	475	0.368	4	475	1.158	4	475	1.526
17:00 - 18:00	4	475	0.158	4	475	0.632	4	475	0.790
18:00 - 19:00	4	475	0.000	4	475	0.053	4	475	0.053
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.660			10.542			21.202

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

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:

290 - 650 (units: sqm)

Survey date range:

01/01/15 - 20/10/22

Number of weekdays (Monday-Friday):

4

Number of Saturdays:

0

Number of Sundays:

0

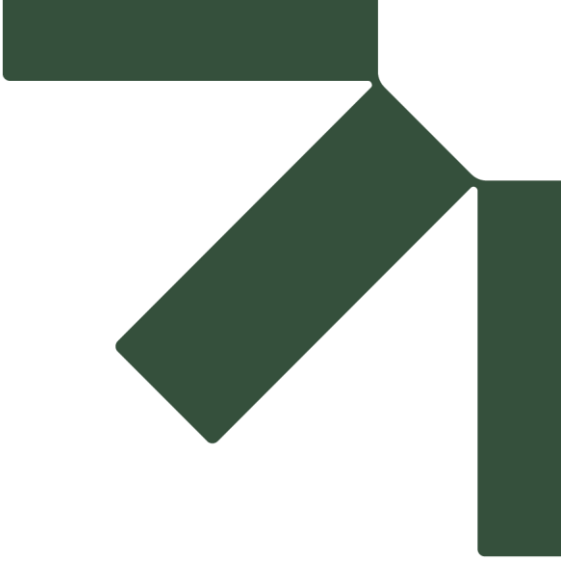
Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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



Appendix D TRICS Output Report: Residential (Privately Owned)

Transport Statement

St George's Road, Fallowfield, Manchester

Meredith Property Limited

SLR Project No.: 432.002780.00001

23 February 2024

Calculation Reference: AUDIT-529504-240213-0235

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	5 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	6 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
09	NORTH	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	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: 8 to 99 (units:)
 Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/05/23

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

Selected survey days:

Monday	8 days
Tuesday	8 days
Wednesday	11 days
Thursday	4 days
Friday	5 days

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

Selected survey types:

Manual count	36 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
Edge of Town	30

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

Selected Location Sub Categories:

Residential Zone	33
Out of Town	1
No Sub Category	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	9 days - Selected
Servicing vehicles Excluded	27 days - Selected

Secondary Filtering selection:

Use Class:

C3	36 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	9 days
10,001 to 15,000	14 days
15,001 to 20,000	5 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	10 days
250,001 to 500,000	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	1 days
0.6 to 1.0	8 days
1.1 to 1.5	26 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	21 days
No	15 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	36 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	CT-03-A-01 ARLESEY ROAD STOTFOLD	MIXED HOUSES	CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	46	
	Survey date: WEDNESDAY	22/06/22	Survey Type: MANUAL
2	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category Total No of Dwellings:	50	
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES	DORSET
	Edge of Town Residential Zone Total No of Dwellings:	26	
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL
4	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
5	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
6	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
7	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	47	
	Survey date: MONDAY	13/03/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	FU-03-A-02 MACADAM WAY PENRITH	DETACHED / TERRACED HOUSING	WESTMORLAND & FURNESS
	Edge of Town Centre Residential Zone Total No of Dwellings:	50	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
9	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
10	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
11	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
12	HC-03-A-30 MEUDON AVENUE FARNBOROUGH	TERRACED HOUSES	HAMPSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	31	
	Survey date: FRIDAY	14/10/22	Survey Type: MANUAL
13	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
14	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	8	
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL
15	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS	KENT
	Edge of Town Residential Zone Total No of Dwellings:	14	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	LN-03-A-04 EGERTON ROAD LINCOLN	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 30 Survey date: MONDAY 29/06/15		Survey Type: MANUAL
17	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES	MEDWAY
	Edge of Town Residential Zone Total No of Dwellings: 19 Survey date: MONDAY 06/06/22		Survey Type: MANUAL
18	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 16/09/15		Survey Type: MANUAL
19	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
20	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 55 Survey date: TUESDAY 21/09/21		Survey Type: MANUAL
21	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Out of Town Total No of Dwellings: 80 Survey date: TUESDAY 27/09/22		Survey Type: MANUAL
22	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES	NORFOLK
	Edge of Town No Sub Category Total No of Dwellings: 75 Survey date: THURSDAY 29/09/22		Survey Type: MANUAL
23	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: TUESDAY 27/09/22		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	Survey date: MONDAY		18/10/21	Survey Type: MANUAL
25	NY-03-A-12 RACECOURSE LANE NORTHALLERTON	TOWN HOUSES		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		47	
	Survey date: TUESDAY		27/09/16	Survey Type: MANUAL
26	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	Survey date: WEDNESDAY		18/05/22	Survey Type: MANUAL
27	PS-03-A-01 BRYN GLAS WELSHPOOL	MIXED HOUSES		POWYS
	Edge of Town Centre Residential Zone Total No of Dwellings:		16	
	Survey date: MONDAY		11/05/15	Survey Type: MANUAL
28	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	Survey date: WEDNESDAY		11/05/22	Survey Type: MANUAL
29	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
30	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL
31	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	Survey date: MONDAY		08/05/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

32	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
33	WM-03-A-05 COUNDON ROAD COVENTRY	TERRACED & DETACHED	WEST MIDLANDS
	Edge of Town Centre Residential Zone Total No of Dwellings:	89	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
34	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL
35	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	Survey Type: MANUAL
36	WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	92	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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): 1.61

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	36	48	0.097	36	48	0.299	36	48	0.396
08:00 - 09:00	36	48	0.170	36	48	0.359	36	48	0.529
09:00 - 10:00	36	48	0.157	36	48	0.179	36	48	0.336
10:00 - 11:00	36	48	0.135	36	48	0.168	36	48	0.303
11:00 - 12:00	36	48	0.143	36	48	0.157	36	48	0.300
12:00 - 13:00	36	48	0.168	36	48	0.181	36	48	0.349
13:00 - 14:00	36	48	0.181	36	48	0.176	36	48	0.357
14:00 - 15:00	36	48	0.164	36	48	0.198	36	48	0.362
15:00 - 16:00	36	48	0.288	36	48	0.187	36	48	0.475
16:00 - 17:00	36	48	0.275	36	48	0.175	36	48	0.450
17:00 - 18:00	36	48	0.348	36	48	0.175	36	48	0.523
18:00 - 19:00	36	48	0.251	36	48	0.150	36	48	0.401
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.377			2.404			4.781

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:

8 - 99 (units:)

Survey date date range:

01/01/15 - 15/05/23

Number of weekdays (Monday-Friday):

36

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

Calculation Reference: AUDIT-529504-240221-0256

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	HI HIGHLAND	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: 16 to 91 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
Edge of Town	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:

Residential Zone	4
Built-Up Zone	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	2 days
No	5 days

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

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

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

1	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
2	CT-03-C-02	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
4	HI-03-C-02	BLOCK OF FLATS	HIGHLAND
	KING STREET		
	NAIRN		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: WEDNESDAY	19/04/23	Survey Type: MANUAL
5	MS-03-C-04	BLOCK OF FLATS	MERSEYSIDE
	HOY DRIVE		
	NEWTON-LE-WILLOWS		
	EARLESTOWN		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL
6	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
7	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
	CAULDWELL AVENUE		
	WHITLEY BAY		
	MONKESEATON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL

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
HF-03-C-01	09/06/21	survey undertaken during covid-19
HF-03-C-05	07/06/21	survey undertaken during covid-19
SF-03-C-05	23/06/21	survey undertaken during covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.51

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	7	52	0.038	7	52	0.159	7	52	0.197
08:00 - 09:00	7	52	0.055	7	52	0.249	7	52	0.304
09:00 - 10:00	7	52	0.093	7	52	0.104	7	52	0.197
10:00 - 11:00	7	52	0.077	7	52	0.112	7	52	0.189
11:00 - 12:00	7	52	0.107	7	52	0.118	7	52	0.225
12:00 - 13:00	7	52	0.134	7	52	0.129	7	52	0.263
13:00 - 14:00	7	52	0.096	7	52	0.090	7	52	0.186
14:00 - 15:00	7	52	0.052	7	52	0.088	7	52	0.140
15:00 - 16:00	7	52	0.123	7	52	0.074	7	52	0.197
16:00 - 17:00	7	52	0.162	7	52	0.071	7	52	0.233
17:00 - 18:00	7	52	0.167	7	52	0.088	7	52	0.255
18:00 - 19:00	7	52	0.197	7	52	0.118	7	52	0.315
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.301			1.400			2.701

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

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Parameter summary

Trip rate parameter range selected: 16 - 91 (units:)
 Survey date range: 01/01/15 - 19/04/23
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Making Sustainability Happen